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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 592.] LONDON, MONDAY, JAN. 4, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1875.

Subscriptions for the present Year, £2 2s., are now due. Cheques and Post-office Orders payable to JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes is issued with this Number. Free to Subscribers; 1s. to non-Subscribers.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Jan. 2.
JAPAN—Yokohama	Sept. 25	Nov. 15	Nov. 17
Yedo			
Osaka and Hiogo	„ 4	Oct. 31	„ 9
Hakodadi			
Nagasaki	—	—	„ 14
CHINA—Peking	—	—	„ 9
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 13
New-chwang	—	—	„ 7
Hankow	„ 18	Nov. 6	„ 14
Kiu-kiang	—	—	„ 11
Chin-kiang			
Shanghai	Oct. 2	„ 16	„ 20
Ningpo	—	—	„ 18
Foochow	„ 2	„ 12	„ 22
Formosa	—	—	„ 15
Amoy	—	—	„ 23
Swatow	—	—	„ 24
Hong Kong	„ 9	„ 19	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—Manila	Sept. 25	„ 3	„ 22
COCHIN-CHINA—Saigon	—	—	„ 23
SIAM — Bangkok	Oct. 9	„ 15	„ 22
BORNEO—Labuan	—	—	„ 24
Sarawak	—	—	„ 27
JAVA — Batavia	„ 23	„ 26	„ 27
Samarang	—	—	„ 20
Sourabaya	-	—	„ 22
MALACCA STRAITS—Singapore	„ 30	Dec. 1	Dec. 8
Penang	„ 30	Nov. 29	„ 4
CEYLON—Galle	Nov. 13	Dec. 5	„ 12
Colombo	„ 13	„ 7	„ 10

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday, being two days early. The next inward (French) mail, with advices Yokohama 24th, Shanghai 27th Nov., Hong Kong 3rd, Singapore 11th Dec., which is due, *via* Marseilles, on Monday next, the 11th inst., left Suez on the 28th ult., four days in advance of its due date, and may be expected in London by Thursday or Friday next.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. str. *Venetia*, arrived Dec. 30.—From Singapore: Mr. and Mrs. Bell, five children, and two servants.

To Venice.—From Hong Kong: Mr. W. G. Price, Mr. G. Oliver, Dr. A. McDonald, R.N. From Ceylon: Mr. Lang.

To Southampton, per P. and O. str. *Baroda*, expected Jan. 11.—From Yokohama: Mr. W. Verney, Dr. Greenslade, Miss Reeves. From Hong Kong: Mr. C. Chappers, Mr. R. Cumberland, Mr. G. S. Hogg. From Shanghai: Mrs. J. White and three children, Mrs. Allcott. From Singapore: Mr. Stevens. From Galle: Mr. Mortimer.

Per Nederland Company's steamer *Voorwaarts*, from Batavia to Nieuwdiep.—Mr. W. T. Penard, Mr. and Mrs. P. H. Falkman and five children, Mr. P. T. Quartero Mr. van Sprew and three children, Mr. and Mrs. C. E. G. Ottenhoff and four children, Mr. and Mrs. T. C. Stuffers and four children, Mr. and Mrs. W. C. B. de Bas and six children, Mr. and Mrs. T. H. Knyff and child, Mr. W. Humme, Mr. W. T. Veroloet, Mr. G. H. Aalders, Mr. P. A. Schiil, Mr. Holsteyn, Mr. and Mrs. Hovy, Mr. L. van Olbeek, Mr. P. D. T. des Buerry de Maurégnault.

PASSENGERS OUTWARD.

Per French steamer *Ava*, from Marseilles, Jan. 3.—To Galle: Mr. Buchanan, Mr. E. H. Hurst. To Singapore: Mr. Archer, Mr. Hilty. To Hong Kong: Mr. and Mrs. Bell, Mr. Berger. To Batavia: Mr. Veautier. To Saigon: Mr. Pollas, Mr. Amons, Mr. Imbert. To Shanghai: Mrs. King, Mr. Sichel, Mr. O. Sichel, Mr. Groth, Mr. Lefebre. To Yokohama: Mr. Muigre.

Per French steamer *Hoogly*, Jan. 17.—To Yokohama: Mr. Boeke. To Hong Kong: Mr. Hillier, Mr. Duval, Mr. Lancken, Mr. Wanecke. To Shanghai: Mr. G. Rohl, Mr. E. Hunt. To Galle: Mr. and Mrs. Canque. To Batavia: Mr. C. Winx.

Per French steamer *Irawaddy*, Jan. 31.—To Galle: Mr. and Mrs. Gausseremburg. To Singapore: Mr. Hill.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. and Mrs. Hutchinson. To Shanghai: Mr. and Mrs. olVsch.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mrs. F. Kinahin, Mr. Morgan, Capt. Buller, R.N., Surg. A. H. L'Estrange, Mr. M. Pinl, Mr. H. K. Maynard, Sub.-Lieut. Luther. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong, Mr. Paterson. To Ceylon: Mr. M. H. Foster.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan. 11.—To Yokohama: Mr. W. S. Lockhart. To Hong Kong: Mr. S. Hughes, Mr. Kofod. To Ceylon: Dr. P. Goldschmidt. To Singapore: Mr. W. Cadell.

Per P. and O. steamer *Cathay*, from Southampton, Jan. 14.—To Ceylon: Mr. S. le Cocq, Mr. E. Lemprien, Mrs. Gow, Mr. Chamberlain and friend.

Per P. and O. steamer *Baroda*, from Brindisi, Jan. 25.—To Hong Kong: Mr. Robslikke.

Per P. and O. steamer *Malwa*, from Southampton Jan. 28.—To Hong Kong: Mrs. Armstrong.

Per steamer *Gleuartney*, from London, Jan. 7.—To Hong Kong: Mr. Beveridge, Mr. and Mrs. Murray Bain. To Shanghai: Mr. Montire.

From San Francisco, per Pacific Mail Steamship Company's chartered steamer *Vancouver*, Capt. Shaw.—For Yokohama: J. Macpherson Grant, Mrs. R. Varnum and child, Mrs. Deville, Mrs. Drulin, A. Kirby, M. Cohen, Robert Smith, E. Wiegand and wife. For Shanghai: W. Otho, N. Shaw, Edw. Cunningham, Fred. D. Bush. For Hong Kong: Hely d'Oissel.

Summary of News from the Far East.

JAPAN.

Dates by this opportunity extend to the 17th Nov., but there is nothing to record. The Pacific mail steamer *Great Republic* arrived at San Francisco on the 19th Dec. with dates to 26th Nov., and her advices may be expected here on the 7th inst.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

Since the Japanese High Commissioner Okubo departed, all excitement has ceased, and we have been leading a quiet, humdrum life; meditating perhaps, however, over the extraordinary solution of the late negotiations. Miracles apparently have not ceased, nor wonders ended. I suppose that immediately this river is closed to navigation Li Hung-chang will depart for Paouting-foo for the winter months, as arranged by Imperial decree in 1870. The Governments of China and Japan having become friends, and their representative high officials having cordially embraced each other the other day at Peking, all preparations of a warlike character on the seaboard, designed to repel a Japanese enemy, have of course come to an end.

Mr. T. Watters, who has been acting interpreter at H.B.M. Consulate at Tientsin for the last two years, having received instructions from Peking to remove to the Shanghai Consulate, left on the 10th Nov. and he carries with him the best wishes of this community.

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H.M. gun-vessel *Hornet*, Commander Cameron, has left here for the south, having been replaced by the *Midge*, which is intended to remain here during the winter. At present, for winter protection, we have in port one British, one Russian, and one French gunboat; and rumour says we shall have yet an American gunboat, the *Palos*.

On the 8th Nov., hare-hunting commenced, and as the open country around is to a great extent free from water, this sport will be much pursued during the winter.

As to the weather, we have had first rain, then sleet, and finally snow, and the country is now partially covered with a white mantle. The peasantry are at present occupied in gathering in the later products of the soil as rapidly as possible so as to get them housed before the more severe weather sets in. Owing to the absence of inundations and to the gathering in of crops above average, the peasantry are this year in good circumstances.

The steamer *Shantung*, leaving here on the 12th Nov., will take away the body of Woo Tung-ling, who died here on the 1st September last, and who was formerly Chief of the Southern Legion in this province. A large body (3,000) of the officers and men of the Southern Legion escorted the coffin to the steamer; and the flags of the Chinese gunboat *Chinhae* and the C.M.S.N. Co. were put half-mast high. The foreign gunboats also hoisted their flags half-mast as a token of respect for the deceased.

SHANGHAI.

The present mail brings advices from this port to the 20th November; the P. and O. mail from London Oct. 2 was received on the 16th November. The following summary of news is from the *North China Herald*:—

Telegrams received from Yedo on the 14th Nov. state that the Japanese Government entirely approves the agreement come to between its High Commissioner, Okubo, and the Tsungli Yamen, and that it was much pleased with the action of H.B.M. Minister, Mr. Wade, in assisting to bring the difficulty to an honourable and peaceful settlement. The Japanese transports would leave shortly for Formosa, and the expedition will probably retire from the island before the 20th December—the date stipulated in the agreement. This intimation will dispel some lingering suspicion that the Japanese Government might, regarding the monetary part as unsatisfactory, take exception to the settlement concluded by his Excellency Okubo, and is an assurance of its desire to avoid a war. It further shows that, as was to be inferred from the protracted character of the negotiations, Okubo's mission was all along intended to secure peace, if that were compatible with maintaining the honour of his country. We may notice here that on the 12th Nov. his Excellency and suite left Shanghai, for Amoy and Formosa, in the *Kanagawa-maru*, on board which also a passage was given to a Chinese officer, the bearer of despatches.

We hear that the first Tls. 100,000 of the sum which the Chinese have agreed to pay the Japanese has been handed over by the Haikwan (Customs) Bank here. The Shanghai Customs treasury has to furnish another Tls. 100,000 of the indemnity. The Customs funds seem to be always ready for the dredging of bars political, whatever they may be for bars physical. Mr. Edward McKean, of the Customs Service, will probably go to Formosa on special duty in connection with the evacuation of the island by the Japanese. It will be remembered that the same gentleman was selected to be the bearer of despatches from Peking to Yedo, at an early stage of the difficulty between China and Japan.

A sight of unusual interest was afforded to people who happened to be on the Bund on the 13th Nov., in the simultaneous departure of H.M.S. *Modeste*, the gunboat *Dwarf*, and the French mail steamer *Hoogly*. As the *Modeste* moved off, the *Dwarf's* crew manned the yards, and gave three cheers, and the *Modeste's* men swarmed up her rigging, and heartily returned the compliment. The *Dwarf* flew the homeward bound pennant, and looked in very smart trim as she steamed rapidly after her big sister. Only her crew go home, however, we believe, the gunboat being recommissioned at Hong Kong. The stately *Hoogly*, looking the *beau ideal* of a mail steamer, started in advance of the *Dwarf*, and dipped her ensign as she passed. Admiral Shadwell and his staff went down to Woosung in the *Modeste*, to rejoin the flagship, in pursuance of the arrangements we mentioned last week; and not a few of those who witnessed the departure of the vessel had come out to "speed the parting guest."

At the meeting of the French Municipal Council of 27th Oct., a letter from the Consul-General was read, announcing that the French Minister had agreed to the request of the Council that the Chancellerie of the Consulate should cease to exact two per cent. on the Chinese contribution to the Municipal Budget. The Chairman was asked to thank the Consul-General for supporting the request.—The Chairman and Vice-Chairman were delegated to discuss, with two members of the English Council, matters relating to the interests which the two Administrations have in common.—The substitution of a system of numbering, adopted by both municipalities, for monthly cards for jinrickshas, was approved.—The Secretary was directed to reply, to a request by the English Council, that the Council was, as it had always been, in favour of the opening of a common dispensary, as soon as simultaneous action can be taken. Believing that it would be more economical to have but one establishment for all the Settlements, the Council also directed the Secretary to enquire if the place already built for that purpose is large enough for both Municipalities, and in that case, what share the French Council would have to bear in the expense already incurred or to be incurred.—The Secretary, in informing the English Council of the arrival of an iron bridge, to replace No. 4 wooden bridge on the Yangking-pang, was directed to advise them that the erection of the new bridge would necessitate the reconstruction of the abutments on the north side of the creek. A report by the Commission charged with the consideration of the scheme for widening certain roads, and with determining the value of the ground which might be required, was presented. The Commission agreed in the desirability of the scheme, and even extended the latitude it proposed to allow certain roads. The Council adopted the views of the Commission unreservedly, and publish a list of roads, with the width to be given to each. The Commission think it preferable that the matter of compensation for ground should be left to the Council and the proprietors. The Council requested the chairman to convey its thanks to the members of the Commission for their friendly co-operation in the matter.—The Council refused two applications for tavern licenses, and thinking that these places are already too numerous will consider rather how their number may be reduced.

The S. C. V. Autumn Prize Meeting for rifle shooting began on the 13th Nov., the events for the first day being the National Rifle Association's Medal, and the Municipal Challenge Cup, which were respectively won by Private Glass, Mih-ho-loongs, and Private Carnie, No. 1 Company. On the following day Captain Tucker, No. 3 Company, won the Officers' Cup; Private Milsom, No. 1 Company, the Ladies' Purse; and Private Starkey, No. 3 Company, the Consolation Prize. The Mih-ho-loong Challenge Cup was won by Sergeant Dunman, of that company, and the Mih-ho-loongs have the honour of winning the companies' match. The entries showed a falling off from last year, but there were still enough men, and among them the best shots of the Corps, to make good contests. It is a pity, however, that new men coming to the place do not offer as freely as might be expected to fill up the gaps, both in the ranks of the Corps and in its competitions, created by the retirement of old members, which is occasioned by the frequency of changes in Shanghai. But the number of men who shot at former meetings occasionally led to difficulty in getting through with the competitions in reasonable time; and probably indifferent shots got tired of having an "*r*" placed after their names, and retiring early in the day, to make way for men better skilled or more fortunate than themselves.

A singular case has been brought before the Mixed Court magistrate and Mr. Stronach. It appears that a coolie and another native were stopped in the Nankin-road, near the Kiukiang-road, by two *likin* runners, the coolie carrying a covered cash-basket containing opium. Of course the usual dispute occurred, and a Mr. J. J. Aroozoo came up, demanded the release of the opium, as being his property, and told the runners to desist from their efforts to seize it. Two foreign gentlemen were passing at the moment, and upon their advice, as we are informed, the whole of the persons went to the Louza station, accompanied by a native constable. Mr. Aroozoo there accused the runners with having assaulted him, one of them having held his hands behind his back. When the case came on for hearing, the complainant supplemented his charge of assault by saying that the breast pocket of his coat had been torn and Tls. 15 in notes abstracted. He had mentioned nothing about his alleged loss at the police station on the previous evening, but he produced a note in Court to prove that he had on the same day received Tls. 15. The magistrate declined to enter into this statement, not crediting the inference that the runners had committed robbery. The charge of assault, on being investigated, was dismissed. The complainant thereupon said he felt his life was in danger, and that in future he should carry arms to defend himself. He was, however, advised by the Court not to do so, or he might run the risk of getting into serious trouble.

The *Shunpao* reports an incident of popular feeling which occurred in the native city the other day, and which is noteworthy only because of the promptitude with which the Taoutai acted to anticipate any disturbance. The affair was trivial in itself, but there was just a tiny spark of trouble which with judicious and mischievous fanning might have flared up into a conflagration. The *Shunpao* gives the following particulars:—

To the west of the Roman Catholic Church there is an asylum established by that religious body for the reception of the destitute aged and infirm—a very worthy and benevolent institution. The expenses are defrayed by the Church, and the people received into it must be either Roman Catholics themselves or be introduced by converts. On the evening of the 5th of this moon (the 13th Nov.) an old Nanking man, being very infirm and poor, got some people to carry him to the asylum. The doorkeeper, as he knew nothing of the man, refused to receive him, but the coolies who brought him carried him up to the door and wanted to go away. The doorkeeper stopped them, however, and directed them to take him away again, and an altercation

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ensued, which attracted passers by, who formed an increasing crowd. Some of these said, since the asylum was for the benefit of the aged, an old man like the one who had been brought should be admitted—how could anyone have the heart to send him away? The doorkeeper's rejoinders only added to the excitement, and the crowd seemed likely to express their feelings by physical force. The doorkeeper, therefore, thought it prudent to get inside and shut the door, upon which the crowd dispersed. A *waiyuen* attached to the police got information of the matter, however, and hurried to inform the Taoutai, who instructed the officer in charge of his bodyguard to proceed to the spot and prevent any disturbance, sending an intimation also to the head of the foreign drilled troops. When the guard arrived on the spot they found everything as usual. The coolies took the opportunity while the altercation occurred to run away and leave the old man, who was received into the asylum, in consideration of his age, his infirmity, and his helplessness. The Chehsien was absent on a visit to Soonkiong and Soochow, but hearing of the affair while at the former place, put off his visit to the latter and returned to Shanghai. The authorities have made one arrest, and intend to have others of the mob caught and punished.

There has been another display of popular feeling against missionaries at Soochow, where last Sunday a crowd assembled, insulted a Chinese congregation, and assaulted the officiating missionary. Information having been sent to the district magistrate's yamen, he despatched half-a-dozen of his runners to the scene, and the crowd dispersed at their approach. The officials appear to be anxious to check disturbance; but the literati, as usual, inflame the popular mind, by a revival of the old libels against missionaries.

A Soochow correspondent of the *Shunpao*, who has recently been travelling in the district "north of the Yangtsze," reports that the change of course of the Yellow River near its mouth, where it seems to have reverted to its old bed, has caused widespread inundation and distress. About twenty miles from Haichow, a place in the north of Kiangsu, near the coast, some thirty miles south from the border of Shantung, the country for several hundred *li* was one vast ocean, and the homesteads deserted. The inhabitants who remained on the higher grounds informed him that the inundation had been sudden and severe, and that they had to fly from the villages and hamlets. At Pe-show, a place some fifty miles inland, but in about the same latitude, the flooding had been still more disastrous, and the inhabitants were in a very destitute condition.

We hear that there is now small probability of H.B.M. Minister, Mr. Wade, paying a visit to Shanghai this winter, as it was some time ago expected he would do. The peaceful adjustment of the Formosan difficulty has, we believe, led to this change of plan.

A Chinese sailor has met his death by falling from the rail of the barque *George Washington* to the bottom of the Old Dock. No one saw him fall, but he was found lying on the floor of the dock, with his skull fractured, quite dead. Dr. McDougall was sent for, but his services were of no avail. The deceased's friends removed the body for burial.

The purchasers of the wreck of the *Lucerne* have had to complain of the pillaging propensities of the Chinese boat people, and efforts are being made to get the native authorities near the locality to interfere in favour of the rightful owners of the property.

The brig *St. François* has been placed in dock at Messrs. Boyd and Co.'s. Judging by her appearance and by the small patch over the point of contact with the *Cardor Castle*, her injuries are not so extensive as was at first supposed.

During the passage of the P. and O. Mail steamer *Geelong* from Hong Kong to Shanghai in lat. 24.39 N. and long 118.44½ E., she fell in with a junk exhibiting signals of distress. A boat was lowered in charge of the second officer, Mr. Coleman, and Mr. Coates, pilot, who rescued eighteen men from the junk, which was then abandoned. The men were brought on to Shanghai.

The C.M.S.N. Co.'s steamer *Aden*, which has just returned from a run to Amoy and Keelung, is likely to be handed over by her present owners to the Chinese Government, to be used as a despatch vessel, a purpose for which she is much better suited than she is for a cargo boat.

In accordance with the instructions from the trustees to the estate of Messrs. Dent and Co., the "Paoshan" property at Ningpo was put up to auction by Mr. F. A. Groom. The property consisted of ten mow of ground, a two-storied dwelling-house, two large godowns, offices, stabling, &c., walled into a height of sixteen feet. The river frontage extends to one hundred and ninety-five feet. There was a languid competition, and the property was knocked out at Tls. 5,600.

HONG KONG.

Our advices by the present mail extend to the 26th Nov.; the French mail from London 9th October was received on the 19th November. The following P. and O. mail of the 16th October, which was due on the 26th Nov., had been detained by an accident. The following items of news are from the *China Mail*:—

Gambling houses are said to have vastly increased in number at Canton since the death of the late Viceroy.—A movement is on foot to start a steam ferry service between the city and Kowloong, for Europeans only.—The British ship *Minhanao*, which went down in the late typhoon, has been floated.—H.M.S. *Challenger* arrived at Hong Kong on the 15th. H.M.S. *Iron Duke*, bearing the flag of Vice-Admiral Shadwell, arrived on the 25th.—Chang, the Chinese giant, has returned to Hong Kong.—Quinsy is very prevalent in the colony just now.—The dengue fever, which has extensively prevailed during the past three months, is disappearing.—The Government Civil Hospital has been removed to the former Hotel d'Europe, Hollywood-road.—Mr. Carl von Bismark, H.I.G.M. Consul at Tientsin, and who acted as interpreter at the late audience with the Emperor, passed through Hong Kong on the 11th.—The news of the death of Mr. E. C. Bowra has caused very general regret both here and at Canton.—A farewell dinner was given by the Volunteer fire brigade, on the 20th to Mr. A. F. Chambers, their foreman.—Twenty large shops were destroyed by fire at Macao on the 20th.—The transport *India*, bringing 240 Portuguese troops for the garrison, arrived at Macao on the 21st.—During the discussion on the Estimates for 1875 in the Hong Kong Legislative Council, on the 13th, the non-official members refused to pass the Police vote, on the ground that no attention had been paid to the recent action of the Captain Superintendent of Police; the vote was carried by an official majority.—A grant of $1,000 towards the republication by Dr. Eitel of Dr. Williams's valuable "Tonic Cantonese Dictionary" was agreed to *nem. con.*—Fresh measures are being taken to float the P. M. S. S. *Alaska*. Mr. Roberts of Shanghai has contracted for the work for a sum, it is said, of $30,000.

The following is from the *Daily Press*:—According to the latest news on the subject there is unfortunately some kind of hitch with reference to the telegraph which it was some time ago stated would be erected between Foochow and Amoy. The material was shipped from Hong Kong about a month ago, and at that time matters seemed in a fair way of progress. Unfortunately, however, in the meantime the question became discussed at that tomb of all progressive measures, Peking, and it now seems that the officials have withdrawn their co-operation from the scheme. According to the *Foochow Herald* of the 19th inst., the line is still being pushed forward, but it remains to be seen whether, without official protection, the work can be carried out, and considers that it is doubtful whether this can be done, and is certain that it will not to accomplished without considerable difficulty. With the kind of obstructiveness that has to be met with under such circumstances people in China are already familiar. Petty village risings accompanied by assaults on the foreigners engaged in the work, and damage to the work itself, are the form in which this kind of opposition usually arises, and when the Mandarins are opposed to any scheme of the kind these difficulties usually prove insurmountable. If, therefore, the local authorities at Foochow and Amoy are indisposed to afford any support to the project, it may be feared that it will not be possible to carry it out successfully. There are, on the other hand, some grounds which may yet lead to the hope that it will be accomplished. The Great Northern Telegraph Company have been especially successful in overcoming local opposition of this kind, and it may be hoped that they will be able to put the same tact successfully in force in the present instance. It is possible, too, that the Viceroy may not in reality be greatly opposed to allowing the work to proceed. The opposition comes from Peking, and it may be that the local officials will be really in favour of the project, notwithstanding, and may give it their support secretly, though they cannot do so officially.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, NOV. 26.

However welcome the peaceful termination of the Chino-Japanese imbroglio on the Formosa question may be to those who have at heart the preservation undisturbed of peace as security to commerce, yet there are individual mercantile firms here in the Far East to whom the news of the success of Okubo's mission to Peking came like a most unwelcome thunder clap. It shattered fondly-cherished schemes of fortune. The aspect of affairs looked so threatening that the opinion of the majority was that war could not possibly be averted. Japanese and Chinese were buying up arms and ammunition recklessly and at extravagant prices. Some holders of old muskets and carbines made great hits. Many firms, in the certainty of war being declared, have issued large orders on their correspondents at home for lethal weapons and explosives. It is feared that they themselves will be heavily hit.

I see some mention, vague enough, in the home papers respecting a proposed loan by a Bank here to the Chinese Government. I am in a position to inform you on indisputable authority that such a loan is in train. The amount being negotiated for is only two million of taels, or two thirds of a million sterling, and the probable lender is the Hong Kong and Shanghai Bank. Why a country of the immense resources of China should borrow so trumpery a sum may be a matter of as much conjecture as why she should need it. The fact is there, and is not astonishing to those who know the hopeless mess and mud-hole into which a Chinaman, whether a private individual or a statesman, is sure to get his financial affairs.

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The incoming English mail will be six days late. This may not be the fault of any one in particular. Accidents may happen even in the well-regulated service of the P. and O. Company. But it is rather odd that the *Bangalore* should have left Singapore at ten A.M. on Monday, the 23rd inst., and that in a case like this, when news of the mail was anxiously expected, the agents of the company in this place should have had no notice of it till the next day.

We have a very creditable local Punch published in Hong Kong, called the *China Punch*. The last number is particularly heavy on both officials and colonists. Some "Ornithological Notes," caricaturing several prominent persons, are complained of by the former as not sufficiently down upon the merchants, while these complain that they are too severely castigated, and the officials are let off light. I will not decide this question. Mr. Austin, the Colonial Secretary, *Grus Nebulosa Austinii* (the blind stork), is so riled at his caricature that he has withdrawn his subscription to *Punch*, which proves either that the point of the joke is very sharp, or that Mr. Austin is not pachydermatous.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Our advices extend to the 3rd December; the French mail from London Oct. 23 arrived out on the 23rd November, and the following P. and O. mail of Oct. 30 was received on the 1st December. The following summary of news is from the *Straits Times*:—

Though the native States have been comparatively peaceful since the able and successful negotiations of Sir Andrew Clarke and the initial inauguration of his new policy of active supervision, it was to be expected that the restless and turbulent leaders who have so long kept the country in anarchy would at the outset make some effort to return to the old state of things, which, though disastrous to the country, and paralysing its trade and the development of its resources, nevertheless yielded immediate profit to them. Such is at present the case in Sunghie Ujong, a district within a few miles of our own settlement of Malacca, deriving its revenues chiefly from its tin trade, carried on by capital from this colony; there a small chief has risen up in arms against his ruler, under circumstances which necessitated the prompt interference of this Government. The disturbance has arisen out of a quarrel between the Datu Klana, who is the chief of the country, and the Datu Bandar, the chief of the river only. The Datu Bandar has been joined by Rajah Mahmood, a friend of the notorious Rajah Mahdie, and this leader inspired such a dread among the Datu Klana's men that they all fled with the exception of some half-dozen Arabs. An officer (Police Superintendent Hayward) sent by our Government with a force of thirty to forty police, to make inquiries into the state of affairs, was, together with the Datu Klana and his half-dozen Arabs, closely besieged by Rajah Mahmood with a force of about 200 Malays, at a point some sixteen miles from the nearest landing place. The expedition consists of fifty men of the 1-10th Regiment, twenty to twenty-five artillerymen with a field howitzer and ammunition, Captain Dunlop, with Inspector Richards and fifty police, and H.M. ships *Charybdis* and *Hart*, whence more men can be furnished if required. The steam-tug *Pilot Fish* was also chartered for the occasion.

The proceedings of the expedition have been, so far as we can ascertain, as follows:—H.M.S. *Charybdis*, *Hart*, and the steamer *Pilot Fish*, anchored off Malacca on the forenoon of Nov. 25, when the Lieut.-Governor and Major Stammers of the 10th Regiment came afloat to receive his Excellency. At half-past two in the afternoon his Excellency the Governor, with Capt. Smith, of the *Charybdis*, Lieut.-Governor Shaw, and other officers, landed and proceeded to the Stadt House. Having then received full details of the proceedings up to this time, Capt. Dunlop, with fifty police, was despatched to occupy Lookut and secure the co-operation of Rajah Bot, the chief of that place. About this time intelligence was received from Lieutenant Palmer, of the 10th Regiment, who had already started to Sunghie Ujong by way of Permatung Passir, that Mr. Pickering and the Klana's forces were safe and had maintained their position against the attacks made upon them. The chief anxiety entertained up to this time was of course now set at rest; but his Excellency still considering that, having gone so far, an imposing demonstration of the resolve of the Straits Government to put down all anarchy and internecine disturbances in the Malay States with which it was connected, was not only advisable, but necessary for the future peace of the country, decided that the troops should proceed on to Sunghie Ujong as originally contemplated. The *Charybdis* and *Hart* therefore started, about nine P.M., for the Lookut river, and anchored off its mouth about half-past seven next morning, where Rajah Bot was found, in every way friendly and ready to co-operate. At this point Captain Dunlop had already landed his police force. At noon, the disembarkation of the troops and forces commenced.

The Governor, after the landing of the troops, proceeded in H.M.S. *Hart* to the Qualla Jugra, up which river he steamed in the *Mata Mata* as far as Langat, where the Sultan of Salangore's palace and stockades are situated. H.H. the Sultan expressed his deep distress that the Bandar's conduct should have given any occasion for the intervention of the Straits Government, and after a long conference with H.E. the Governor, volunteered to send a hundred men to Qualla Labu to keep the Bandar in check there, and further promised to give him no shelter in Langat, but should he make his appearance there, to render him up to the British authorities. We have not as yet had further intelligence, but we know that the troops landed at Lookut commenced their march to Sungie Ujong at daylight on the 27th Nov., in capital spirits. The day was a good marching day, overcast, with occasional slight showers, and it was expected they would accomplish the march, in all eighteen miles, by that evening. There can be no doubt that, on arrival at Sungie Ujong, the presence of such a combined force will make a convincing impression upon the minds of our turbulent Malay neighbours that it is not the intention of this Government to deal with dissension among them by negotiation only.

In consequence of the instructions of the Secretary of State for the Colonies when returning the Chinese Immigrants Ordinance, passed last year, for amendment, it is probable the Government will deem it necessary to bring in another Ordinance embodying the proposed alterations. In view of this, a petition is in course of signature against any legislation on the subject whatever, as likely to operate prejudicially upon the labour market, while failing to benefit the coolies whose interests it is intended to protect. The petition states, with much truth, that as the evil complained of by the Chinese was that the coolies were kidnapped after arrival for service outside the colony, no restrictions on their importation or landing would be effective to prevent their being finally deceived or stolen after their ultimate arrival on shore; and urges the Government, instead of proceeding with the measure, to direct its efforts towards the suppression of the Secret Societies, which were the declared cause of the grievance sought to be remedied by the original Ordinance.

We are glad to learn that a postal convention has at last been concluded between this Government and that of Cochin China, whereby the rates of postage by private steamers will be six cents per half-ounce for letters, two cents per four ounces for newspapers, and six cents per four ounces for book or pattern packets. Letters may be registered on payment of six cents extra. Prepayment is not compulsory, but unpaid mail matter will be charged double postage on delivery, and a double fine will be imposed for deficient prepayment. The rates by French mail steamers will remain as at present. These rates take effect on and after the 1st of January.

The news from Atchin is very meagre. The military commander has succeeded in taking an important position, but at last accounts the Atchinese were still showing a determined front contesting the ground inch by inch, while disease was constantly thinning out the ranks of the Dutch forces, and constant reinforcements were necessary to keep the garrison up to the required strength. Whether a third expedition will be despatched by the Netherlands Indian Government has not yet transpired, but unless this is done, it is evident that the subjugation of the Atchinese will not be accomplished, the present forces in and near the Kraton having apparently enough to do to maintain the security of their own position.

The King of Siam has, we learn, written to the European and other Governments tending free hospitality to astronomers and scientific men who may visit Siam to witness the eclipse in April next, offering to defray all their expenses from the time of landing to their departure from the country out of his own private purse. This generous offer evinces his Majesty's anxiety to further the cause of science, and affords a proof of the rapid strides Siam is making in its advancement towards material progress.

On the 20th Nov. the officers and men of H.M.S. *Charybdis* gave a very successful entertainment at the Town-Hall in aid of the widows and orphans of the seamen and marines who lost their lives in the Ashantee war, and we understand realised some $300 over and above all expenses. This is, we believe, the first entertainment instituted for this object; but now that the *Charybdis* has taken the initiative, it is probable the example will be followed in other parts, and a considerable sum collected by this means.

The following report of the Committee of Administration of the Sarawak Government appears in the Sarawak *Gazette* of the 16th Nov:—

The despatches received from H.H. the Rajah were read and explained to the Datus. The Committee was informed by the president that instructions had been sent to the Hon. J. B. Cruickshank to build a fort and establish a station at Kapit, about 160 miles up the Rejang. Arrangements were made for placing the management of the Sadong mines in other hands. The Datus were informed that the proposed Penitentiary having met the Rajah's approval, the building will be erected on his Highness's arrival from Europe. The s.s. *Heartsease*, being considered beyond repair, is to be sold. The boiler of the *Ma'u Sibu* having arrived, the boat is to be got ready at once, and placed at the disposal of Dr. Robertson to assist him in his explorations at Lingga and Silantik.

During a thunder storm two Malays from Tanjong Katong were fishing about a mile from shore, when the boat was struck by lightning. Only one of the men survives; he is a good deal

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scorched, and all he recollects is that he was struck by lightning and fell to the bottom of the boat. His comrade has not been heard of—but as a native craft, which had a mast shivered to atoms, was quite close to where the men were fishing, it seems a fair inference that the missing man was killed by lightning.

A few days since Capt. Dunlop and Superintendent Maxwell, with a party of police, endeavoured to surprise a party of gamblers at a house in Hong Kong-street, obtaining admittance through two houses some doors away. A slight delay occurred in getting the doors of one of these houses open; this afforded the inmates of the gambling-house, of whom there were many, an opportunity of escape, and only six of them were secured as prisoners.

Soundings are being taken round the Islands of Mauritius and Reunion, for the purpose of fixing upon the most convenient landing-place for the electric cable between the Cape and Aden. This line will place Singapore in telegraphic communication with those places.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The improved demand noticed in our last report had not been maintained, and there was only a very small business to report. The enquiry had chiefly been confined to Grey Shirtings.

SHANGHAI.—During the fortnight business had been on a very limited scale, and the market at the close showed no signs of any improvement. At the auctions a considerable decline had been established for Camlets, Spanish Stripes, and Long Ells. A large quantity of damaged American Drills were also sold at auction, which had filled the dealers' hands for the time. Cotton Goods.—Grey Shirtings: Only a limited business had been done. Common goods were 1 cand. lower, but there was no change in better descriptions. T-Cloths were without change, but very little had been done. White Shirtings: Inferior goods lower, while better sorts remained without alteration. Drills were also rather lower, and business in sound goods on a very small scale. Velvets: Hardly anything doing, but prices unchanged. Fancy Cottons had been in small request, but showed no alteration. Woollens.—The demand had been limited, and prices in most cases showed a reduction. Camlets had been sold 5 to 6 mace lower, and Long Ells had declined about 2 mace. Spanish Stripes were without alteration, but business had been on a very small scale.

FOOCHOW.—Import sales had been as follows:—T-Cloth: 7 lb., 500 pieces at $1.70 piece. Lead: Small sales at $8.25 to $8.50 per picul against tea.

HONG KONG.—The arrivals during the interval, besides the mail steamer had been the s.s. Glaucus, Sylvia, Deucalion, Agamemnon, and ship Chinaman, bringing full supplies of manufactured goods for this market and the North. A small business had been done in Imports during the fortnight, without any improvement in prices. Importers were willing sellers of both goods and yarn, but the dealers showed great reluctance to go into stock, and while supplies continued to come forward on a large scale there is little hope of obtaining better prices.

BATAVIA.—During a greater part of the interval business in imports was almost entirely suspended, in consequence of the native new year's holidays, and although these festivities were at an end little or no revival was apparent; any transactions that had taken place had been confined principally to Dutch staples.

SINGAPORE.—Messrs. Boustead's Report says:—There has been very little animation in piece goods since our last. 8¼ lbs. Grey Shirtings have been placed to a moderate extent, while 6 lbs. and 7lbs. keep very dull. In T-cloths 6 lbs. have been in most request, but clearances on the whole have been small; 7 lbs. quiet and rather lower; 4 lbs. and 5 lbs. are difficult of sale. 36 inch White Shirtings of all descriptions are quiet at the close. 45 inch 15-16 White Cambrics have been dull and prices rather weaker. Grey Yarn: The small enquiry for 40's has been supplied at quotations; other counts dull. Coloured Yarns very dull and lower. Turkey Red Cambrics: Small transactions reported at about late rates. Iron is quiet, and prices are nominally as last quoted, though very weak; lower rates are looked for. Yellow Metal meets with a moderate enquiry at about former prices. Copper Sheathing is in no demand; there have been no late sales. Zinc Sheathing is neglected. There is a small enquiry for roll Zinc. Pig Lead continues dull and difficult of sale. Steel is still weak, and late prices are barely maintained.

PENANG.—There had been rather more enquiry for goods generally during the fortnight, but still, transactions in the aggregate had been very moderate; prices were without improvement, and in one or two instances lower rates had been acceded to in order to effect sales.

EXPORTS.

TEA.

HANKOW.—Settlements, 1,343 chests. Shipments on native account, nil. Export of Hankow district Teas to 14th November, 1874, 53,822,266 lbs.; export of Hankow district Teas to 14th November, 1873, 53,941,276 lbs.; decrease, 1874, 119,010 lbs.

KIUKIANG.—Arrivals had been small, and supplies were nearly exhausted. Export from the commencement of season to 11th November, 21,682,540 lbs.; export from the commencement of season to 11th November, 1873, 19,570,121 lbs.

SHANGHAI.—Black: An unimportant business had been transacted since the departure of the last mail. Prices remain unchanged; the stock had been reduced to a small compass; supplies were drawing to a close. Settlements for the fortnight, 3,550 chests; re-shipments on owner's account, 700 chests; stock; 2,000 chests. Green: A moderate demand had existed during the fortnight. Prices for fine Teas had been maintained, but medium and common chops showed a decline of Tls. 1 to 2. The reported stock, although large, did not represent all of the Tea on the market, as many Teamen were not showing all their musters. There was every reason to suppose that the crop would be in excess of that of last season. The following were about the prices paid:—For Country Tea, Tls. 24 to 39 per picul; Pingsuey, Tls. 22½ to 33 per picul; settlements, 23,846 half-chests; total stock, 96,990 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—A considerable business for the time of year has been passing, and settlements in Congou have amounted to upwards of 14,000 chests, which have been principally taken for the London market. But few desirable parcels now remain on offer, and for these teamen are very firm. Prices have ruled for all grades much as last quoted, and our market closes very quiet. The remaining stock consists of a more undesirable selection, and arrivals from the country are nearly at an end. Souchong: Only one chop has found a buyer. Oolong: But trifling purchases have taken place. Flowery Pekoe and Scented Teas: No transactions. Settlements:—Congou: 12,250 chests, common to flavoury, 1s. to 1s. 2⅝d.; 1,180 chests, common, 8¼d. to 11⅜d.; 1,076 chests, dust to leafy, 7d. to 9¾d.; Souchong: 102 chests, common, 1s. 1¾d.; Oolong: 200 half-chests, good, 1s. 2½d. The Export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 51,954,790 lbs., against 46,639,996 lbs. at the same time last year. To America, 864,675 lbs., against, 2,259,781 lbs. To the Colonies, 11,161,355 lbs., against 11,891,055 lbs. last year.

AMOY AND TAMSUI.—Since the 9th Nov. about 15,000 half-chests of Ooloong had been bought at prices which, on the whole, showed no change. The receipts to date had been 192,800 half-chests, and with the quantity yet to arrive from the country the season's supply would be about 200,000 half-chests. The Joachim Christian had cleared for New York with a cargo of 462,955 lbs. Ooloong, and the Carmelite and Ida were expected for the same port. Advices from Tamsui extend to 15th instant. Total settlements of Formosa Ooloong to date had been 85,000 half-chests, against 57,000 half-chests at the same time last year, and the exports to the China coast had been 2,795,000 lbs.

CANTON.—Messrs. Deacon and Co.'s Report says:—Considering the low description of Tea on offer a fair business was transacted early in the fortnight, at very full prices, in fact, in many instances, quite Tls. 4 have been paid over last London rates by telegram; of late, however, there has not been much doing, but former high rates have been maintained. Canton District Congou: Only one small parcel has been sold at Tls. 17. At Macao large contracts are said to have been made at about former prices. Scented Teas: Musters of Capers now on offer, show that the season is closing fast. Teamen are very firm, but have reason to be so, as they obtain nearly in all instances what they ask. Of Orange Pekoes about 1,800 boxes have been taken for either the Australian or Continental markets, the remaining settlements are for England. The following is a summary of the fortnight's business:—Canton District Congou, 700 boxes, at Tls. 17 per picul; Scented Orange Pekoe, 3,000 boxes, at Tls. 15 to Tls. 27 per picul; Scented Caper, 6,500 boxes, at Tls. 17 to Tls. 24 per picul; Imperial, 500 boxes, at Tls. 18 per picul.

SILK.

SHANGHAI.—The sudden collapse on the London market had caused an unusually quiet state of business, and since the departure of the last English mail the settlements had scarcely reached 400 bales. Of these about 150 bales had been taken for America, comprising exclusively Re-reeled Tsatlees and Hainings, while for Europe the purchases had been restricted to Yellow Silks at Tls. 185 to 255, and common Laeyongs at Tls. 210, besides some small lots of Tsatlee and other sorts, said to be on native or joint account. The Chinese had shown much pertinacity in maintaining prices, and only in a few instances was any willingness to grant even a trifling concession displayed; and, in the absence of any important transactions, quotations remained nominally unchanged. Settlements for the past fortnight—Chinas, 400 bales. Total settlements since 1st June, 53,900 bales; against 1873-74, 41,500 bales; 1872-73, 43,200 bales. Comparative unsold stock 1874, 13,500 bales; 1873, 7,000 bales; 1872, 4,500 bales.

CANTON.—Messrs. Deacon and Co. report that there are no symptoms of lower rates obtaining, and holders seem apathetic about quitting stocks. Transactions have been on a moderate scale; settlements for the fortnight are 380 bales, 240 of which were purchased previous to departure of last French mail. There is now little doubt that the season's export will be a short one; probably under 8,000 bales. Loong-kongs: Only fine sorts are enquired for, and of these there is scant supply. Long-reels: Parsees have taken 150 piculs for the Bombay market. Re-reels have been in limited request, settlements about 300 boxes. Waste: 200 to 300 bales of No. 2 quality are said to have changed hands. Stock is estimated at 700 bales Tsatlee, 150 bales Loong-kong. 150 bales Cumchuck and Lacklow, 100 bales Kow-kong and about 400 bales of inferior kinds.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¼d. to 4s. 2⅜d.	4s. 2⅜d.
Shanghai ,, ...	5s. 9½d.	5s. 9½d.	5s. 10d.
Canton ,, ...	4s. 2⅜d.	4s. 2⅜d.	4s. 3d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅜d.	4s. 2⅜d.	4s. 3d.
Manila ,, ...	4s. 0½d.	4s. 1d.	

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MISCELLANEOUS.

—	At Shanghai	At Hong Kong.
Bills on India	Rs. 304	222½
,, Hong Kong	26⅞ to 27¼ dis.	—
Bar silver	Tls. 111.2.0	10½ prem.
Mexican dollars	,, 73.7.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47½ per cent. discount.
China Traders' Insurance Company, $500 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $525 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $27 premium
Indo-Chinese Sugar Company, 9¼ per cent. dis.
Shanghai Steam Navigation Company, Tls. 80 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2½d., at Batavia F.11.70, at Manila 4s. 0½d., at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	143 ...	12 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	80 ...	12 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200	$522½ ex	7312 p.c.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.360 ...	trien.
North China Steamer Company	100 ...	100 ...	8 cash ...	
Union S.N. Company	100 ...	100 ...	22 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	$620 ...	15 p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom. ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	1,500	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.82 ...	12 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$133 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	137 ...	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.93 ...	12 p.c.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Aug. 4 ...	Red Riding Hood ...	Shanghai ...	900,551
,, 5 ...	Lauderdale ...	,, ...	930,783
,, 25 ...	Leucadia	,, ...	1,293,823
Sept. 14 ...	Borealis	,, ...	1,047,008
,, 17 ...	Duke of Abercorn ...	,, ...	1,543,395
,, 17 ...	Eliza Shaw	,, ...	962,360
,, 17 ...	Hawkesbury	,, ...	1,518,963
,, 25 ...	Woodlark	,, ...	1,284,763
Oct. 20 ...	Hallow'een	,, ...	1,091,708
,, 30 ...	Essen (str.)	,, ...	684,209
,, 31 ...	Coulnakyle	,, ..	756,208
Nov. 17 ...	Nestor (str.)	,, ...	208,553
Sept. 12 ...	Undine	Foochow ...	1,108,416
,, 28 ...	Argonaut	,, ...	1,501,769
Oct. 1 ...	Thyatira	,, ...	1,344,347
Nov. 5 ...	Duke of Athol	,, ...	1,328,588
Sept. 30 ...	Melbrek	Canton ...	879,845
Nov. 10 ...	Columbian (str.) ...	,, ...	236,948
,, 12 ...	Baroda (str.)	,, ...	43,272
,, 13 ...	Falcon	,, ...	665,399

LATEST TELEGRAMS.

CHINESE GOVERNMENT LOAN.

HONG KONG, DEC. 30.—The Chinese Government has contracted a loan of £627,675, bearing 8 per cent. interest. The loan will be issued at 95 per cent. through the Hong Kong and Shanghai Bank, under Imperial authority, and secured by the customs revenues. £300,000 of the loan are to be placed in China at the exchange of 4s. 1¼d. per dollar. The subscription list will close on the 16th proximo.

THE ATCHIN WAR.

THE HAGUE, DEC. 31.—The Government has received a despatch from Atchin, dated 25th instant, announcing that the Dutch squadron would probably leave at the end of the month for the west coast of the recalcitrant states. The natives are preparing for a vigorous resistance.

THE SALE OF A DANISH IRONCLAD TO CHINA.

The Finance Committee at Copenhagen having demanded to see the contract and all documents relating to the sale of ironclads belonging to Denmark, the Government produced the same. The contract shows that the sale was effected by Baring Brothers direct, acting under a leading counsel's advice. At the demand of the Committee the Government will instantly commence a suit, claiming £180,000 as the balance of the proceeds of sale.

RUSSIA AND KASHGAR.

ST. PETERSBURG, DEC. 27.—Yakoob Khan of Kashgar has paid the compensation demanded for his interfering with the mercantile operations of a Russian caravan last year. Yakoob, in return for the Sultan's recognising him as Khan, is coining silver money with the name and insignia of Abd-ul-Aziz, as though he were a vassal and tributary of the Porte.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 24, Lyeemoon (str.).

At SHANGHAI.—From London, Nov. 16, Glenearn (str.); Dec. 30, Agnes Muir; from Liverpool, 12, Nestor (str.).

At HONG KONG and CANTON.—From Liverpool, Nov. 21, Agamemnon (str.), Mariana; from London, &c., Ocean (str.), Ajax (str.).

At SINGAPORE.—From London, Nov. 30, Lyeemoon (str.), Hankow, (str.), Celœno; from Glasgow, Dec. 1, Brisbane; from Liverpool, Nov. 22, Achilles (str.), Nola; from Cardiff, 27, Hermann; Dec. 1, Bombay; from Sunderland, Nov. 28, Campsie Glen; from London, &c., Dec. 29, Cassandra (str.), Montgomeryshire (str.), Sarpedon (str.), Gunga (str.); 31, Fleurs Castle, Lochleven Castle.

At BATAVIA.—From Liverpool, Nov. 22, Urania; from Shields, 12, India; from Brouwershaven, 13, Noach III.; from Rotterdam, 14, John Bramall; from Holland, 24, Conrad (str.); from Buenos Ayres, 20, Mendota; from New York, 16, Henry Buck; 20, Josie and Hazeltine.

At PENANG.—From London, Nov. 24, Lyeemoon (str.); 27, Hankow (str.); from Liverpool, Menelaus (str.).

DEPARTURES.

From SHANGHAI.—For London, Nov. 17, Nestor (str.).

From FOOCHOW.—For London, Nov. 15, Cawdor Castle (str.); 17, Glenfalloch (str.).

From HONG KONG and CANTON.—For London, Nov. 13, Falcon; for New York, 21, North American.

From SINGAPORE.—For London, Nov. 20, Columbian (str.); 22, Cawdor Castle (str.); 24, Lake Leman; 25, Glenfalloch (str.); from Liverpool, 25, Amsterdam; 28, Aurrera (str.), via Cadiz.

From BATAVIA.—For Rotterdam, Nov. 17, Johanna Margaretha, B. R. H.; from Flushing, 18, Gravenage (str.); for Holland, Nov. 23, Kanagawa, Liberaal, Laurens Koster; 25, Voorwaarts (str.), Ada; for America, 16, Columbus.

From PENANG.—For London, Nov. 26, Galatea (str.); 30, Excelsior.

VESSELS LOADING.

At SHANGHAI.—For London, Cathaya, Braemar Castle (str.); for New York, Lady Louisa, Mikado, Conqueror, Mary Whitridge.

At FOOCHOW.—For London, Harlaw, Sea Gull (str.); for New York, Taitsing.

At HONG KONG and CANTON.—For London, Mathilda Atheling, Kinfauns Castle, Ardent, Albuera; for New York, Sir Harry Parkes, Hopewell, Beemah, Hans.

At SINGAPORE.—For London, Alice Ritson; for Liverpool, Zeeburg, Lochleven Castle; for Hamburg, Gustave and Marie; for Marseilles, Nola.

At PENANG.—For London, Asterope, Amstel.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London £3 10s. per ton of 40 feet by steamers, and £3 10s. by sailing vessel; to New York, £3 10s. per ton of 40 feet.

At FOOCHOW.—To London, £3 10s., per 50 feet, by sailing vessel, and £3 per ton of 40 feet by steamer; to New York the rate quoted is £3 10s. for sailing vessel, and £4 10s. for steamer.

At HONG KONG and CANTON.—The rate of freight to London and New York is £3 per ton of 50ft. and 40ft. respectively.

At SINGAPORE.—For London, £2 15s. per ton of 50ft. deadweight; light freight, £3 5s.; by steamer, £2 10s. per ton for tin.

At PENANG.—For London, by steamer, tin £2 10s., tobacco £4 (measurement), and tapioca £3 15s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 11 ...	Golden City ...	Batavia ...	Amsterdam
,, — ...	E. J. Spence ...	Newcastle ...	Order
,, 12 ...	Empire (American)...	Manila ...	New York
,, 13 ...	Cornelis Smit (Dutch)	Buenos Ayres ...	Batavia
,, — ...	County of Berwick...	Batavia ...	Liverpool
,, — ...	John Bramall (s.s.)...	Rotterdam ...	Batavia
,, — ...	Sunny Region ...	New York ...	Order
,, — ...	Marie (German) ...	Cardiff ...	Do.
,, 14 ...	Henry Buck (Amer.)	New York ...	Batavia
,, 16 ...	C. J. (French) ...	Saigon ...	St. Nazaire
,, 17 ...	J. C. Hazeltine (Am.)	New York ...	Batavia
,, 18 ...	Columbus (Swedish)	Batavia ...	New York
,, 19 ...	Mendota (American)	Buenos Ayres ...	Batavia
,, — ...	Formosa ...	— ...	Singapore
,, — ...	Costanza (Italian) ...	Rio Janeiro ...	Bangkok
,, 21 ...	St. Helens ...	Samarang ...	Falmouth
,, — ...	India (Russ.) ...	Do. ...	England
,, 22 ...	Mystic Belle ...	New York ...	Order
,, — ...	Chusan ...	Hiogo ...	London
,, — ..	Charmer (American)	Manila ...	New York
,, — ...	Hawkesbury ...	Foochow ...	London

THE QUEEN has been pleased to confer the Grand Cross of the Order of St. Michael and St. George on Sir HERCULES G. R. ROBINSON, and the honour of a Knighthood on Mr. J. G. L. INNES, Attorney-General of New South Wales, for their services in connection with the cession of the Fiji Islands.

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THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, DEC. 30.—The P. and O. Company's steamer Venetia, with the homeward India and China mail, arrived at noon, and the mail left at 1.50 P.M. for London.

NEXT INWARD MAIL.—SUEZ, DEC. 28.—The Messageries Maritimes steamer Peiho, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 5th of January.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, DEC. 30.—The P. and O. Company's steamer Australia arrived this morning, with the heavy India, China, and Australian mails, 137 passengers, £400,000 in specie, and 11,458 packages of cargo. The Australia left Calcutta, Nov. 19; Madras, 23; Galle, 27; Aden, Dec. 6; Suez 13; Port Said, 14; Malta, 19; Gibraltar, 25.

INWARD MAIL DUE JANUARY 25.—GALLE, DEC. 31.—The Messageries Maritimes steamer Meikong, with the homeward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF DECEMBER 25.—SUEZ, JAN. 2.—The P. and O. steamers Sunda left at 6, and the Mongolia at 7 A.M., with the outward India, China, and Australian mail of the 17th—25th ult., for Bombay and Calcutta respectively.

OUTWARD MAIL OF DECEMBER 4.—GALLE, DEC. 31.—The Messageries Maritimes steamer Tigre, from Marseilles 6th December, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 30, at London, from Rangoon, Jemma Parodi; Jan. 1, at Falmouth, from Maulmain, Glasgow; at London, from Shanghai, Red Riding Hood; from Colombo, Clodian; at New York, from Colombo, Dorothy; 2, at London, from China, &c., Glenfalloch (str.); 3, Cawdor Castle (str.); from Colombo, Rija (str.); from Foochow, Undine; at King Road, from Passraoeang, Elizabeth Ann.

DEPARTURES.—Dec. 22, from Glasgow, for Batavia, William McKinnon (str.).

LAID ON.—At London, for Hong Kong, Hervatska; for Singapore, East Lomond. At London, for Colombo, &c., Rajpootana (str.).

SPOKEN.—Scawfell, London to Colombo, Nov. 1, 20 S., 28 W.; Corea, London to Shanghai, Nov. 11, 15 S., 33 W.; P.Q.G.F. (barque), Cardiff to Galle, 35 days out; T.R.C.H., Cardiff to Hong Kong; Helena Henrietta (Dut. barq.), Java to Amsterdam, Nov. 25, 21 S., 1 E.; G. H. Metz (Dut. barq.), from Java, Nov. 7, 35 S., 24 E.; Fortune (Amer. ship), Manila to Boston, Nov. 4, 28 S., 45 E.; Felix Mendelssohn (Ger. ship), Manila to New York, Nov. 4, 35 S., 22 E.; Zingra (barq.), Batavia to Boston, Nov. 27, 20 S., 3 W.; Lempey Eysteiz (?) (barq.), Hong Kong to Buenos Ayres, Oct. 26, 30 S., 37 E.; Derico (Amer. ship), Java to Stockton, United States, November 16, 36 S., 17 E.; Camilla (barque), Manila to Falmouth, Nov. 28, off St. Helena, Crested Wave (barque), Hong Kong to Buenos Ayres, Nov. 14, 35 S., 20 E.; Beatrice (barq.), Batavia to Amsterdam, Nov. 30, 19 S., 4 E., 50 days out; Mountain Laurel, Manila to Liverpool, Oct. 9, off Java; Frederick (barq.), Batavia to Falmouth, Nov. 27, 32 S., 29 E., 40 days out; P.Q.D.S. (Com. Code,) (Germ. ship, Batavia to Ghent; Khersonne (barq.), Plymouth to Galle, Nov. 23, 18 S., 30 W.; Green Jacket (ship), Cardiff to Hong Kong, Nov. 28, 6 S., 32 W.

CASUALTIES.—The Jessie M'Donald, Sivewright, arrived in the River Dec. 29, from Macao, reports:—Left Macao with a S.W. monsoon, ran aground on Cuarteran reef, but got off after heaving overboard part of cargo forward without assistance, and part cargo forward apparently without any damage, having been about an hour and a half on the reef. Dartmouth, 31st Dec.—The Marianna Catharina Elizabeth, Reeders, from Macassar to Amsterdam, put in here to-day, with loss of sails. Amsterdam, 29th Dec.—The 4 Gebroeders, v. d. Zee, which arrived at Nieuwe Diep to-day, from New York, encountered a heavy gale on the 18th Dec., in lat. 47 N., lat. 15 W., and lost sails.

AT ST. HELENA.—Nov. 24, Flying Spur, from Manila; Dec. 3, George Ville, Duchess, from Java; 3, Antipodes, from Ilo Ilo; 4, Trinidad, from Manila; 5, Pride of the Ocean, from Java; 8, Indus, from Java; 11, Swiftsure, from Zebu; Nov. 29, Lauderdale, from Shanghai; Nuevo Lantaro, from Singapore; Ernestine, from Java; 30, Alexander, from Singapore; Dec. 1, Esperanzo, from Singapore; 1, Luzon, from Penang; 2, Gwendoline, from Samarang; 2, Vigilant, from Java; 2, Samuel G. Reed, from Yokohama; Nov. 24, Sing Tai, from Hong Kong; 26, Triton, from Java; 27, Norham Castle, from Shanghai; 30, Eolus, Waterloo, from Java; 30, Borealis, from Shanghai; 30, Don Ricards, from Java; Dec. 2, Nicolaas Witsin, from Java; 5, Phalton, from Java; 6, Bestivaer, from Java.

AT ASCENSION.—Nov. 20, Aradus, Apuns, from Padang.

OFF ASCENSION.—Dec. 4, H.C.R.S. Lizzie Nedale (British barque), from Manila for Falmouth; 5, J.M.L.B. Leucadia (British barque), from Shanghai, for London; 6, T.H.K.T. Duke of Abercorn (British ship), from Shanghai, for London; 8, R.B.M.J. (German ship), from Java, for England; 9, N.C.L.D. Beatrice (British barque), from Batavia, for Amsterdam; 11, H.P.N.V. Cora Linn (British barque), Janci, from Sarawak, for London; 12, H.D.F.G. Phaeton (British barque), from Java, for Cork.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 5th Nov., at Shanghai, the wife of I. W. Allen, of a daughter.

ALT—On the 28th Dec., at Woburn Park, Weybridge, Mrs. William J. Alt, of a daughter.

ANSON—On the 23rd Dec., at Ventnor, Isle of Wight, the wife of Commander Charles V. Anson, R.N., of a daughter.

HASLAM—On the 2nd Nov., at Hankow, Mrs. W. H. Haslam, of a son.

JARDINE—On the 23rd Dec., at Glen Stuart, Dumfriesshire, the wife of Sir Alexander Jardine, Bart., of Applegirth, of a daughter.

LYALL—On the 25th Nov., at Singapore, the wife of William Lyall, of a son.

MCGILVARY—On the 24th Nov., at Bangkok, the wife of Rev. D. McGilvary, of the Amer. Presbyterian Mission of Chiengmai, of a son.

NEAVE—On the 21st Nov., at Singapore, the wife of John S. Neave, of a daughter.

PELL—On the 1st Dec., at Singapore, the wife of Bennett Pell, of a son.

SCOTT—On the 15th Nov., at Canton the wife of Edward Irwin Scott, M.D., of a son.

MARRIAGES.

DICKSON—DICKSON.—On the 13th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, M.A., Matthew Dickson, M.D., English Presbyterian Mission, Taiwan, to Jane Hall Dickson, second daughter of W. Dickson, Coatbridge, Glasgow, Scotland.

GORDON—INGRAM.—On the 13th Nov., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, M.A., the Rev. Robert Gordon, M.A., English Presbyterian Mission Amoy, to Mary, second daughter of the Rev. William Ingram, Free Church, Rothiemay, Banffshire, Scotland.

MANGER—VINCENT.—On the 9th Nov., at St. John's Cathedral, Hong Kong, by the Rev. Hayward Kidd, Joseph Edward Manger, to Susannah Vincent, daughter of the late Captain George Graham, of Workington, Cumberland.

SCHMID—CORNOCK.—On the 11th Nov., at Trinity Church, Shanghai, Stephen Henry Schmid, of Shanghai, to Jane Elizabeth Cornock, of London.

DEATHS.

DOW—On the 12th Nov., at Shanghai, Francis Louis Dow, aged thirteen months.

HART—On the 21st Nov., at Hong Kong, Ivor Charles Frank Hart, aged 4 years.

HENDERSON—On the 2nd Nov., at the U. S. Consulate, Koolangsoo, Amoy, of acute dysentery Gertie, the beloved daughter of E. A. Henderson and J. J. Henderson, aged 2 years.

HUTCHINSON—On the 23rd Dec., at Canton, of typhoid fever, St. John Hutchinson third son of R. S. Hutchinson, M.D., of Scarborough, aged 26.

LAEN—On the 22nd Dec., at Belvedere House, Bellevue-terrace, Southsea, Sarah, the widow of the late Capt. Laen, R.N., Master Attendant, Chatham Dockyard, aged 78.

O'GERAN—On the 24th Nov., at Murray Barracks, Hong Kong, Edward H. B. O'Geran, Lieut. H. M. 80th Regiment, aged 29 years.

REINHARD—On the 24th Dec., at 10, Boswell-road, Highbury, Hugo Reinhard, formerly of China, native of Havelberg, Brandenburg, in the 59th year of his age.

SPOTTISWOODE—On the 29th Nov., at Singapore, Archibald James Spottiswoode, aged 52 years.

TORDOFF—On the 28th Dec., aged 51, at Blenheim Mount, Bradford, Sarah Ann Render, wife of Thomas Denbigh Tordoff.

Miscellaneous.

THE FORMOSA TREATY.

The Prince of Kung, Wen Seang, Paoyun, Mao Ts'anghe, Tung Seun, Shenk kwei fun, Tsunglun, Tsunghow, Chenglin, Hsia Kiakao, imperially appointed Commissioners for Foreign Affairs of the Tatsing Empire, &c.: and Okubo, Minister Plenipotentiary of the Japanese Empire, &c., hereby execute this instrument in proof of their having agreed upon certain articles by which each party binds itself to carry out certain measures.

Whereas in all cases where the subjects of a country need protection from harm it is for that country to adopt its own measures for affording such protection in an effective manner, and where any occurrence takes place in any country it devolves upon that country to deal with the matter. Now, as regards the cruel wrongs done to subjects of Japan by the savages of Formosa, wrongs which Japan at first thought to hold the perpetrators responsible for, and consequently sent an army to call the said savages to account, but having now come to an arrangement with China to withdraw this army and to adopt measures for future advantage, therefore the following Articles have been mutually agreed upon:—

"1. The action taken by Japan having had for its object the righteous purpose of protecting her own subjects, China undertakes to refrain from pronouncing it irregular.

"2. China undertakes to pay an indemnity to the families of the persons who were wronged on the occasion referred to, and she professes herself willing to retain for her own use the roads and houses which Japan has constructed in the locality indicated, binding herself in the first instance to pay a certain sum for the same as per separate article agreed upon.

"3. All the correspondence which has passed between the two countries in reference to this matter will be retracted severally by each and cancelled, never again to be referred to. China must, as a matter of course, take measures for the effective control of the savages in the said locality, so that they may never again prove a source of danger to seafaring men."

"CONVENTION.

"The Prince of Kung, and seven others, as before named, Imperially appointed Commissioners, &c., and Okubo, Minister Plenipotentiary, &c., have agreed upon the following Convention:—

"The Formosan question having been satisfactorily arranged by H. E. Wade, of England, in consultation with the representatives of the two countries, and an instrument embodying the course of proceeding having this day been executed, China consents as a preliminary measure to indemnify the families of the wronged Japanese to the extent of 100,000 taels. China also consents to take over for her own use the roads and buildings constructed by the Japanese upon their evacuation of the territory, and to pay for these the sum of 400,000 taels.

"It is further agreed that on the {20th / 12th} day of the {12th / 11th} moon of the {7th / 13th} year of {Mingche / Tungche} of {Japan / China} {the whole of the / the whole of the} forces shall be removed {by {Japan / China}} without the slightest failure or money shall be paid {by {Japan / China}} without the slightest failure or delay, and if the Japanese soldiers shall not have been wholly removed on that day, then the Chinese money need not be wholly paid. In witness whereof this Convention is drawn up; a copy to be preserved by each contracting party.

"Tungche, 13th year 9th month—day.

"Mingche, 7th year 10th month—day."

PACIFIC MAIL COMPANY.

IRWIN'S EXAMINATION.

WASHINGTON, DEC. 17.—The Committee on Ways and Means continued the examination of Irwin to-day by its sub-committee, which met at his room in the hotel as on Wednesday. The testimony is still kept strictly private by order of the committee, and nothing but frag-

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mentary and somewhat doubtful statements of the nature of the testimony taken can be obtained. The statement of the committee in regard to the examination is that Mr. Irwin is in a very weak condition, and that he cannot be kept on the stand for more than an hour or two at a time. They think the ends of truth and justice will be best served by withholding his testimony from publication till he has said all he has to say. They assert that Irwin has answered very frankly and candidly all the questions of the committee, thus far. So far as can be learned, it seems that he has not yet directly implicated any member of Congress in corrupt negotiations for the passage of the subsidy. It is believed that clues have been given which will enable the committee to learn from other witnesses important facts concerning the transactions. Subpœnas have been sent to New York for other witnesses, who are expected to arrive in a day or two. As soon as the object of the committee in keeping the testimony secret has been attained it will be given in full to the press. It is certain that, however important or unimportant Irwin's testimony has been up to this time, it is all exceedingly interesting, and will prove a valuable contribution to the solution of the Pacific Mail mystery. A large number of witnesses are in attendance, who will be examined as soon as the committee is through with Irwin. The rumours are constantly renewed in regard to the names of certain Congress men, but they are not based upon disclosures of new facts. It may be said in this connection that the amount which it is reported Mr. Parsons received as his share in the business was $5,000. As Mr. Parsons had no delicacy about stating that he received a sum of money, he probably has no wish to conceal the amount of it; but whether he has or not, the committee will inquire of him specially about it, and he is likely to be the next witness after Mr. Irwin has concluded. The rival interests which are operating to defeat the renewal of the Pacific Mail subsidy are very great.

CHINESE EMIGRATION.—In Congress at Washington, Mr. Hager, of California, submitted a resolution providing that so much of the annual Message of the President as relates to Chinese immigration be referred to the Committee on Foreign Relations for report by Bill or otherwise, to remedy the evils to which the President calls the attention of Congress. Also, referring to that committee the resolutions of the California Legislature on the same subject; and the resolution presented by him last session instructing the Committee on Foreign Relations to inquire into the expediency of preventing the importation of Chinese women for immoral purposes, and suppressing the coolie trade. Agreed to. Representative Page, of California, was heard by the House Committee on Foreign Relations in an argument to show the necessity of action by the Federal Government to prevent the importation of coolies under servile labour contracts, and Chinese women for immoral purposes. Mr. Page proved the unanimity of public sentiment in California on this subject by reading from the platforms of both political parties Governor Booth's last message, resolutions of the Legislature, monster petitions, and other documents. The fact of the existence of the evils complained of was exhibited also by affidavits of missionaries resident in San Francisco, and the necessity for Federal action set forth by quoting a decision of the United States Circuit Court, holding the State law passed to correct these evils to be in conflict with the Burlingame treaty and the Constitution of the United States. Mr. Page also showed that the provisions of the treaty requiring both nations to enact laws against the compulsory introduction of Chinese subjects into the United States had never been properly complied with by this country, and not at all by China; and that no steps whatever had been taken by Congress to prevent the importation of Chinese women as slaves for prostitution. Congressman Luttrell, of California, was present, and corroboroted his colleague's statement. He read a letter from the Japanese Consul in San Francisco indorsing this movement, and also briefly addressed the committee, urging the necessity for prompt action. The members of the committee expressed themselves fully impressed with the magnitude of the evils described, and gave the California Representatives assurances that action on the subject should be promptly taken.

ENGLISH MAIL PACKETS AND THE WEATHER.—The following is an extract from a letter written by a commander of a mail packet on a foreign station to his brother, and forwarded by him to *The Times* as an example of what is required of the sailors of the present day:—"I have had nothing but gales of wind right ahead the whole of the voyage, and being on the new contract, they allow me only seven days to run 1,630 miles. I was seven days at one P.M. to-day, and have still 240 miles to go. If I can get in before three P.M. to-morrow the ship is only fined £100, if after three P.M., £200; and £100 for every twelve hours after that. There is no allowance made for bad weather. On the 30th I ran only ninety miles; the old ship was quite buried, driving full speed in the teeth of a gale, making four and a half knots per log, and one and a half actual speed per hour. I have had to beat her over under sail, the wind never allowing her to lay her course. It is too hard on the poor old ship; and, to make matters worse, they give us coals which will not burn; but she has behaved very well, and I still hope to be in before the £200 fine, if the sea will only go down a little, or I get a slant with the sails. I have been wishing I could have the Postmaster-General on our forecastle all this trip; he would be a fit companion for Lot's wife by this time, and the next time he made a contract would, perhaps, allow a little for head winds and bad weather.—P.S. I just saved the £100 fine by about half an hour, which was close work. I had to come round the corners very close to save my distance, we had such a strong head wind."

THE *Daily News* and the *Examiner* have been engaged in a conflict on the subject of the Lindau family, in the course of which one of the three brothers—owing to an unlucky stroke on the part of the *Examiner*—seems to have been killed. There were certainly three of them some little time ago, all more or less known to fame—namely, Paul Lindau, author of several dramas, of "Molière in Deutschland," and other critical productions; Rudolph Lindau, author of a collection of novels and tales and of a series of letters written from the headquarters of the Prussian guard corps during the late war; and Richard Lindau, who, after the murder of Capt. Schmidt, was sent as consul to Bayonne with instructions to draw up a report on the measures taken by the French Government for guarding the Franco-Spanish frontier. The *Examiner* cannot help accepting Paul Lindau, to whose literary merits it readily bears witness. But it declines to allow him more than one brother. Whether it is Rudolph Lindau or Richard Lindau whose existence the *Examiner* is unwilling to recognise does not appear. But, as a matter of fact, Richard Lindau holds the post of German Consul at Bayonne, and Rudolph Lindau the post of Attaché to the German Embassy at Paris.

THE *Economist*, remarking upon the subject of the Chinese Loan, says:—The moderation of the amount of the proposed loan is no doubt an element in favour of China, but whatever the amount, the points to be kept in mind by investors are that China is practically an unknown country undergoing a tedious political and social revolution in consequence of its enforced contact with Western Powers, and that it is quite uncertain whether such a country can possess that kind of political stability which is essential to financial good faith. Lending to China may be a good enough speculation for those who know something about it and can afford to take the risk, but the case is one where much knowledge is required and should be used, and where the risk, judging by the rate of interest, will presumably be appreciable. It is greatly to be feared, however, that China, like Japan and other new borrowers of recent years will be demoralised by the cordiality of its welcome to the money markets of the West, and will be tempted to exceed the proper limits of indebtedness, even if it should now be keeping within them. Yet why should China be able to borrow a sixpence without first producing its accounts of revenue and expenditure?

A PASSENGER by the *Sumatra*, from Brindisi for Alexandria, warns travellers to and from India and China *viâ* Brindisi against the frequent robberies of luggage which take place between Naples and Brindisi. "My portmanteau (a good strong leather one, with a good lock) was," he says, "opened, and a small box containing jewellery to the value of between £50 and £60 taken out. It must have been done in the luggage van, as the only time it was changed was at Foggia, where it stood for more than an hour, but in the middle of the platform, where it could not be tampered with unseen. The lock was not broken. A fellow passenger by the *Sumatra* was also robbed in a similar manner on another of the Italian railways."

IN addition to the changes announced in another column, Mr. R. P. Forshaw has established himself as a tea broker, at 32, Rood-lane. Mr. E. R. Cock, of the late firm of Cock, Gabriel, and Co., 9, Fenchurch-street, has taken into partnership Mr. Septimus Maitland and Mr. James Maitland, both late of Shanghai. The business will in future be conducted under the style of Cock, Gabriel, and Maitland.

A JAPANESE gentleman, twenty-four years of age, said to be the son of the Mikado's principal physician, has just taken his degree as a Doctor of Medicine at the University of Berlin. The Japanese doctor is now preparing for practical experience in Austria, Italy, and France, after which he intends to visit England.

THE small planets discovered by Palisa at Pola, near Trieste, on March 18, April 21, and October 13, last year, have received the names Austria, Melibœa, and Siwa, respectively. The only one still in want of a name is that discovered by Professor Watson, in China, on October 10.

THE Nederland Company's royal mail steam-ship *Prins Hendrik*, Captain Braat, which left Southampton on the 15th ult. for Batavia, reached Port Said on the forenoon of the 26th inst. This is, we believe, an unprecedented passage, representing an average speed of 11 knots.

ON the 29th Dec. Messrs. Caird and Co., of Greenock, launched a new screw steamer, the *Salak*; she is built for the Netherlands India Steamship Company, is 1,097 tons gross, and measures 255 feet on the main deck, 30 feet in width, and 18 feet 6 inches in depth (moulded).

Naval and Military.

We hear that it is intended to transfer the 28th Regiment, now serving at Malta, to Hong Kong.

Colonel T. W. Milward, C. B., Royal Artillery, aide-de-camp to the Queen, and superintendent of the Royal Laboratories, Woolwich Arsenal, died on the 31st ult. Colonel Milward was an officer of great scientific attainments, and his career in the army, thus prematurely closed, has been brilliant and remarkable. In 1846-7 he was actively engaged in the China campaign, being present at Sinho, Tangku, and the capture of the Taku Forts. While in China he was appointed deputy assistant-quartermaster-general when the ill-fated Captain Brabazon was taken prisoner by the enemy, and at the close of the campaign received, with his medal and clasps, the brevet rank of major. He was brigade-major at Woolwich from 1861 to 1864. He was engaged in the Russian war, being in the Crimea at the siege of Sebastopol, for which he has the medal and clasp besides the Turkish medal. He was made assistant director of ordnance in 1864, and in 1868 was appointed to command the mounted steel gun batteries of artillery employed in the memorable Abyssinian Expedition, and was present at the capture of Magdala. It was on the retirement of Colonel Boxer, in 1870, that Colonel Milward was appointed superintendent of the Royal Laboratories, and the works have been largely developed and improved under his hands.

THE HEALTH OF THE ARMY IN CHINA.

The annual report on the Health of the Army in China has just been published. During the greater part of 1872 (the year to which the report relates) the first battalion of the 10th Regiment was serving at Hong Kong; and on leaving for Singapore (where it is at the present time stationed) it was relieved by the 80th regiment, which has since remained in China. A battery of the Royal Artillery, detachments of the Royal Engineers, and the Army Hospital Corps, and the Garrison Staff, made up an average strength of 769.

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The admissions to hospital were 1,463, and the deaths, including that of an invalid at sea, on the voyage home, were fifteen. The ratios for both were much in excess of those for the preceding year, but below the average for the past ten years. General diseases are nearly twice as prevalent as in 1871. Among them were four cases of enteric fever, —two in the Royal Artillery and two in the 10th Regiment, and one in each corps proved fatal. Paroxysmal fevers were much more prevalent than during the preceding year, and many of the men were much prostrated and debilitated by repeated attacks of malarious fever. A large proportion of the cases were in the 10th Regiment, and chiefly in the left wing, which arrived from Singapore on the 28th of March. The surgeon attributes many of the attacks to the much greater coldness of the climate of Hong Kong at that season. The change of climate, however, did not affect the men of the Artillery, which arrived at the same time, to anything like the same extent; and it appears that the men of the 10th Regiment who were quartered in the Victoria Barracks suffered to a much greater extent than those who were quartered in the Murray and Wellington Barracks. Rheumatism was nearly three times as prevalent as in 1871; but there was a reduction of no less than 22 per 1,000 in the number of admissions for those diseases against which the Contagious Diseases Acts are directed. Diseases of the nervous system were below the average, but three deaths were caused by them. Diseases of the circulatory and respiratory systems were greatly above the average; and those of the digestive system caused more admissions than any other order except the febrile group of general diseases. The admissions for debility were more than four times the average; most occurred in the 10th Regiment, and they are attributed by the surgeon to the prevalence of malarious disease. There were sixteen admissions for delirium tremens, and one for alcoholic poisoning, but this high ratio was due to the repeated admissions of a comparatively small number of men. Accidental injuries were more numerous than in the preceding year, but none were fatal. Two cases of homicide occurred in the 10th Regiment. One man while on guard was shot by a sentry of his own regiment, and another was killed by a blow received in a fight. There were no deaths by suicide and no admissions for self-inflicted injuries.

The average strength of the Asiatic troops stationed at Hong Kong was 354. The admissions to hospital were 278, and the deaths six, the ratio of the former being not much more than half, but the latter more than double, the ratio for 1871. During the year there was an out-break of small-pox among the 13th Madras Native Infantry (who were then serving in China). Twenty-five cases were admitted to hospital. The regiment was sent to Kowloon, and placed under canvas, the sick being isolated by being sent to the gaol on Stonecutter's Island, which was given up temporarily as a hospital. While in camp the whole of the men were re-vaccinated. The disease did not spread further, and there were no deaths from it. Deputy-Inspector-General Crocker, referring to the prevalence of intermittent fever in the garrison, says :—

"Although there are no swamps on the island, the soil of Hong Kong favours the generation of the malarious poison, which is productive of intermittent fever, as it is composed of disintegrated granite, and is very retentive of moisture. Nearly all the cases of intermittent occurred in the 10th Regiment, and the detachment of that corps, which arrived from Singapore just as the rainy season commenced, suffered greatly from the disease. It is worthy of remark how large a proportion of the cases came from the upper block of the Victoria Barracks, which have been the last built, and are nearest to the mountain which rises abruptly behind. In the upper block not a single family escaped, and several children died from diarrhœa and debility consequent thereon. The same thing was observed in the east block, married quarters, which was formerly the native hospital, but has been converted into very convenient quarters for married people by brick partitions, and the walls were not thoroughly dry. Here also every family suffered. This is entirely in accordance with what is the common observation of medical practitioners in the colony, that newly-built houses are for a long time unhealthy. At a later period of the year both these buildings were for a time vacated, on my recommendation, as so many of the inhabitants were suffering from enlarged spleens, and a general debilitated state of health, the result of repeated attacks of ague. But although this disease was such a fertile source of sickness, it did not cause a single death amongst the men."

Referring to the cases of typhoid fever, the Deputy-Inspector General says :—"The first instance of this disease appeared in an artilleryman from the North Barracks, and endeavours were made to trace out its origin, but at the time without any satisfactory result. The water, from a well in the barracks which was occasionally used for drinking, was suspected, and carefully examined, but was found to contain hardly a trace of organic matter, though it held in solution a large quantity of chloride, owing, I presume, to its proximity to the sea. As a precautionary measure, however, the pump was locked up. A few weeks afterwards, when some alterations were being effected in the barrack yard, the drain for carrying off the waste water from the pump was laid open, and found to be completely choked up throughout its whole extent; the night-coolies, moreover, after emptying the soil-pans, were frequently in the habit of washing them out at the pump, and throwing the refuse water on the ground. This, therefore, had soaked into the well and vitiated the supply, and hence, no doubt, the cause of typhoid fever."

THE HEALTH OF THE ARMY IN THE STRAITS SETTLEMENTS.

From the annual reports on the health of the army it appears that the average strength of the troops serving in the Straits Settlements in 1872 (the 10th and 80th Regiments, and two batteries of Royal Artillery) was 708. The admissions to hospital were 1,611, and the deaths twenty. Both were in excess of 1871.

There was a great increase in the prevalence of diseases of the febrile group. One case of small-pox occurred in the detachment of the 80th Regiment at Malacca. Continued fevers were much above the average in the detachment at Penang. Their prevalence and fatality were attributed by the medical officer in charge to the unsuitable nature of the accommodation provided for the men, which consisted of the old Sepoy lines hastily adapted for their new purpose, and deficient in many sanitary requirements, and to the youth and short foreign service of the men, and their ignorance of the precautions necessary for the preservation of their health in a tropical climate. At the other stations there was no undue prevalence of these diseases and no mortality from them.

There were a large number of cases of ague. The diseases against which the Contagious Diseases Acts are directed were considerably less prevalent than during the preceding year. Diseases of the nervous system were four times as prevalent as in 1871, but those of the digestive system were considerably reduced. Diseases of the skin greatly increased, the excess being chiefly in the 80th Regiment. The prevalence of pemphigus was attributed by the regimental surgeon to the excessive heat of the weather on the arrival of the regiment, and the irritation produced by the serge clothing, which the men had to wear for six weeks after their arrival in consequence of their white clothing not being ready. The admissions for accidental injuries were more numerous than during the preceding year, but considerably below the average. Two men of the 10th Regiment were drowned while bathing in a tank at Singapore, having, in diving, become fixed in the tenacious mud which formed its bottom. There were no deaths by suicide, and no admissions for self-inflicted injuries. The 19th Regiment, Madras Native Infantry, which at the termination of the previous year was distributed between Singapore, Penang, and Malacca, continued to occupy those stations during the first four months of 1872, but on the 12th May it returned to India without having been relieved, and from that date the Straits Settlements were without Asiatic troops. The strength of the 19th Regiment, reduced to the average for the year, was 222; the admissions into hospital were 358; and the deaths were six. The admissions were considerably below, but the deaths considerably above, the average.

Surgeon-major Reade presents an elaborate report on the sanitary condition of the station. The unusual prevalence of ague in the 80th Regiment at Singapore, he states, was attributed by the medical officer to the rank vegetation, jungle, and low marshy ground by which the barracks were surrounded, and also to the youth and unacclimatised constitution of the men, many of whom were mere lads. The fever at Penang was chiefly owing to the general insalubrity of the season, the unhealthy site and bad construction of the barracks, the insufficient elevation of the floors above ground, and the very imperfect drainage. Details of the barrack accommodation, alterations in barracks, the water supply, the hospitals, &c., are given. The means of recreation at the disposal of the soldiers comprised libraries, reading rooms (fairly furnished with papers and periodicals), the usual games,—bagatelle, backgammon, chess, &c., and cricket, skittles, quoits, fives, &c., and occasional theatrical performances, all much appreciated. The construction of a fives court and the provision of swings, parallel bars, &c., had been recommended by the medical officer, Penang.

During the year fifty-three men of the European force were sent as invalids from this command to England, and twenty-five were discharged the service at Netley. The ratios both of invalids sent to England and of those finally discharged the service were considerably below the average. Constitutional affections and diseases of the digestive system furnished more than half of the invalids; and of those discharged the service constitutional affections and diseases of the circulatory and digestive systems collectively furnished rather more than two-thirds. There was no invaliding from the Asiatic troops.

The average number constantly sick during the year was 41·30 in the European force in China, and 46·39 in that in the Straits Settlements; 14·45 in the Asiatic force in China, and 10·29 in that in the Straits Settlements. Compared with 1871, this shows a reduction in the European force in China, but an increase in that at the Straits Settlements. There was a reduction in the sickness of the Asiatic troops in China. Compared with the average of the past eight years, the reduction of sickness in both the European and the native force in China was very considerable.

NAVAL PRIZE MONEY.

From the annual return just published, it appears that the balance of the amount voted by Parliament to the naval forces employed on the China station between the 1st of October, 1856, and the 28th of June, 1858 (thirty days' additional pay), remaining on the 1st April, 1873, was £5,895 9s. 2d.; and during the year following £2 15s. was distributed and paid. The balance of the net proceeds of junks captured by Her Majesty's ships, for breach of blockade of the Canton River, between the 29th August and the 19th of December, 1857, remaining on the 1st April, 1873, was £1,225 14s. 1d.; and the amount distributed and paid during the year following was 7s. 7d. The balance of the portion of booty captured at Canton by the naval and military forces on the 28th and 29th of December, 1857, awarded to the naval squadron, remaining on the 1st April, 1873, was £1,172 12s. 8d.; and the amount distributed and paid out during the year following was £1 16s. 1d. The balances, therefore, on the 1st of April last were as under :—Booty captured in China, £1,170 16s. 7d.; grant for special service on the China station, £5,892 14s. 2d.; captures for breach of blockade of the Canton River, £1,225 6s. 6d.—On the 12th of May, 1868, the Argus captured a slave-dhow on the China station. The balance of prize money remaining on the 1st of April, 1873, for distribution was £33 14s. 3d.; £4 1s. 9d. was distributed during the following year, which left a balance on the 1st of April last of £29 12s. 6d. On the 14th of May, 1868, the Argus captured another slave-dhow. The balance remaining on the 1st of April, 1873, for distribution was £12 7s. 8d.; £1 10s. was distributed during the following year, which left £10 17s. 8d. on the 1st of April last. On the 5th and 6th of November, 1870, the Teazer, also on the China station, captured three slave-dhows. On the 1st of April, 1873, the balance remaining for distribution was £553 7s. 9d., £182 12s. 6d. was distributed during the year following, leaving a balance of £370 15s. 3d. on the 1st of April last.

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Literature.

The Life and Works of Mencius. With Essays and Notes. By JAMES LEGGE, D.D., LL.D. London: Trübner and Co. 1875.

Dr. Legge's efforts to render the Chinese classics fully available to English readers, and to place before them, in an intelligible form, the opinions of the great philosophical writers of China, together with such accounts of their lives and doings as have survived to our times, are deserving of the highest praise and commendation, and it is a matter for deep regret that he should have cause to complain, in connection with this matter, of an unjust aspersion on the part of Dr. Johann Heinrich Plath, of Münich, in his *Confucius und Seiner Schüler Leben und Lehren.* We must charitably suppose that Dr. Plath did not understand the English language sufficiently well to enable him to comprehend the full meaning of the title-page of the first volume of this series,—*The Life and Teachings of Confucius*,—or he would never have ventured to call it "a delusion practised on the public,"—an accusation at which Dr. Legge is naturally and justly indignant. Anyone who has the slightest personal acquaintance with China, or who is at all familiar with the work which has been done in recent years by students of the literature of that country, will know full well that Dr. Legge's name is a sufficient guarantee that a task like the present, for the due execution of which so few scholars are equally qualified, will, when undertaken by him, be well and honestly performed.

In the volume before us the Prolegomena occupies a very important place, and the vast fund of information contained therein is classified under the three following headings:—Chapter I. "Of the Works of Mencius," includes essays on their recognition under the Han dynasty and before it, on the labours of Chaou Ke and other commentators, and on their integrity, authorship, and reception among the classical books. Chapter II. treats of the life of Mencius and his influence and opinions, and in an appendix to it Dr. Legge gives the essays of two distinguished Chinese scholars on the subject of Human Nature, the one of which, he says, is in direct opposition to Mencius' doctrine, while, according to the other, the doctrine is insufficient to explain the phenomena. Chapter III. is devoted to the opinions of Yang Choo and Mih Teih, of whose teachings Mencius himself said, "I am alarmed by these things, and address myself to the defence of the doctrine of the former sages, and to oppose Yang and Mih," whose respective principles are concisely stated as "Each for himself," and "To love all equally," the latter being set forth in an essay on Universal Love by one of Mih's disciples.

If biographies confer any additional lustre on an illustrious name, Mencius is not so fortunate as his predecessor, Confucius, and what there is in that respect it is difficult to make much of, owing to the utter disregard of chronological data. From the philosopher's works, however, the principal incidents of his public life, extending over about twenty-four years, can be gathered, but he gives us no clue as to the order of time in which they happened. Mencius, it is perhaps scarcely necessary to remark, is the latinisation of Mêng tsze, *i.e.*, the philosopher Mêng; his cognomen was Ko, and he was, therefore, properly Mêng Ko. Some uncertainty prevails as to his literary appellation, for it does not appear in his works, nor is any given to him by the most ancient commentators; the legends, however, state that he was called Tsze-chü and Tsze yü, the latter, we believe, being the more usually accepted form. Mencius was born B.C. 372,—Dr. Legge says B.C. 371, but, as is well-known, he reckons dates on a system peculiar to himself, and is always necessarily a year out in his figures—and died in B.C. 289, at the age of eighty-four. It will thus be seen that Plato, Aristotle, Zeno, Epicurus, Demosthenes, &c., were his contemporaries, and Dr. Legge considers that "he can look them in the face, and does not need to hide a diminished head." Dr. Legge gives some curious anecdotes respecting the philosopher and his mother, but, of course, these are not new: he then proceeds to sketch Mencius's movements among the small kingdoms and principalities of those days, up to the time when "he retired from courts and great officers." It is to be supposed that he left a family, for his descendants form a large clan at the present day, but how far their claim to be related to the great philosopher is genuine, it is impossible to say, owing to the absence of authentic records. During the reign of Kea-tsing, of the Ming dynasty, it may be mentioned "He-wen, the fifty-sixth in descent from Mencius, was constituted a member of the Han-lin College, and of the Board in charge of the five King, which honour was to be hereditary in the family."

Some commentators have supposed that Mencius' works comprised eleven books, and it is so stated in a catalogue of Lew Hin, containing a list of the works of scholars, which had been collected up to his time (the commencement of our era), but the historian Sze-ma Tsëen, who lived 100 years earlier, puts the number at seven. Whatever may have been the importance of the four additional books, if they ever existed, they are now lost, and we have left to us seven, of which Dr. Legge has given such a careful English version.

In taking leave of this valuable contribution to our knowledge of Chinese philosophy, we would draw attention to Dr. Legge's concluding remarks on the influence and opinions of Mencius, as they possess considerable interest and significance at the present time. Mencius "has left," he observes, "one maxim which is deeply treasured by the rulers and the people of China at the present day, and feeds the supercilious idea which they are so unwilling to give up, of their own superiority to foreigners. I have heard, said he, of men using (the doctrines of) our great land to change barbarians, but I have never yet heard of any being changed by barbarians." The charm of this dangerous flattery has now lasted for more than 2,000 years, but, adds Dr. Legge, "the idol of Chinese superiority is about to be broken—broken it must be ere long." The sooner that day of change arrives, the better it will be for China and her teeming millions.

The Life and Teachings of Confucius. By JAMES LEGGE, D.D. Third Edition. London: Trübner and Co.

The fact that the "Life and Teachings of Confucius" has reached a third edition is a sufficient proof of the value of the book and the estimation in which it is held by home readers, and we are glad to see that Dr. Legge's labours have met with the reward which is so justly due to them. Dr. Legge's plan is of a twofold nature; he not only gives his readers an English translation of the Chinese classics, but he prefixes thereto a series of explanatory essays to enable them to enter upon a study of the classics with a knowledge of the antecedents of these relics of antiquity. In this, the first volume of the series, he commences with two introductory chapters, in which he explains what books are included under the term "Chinese Classics," and he makes some observations respecting their authority. The teachings of Confucius are comprised in three of what are called the Sze shoo, or Four Books, and these are styled by Dr. Legge the Confucian Analects, the Great Learning, and the Doctrine of the Mean, their respective titles in Chinese being Lun Yu, Ta Hëŏ, and Chung Yung. Dr. Legge devotes to each of these works a separate chapter of preliminary essays, in which he has collected a large amount of information, and he then gives a life of Confucius, followed by remarks on his influence and opinions. If it were only for these two last-named chapters, which contain the results of many years' labour and research, prosecuted with the greatest energy, this volume would be invaluable. Its interest is, of course, greatly enhanced by the scholarly translation of the three works enumerated above, in which the teachings of the great Chinese sage are embodied, and we hope that by its aid they may become familiar to an even larger circle of readers in this country, who, we feel sure, will not repent having entered upon a study of Chinese philosophy under Dr. Legge's guidance.

If the visit of the Shah of Persia to Europe has been unproductive of any real good to his Persian subjects, it has at least had the result of developing the literary resources of his Majesty. The *Diary of the Shah's Tour through Europe* is a quaint narrative, and that portion of it which relates to England is most amusing. Of all the sights shown to the Shah, none seem to have gratified him more than the wax exhibition at Madame Tussaud's, and it is not unlikely that Teheran will one day rival London in its wax-work exhibitions. The journey through Europe was a source of continued wonder, commencing in Russia, and increasing at every fresh stage until it finally reached the culminating point here in England. The Shah was much impressed with the appearance of the crowds who greeted him on his journeyings through London, and he is rather inclined to believe that the homage paid him by a curious mob was due to his importance as a ruler, a surmise it would be perhaps unwise to undeceive him about. The Diary is an interesting supplement to the journey itself, and when we add that the publisher, Mr. John Murray, of Albemarle-street, has spared no pains in the embellishment of the volume, we feel sure that it will be sought for by all those who wish to renew their acquaintance with an Eastern Sovereign whose popularity was so unbounded during his stay amongst us.

The current part of *All the Year Round* contains a short paper entitled "Chinese Proper Names," which is of some interest, as it explains the customs of the Celestials in this respect in a way that will be intelligible to English readers. One point in the article is worthy of notice, and the writer believes that the peculiarity he alludes to is not very generally known, and does not appear to have been mentioned in any work upon Chinese manners and customs. Having stated that Chinese women, when married, assume their husband's family or clan-names—the custom in that respect coinciding, for a wonder, with our own—the writer continues, "When, however, a married woman is mentioned in connection with judicial proceedings, she is frequently described by both her married and maiden surnames; thus we have seen in Chinese documents such expressions as the following:—'A woman of the town of Hêng-yang, of the name of Lo by birth, and Tan by marriage, accuses, &c.;' and afterwards the official in writing of her case, alludes to her by both surnames, calling her 'the woman Tan-Lo.'" A similar practice to this, it may be noted, prevails in some parts of Europe.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Sir Lancelot	Shanghai	London..	Dec. 18	...	455	50	...	...	...	...	...	...	1194	...	...	...	...	...	...	...	...	58	229	...	...	400	139	1667	952	...	85	...	...	...	...
Lucknow	Colombo	,,	,, 21	...	100	...	...	...	...	...	...	...	347	...	...	...	...	...	...	...	...	...	...	810	...	...	...	49	...	£9	9	...	...	...	...
Questembert	Batavia	Liverpool	,, 9	52	15	23	...	...	...	...	45	...	1280	93478	...	...	15	485	390	...	...	10	44	...	...	...	...	...	...	...	175	...	156	...	...
Antela (add.)	Manila	Glasgow	,, 1	200	40	20	140	...	...	...	..	...	170	16800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	343	...	...	...	...
Staatsraad van Ewych	Batavia	,,	,, 8	540	...	...	...	...	...	...	...	7000	70	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Sir Lancelot	Shanghai	...	679	...	...	...	...	...	...	10	...	...	...	...	...	40	...	132	...	...	...	...	285	1cs.	...	...	...
Lucknow	Colombo	...	256	...	...	...	...	...	...	51	...	...	95	...	...	...	...	...	2	...	...	...	7	...	...	...	...
Questembert	Batavia	...	528	1240	...	10½	250	...	...	15	...	...	...	...	...	...	...	57	...	...	90	...	...	...	...	...	...
Antela (add.)	Manila	...	1316	...	...	...	...	...	...	...	...	90	...	...	...	...	...	120	...	...	...	...	...	...	...	...	...
Staatsraad van Ewych	Batavia	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Sir Lancelot*.—Minerals, £200.

Per *Lucknow*.—Cement, £673; railway materials, £2,737; manure, £463; asphalte, £122.

Per *Antela* (add.).—Marble, £31.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 4, 1875.

EASTERN POLITICS.—CEYLON.

THE state of public feeling, in at any rate one of our Eastern colonies (Ceylon), is at the present moment very peculiar. That island possesses a Legislative Council, Municipal Councils, a Chamber of Commerce, and a Planters' Association, all more or less representative of the public, though in the first-named and most important body only to an unqualified degree. Files of the *Ceylon Times*, received by the last mail, inform us that the public mind of Colombo, *i.e.*, of the Colombo merchants, remain as unsettled as ever in regard to the constitution of the Legislative Council, to which only a section of the Chamber had consented to send a representative. We believe the last member returned on the Governor's requisition was elected by the barest majority as against those who wished to decline keeping up the force of sham representation because, as they maintain, unofficial members are without any power of good, so long as there is an official majority bound to vote with the Government. Those who considered that the mercantile community should not hold aloof from council on this account, believe that some amount of good and useful work may be done by their representations, even though constantly outvoted by officials, as the responsibility of rejecting the unofficial view rests on the Executive. Out of this rather unsatisfactory state of things has arisen another, which to us seems very unpromising. It appears that not only do members of the Chamber of Commerce stand aloof from the Legislative Council Board pending the concession of a more popular constitution, but they abstain from expressing any opinion on measures of a strictly mercantile nature submitted to them for consideration and report. There has been quite recently a Bill before the local legislature for the compulsory registration of partnerships and attorneyships, having special reference to native traders and their business operations, which, in connection with the coast of India, are frequently of a larger extent in Ceylon. On the second reading of this measure the acting Queen's Advocate expressed some surprise that although the Bill had been expressly framed to meet their requirements the merchants had never given expressions of opinion upon it, and he supposed, therefore, they did not care about it. The *Ceylon Times*, in commenting upon this, remarks that the Governor "should remember that the Chamber at present is *entirely unrepresented* in the Legislature. If it had a representative in the Council we have no doubt but that the Chamber would readily tender its advice upon this or any other public measure that happened to be under consideration." It appears to us that our Ceylon contemporary is at fault both in its facts and its logic. It is not the case that the Chamber is entirely unrepresented in the Council, seeing that Mr. J. T. WHITE sits there as the representative of a majority of that Chamber. If it were so that would be precisely the reason why the Chamber should offer its opinion on this measure. We cannot help thinking the present attitude of the Colombo merchants but ill calculated to attain the object they profess to have in view, namely, the improvement of the constitution of the local Legislature.

THE MALAYAN NATIVE STATES.

THE policy adopted by Sir ANDREW CLARKE towards the semi-independent Rajahs whose dominions adjoin the Straits Settlements has lately been discussed approvingly by a correspondent of *The Times*. But the writer referred to has taken the opportunity to do something more than review the negotiations which have been recently carried on for securing a more orderly and effective administration within the territories of the native chiefs; he offers some opinions upon the agricultural and mineral resources of the southern States in the Malay peninsula, and draws a picture of what European capital and skill might accomplish under an orderly government in those regions. With the general spirit of the views expressed we cordially agree; and, indeed, it must be evident to every thoughtful man that since we have abandoned the Atchinese to their fate, since we have given up Sumatra to the Dutch, and thus in a great measure probably closed up an important agricultural field to our own traders, while we helped our rivals to consolidate their power, the time has arrived when those who have charge of our commercial interests in the Far East may appropriately turn their attention to the relations existing between the Singapore Government and the native States which lie within its influence, and may take such steps as, while conducive to peace and friendliness, will tend to spread our trading relations in a field still exclusively our own. The late Governor of the Straits did little or nothing to promote these ends; his chief glory must be that he improved and beautified his capital with a sumptuous Government House; and when he did interfere in the affairs of the local Rajahs he was not successful.

There is undoubtedly much to be hoped for if a peaceably-disposed and wise administration will develop our influence in the south of the Peninsula. The war in Atchin has had this good result, if no other, that it has a little drawn the attention of the British public to its interests in a district of which very few persons know anything except what an atlas can teach them, and this circumstance has indirectly much facilitated Sir ANDREW CLARKE'S operations. Nevertheless, even in the House of Commons there is but scant acquaintance with the political and industrial aspects of the questions involved, and among the people, of course, the ignorance is more serious still. Now there is nothing which the tax-payer at home dislikes more than a little costly war, the object of which he cannot understand, and hence the great need of caution in avoiding even the appearance either of unfriendliness or of a wish for territorial annexation. From this reflection it will immediately occur to our readers, as it has to us, how much good might be looked for towards the accomplishment of those rich commercial successes which *The Times'* correspondent foreshadows, if we possessed some well-written work on the industrial resources of the Malay Peninsula, with particulars as to its labour market, and the variations of its climate, and a summary of the political position of the native States brought down to the present time. English capital and enterprise is but little likely to be attracted to a country till some knowledge as to its capabilities and as to the security for life and property there can be readily obtained.

To revert for a moment to the political aspects of our position in the Straits, it is quite clear that those at home who are most forward to condemn interference of any kind in the affairs of petty independent States commonly know little of the true effects produced where a dominant Western Power has obtained permanent possession of even a small portion of the territory of an Eastern Potentate. We seized half Burmah. Look at the present condition of the independent half! The moral influence produced by the mere presence of the superior nation gradually enfeebles the neighbouring native ruler, and ends in the disorganisation of his people. The causes of all this are too long to set out here, but the French have had similar experiences in Cochin-China, and it may be briefly remarked that the feudal system, common to most Asiatic monarchies,—a system which no one yet seems properly to have examined—while sufficient to maintain order and social cohesion if left completely undisturbed, yet breaks up rapidly on the intervention of a Foreign Power, and of all other broken-down forms of Government is the one

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MAIL TABLE

Showing the Arrivals, Departures, and Due Dates of the English Mail Steamers *via* Alexandria & Brindisi and French Mail Steamers *via* Port Said & Marseilles,

For the Year 1875,

BEING A SUPPLEMENT TO

THE LONDON AND CHINA TELEGRAPH.

OUTWARD.

Leave LONDON.	Leave SUEZ.	Due at GALLE.	Due at SINGAPORE.	Due at HONG KONG.	Due at SHANGHAI.	Due at YOKOHAMA.
Dec. 25	Jan. 1	Jan. 16	Jan. 26	Feb. 4	Feb. 10	Feb. 13
* Jan 1	Jan. 11	Jan. 26	Feb. 3	Feb. 12	Feb. 18	Feb. 21
Jan. 8	Jan. 15	Jan. 30	Feb. 9	Feb. 18	Feb. 24	Feb. 27
* Jan. 15	Jan. 25	Feb. 9	Feb. 17	Feb. 26	March 4	March 7
Jan. 22	Jan. 29	Feb. 13	Feb. 23	March 4	March 10	March 13
* Jan. 29	Feb. 8	Feb. 23	March 3	March 12	March 18	March 21
Feb. 5	Feb. 12	Feb. 27	March 9	March 18	March 24	March 27
* Feb. 12	Feb. 22	March 9	March 17	March 26	April 1	April 4
Feb. 19	Feb. 26	March 13	March 22	March 29	April 3	April 6
* Feb. 26	March 8	March 23	March 31	April 9	April 15	April 18
March 5	March 12	March 27	April 5	April 12	April 17	April 20
* March 12	March 22	April 5	April 12	April 20	April 26	April 28
March 19	March 26	April 10	April 19	April 26	May 1	May 4
* March 26	April 5	April 19	April 26	May 4	May 10	May 12
April 2	April 9	April 24	May 3	May 10	May 15	May 18
* April 9	April 19	May 3	May 10	May 18	May 24	May 26
April 16	April 23	May 8	May 17	May 24	May 29	June 1
* April 23	May 3	May 17	May 24	June 1	June 7	June 9
April 30	May 7	May 22	May 31	June 7	June 12	June 15
* May 7	May 17	May 31	June 7	June 15	June 21	June 23
May 14	May 21	June 5	June 14	June 21	June 26	June 29
* May 21	May 31	June 14	June 21	June 29	July 5	July 7
May 28	June 4	June 19	June 28	July 5	July 10	July 13
* June 4	June 14	June 28	July 5	July 13	July 19	July 21
June 11	June 18	July 3	July 12	July 19	July 24	July 27
* June 18	June 28	July 12	July 19	July 27	Aug. 2	Aug. 4
June 25	July 2	July 17	July 26	Aug. 2	Aug. 7	Aug. 10
* July 2	July 12	July 26	Aug. 2	Aug. 10	Aug. 16	Aug. 18
July 9	July 16	July 31	Aug. 9	Aug. 16	Aug. 21	Aug. 24
* July 16	July 26	Aug. 9	Aug. 16	Aug. 24	Aug. 30	Sept. 1
July 23	July 30	Aug. 14	Aug. 23	Aug. 30	Sept. 4	Sept. 7
* July 30	Aug. 9	Aug. 23	Aug. 30	Sept. 7	Sept. 13	Sept. 15
Aug. 6	Aug. 13	Aug. 28	Sept. 6	Sept. 13	Sept. 18	Sept. 21
* Aug 13	Aug. 23	Sept. 6	Sept. 13	Sept. 21	Sept. 27	Sept. 29
Aug. 20	Aug. 27	Sept. 11	Sept. 20	Sept. 27	Oct. 2	Oct. 5
* Aug. 27	Sept. 6	Sept. 20	Sept. 27	Oct. 5	Oct. 11	Oct. 13
Sept. 3	Sept. 10	Sept 25	Oct. 4	Oct. 11	Oct. 16	Oct. 19
* Sept. 10	Sept. 20	Oct. 5	Oct. 13	Oct. 22	Oct. 28	Oct. 31
Sept. 17	Sept. 24	Oct. 9	Oct. 18	Oct. 25	Oct. 30	Nov. 2
* Sept. 24	Oct. 4	Oct. 19	Oct. 27	Nov. 5	Nov. 11	Nov. 14
Oct. 1	Oct. 8	Oct. 23	Nov. 1	Nov. 8	Nov. 13	Nov. 16
* Oct. 8	Oct. 18	Nov. 2	Nov. 10	Nov. 19	Nov. 25	Nov. 28
Oct. 15	Oct. 22	Nov. 6	Nov. 16	Nov. 25	Dec. 1	Dec. 4
* Oct. 22	Nov. 1	Nov. 16	Nov. 24	Dec. 3	Dec. 9	Dec. 12
Oct. 29	Nov. 5	Nov. 20	Nov. 30	Dec. 9	Dec. 15	Dec. 18
* Nov. 5	Nov. 15	Nov. 30	Dec. 8	Dec. 17	Dec. 23	Dec. 26
Nov. 12	Nov. 19	Dec. 4	Dec. 14	Dec. 23	Dec. 29	Jan. 1
* Nov. 19	Nov. 29	Dec. 14	Dec. 22	Dec. 31	Jan. 6	Jan. 9
Nov. 26	Dec. 3	Dec. 18	Dec. 28	Jan. 6	Jan. 12	Jan. 15
* Dec. 3	Dec. 13	Dec. 28	Jan. 5	Jan. 14	Jan. 20	Jan. 23
Dec. 10	Dec. 17	Jan. 1	Jan. 11	Jan. 20	Jan. 26	Jan. 29
* Dec. 17	Dec. 27	Jan. 11	Jan. 19	Jan. 28	Feb. 3	Feb. 6
Dec. 24	Dec. 31	Jan. 15	Jan. 25	Feb. 3	Feb. 9	Feb. 12

HOMEWARD.

Leave YOKOHAMA.	Leave SHANGHAI.	Leave HONG KONG.	Leave SINGAPORE.	Leave GALLE	Leave SUEZ.	Due in LONDON.
* Dec. 8	Dec. 11	Dec. 17	Dec. 25	Jan. 3	Jan. 15	Jan. 25
Dec. 15	Dec. 18	Dec. 24	Dec. 31	Jan. 9	Jan. 25	Feb. 1
* Dec. 22	Dec. 25	Dec. 31	Jan. 8	Jan. 20	Jan. 29	Feb. 8
Dec. 29	Jan. 1	Jan. 7	Jan. 14	Jan. 23	Feb. 8	Feb. 15
* Jan. 5	Jan. 8	Jan. 14	Jan. 22	Jan. 28	Feb. 12	Feb. 22
Jan. 12	Jan. 15	Jan. 21	Jan. 28	Feb. 6	Feb. 22	March 1
* Jan. 19	Jan. 22	Jan. 28	Feb. 5	Feb 11	Feb. 26	March 8
Jan. 26	Jan. 29	Feb. 4	Feb. 11	Feb. 20	March 8	March 15
* Feb. 2	Feb. 5	Feb. 11	Feb. 19	Feb. 25	March 12	March 22
Feb. 9	Feb. 12	Feb. 18	Feb. 25	March 6	March 22	March 29
* Feb. 16	Feb. 19	Feb. 25	March 5	March 11	March 26	April 5
Feb. 23	Feb. 26	March 4	March 11	March 20	April 5	April 12
* March 2	March 5	March 11	March 19	March 25	April 9	April 19
March 9	March 12	March 18	March 25	April 3	April 19	April 26
* March 16	March 19	March 25	April 2	April 8	April 23	May 3
March 23	March 26	April 1	April 8	April 17	May 3	May 10
* March 30	April 2	April 8	April 16	April 22	May 7	May 17
April 6	April 9	April 15	April 22	May 1	May 17	May 24
* April 13	April 16	April 22	April 30	May 6	May 21	May 31
April 14	April 18	April 24	May 2	May 13	May 31	June 7
* April 21	April 25	May 1	May 10	May 18	June 4	June 14
April 28	May 2	May 8	May 16	May 27	June 14	June 21
* May 5	May 9	May 15	May 24	June 1	June 18	June 28
May 12	May 16	May 22	May 30	June 10	June 28	July 5
* May 19	May 23	May 29	June 7	June 15	July 2	July 12
May 26	May 30	June 5	June 13	June 24	July 12	July 19
* June 2	June 6	June 12	June 21	June 29	July 16	July 26
June 9	June 13	June 19	June 27	July 8	July 26	Aug. 2
* June 16	June 20	June 26	July 5	July 13	July 30	Aug. 9
June 23	June 27	July 3	July 11	July 22	Aug. 9	Aug. 16
* June 30	July 4	July 10	July 19	July 27	Aug. 13	Aug. 23
July 7	July 11	July 17	July 25	Aug. 5	Aug. 23	Aug. 30
* July 14	July 18	July 24	Aug. 2	Aug. 10	Aug. 27	Sept. 6
July 21	July 25	July 31	Aug. 8	Aug. 19	Sept. 6	Sept. 13
* July 28	Aug. 1	Aug. 7	Aug. 16	Aug. 24	Sept. 10	Sept. 20
Aug. 4	Aug. 8	Aug. 14	Aug. 22	Sept. 2	Sept. 20	Sept. 27
* Aug. 11	Aug. 15	Aug. 21	Aug. 30	Sept. 7	Sept. 24	Oct. 4
Aug. 18	Aug. 22	Aug. 28	Sept. 5	Sept. 16	Oct. 4	Oct. 11
* Aug. 25	Aug. 29	Sept. 4	Sept. 13	Sept. 21	Oct. 8	Oct. 18
Sept. 1	Sept. 5	Sept. 11	Sept. 19	Sept. 30	Oct. 18	Oct. 25
* Sept. 8	Sept. 12	Sept. 18	Sept. 27	Oct. 5	Oct. 22	Nov. 1
Sept. 15	Sept. 19	Sept. 25	Oct. 3	Oct. 14	Nov. 1	Nov. 8
* Sept. 22	Sept. 26	Oct. 2	Oct. 11	Oct. 19	Nov. 5	Nov. 15
Oct. 5	Oct. 8	Oct. 14	Oct. 21	Oct. 30	Nov. 15	Nov. 22
* Oct. 12	Oct. 15	Oct. 21	Oct. 29	Nov. 4	Nov. 19	Nov. 29
Oct. 19	Oct. 22	Oct. 28	Nov. 4	Nov. 13	Nov. 29	Dec. 6
* Oct. 26	Oct. 29	Nov. 4	Nov. 12	Nov. 18	Dec. 3	Dec. 13
Nov. 2	Nov. 5	Nov. 11	Nov. 18	Nov. 27	Dec. 13	Dec. 20
* Nov. 9	Nov. 12	Nov. 18	Nov. 26	Dec. 2	Dec. 17	Dec. 27
Nov. 16	Nov. 19	Nov. 25	Dec. 2	Dec. 11	Dec. 27	Jan. 3
* Nov. 23	Nov. 26	Dec. 2	Dec. 10	Dec. 16	Dec. 31	Jan. 10
Nov. 30	Dec. 3	Dec. 9	Dec. 16	Dec. 25	Jan. 10	Jan. 17
* Dec. 7	Dec. 10	Dec. 16	Dec. 24	Dec. 30	Jan. 14	Jan. 24

The French Mails, the arrivals and departures of which are via Marseilles and the Suez Canal, are indicated by an asterisk. (*)

The Rates of Postage between England & the Straits Settlements, China & Japan, are as follows: *via* Brindisi or Marseilles, on Letters, 1*s.* 3*d.* for every half ounce; Newspapers, 3*d.* each; *via* Southampton, Letters 1*s.* for every half ounce; Newspapers, 1*d* each.

Mails are also made up fortnightly for the Pacific Mail Steamers leaving San Francisco for China and Japan every alternate Saturday. Postage 1s. per half ounce, Newspapers, 2d. each.

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seeing that Mr. J. P. [redacted]
ative of a majority of that Chamber. If it were
would be precisely the reason why the Chamber
offer its opinion on this measure. We cannot help
g the present attitude of the Colombo merchants
l calculated to attain the object they profess to have
w, namely, the improvement of the constitution of
ocal Legislature.

[redacted] long to see one here, but the French have had similar experiences in Cochin-China, and it may be briefly remarked that the feudal system, common to most Asiatic monarchies,—a system which no one yet seems properly to have examined—while sufficient to maintain order and social cohesion if left completely undisturbed, yet breaks up rapidly on the intervention of a Foreign Power, and of all other broken-down forms of Government is the one

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which involves most confusion and disturbance when it falls. It is with difficulties of this sort that the Malay rajahs of late years have been forced to struggle, but while their own people are easy-tempered, patient, and docile, the invading hosts of Chinese immigrants, with their secret societies, and their rebel leaders who have fled from justice in the Flowery Land, are men of quite a different stamp. Useful enough if controlled by the strong hand of European officials, but setting at defiance the weak commands of a native chieftain whom they neither respect nor fear. Then follows a long course of misrule, involving all classes alike in unceasing misery, and preventing all sound commercial progress. Piracy gets more frequent, British subjects are robbed, and at last we wake up to a true sense of what was our duty from the first, viz., to make such arrangements—in a friendly spirit—with the Rajahs to whom we are allied as shall maintain them in their authority, and promote the happiness of their people, while protecting British interests and fostering British trade.

OPIUM FARMERS AND RETAINERS.

THE *Straits Times* questions the propriety of the ATTORNEY-GENERAL'S acceptance of the large yearly retainer of $1,000 from the Opium Farmer, not for the purpose of giving him his legal aid, but simply that he will refuse his aid to "the other side" in "private prosecutions." If this be the truth, pure and simple, the Opium Farmer must be a shocking law-breaker, or a much persecuted man, to find it worth his while to buy the silence of a lawyer at a salary exceeding that which is given here to our revising barristers. If $1,000 is the price of legal silence, what is the quotation for legal eloquence, we wonder? The objection to these retainers, however, depends on the spelling of a word. They are received, no doubt, by the *counsellor;* but are they not, in the giver's mind, an offering to the *councillor?* In the course of its comment on this arrangement, however, the *Straits Times* brings to light a curious and significant change made in the law, in favour of the revenue farmers, since the law-making for the colony was transferred from Calcutta to a local governor and local advisers, "retained" or otherwise. The Indian Government made all fines for breaches of the revenue laws payable to the municipal fund, and it prohibited under heavy penalties all attempts to compromise a prosecution. By taking away the profit and insisting on a public sifting of every accusation, it evidently sought to meet the danger of getting up false charges with a view to blackmail. But in Sir H. ORD'S time other counsels prevailed; the law was altered, and not only are the farmers allowed to withdraw their prosecutions from investigation, and to take money for doing so, but all the fines which are imposed for a breach of the revenue law are paid over to them instead of to the municipal committees. The *Straits Times* more than hints that the results of the change have amply justified the wisdom of the Indian policy; and certainly the subject is one which requires the attention of the present Governor and of Lord CARNARVON.

PUBLIC OPINION IN FORMOSA.

A SOMEWHAT curious expression of public opinion in Formosa during the recent troubles there has found its way to Japan, and has been published in the columns of the *Japan Mail*. The document in question purports to emanate from "all the scholars and people of Formosa," and is decidedly patriotic and anti-Japanese in its nature. The writers commence by remarking that "the "whole of Formosa has been included in the map of "China for more than two hundred years; and that the "several Emperors of our country, in their successive "reigns, have been moderate in inflicting punishment and "sparing of taxation, so that the four classes of the "people have enjoyed happiness and have grown and "prospered." Our readers will probably think that these sentiments must be received *cum grano salis*, as well as the statement that "if the savages murder any one, the Imperial Government has its own means of punishing them," for that is precisely what the effete administration at Peking neither would nor could do. The Japanese, however, did not place reliance on futile promises in that quarter, but "with evil in their hearts, and spying after "the fertile land, ... changed their dress to that of "the Western nations, to overbear us with their false "appearance." After this delightful acknowledgment of their timidity with regard to the garb of civilisation, the writers proceed to enumerate some of the occurrences connected with the Formosa difficulty, and to give examples of the wickedness of their enemies, of which they say that "to seek out all the instances of Japanese ferocity "would be more work than counting the hairs of one's "head." The concluding portion of this "placard" contains characteristic specimens of the bombastic sentiments which so commonly pervade all public documents in China, and which in their heart of hearts the writers know full well are simply "tall talk" and nothing else, for the chances are that on the first appearance of a few armed Japanese "in the dress of the Western nations," these bellicose scholars and people of Formosa would have turned tail and fled for their lives. "All we scholars and people of Formosa," they say, "eat the fruits and tread "the soil of the land. All of us who have life and breath "cannot but know our rulers and love our relations. How, "then, can we allow foreign marauders to commit these "wild excesses? Each of us ought to fight with fury and "make the quarrel his own. As soon as ever the army "has commenced the attack, let us who form the different "companies of the trainbands, seize upon our weapons and "drive the foe before us, with answering shouts from the "four sides!" These warlike and patriotic sentiments, doubtless, looked very pretty on paper, and possibly for the moment the writers may have really felt something of what they said, but, on the whole, it is, perhaps, just as well that their courage was not actually put to the test, for the result would inevitably have been what we have indicated above.

THE SHANGHAI QUARANTINE REGULATIONS.

THE deadening effects of that limbo at Peking, where so many well-founded complaints and claims against the Chinese authorities are every year carefully docketed, and as carefully consigned to oblivion in the chanceries of the various Legations, have been notably exemplified in the treatment of the "Sanitary Regulations for the Port of Shanghai." A code of rules on this subject, which, it must be admitted, is one of grave importance, especially in Eastern countries, where some diseases spread with such frightful rapidity, was approved by the Treaty Power Consuls at Shanghai so far back as the autumn of 1873, and was, we presume, immediately forwarded by them to Peking for ratification by their several superiors and the Tsungli Yamên. After the lapse of more than a year these regulations, in an amended form, have at last been published in English, French, and Chinese, by the Harbourmaster's Office at Shanghai. It seems a marvellous—not to say scandalous—instance of red tape routine that a simple matter of this nature, which so nearly concerns the health and well-being of a busy port like Shanghai, should have taken this length of time to arrange. The regulations in question are eight in number, and seem calculated effectually to prevent the introduction of infectious diseases by vessels visiting the port, provided only that they be enforced with sufficient stringency. Rather a wide discretion—and probably with wisdom—is placed in the hands of the authorities at Shanghai, when they happen to be called upon to deal with any vessel that may unfortunately have to hoist the yellow flag at the fore, for it is provided that "in any case the time of quarantine may be extended "or continued at the discretion of the Health Officer and "the Consul concerned." If we were inclined to cavil at anything in these regulations, it would be at the loose wording of the second, which runs thus:—"On boarding "vessels at Woosung the officer in charge will, if the vessel "is from any place declared to be *infected*, hand a copy of "these regulations to the master, and request (*sic*) him to "hoist a yellow flag at the fore while proceeding towards "Shanghai." Surely in a matter of such vital importance as this the boarding officer ought to be entrusted with the power of *ordering* the yellow flag to be hoisted, for, if he is not, occasions may not improbably arise when the third

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regulation cannot be complied with, and that very mischief may be done which the whole code is designed to prevent.

MARINE DISASTERS AND MARINE INSURANCE IN 1874.

THE year which has just closed upon us has obtained an unenviable notoriety for the long catalogue of disasters which have marked its course. While it has witnessed the two severest catastrophes in the annals of railway travelling, we have had to record a succession of maritime disasters which have occurred to sailing and steam vessels of the highest class, of which the mail steamers *Nil* and *Japan*, the cable steamer *La Plata*, and the emigrant ships *British Admiral* and *Cospatrick*, though exceptionally severe in the loss of life which has attended them, are unfortunately only samples. The past twelve months have been comparatively free from loss among those classes of risks which gave such force to the "Appeal" of the Member for Derby. There has been a sensible reduction in the casualties to timber-laden vessels, which when seaworthy in their hulls—which was not too often the case—were formerly rendered quite unseaworthy and incapable of being navigated by the crowding of the decks with cargo. Greater care has also been evinced in the stowage of grain cargoes—a particularly dangerous cargo for carriage by steam vessels, which frequently capsized by the shifting of the cargo in a mere gale of wind. The number of missing vessels (as posted at LLOYD'S) has been considerably reduced, from 164 in 1873 to 128 in the past year.

On the other hand, the year has been fruitful in losses by fire beyond all precedent (attributed in a great measure to the over-ventilation of vessels carrying any large quantity of coal), while new elements of danger are continually appearing through the revolution in the mercantile marine which has resulted from the use of iron in place of wood, and the employment of steamers for work which used to be carried on by sailing vessels. The risks which were formerly spread over a dozen sailing vessels are now concentrated in one steamer, and the rate of insurance reduced instead of being raised. The result is plainly shown in the published reports of the marine insurance companies, and none are more likely to suffer than the local companies, the bulk of whose business depends on the Eastern trade *via* the Suez Canal. Yet in the face of these unfavourable circumstances, we find the local companies of China seeking to enter the already overcrowded field of competition for business "to all parts of the world," and by a course which can only be justified by success, removing their agencies from the economical management of influential firms, to establish, with all the attendant costs of high salaries and expensive offices, branches under the direction of amiable managers, whose experience of London business has been gained, during their residence abroad, from the letters of their London correspondents. Beyond the natural temptation to show a largely augmented business, which is not unlikely to be purchased by the ruinous expedient of accepting risks below the rates current among the other offices, the managers of the local companies will lose the power they were entitled to exercise of maintaining at a remunerative point the scale of premium for insurances to and from the East.

We have no sympathy with offices which regulate their charges on a panic scale, adding a fraction per cent. for each successive disaster, only to reduce them again after a short period of immunity from loss. The rates of insurance to the East at the beginning of the last year had probably reached their lowest point. A general rise of 30 to 50 per cent. has been made, but even this is already showing signs of relaxation, while the reports of the larger part of the year's business show how inadequate the increase had proved. The fear of losing business, in these days of competition, is after all the chief obstacle to a permanent and satisfactory improvement in the rates of premium. But it is clear that any reduction of the present charges can only result in further loss. For those shareholders who have counted on a certain and substantial return of premium which they think their past experience has entitled them to expect, there remains an inevitable disappointment. The very principle on which the Companies were founded was to secure the direct business of shareholders interested in their welfare, and not to allow their associations to be the easy prey of the clever, if not too scrupulous medium, whose interest it is to do the best for his principal. Another point on which sufficient discrimination has not been exercised, is the necessity of making a broad distinction between owners of good and owners of bad repute. To take a single example. The immunity from any serious disaster which has attended the Ocean Steamship Company's fleet for many years past entitles the enterprising managers to a recognition which the underwriters have not been sufficiently ready to accord. Owners should be made to feel—if insensible in other ways—at least through their pockets, that the appointment of suspended officers to responsible posts, and the selection of captains, however excellent in character, who have never been in steamships before to the charge of their steamers in dangerous and difficult navigation is discreditable to their profession, and needlessly hazardous to the lives of their men.

SOME OF THE PRINCIPAL TOTAL LOSSES.

Steamers.			Tons.	
Canton ...	... 100 A1	...	1,881	... Foochow—London
Mongol ...	... 100 A1	...	2,260	... Yokohama—Hong Kong
Wyberton ...	... 90 A1	...	1,117	... Holland—Java
Nil	... —	...	1,734	... Hong Kong—Yokohama
Woosung ...	... 100 A1	...	2,499	... Calcutta—London
Queen Elizabeth	... 100 A1	...	2,630	... „ „
Calcutta ...	... 100 A1	...	2,100	... In the Hooghly
Manchu ...	... —	...	—	... Nagasaki—Shanghai
Chusan ...	... —	...	3,590	... Glasgow—China
Tenasserim	... 100 A1	...	1,837	... Rangoon—London
Chaldea ...	... 100 A1	...	1,434	... Bombay—Calcutta
Sunfoo ...	... 100 A1	...	1,450	... Singapore—Hong Kong
Relief ...	... —	...	—	... Yokohama—Shanghai
Dagupan ...	... —	...	300	... Manila Coast
Japan ...	... 1 1*	...	4,352	... San Francisco—Hong Kong
Lap Tek ...	... 90 A1	...	734	... Swatow—Keelung
Ships.				
Grand Master	... A1	...	531	... Cebu—Liverpool
Tamerlane ...	... —	...	768	... Yokohama—New York
Arracan ...	... A1	...	788	... London—China
Moses Day	... 3/3 A1	...	1,271	... Cebu—San Francisco
Maju ...	... 100 A1	...	953	... Dundee—Rangoon

SERIOUS ACCIDENTS.

Gordon Castle, str.	100 A1	...	1,988	... Hankow—London
Hankow, str.	... 100 A1	...	3,594	... London—China
Whampoa, str.	... 100 A1	...	3,835	... Liverpool—Calcutta
Nankin, str.	... 100 A1	...	2,423	... London—China
Glenearn, str.	... 100 A1	...	2,111	... „ „
Glamis Castle, str.	100 A1	...	2,310	... China—London
Good Hope, str.	... 90 A1	...	1,555	... Ceylon—London

MISSING.

Alejandro ...	... —	...	436	... Newport—Hong Kong
Hanover ...	... —	...	299	... New South Wales—Tientsin
Visayas, str.	... —	...	214	.. Hong Kong—Manila
Royal Minstrel	... —	...	448	... Japan—New York
Insulinde ...	... —	...	977	... Tyne—Macassar

WHATEVER some writers may say or think to the contrary, it is quite clear that YAKOOB BEG, Ameer of Kashgar, however flushed he may be with the victorious progress he has made in recent years, still stands in the greatest awe of his mighty neighbour, the Czar of ALL THE RUSSIAS, and that when any unfortunate *contretemps* does occur to disturb the harmony of the relations existing between them, he will at once do all in his power to appease the wrath of the offended monarch. By a telegram from the Berlin correspondent of the *Daily Telegraph*, which we reproduce in another column, it will be seen that the Ameer has now despatched envoys to Tashkend with the money due for the losses sustained by a Russian caravan, and also to offer propitiatory presents to the CZAR. The tenor of this telegram fully confirms the view which we recently expressed as to the all-powerful influence which Russia can at any moment, if she chooses, exercise over the movements and proceedings of the AMEER; and this being the case, it behoves China to keep on good terms with her, and not to attempt any such harassing action in the direction of the Amoor Territory, as was reported in the telegram from Wladiwostock, which we published in our last issue.

THE grand old conservatism of China has at last broken down. Following in the wake of her neighbours, she has listened to the voice of the Western charmer, and nego-

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tiated a loan. No doubt the Formosa difficulty has a great deal to do with this step; but whatever the reason, the result is the same, and China may now be considered to have lost its independence and power of resistance. We may regard this movement as the forerunner of others, such as the exploration of its mines, railways, telegraphs, &c. It is a very encouraging opening of the year for all interested in China.

THE FOREIGN RELATIONS OF THE UNITED STATES.

The China correspondence in the volume before us consists of thirty-eight despatches, comprising thirty from the U.S. Minister at Peking and one from the U.S. Consul at Hong Kong to Mr. Fish at Washington, and seven from the Department of State to Mr. Low. Three despatches relate to the Imperial marriage, in one of which Mr. Low expresses a decided opinion that "an improvement in the *status* of the Foreign Ministers *vis à vis* this Government is specially to be desired," and of this the action of the Chinese Government in connection with the Imperial marriage ceremonial afforded abundant evidence, for "the representatives of the Western Powers were treated in a manner which, to say the least, was discourteous; while those from the tributary States were invited, and took part in the ceremony. All foreigners were rigorously excluded from the streets and places through which the procession passed, while natives of all grades above the lowest official rank were freely admitted to the Imperial grounds to view the pageant." This fact, which we do not remember to have seen noticed before, made the slight to the Foreign Ministers all the more pointed; but Mr. Low says that he would not have thought these incidents worth noticing, were it not "that all this has a mischievous influence on the mass of the people."

Four despatches (one with seventeen inclosures) treat of the troubles which arose from the "covert hostility on the part of the officials to missionary operations" at Hangchow, in the Chekiang province. Mr. E. C. Lord, the U.S. Consul at Ningpo, went in person to Hangchow to look into and arrange, but his visit would not have been of much avail had he not "concluded" to go with Mr. Lolbe *(sic)*,—presumably Mr. E. Solbe,—the interpreter of the British Consulate, for whose good offices and material assistance he does not appear properly grateful. It is a great pity that our American friends do not organise their Consular Service in a better manner, so as to place their interpretorial department on a footing independent of missionary and other outside aid.

No less than eighteen despatches are specially devoted to the Audience Question, and the details of negotiations, the views of the French Government, &c., are very fully given by Mr. Fish and Mr. Low, who also forwards a long account given by Father Ripa of the circumstances attending the audience granted some 150 years ago to Count Ismailof, the Russian Ambassador. Mr. Low, of course, finally gives an account of the reception of the Foreign Ministers by the Emperor, and in reply he is informed by the Department of State that his "action in connection therewith has been discreet and firm, and is deserving of commendation." At this distance of time from the solution of this knotty question the most interesting despatch appears to be the one from Mr. Fish, in which he gives Mr. Low instructions as to the course he is to pursue. "It is the opinion of the President," he says, "that on the part of the United States it (*i.e.*, the right of audience of the Emperor) should now be demanded." Mr. Low was accordingly instructed to make such demand, not separately, but in concert with the representatives of other Powers. Mr. Fish's despatch concludes thus:—"It would seem to be best to proceed by degrees and with due tenderness, for the inveterate prejudices and the grotesque conceit of the Chinese courtiers, the undoubted outgrowth of the long ages, through which the present system has prevailed without intercourse with the rest of the world, and, therefore, in ignorance of the advances made abroad in civilisation and power. If your well-considered and gradual attempts to compass the object should ultimately fail, the President authorises you to inform that Government that you are directed to suspend official intercourse with it. . . ." We are almost inclined to think that this is the very course of action that would have been most pleasing to the Chinese.

Mr. Low writes two despatches on the subject of the visit of the Japanese Embassy to Peking, in the former of which he gives an account of General Le Gendre's call on him, the real object of which was "to intimate that the Japanese Ambassador would insist that his superior rank should be recognised by all the Ministers, native and foreign:" these preposterous pretensions had, of course, to be abandoned. General Le Gendre's method of proceeding was so devoid of tact, and even so insolent, that Mr. Lowe says it "made a very unfavourable impression on his colleagues; it has evidently increased their jealousy and distrust of him. If he displays no more discretion in dealing with the Chinese Ministers, his presence will do the Japanese much harm." In his second despatch Mr. Low writes respecting the objects of the Japanese Embassy: these were two; the first, of course, being the Formosa question, while the second was "to ascertain the precise relations between China and Korea; whether the former claims to exercise such control over her tributary as to render China responsible for the acts of the Koreans, or whether other nations must look to Korea for redress for wrongs and outrages which her people may commit." In the superior interest attaching to the Formosa difficulty, this latter question seems to have been lost sight of, but we hope that ere long it may come to the fore again, for Korea is quite worth opening to foreign trade and intercourse. Early in the year Mr. Fish wrote, disapproving in unmistakable terms of Mr. Jewell, the United States Consul at Canton, having taken jurisdiction in a criminal charge against a citizen of New Granada, and he expresses his surprise that "he should have fallen into the commission of such an error with the laws of the United States, the Consular instructions, and the existing treaties between the United States and China all before him."

The despatch from the United States Consul at Hong Kong to Mr. Fish relates to the extinction of the coolie trade and its expulsion from Hong Kong. He offers suggestions as to the manner of compelling the Portuguese to give it up at Macao, and, besides extracts from the *China Mail* and the *Hong Kong Times*, he transmits a statement by Mr. J. B. Steere, the American gentleman who has been for some time engaged in scientific pursuits in China, as to the result of his observations with regard to Chinese labour in Peru, a statement which will be read with much interest. There is also a despatch from Mr. Fish relating to the kidnapping and apprenticing of Chinese children, and one from Mr. Low, detailing the settlement of the question that arose respecting the transhipment of contraband of war in the Treaty Ports.

The Japan correspondence comprises twenty-six despatches, eighteen from Mr. De Long, and eight from Mr. Fish. No less than twelve despatches relate directly to the well-known case of the Peruvian ship *Maria Luz*, and several others to the state of affairs and negotiations between Japan and Peru. In fact, if it had not been for Peru and matters relating thereto, Mr. De Long's office would, as far as despatch-writing goes, have been comparatively a sinecure, for there are only four of his letters which treat of other subjects. At the outset of the *Maria Luz* case, Mr. De Long got rather a severe rebuff from his superior, who wrote:—"It is regretted that you deemed it proper to take any steps which might wear the aspect of giving the support and countenance of the United States to a vessel suspected by the Japanese Government, not without reason, of complicity in a nefarious traffic, of a character particularly odious to the Government and people of the United States."

In reply to a despatch from Mr. De Long on the relations between Japan and China, and stating how he had introduced General La Gendre to the Japanese authorities, Mr. Fish observes:—"The advice which you have offered to the Japanese authorities, that peaceable means should be pursued, with an earnest effort for their success, to obtain what they desire from the Chinese before resort is had to warlike measures, or serious preparations are made therefor, cannot be too strongly approved. The part which you have taken in the negotiations for the employment of General Le Gendre by the Japanese, with a distinct reference to the use of his services as an adviser in military operations, should they become necessary, would appear to be inconsistent with the peaceful policy thus wisely recommended." Mr. Fish then refers to that portion of the American Statutes at large which prohibits diplomatic officers from recommending any person for any employment of trust or profit under the Government of the country in which they reside, and also from asking for any person any emolument, &c., &c., and he adds:—"The approval of the Department cannot be accorded to proceedings in evasion if not in direct contravention to these terms of the statute."

Mr. De Long was also unfortunate in the measures he took to compel American citizens to register themselves at the Consulates, for in reply to his report of the proceedings against Mr. E. Peschine Smith at Yokohama, Mr. Secretary Fish states that "it is the opinion of the Department that this Statute [extracts from which are given in the despatch] confers upon the Minister in Japan no authority to make a regulation requiring citizens of the United States to register their names, and no power to enforce such a decision judicially." This despatch is not given in its entirety, and it is, therefore, probable that Mr. De Long's action in this matter was even more strongly condemned by his superiors than the above extract would at first sight seem to indicate.

Having heard that the Japanese Government had officially proposed to Italy certain provisional arrangements for admitting Italians into the interior of Japan on condition that they gave up exterritorial rights, Mr. Secretary Fish wrote to General Schenck, in London, in the following terms, at the same time instructing him to communicate the President's views to Lord Granville. "Japan," says Mr. Fish, "has no firmer friend than the United States; no one more ready than we to recognise her rightful autonomy. But, on a candid review of the situation, the President is forced to the conclusion that it is not yet safe to surrender to the local authorities the guaranteed rights of exterritoriality. We have not such knowledge of the administra-

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tion of justice in that kingdom, and of the means for the protection of the liberties and rights of foreigners, as would justify such surrender at this time." In reply to this despatch General Schenck wrote, saying, "On all points I found Lord Granville entirely in accord with you and with the President." Mr. Bancroft reported that similar views were entertained at Berlin.

A despatch on the coolie trade is also published, which was addressed by Mr. Thomas, U.S. Minister in Peru, to Mr. Fish. He states that 14,269 Chinese coolies had been shipped for Peru during previous years, of whom 12,876 arrived, and 1,393 died on the voyage.

CONSULAR REPORTS.

In the volume of Consular Reports just issued there is a very exhaustive report by Consul Booker on the trade and commerce of California for the year 1873. Mr. Booker so thoroughly identifies himself with the country to which he is appointed that we can pardon the frequent use of the word *our* when speaking of California. He says :—

California has enjoyed another year of prosperity, although the very hopeful expectations of the commencement of it were marred by the excessive dryness of the spring. The drought lessened our grain crops, and caused a scarcity of water for mining purposes during the summer and autumn; however, with this drawback, we increased our merchandise exports fully £1,500,000, and our gold product was not far behind that of 1872. The completion of watercourses and tunnels, to provide water and drainage for the carrying on of our hydraulic mining must in ordinary seasons increase our gold product, and the annual average for some time to come will, in my opinion, exceed that of the past few years. The yield of the silver mines of the adjoining State of Nevada has exceeded that of 1872 by over £2,000,000, and California derives a full share of the benefits of her neighbour's success.

The exports of wheat and flour to England or to Cork for orders amounted to no less than 10,396,387 centals of wheat.

The value of the imports from China and Singapore were as follows :—Tea, £305,825 ; silk, £506,435 ; sugar, £119,488 ; opium, £171,615 ; rice, £150,602 ; hemp, £14,128 ; jute, £8,378 ; oil, £16,752 ; spices, £6,090 ; sundries, £201,640 ; the total being £1,490,953. We would suggest that the imports from China and the Straits Settlements should be dealt with separately in the future.

The imports from Japan were :—Silk, raw, £11,665 ; silk, waste, £53,241 ; silkworms' eggs, £26,700 ; tea, £655,331 ; sundries, £29,906, giving a total of £776,823. From the Dutch East Indies they were as follows :—Coffee, £13,531 ; sugar, £113,203 ; tin, £1,782 ; sundries, £1,628. The following figures show the comparative imports of tea during the last five years :—1869, China, 962,137 lbs., Japan, 1,190,837 lbs. ; 1870, China, 977,845 lbs., Japan, 2,443,615 lbs. ; 1871, China, 1,297,771 lbs., Japan, 2,625,129 lbs. ; 1872, China, 1,290,519 lbs., Japan, 2,349,648 lbs. ; 1873, China, 856,065 lbs., Japan, 2,893,836 lbs. There has been a great falling off in the demand for Shanghai green teas.

Upon the subject of the Pacific Mail Company we find the following :—

The year 1873 will long be remembered by tea importers as one of the most disastrous ever known. In the Atlantic and Western States the failures have been large and numerous. These have been mainly caused—first, by uncalled-for and excessive importations ; and secondly, by the action of the Government in so speedily removing the duties, thus leaving many merchants with heavy stocks of duty-paid goods, upon which large losses became inevitable. Owing to our close proximity to the tea-producing countries, our merchants have not been obliged to carry such large stocks as on the other side of the continent. This fact, together with our gold currency, has enabled us to weather the storm which caused so much disaster in the East. While, therefore, there has not been a single failure to record during the year, still the business done has not been a remunerative one. Until the past two or three months, stocks of all kinds were excessive, and prices for the most part below cost of importation. Owing to the immense quantity of tea in store throughout the United States at the commencement of the past season, the importations from China and Japan were much less than for many previous years. Of this total amount, however, we think a larger proportion came through San Francisco for transportation overland than ever before. It is, therefore, to be regretted that, while we were rejoicing at the increase of this traffic, the Pacific Mail Steamship Company should step forward and announce the withdrawal of their semi-monthly line to the Orient ; that their connections with the Overland Railroad had ceased ; and further, that in future through freight from China and Japan will go hence to New York *via* Panama.

This programme seems so utterly absurd that it would fail of credence were it not officially promulgated. In this connection we venture to assert that, even should the Pacific Mail Steamship Company reduce their through rates very materially, they cannot control the carrying of teas as before. Apart from its shortness, the chief merit of the route *via* San Francisco has been that the teas passed entirely through the temperate zone, and were but a short time exposed to the sea air, with but one handling from ship to car in San Francisco. How can the Pacific Mail Steamship Company now appeal to its former patrons in China and Japan to ship their teas upon steamers where they will be exposed to the sea air for at least sixty days, a great portion of which is in the heat of the tropics, and three or four different handlings at the Isthmus of Panama! Fortunately for us, simultaneously with the announcement of the withdrawal of the semi-monthly line by the Pacific Mail Steamship Company, we are advised of the inauguration of the service of the China Trans-Pacific Steamship Company (Limited)—a British company—whose first vessel, the *Vasco de Gama*, has arrived at this port.

Referring to the Chinese labour question Mr. Booker says :—

The principal thing in connection with labour during the past year has been the outcry against the immigration of Chinese, which had been in the spring somewhat excessive. The democrats had always been opposed to the Chinese, and the feeling ran so strong in that direction that the anti-Chinese cry was taken up by all classes of politicians, and at one time took so forcible a shape that the Chinese companies, who control the immigration, telegraphed to stop it altogether, and for a few months there were no arrivals ; however, of late, every ship from China has brought a few Chinamen, but they are not likely to arrive in sufficient numbers for some time to cause any uneasiness to even those most opposed to them. Notwithstanding all that is said or written against the Chinese, it must be apparent to every one that without them many of the wants of the people would have to go unsatisfied, as in the country they are almost entirely used as domestic servants, and perform many duties for which they are especially adapted. Strong as the prejudice against them may be, it is certain it is not strong enough to keep those who are their most formidable opponents from making use of their services. I do no not think the Chinese have increased of late years, and all here at present are absorbed in the various industries of the country, and do not really affect the question of white labour to an appreciable extent; in fact, the wages of the higher class of mechanics have had rather an upward tendency, and no description of labour has depreciated in value.

MANILA.

Mr. Consul Ricketts reports on the trade and commerce of Manila for the years 1872 and 1873 as follows :—

The total value of the produce exported to Great Britain and her colonies for the year 1873 was $7,750,055, or about $50,000 more than in 1872. As regards the exports of sugar for the year 1873, there would appear to have been a decrease of 176,841 piculs to Great Britain and Australia, and also a decrease of 101,319 piculs on the total quantity exported.

The high prices which have been given for sugar for some time past have had the effect of stimulating its production: a fall in prices having, however, lately taken place, it is not unlikely but that there will be a decrease in the quantity brought to market this year, and consequently a falling off in the exportation of this produce. The average price of clayed sugar for the year 1872 was $5 2½c. ; and that of the unclayed, $3 55c. The average price of the former for the year 1873 was $4 65c. ; and that of the latter $3 30c. The price of Taal sugar is now $2 25c. ; and that of clayed sugar, $4.

The quantity of hemp exported to Great Britain and her colonies in 1873 was 73,857 piculs in excess of that of the year 1872. The export of hemp to all places has also augmented. This increase has been called forth by the high prices which have prevailed during the last three years, $9 the picul having been the average price given in 1872, and $8 the picul in 1873. The price of hemp is now $7 the picul. As this still leaves a large margin of profit for the cleaner, there will probably be little difference in the export of this article for the year 1874.

The quantity of coffee exported to Great Britain in the year 1873 was in excess of that sent in the previous year. The value of coffee has greatly augmented of late, owing to a rise of prices in Europe. The average price of coffee at Manila in the year 1872 was $15, and in 1873 $20.

The quantity of tobacco leaf sent to Great Britain for the year 1873 was somewhat less than that of the year 1872, as will be seen on a reference to the Tables I. and II. herewith annexed. The average price of the tobacco leaf sold by auction at Manila for the year 1872 was $26 the quintal of 100 lbs.; and that of the year 1873 $31 91c. The quality of leaf produced in the year 1872 was considered good, and the crop a fair one. The 1873 crop not having yet come forward, it is difficult to offer any opinion either in respect of its quality or quantity.

The prospects of the present sugar crop in Luzon are good, and the yield expected to be a full one. The crops in the southern islands are, however, expected to be somewhat less than in 1873.

The coffee crop last year was above the average ; this year it is, however, expected to be one-third less, the trees having in many places been damaged by bad weather.

In the month of December last year the ports of Tacloban and Legaspi were opened to foreign commerce. Tacloban, situated at the north-east end of the island of Leyte, is a safe harbour during both monsoons, but the passage to it through the Juanico Straits is somewhat difficult for sailing vessels, owing to the strength of the current running between the island of Samar and the island of Leyte. To steamers drawing fourteen feet of water there would be no difficulty in making this harbour.

Legaspi, situated at the south-east end of the island of Luzon, is an open roadstead, much exposed to the violence of the north-east monsoon. There being also deep water close to the shore, vessels at anchor run a great risk of dragging during the gales which often prevail on that part of the coast. Coral reefs are also said to exist in the bay of Legaspi though not entered on the chart.

The value of the exports from the Philippine Islands for the year 1872 were as follows :—To Great Britain, $6,177,016 ; to Australia, $571,016 ; to Singapore, $529,569 ; to Hong Kong, $432,384. In 1873 they were :—To Great Britain, $5,156,406 ; to Australia, $1,049,184 ; to Singapore, $948,075 ; to Hong Kong, $596,053. The exports from Cebu in 1872 amounted to $1,445,840 ; and in 1873, $1,685,534. From Ilo Ilo in 1872 they were $1,935,619 ; and in 1873 they amounted to $1,713,947.

SAIGON.

Consul Caswell reports on the trade and commerce of Saigon, for the year 1873, as follows :—

The trade of the past twelve months shows a marked increase over that of the previous year, and although the results of most

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of the rice shipments on the part of Chinese cannot have been remunerative, yet the period has not been characterised by any of the disastrous failures which so seriously threatened the business prosperity of the colony during 1872. A new feature has presented itself in the opening of active commercial relations with Java, which bids fair to remain a permanent one for the future. The Government, considering the imposition of a tax upon immigrants immediately upon their arrival to be undesirable, and tending to prevent the free introduction of labour into the colony, has issued a decree to the following effect :—

That, after the first of January, 1874, all Asiatic immigrants of the third or labouring class shall be exempt from the payment of a poll-tax during the first year of their residence in the colony, in fact, giving them a respite of full twelve months previous to their being called upon for its payment ; but should such immigrants desire to leave the colony, whatever may be the date of their intended departure, or the length of their sojourn here, they are not allowed to do so without having first paid their poll-tax for the current year, and an impost of a further sum of f.25. Upon leaving, a passport will be necessary, which will be only issued upon the production of a certificate of the proper authorities of the place where such immigrant has resided, that all Government dues have been paid.

The British system of measuring vessels has now been adopted, and seems to give general satisfaction. Tonnage dues, in the case of steam vessels, are now levied once in two months, instead of four, as formerly, and the rate of pilotage for this class of shipping has been doubled. During the prevalence of cholera at Bangkok and Singapore, a quarantine was established at Cangio, at the mouth of the Donnai River, but we were happily spared from a visitation of this pestilence.

The exports of Rice, the principal production of Cochin China, show an increase, as compared with the preceding year, of nearly 1,000,000 piculs, the total having reached the large amount of 4,634,452 piculs, equal to nearly 272,600 tons. The average value of these exports is difficult to ascertain with exactness, but it is not far from $1 21c. per picul, making a total of $5,747,000.

During the year 175 British vessels entered the port, with a tonnage of 117,797 tons, showing a decrease in the number of vessels as compared with last year, but an increase in the tonnage. A total of 394 vessels of all nationalities loaded during the year.

The manufacture of Sugar has not been upon a very extensive scale, the chief difficulty experienced being the unwillingness on the part of the native growers to part with their cane ; now, however, the Government has given its powerful influence in aid of the work, and great results are expected the coming year. The cultivation of Cotton is steadily on the increase, and this article bids fair to become an important item in our future commerce.

The trade in other articles of produce is about on a par with that of former years, and presents new feature. Imports of Manchester goods remain entirely in the hands of Chinese, and of the direct importations of other descriptions of merchandise, no statistics are to be obtained.

In addition to the supplies of Coal for Government use, about 3,000 tons have been brought to this market during the year, of the following descriptions :—Australian 500 tons, Formosa 1,200 tons, and English 1,300 tons. Sales have been much in excess of previous years, owing to the increase of steam traffic, and at an average retail price of $9 per ton for the first two named, and $17 for English.

The revenue from the Opium farm will amount to f.3,250,000 per annum, having been sold to the original farmer for four years. This is an excess of previous price of f.700,000. The Gambling farm has been sold for f.756,000, and the Spirit farm for f.920,000.

THE PACIFIC MAIL SUBSIDY.

Attorney-General Williams has delivered the following opinion in relation to the Pacific Mail contract, for the conveyance of an additional monthly mail between San Francisco, Japan, and China, authorised by Act of Congress, approved June 1, 1872, given to Mr. Cresswell, in August last, and just transmitted to the house by Mr. Jewell, at the request of Representative Tyner, of sub-committee on appropriations for the Post-office Department :—

Looking to the object of the Act of June 1, 1872, authorising additional monthly mail service between San Francisco, Japan, and China, and taking into consideration the fact that such additional mail services have been rendered as provided for in the said Act, I am of the opinion that it was not an essential part of the contract that the new iron steamships should be finished by October 1, 1873, if by that time it satisfactorily appeared that they would be finished within a reasonable time thereafter.

Second. On the first of October, 1873, it was well known by the Post-Office department that the Pacific Mail Steamship Company was expending large amounts of money in constructing such steamships as were required by the contract to perform the additional mail service as therein provided. But instead of notifying the company that its failure as to time would be regarded as an end to the contract, the department, it seems, afterwards treated the contract as still subsisting, and in view of that fact, and the subsequent proceedings in Congress, I do not believe it would be legal or right now, when the completed steamships have been presented for inspection, for the Government to refuse to receive them into the service under said contract, because they were not furnished by the first of October, 1873.

Third. Considering that the Act in question provides for a contract to continue ten years from the first of October, 1873, and that the primary objects of this legislation were to subserve the interests of American commerce and provide ships for the naval service of the United States in case of war, I think it would be subordinating the great ends of the statute to unimportant matters to hold that the will of Congress upon the subject was wholly defeated by the failure of the company to furnish the iron steamships within the few months of time fixed by a specification in the contract ; especially when such specification was outside of the requirements of law authorising the contract.

The committee of ways and means met at Washington on the 12th inst. to continue the Pacific Mail investigation. Gardner J. Hubbard read a telegram from Richard B. Irwin, requesting him to engage apartments for Irwin in Washington for next Monday evening, and be prepared to act as counsel for him before the ways and means committee. Also a telegram from a clerk of Irwin's, stating that Irwin was ill and asleep. The committee informed Hubbard that he could not be permitted to act directly as counsel before them, but might suggest questions from time to time to be put by members of the committee.

Rufus Hatch was sworn, and testified that he was elected a director in May, 1873, and had been a director ever since ; had no personal knowledge of the business of the company prior to May, 1873, but through an examination of the books he had knowledge of its accounts for 1872. There were some items of the accounts during that period which had not been explained to the satisfaction of the company ; these items consisted solely of payments made to Richard B. Irwin, then San Francisco agent, to the aggregate of $750,000, the original cheques for which Hatch exhibited to the committee ; these are the only cheques of the existence of which he has any knowledge that have been drawn outside of the regular business of the company, or which appear to require an explanation ; so far as the witness knows the company has no record of those cheques except on the cheque-book. There were, however, very large entries on the books of the company for several months before and after the date of these cheques. He testified to many large cheques being found on record, indicating either large stock operations or money loaned to bankers and brokers. He had no information either directly or indirectly, that the company ever expended a dollar to influence Congress, except through the newspapers. He never saw Irwin but once, and never spoke to him. Had suspected one of Irwin's vouchers because he deemed it unsatisfactory. No one had power to draw money except by order of the president of the company, and there was in the books, showing for what money was used by Irwin, and an action was taken early in 1873 to ascertain what had become of the money. Nothing has been done by the directors to cover up any matters of the company. The arrangement with Roach had no relation with the congressional subsidy, and the company, since he had been connected with it, has taken no steps whatever to influence Congress or the executive department of the Government in regard to mail subsidy, and they had no desire to conceal or keep secret from the committee any of their books, records or transactions ; the witness did not know whether or not it had been the practice of the company prior to his connection with its management to advance money to bankers or brokers to protect the price of stock.

Mr. Hatch was excused to re-appear when notified by the sub-committee, consisting of Messrs. Kasson and Beck, and to then bring with him such of the company's books as the sub-committee may designate. The investigation was then adjourned until Tuesday.

WASHINGTON, DEC. 16.—The ways and means committee assembled shortly after ten o'clock on the 16th to proceed with the Pacific Mail investigation, but Mr. Irwin was not on hand. Owing to the absence of Mr. Irwin the committee began the examination of the books of the Pacific Mail Company, which were delivered to them by Director Hatch and J. C. Merrill, the company's book-keeper. F. W. G. Bellows, formerly vice-president of the company, and T. T. Johnson, who, as treasurer *pro tempore* signed with Bellows the cheques drawn May 24, 1872, to order of R. B. Irwin, are also here ready to testify when called. It is ascertained that the books now under examination show that on the 24th of May, 1872, the sum of $650,000 was loaned by the company to a firm of New York brokers ; that on the 7th of September following the firm returned $500,000 of this loan, and that on the same day, namely, the 7th of September, President Stockwell drew $500,000 out of the bank and charged it to Oliver Eldredge and Robert Irwin, the San Francisco agents.

The ways and means sub-committee interrogated Irwin in his room about an hour to-day, the most of which was consumed in the statement, &c., made by Irwin, with a view of purging himself of contempt in failing heretofore to appear before the committee when summoned. Irwin then answered promptly all the questions put to him by the sub-committee, but when they arrived at a certain point the committee, in view of the state of Irwin's health and of other considerations, which they decline to disclose, concluded to postpone further examination until to-morrow morning. In the meantime the testimony taken to-day is to be kept strictly private. It is conjectured that the reason for this determination is that other witnesses are to be summoned.

The *New York Times* publishes the following statement of the affairs of the Pacific Mail Steamship Company :—

New York, Dec. 10, 1874.

I have examined the books of the Pacific Mail Steamship Company, in verification of their statement published under date of Sept. 17, 1874. I annex the statement, with such comments as are called for.

ASSETS.

Cash in bank [correct]	$256,146 61
Loaned on call [since collected]	100,000 00
At I. S. Morgan and Co.'s, London	70,908 00
[This varies immaterially from the books, being an estimate made up in the middle of the month.]	
Insurance on City of Guatemala	220,000 00
[This amount is included in the general valuation of the steamer. Of the amount $60,000 remains uncollected.]	
Subsidy due from United States [since collected] ...	125,000 00
Sixty thousand shares Pacific Mail Stock. [Since realised, $266,450]	280,000 00
Total	...$1,060,054 61

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LIABILITIES.

Due on City of Tokio	$300,000 00
[Not entered as a liability, but since paid and charged to the proper account.]	
Loan from Panama Railroad Company	500,000 00
[Still unpaid.]	
Bills payable	220,313 37
[Agreeing with the books.]	
Due in London, February 15, 1875	36,871 56
[Not yet entered—to be charged when due to profit and loss.]	
Total	$1,057,184 93

JOHN N. UNDERHILL, Examining Accountant.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, DEC. 30.

The topic of the day is the appointment of Mr. Lansberge as Governor-General of our East India Colonies, which has caused, I may say, a storm of indignation. Professor Vreede, formerly one of the thick and thin supporters of Mr. Heemskerk, the present Premier, quite agreed—according to his rather vehement articles in the *Utrechtsch Dagblad*—with the proposal to recall Mr. Loudon, but he desired that he should be replaced by a man thoroughly acquainted with colonial matters. We must not forget, he says, that the Governor has to govern twenty millions of natives, and to create harmony between the conflicting interests of the colony and of the mother country. Was it not possible to find such a man? Was it advisable to appoint a *diplomate* who knows absolutely nothing of Java affairs. He thinks not, and he is so opposed to the appointment that he urges the nation to adopt such measures as may be possible to make it void. The *Dagblad*, the leading Conservative paper, is also discontented, and would have even preferred that a Conservative *par sang* should be honoured with the post. Mr. Lansberge is certainly a most able diplomatist, but in this case he is not the right man in the right place. The *Nieuwe Rotterdamsche Courant* is more guarded in its observations. This paper states that the appointment has caused general surprise, and it fears that Mr. Loudon has been sacrificed to party-spirit, but not knowing the real motives it refrains from pronouncing judgment. The *Amsterdamsche Courant*, the fashionable Conservative paper, thinks the appointment is a good one. A *diplomate* so able as Mr. Lansberge is quite competent for the post. In England it is the rule to appoint diplomatists to such offices. Mr. Rochussen was only a *diplomate*, and he was one of our best governors-general. It is, moreover, a recommendation that the newly appointed Governor is not a party man. The *Standard*, the Anti-Revolutionary paper, criticises the appointment most sharply, and is of opinion that it will lead to the overthrow of the Cabinet. The *Nieuwe Arnhemsche Courant* is of opinion that it will be best to wait till Mr. Lansberge shows his policy before speaking against him. Messrs. Sloet van de Beele and Duymaer Van Twist were also without experience as regards Colonial matters when they were appointed Governors-General, and the Liberals are still very proud of their management. They did much for Java, whilst so-called *specialites* have done literally nothing, or if they did anything, they did it badly. These are the outlines of the opinion of the press. It is generally hoped that the Members of the First Chamber—who will meet in a few days—will ask the Minister for further elucidations, and that we shall not be obliged to wait for them till the Bill asking a credit for the expenses of the new functionary is brought into the Second Chamber. It is rather curious that no paper states that Mr. Lansberge, who, according to the *Vaderland*, will start on the 15th of February in the steamer *Voorwaarts*, of the Nederland Company, is a Moderate Ultramontane, but nevertheless it is quite certain that if he was a Protestant the opposition would not be so sharp as it is.

It is indeed somewhat curious that just at the moment when the Conservatives are in power and could do what they liked, that while they could appoint Schimmelpenninck, Wintgens, or Van Herwerden, their choice fell upon a man who is perhaps more liberal than conservative, and who was, in fact, Minister of the Foreign Department in the ministries of Fock and Van Bosse. It seems that it has been very difficult to find a man for the post. I hear that the Ministry addressed themselves firstly to Mr. Van Zuylen, our ambassador at Paris, but he declined the office, because his health was bad. Thereupon the Governor-generalship—thus the rumours run—was offered to a great railway proprietor, but when he also declined, a choice became still more difficult. There was another reason for the appointment of Mr. Van Lansberge. The ex-Minister for Foreign Affairs, Mr. Gericke Van Herwynen, wished to go to Brussels, and the man who helped a good deal to involve us in the war with Atchin, and by whose offices we concluded a treaty with England, transferring our settlements on the Coast of Africa, has certainly deserved something for his excellent services. Mr. Van Lansberge is not rich, and let me add that he is a personal friend of Mr. Van Goltstein, the Minister of the Colonial Department. It is well known that Mr. Loudon has wished for a long time to resign. He has not been very lucky, and that unfortunate Atchin war has caused him much trouble. But of course his personal honour would not permit him to make such an excuse to return to Holland before his time had expired—the less because this never happened with any Governor-General. A more potent reason had to be sought, and it was found in a difference of opinion about an administrative measure—the conversion of communal possessions to individual ones. I think that the discussion about the Agrarian Bill of 1870 did not leave the least doubt about the intention of the legislator to maintain the system of communal propriety, this being the sole means of preventing the alienation of grounds belonging to natives to European speculators. Mr. Levysohn Norman, the Secretary of the Colonial Government, was sent to the interior, in order to win the chiefs over to favour the system of individual proprietorships. And after having been interpellated thereabout the Minister stated that he had directed the Governor-General to recall the Secretary. Mr. Loudon did not agree with this measure of the Minister, and at once asked for his dismissal.

Another appointment which has created much discussion is that of Mr. N. Beets as Professor in Theology at the University of Utrecht. This gentleman is in the first place a literary man, the author of the "Camera Obscura," and therefore public opinion thinks him best fit for the *professorat*. Moreover, he is already sixty-one years old, and it is thus very doubtful whether he will be able to fulfil his duties as it ought to be done.

In the northern part of the country a demonstration is organised against our present Premier, because he has declined to grant some feet of ground belonging to the State on which a monument was to be erected in commemoration of the late Mr. Thorbecke. This silly decision of Mr. Heemskerk creates much dissatisfaction.

The Minister of the War Department has decreed that in several villages subaltern officers will be appointed to enrol young men for our army in East India. It seems very difficult to complete the contingent.

Yesterday a Society was formed at the Hague to introduce cremation instead of interment. The number of the members is 500: the subscription is fixed at f.1.50 (2s. 6d.) a year. The first business, of course, will be to obtain legal permission to introduce cremation.

There is no news of interest about shipping and commercial affairs. A sharp frost has set in.

Monetary and Commercial.

Business in the Produce Markets is generally suspended until next week. The small private trade which has been done has established no alteration in the tone of the markets, all articles remaining quiet at the prices ruling last week.

Tenders are invited by the Bank of New South Wales for a New South Wales Government Loan for £1,000,000, in 4 per cent. debentures, for £1,000, £500, and £100 each, repayable on the 1st of July, 1903. No tender will be accepted at less than £90 for every £100 debenture. The National Bank of Australasia will also receive tenders for £600,000 South Australian Government Four per Cent. Bonds, which will be allotted to the highest bidders, provided the rates offered are not below £90 for every £100 tendered for. The principal is repayable at par on the 1st of July, 1899.

It is notified that the coupons of the Bolivian Loan, due on the 1st of January, will be received for payment on and after the 28th ult. Also, that on and after the 1st of January the sum of 33⅓ per cent. will be payable in respect of the principal sum secured by the bonds of the Loan which were in October last drawn for payment on the 1st of January. It is requested that such bonds be presented through a banker.

The meeting of shareholders in the City Bank is announced for the 19th inst.

A meeting of Spanish bondholders has been held to consider the provisional agreement concluded on their behalf by Mr. Roger Eykyn with the Spanish Minister of Finance. Its terms were that the three overdue coupons should be exchanged for pagarés of the Rio Tinto Company, less 7 per cent. discount, and External Bonds for the remaining 40 per cent. Resolutions were adopted approving of the arrangement, and authorising the Council of Foreign Bondholders to proceed with its execution.

By a telegram published in another column it will be seen that the Hong Kong and Shanghai Bank has concluded negotiations for a loan to the Chinese Government. The loan is to be for $3,000,000, and issued at 95, with interest at 8 per cent. per annum. The portion of the loan to be subscribed in England is at exchange 4s. 1¼d.

The Eastern Extension, Australasia, and China Telegraph Company (Limited) announce the proposed payment of an interim dividend of 3s. per share. An interim dividend of 2s. 6d. is also about to be paid by the Eastern Telegraph Company.

The ordinary general meeting of the New York, London, and China Steam-ship Company is called for the 7th inst.

The New York papers announce that the Pacific Railroad Company have concluded for three steamers, to open a line in February between San Francisco, China, and Japan.

Mr. William M. Jamieson and William Grieve have formed a partnership as Ship and Insurance brokers in London, under the style of Jamieson, Grieve, and Co. Messrs. Westall, Galton, and Co., of Foochow, announce that the interest of Mr. R. R. Westall ceases, and Mr. W. M. Reeves has been admitted. Mr. R. R. Westall and Mr. Oliver Latham have established in London as commission merchants, under the firm of Westall and Co. Mr. G. Rehden has established in London as commission merchant.

Mr. David McLean, who has for some months been acting manager of the Hong Kong and Shanghai Bank in London, proceeds to Hong Kong by the present mail. Mr. Jackson, lately manager at Yokohama, will assume charge during Mr. McLean's absence.

The suspension is announced of Mr. Charles Sulley, manufacturer and merchant, of Dale-street, Manchester, with liabilities amounting to £8,383. A petition for liquidation has been filed. The failure of Messrs. Ranken, Dixon, and Co., East India merchants, in Liverpool, which had been rumoured for some days past, has culminated in a petition for liquidation,

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which was filed in the local county court on the 23rd ult. The liabilities are estimated at £139,156, a very large portion, it is stated, being due in respect of losses on cotton. The failure of Messrs. Alexander Ross and Co., dyers of yarns, &c., Glasgow, is also announced. The liabilities are estimated at £24,000, a considerable portion of which is due to creditors in Manchester. It is expected, however, that the liquidation will be favourable.

The following announcements of mercantile changes are made :—

Owing to the death of Mr. George Tounend, the firm of Tounend, Brandon, and Co., of Mincing-lane, is dissolved, and Mr. E. T. Daniels has joined Mr. Brandon, under the title of Brandon, Daniels, and Co. ; Messrs. Arbuthnot, Latham and Co. have admitted as partners Mr. Hugh Lyttleton Arbuthnot and Mr. Herbert Robinson Arbuthnot ; the firm of Messrs. Jacob Mocatta and Co., of Mincing-lane, will be in future carried on in the names of the existing partners, Messrs. Benton and Schloss ; Messrs. Mocatta and Goldsmid, on the retirement of Mr. Frederic D. Mocatta, have admitted into partnership Mr. Abraham de M. Mocatta and Sir Hector M. Hay, Bart. ; Messrs. John Mowlem and Co., of Millbank, have introduced as partner Mr. John Mowlem Burt ; Messrs. Northcott and Sons, Rood-lane, have admitted to partnership Mr. William Stanley Northcott and Mr. Frank Northcott ; Messrs. H. Pulbrook and Co. are joined in partnership by Mr. H. H. Hyde, the firm in future being Pulbrook, Hyde, and Co. ; Messrs. William Herman and Kahn, of Paris, announce that they have admitted Mr. Leopold Kahn into their firm ; Messrs. Shepard, Rehden, and Shepard announce the retirement of Mr. Rehden, the firm consisting now of Mr. John Shepard the elder and Mr. John Shepard the younger, under the style of Shepard and Company ; Messrs. Forbes, Forbes, and Co. have admitted into partnership Mr. George Stewart Forbes and Mr. James Steven ; Messrs. Gonzalez, Byass, and Co. have taken into partnership their London manager, Mr. Robert Hunt Holdsworth ; Messrs. Grant, Chambers, and Co. have admitted as partners Mr. William Holloway Ross and Mr. George Chambers ; the business of Messrs. Grun, Nicholson, and Co. will in future be carried on by Mr. F. R. J. Grun and Mr. Herbert J. Nicholson ; the partnership of Shaw, Maxton, and Co., expiring by effluxion of time, Messrs. R. H. Shaw and P. Maxton will in future carry on the business of shipowners under the style of Shaw and Maxton ; and Messrs. R. W. Shaw, E. Williams, and W. Shaw, the business of ship and insurance brokers as Shaw, Williams, and Co.

About £22,000 in Bar Silver has been received from New York, £60,000 from the Pacific, per *Corcovado*, and £32,000 from the West Indies. The price, which was gradually receding last week, yesterday touched the lowest on record, viz., 57¼d. per oz., at which rate the amount per *Corcovado* has been sold. Mexican Dollars are quoted 56d. per oz., at which rate the market may be considered tolerably firm.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.24	Queen Victoria (s.)	Reid	Colombo, &c.	London
24	Hong Kong (s.)	Comley	China, &c.	Do.
26	Granville	Gallienan	Colombo, &c.	Do.
2.	Buston Vale	Anderson	Do.	Do.
28	Lotnair	Orchard	Shanghai	Do.
25	Barentin	Opdebeel	Rangoon	Falmouth
25	Anitta Gortorna	Viglola	Do.	Do.
28	Jas. Shepherd	Madden	Shanghai	London
23	Atkinson (s.)	Harland	Colombo	Marseilles
	Queen of the South	Adair	Hong Kong	New York
27	Kaisow	Anderson	Shanghai	London
	Tim Whiffler	Cotter	Manila	Do.
27	H K R Q.	—	Java	Lizard
27	Willem Poolman	Listed	Do.	Do.
	Tennyson	McKinley	Do.	Glasgow
	Catherine Scott	McCaskett	Colombo	New York
29	Jessie McDonald	Sievewright	Macao	London
29	Golden Spur	Farrel	Do.	Do.
28	Noach II.	V. Schelven	Java	Brouwershaven
28	Odin	Nilson	Cheribon	Falmouth
28	Unione S.	Ozeglia	Rangoon	Do.
28	Howden	Ditchburn	Singapore	Off Scilly
28	Adelaide	—	Rangoon	Liverpool
	Galley of Lorne (s.)	—	Singapore	New York
29	Alcestis	Richards	Sarawak	London
29	Dunbar Castle	Aston	Colombo	Do.
29	Nimrod	Mathie	Maulmain	Plymouth
29	Damo	Allen	Do.	Falmouth
29	Thos. Wood	Ingham	Do.	Do.
29	Earl of Elgin	Dow	Do.	Queenstown
29	Tridente	Heinrich	Samarang	Do.
30	Sirius (s.)	—	Colombo, &c.	Deal
29	Amandine	Farrow	Java	Falmouth
29	Lovisa	McIntosh	Rangoon	Do.
30	Elena	Dio	Bassein	Do.
30	Hugh Bourne	Davison	Ilo Ilo	Do.
30	Emiliano (s.)	Mendezona	Manila	Liverpool
18	Belle of South Esk	Shotton	Singapore	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.24	Duke of Devonshire (s.)	Whittle	Colombo, &c.	London
26	Esmeralda (s.)	Thebauld	Japan	Aberdeen
15	Anachae	Matthews	Anjer	Boston
26	Diomed (s.)	—	Peng., Sing., & China	Liverpool
26	Nieuwe Waterweg	Lomwel	Batavia	Texel
18	Hants County	Cochrane	Yokohama, &c.	New York

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo : Hong Kong. For Yokohama, Hiogo, and Nagasaki : Pernambuco. For Penang, Singapore, Hong Kong, and Shanghai : Bengal, Lotus. For Singapore, Hong Kong, and Shanghai : Glenartney, Glenfinlas. For Colombo, &c. : Duke of Argyll, Sibylla.

SAILING VESSELS.—For Yokohama : Oleander. For Vladewostock and Nicolajefsk : Rowena. For Nicolajefsk : Genetiv. For Hong Kong : Balgownie, Min, Golden Spur, Kaisow. For Shanghai : Scindia, Forward Ho. For Penang : Zehlina. For Batavia, Samarang, and Sourabaya : Nicola Tommaso. For Singapore : Edeline. For Colombo : Queensbury.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai : Patroclus (str.), Antenor (str.), Ulysses (str.). For Manila (via Cardiff) : Christine. For Batavia and Sourabaya : Wein Holenfelde. For Batavia : Sophia R. Luhrs. For Singapore and Manila : Emiliano (str.). For Colombo, &c. : Duna (str.).

At GLASGOW.—For Singapore (via Port Glasgow) : Rosa (str.).

At GREENOCK.—For Singapore : Comete.

SPOKEN.

LAMMERGEIR, (?) Batavia to Liverpool, Nov. 10, 33 S., 16 E.
A Fr. Barq., Bordeaux to Saigon, Oct. 15, 39 S., 8 E. of Paris.
Q.C.D.K., Cardiff to Singapore, Nov. 29, 6 S., 29 W.
JAVA, from Sourabaya, Nov. 16, 10 S., 11 W.
NIEWLAND, (?) Cardiff to Batavia, Nov. 6, 9 S., 33 W.
J.S.H.M., Lubeck to Batavia, Nov. 24, 6 N. 26 W.
CLODIAN, Colombo to London ,Dec. 19 47 N., 24 W.
HAFEL, (?) Colombo to Liverpool, Dec. 19, 51 N., 8 W.
ESCORT, Singapore to Boston, Nov. 11, 35 S., 18 E.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports show no change since our last report, and ready ships are rather scarce. Steam freights are dull. Homeward chartering is rather firmer.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama : 55s. weight or meast. To Hiogo : 60s. weight or meast. To Nagasaki : 65s. weight or meast. To Shanghai : 50s. weight, 40s. meast. To Hong Kong : 50s. weight, 40s. meast. To Singapore : 50s. weight, 40s. meast. To Penang : 50s. weight, 40s. meast. To Colombo : 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama : 40s. weight, 35s. meast. To Hiogo : 45s. weight, 40s. meast. To Shanghai : 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang : 50s. weight, 45s. meast. To Hong Kong : 35s. weight, 25s. meast. To Singapore : 27s. 6d. weight, 25s. meast. To Colombo : 25s. weight or meast. To Penang : 30s. weight or meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne, per keel—To Singapore : £25. To Penang : £25, f.c. To Batavia and Sourabaya : £28. To Galle : £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama : 37s. To Hong Kong : 31s. To Shanghai : 35s. To Singapore : 25s. To Colombo : 23s. to 24s. To Galle : 22s. to 23s. To Manila : 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong : 22s. To Shanghai. 27s. 6d. To Singapore : 19s.

CASUALTIES.

The George Walker, from Batavia, reports that on Dec. 11 she shipped a heavy sea, which washed away two boats, topgallant rail, smashed front of cabin house on deck, and had a number of sails carried away ; she also jettisoned part of her cargo.

CAIRNRYAN, DEC. 24.—The Sourabaya floating dock, which went ashore at Helensburg, Oct. 21, has been taken off and brought into mid harbour here.

SCILLY, DEC. 28.—The Howden, Ditchburn, from Singapore to Liverpool, has put in here, having lost and split sails.

DUBLIN, DEC. 23.—The P. J. Carleton is on fire in Kingston harbour, and will have to be scuttled ; later telegrams state that she was successfully scuttled, the fire extinguished, and arrangements have been made for pumping out and raising her.—Dublin Dec. 29.—The P. J. Carleton has been floated, and will be brought in here. (The P. J. Carleton cleared from Dublin Dec. 17, for Canton.)

The Buston Vale, arrived in the river from Colombo, reports that on the 29th Nov., off the island of Flores, she experienced a heavy gale ; and a succession of gales from Dec. 1 until she arrived off Dungeness ; on the 11th and 12th, in lat. about 47. long. about 10 W., was overtaken by a hurricane, and compelled to lay to under bare poles ; was struck by a monstrous sea, which stove the long boat, started stanchions, and washed overboard from the deck two boats and everything that stood in its way ; on the 13th the wind blew in furious squalls. It was afterwards found that the cargo had shifted, a good deal of plumbago coming up the pumps.

DOVER, DEC. 30.—The Satsuma (barq.), London to Japan, with a general cargo, has been assisted in here with loss of bowsprit and other damage, having been in collision in the Downs.

MISCELLANEOUS.

At PORT SAID.—Dec. 26, Prins Hendrick (str.), from Nieuwe Diep, for Java ; 28, Singapore (str.), from Glasgow, to Singapore ; 30, Colombo (str.), from London to Colombo, &c. ; Harrington (str.), from Texel to Java ; Ben Ledi, from London to Singapore, and China.

At REUNION.—Nov. 23, Duguay Trouin, Toon, from Saigon.

Telegraphic advices from Mauritius, via Aden, state that the Prinses Amalie sailed again, Dec. 5, and that the expenses occurred in discharging, warehousing, reloading, and requipment of the vessel amount to £1,400.

THERE was launched last week from the shipbuilding yard of Messrs. John Reid and Co., Port-Glasgow, a screw steamer of 1,500 tons register for the Eastern and Australian Mail Steamship Company, which was named the Bowen. The steamer is to be employed in the mail steam service between Singapore and Australia, and will have passenger accommodation for about 500 coolie emigrants.

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VIOLET, PARIS.

VIOLET, PARIS.

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ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

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For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the sk

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

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Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

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COMMISSION AGENT
SAN FRANCISCO.

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A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

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A GENTLEMAN, at present managing a large CHINA AND JAPAN HOUSE in Bradford, doing both WORSTEDS and WOOLLENS, will shortly be open to represent, or take the same position in a good firm.

Address, M., care of Mr. Fawcett, Exchange, Bradford.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

NOTICE.

MR. LEOPOLD KAHN has this day been admitted a Partner in our Firm.

WM. HERMANN & KAHN.

Paris, January 1, 1875.

NOTICE.

I HAVE this day established myself as a COMMISSION MERCHANT.

G. REHDEN.

59, Mark-lane, 1st January, 1875.

NOTICE.

MR. J. J. RIECHMANN has been admitted a partner in our Firm.

A. MARKWALD & CO.

Bangkok, 18th Nov., 1874.

NOTICE.

The partnership of Shaw, Maxton and Co. has been dissolved, and we have retired from the business of Ship and Insurance Brokers, which will hereafter be conducted by our late partners. In future we shall carry on the business of ship owners under the style of Shaw and Maxton.

R. H. SHAW P. MAXTON.

2, Royal Exchange-buildings, Cornhill, Dec. 31st.

Referring to the above notice, we beg to inform you that we intend to carry on the business of Ship and Insurance Brokers under the style of SHAW WILLIAMS and Co., and have this day admitted into partnership Mr. William Shaw, younger son of our late senior.

R. W. SHAW, E. WILLIAMS

2, Royal Exchange-buildings, Cornhill, Jan. 1st.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commences this 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Brindisi	G. RIVELLI.
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ESTABLISHED 1843,

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Supply English Manufactures at strictly wholesale prices. They invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description. Patterns Post Free. Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.

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Special advantages to Hotel Keepers and Regimental Messes.

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TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY and Co., Bombay, or Office of *Calcutta Englishman*, Calcutta.

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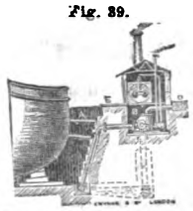
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

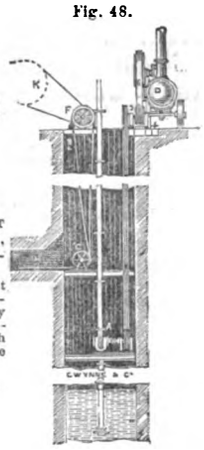
Fig. 89.



GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be ven

Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.

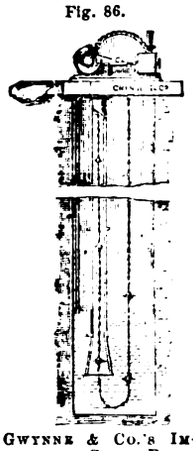
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.

GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP.

For Hand-power adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

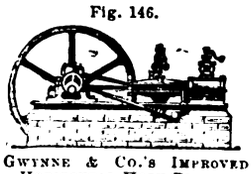
Fig. 86.



GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

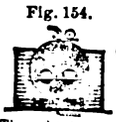


GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gea ,for economical working.

From 4 to 100-horse power.

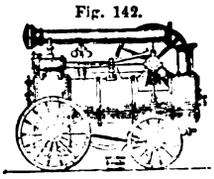
Fig. 154.



GWYNNE & CO.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

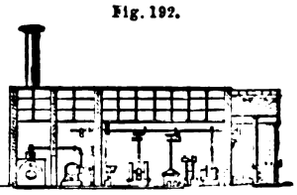


GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power

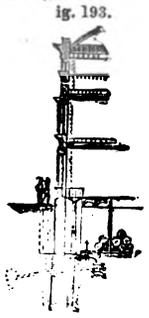
Fig. 192.



GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

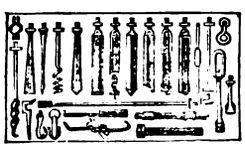


GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

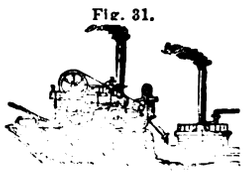


GWYNNE & CO.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

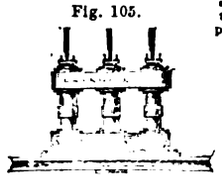
Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

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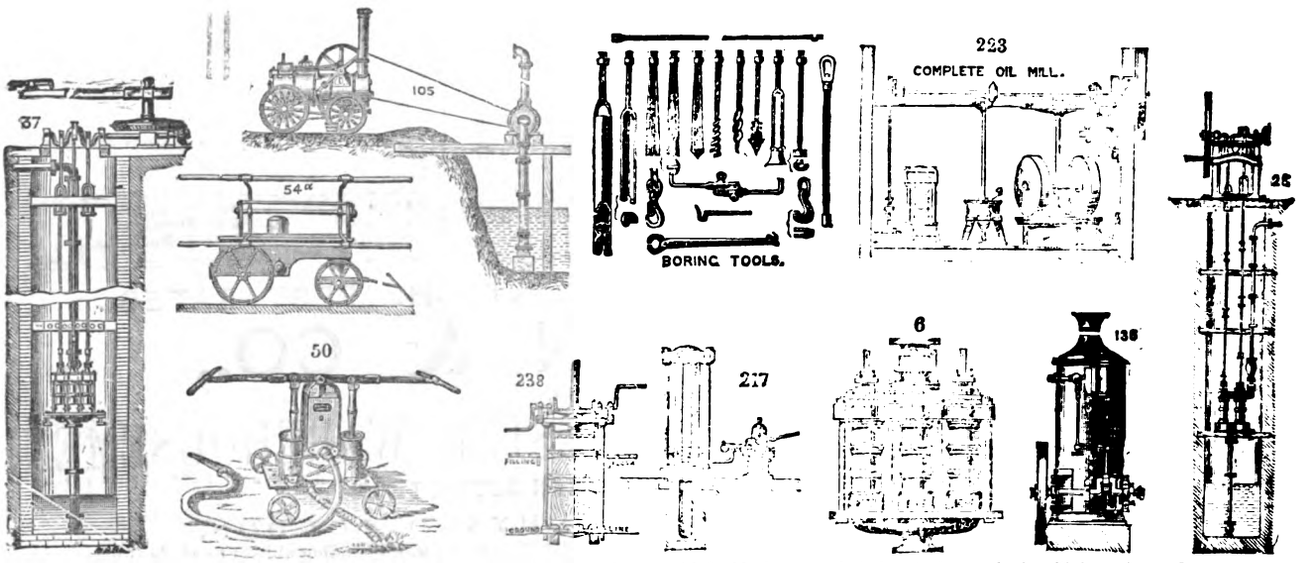

No. 37.—Horse Gear and Pumps for deep wells.
No. 105.—Portable Steam Engine and Patent Centrifugal Pump.
Improved Boring Tools for artesian or petrolium oil wells, testing ground for minerals, foundations for railway bridges or other works.
No. 223.—Complete Oil Mill.
No. 28.—Well Engine Frame, with double throw crank and pumps.
No. 50.—Patent double barrel Farm and Ship Fire Engine, Irrigating Liquid Manure and Cesspool Pump.
No. 54a.—Double barrel Fire Engine for Fire Brigade, Railway Stations, Mansions, &c., in galvanised iron tanks, on wheels, with hose pipes and appurtenances complete.
No. 217.—Improved Australian Hydraulic Wool Press
No. 238.—Geared Screw Cotton or Wool Press.
No. 26.—Treble Brass Barrel Deep Well Pumps.
No. 136.—Vertical Steam Engine and Boiler.

S. OWENS & Co. beg to call the attention of Engineers, Contractors Merchants, Shippers, and others to the following list of Articles manufactured by them, of which a large Stock is kept on hand:—

Oil Mills	Water Wheels	Hose Pipes	Well Boring Tools	Contractors' Pumps	Deep Well Pumps
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Steam Cranes	Hydraulic Rams	Water Cranes	Ships' Pumps	Railway Station Pumps	Ice Making Machine
	Fire Engines	Stand Posts	Steam Donkey Pumps		

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OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Khiva ...	2,609	450	Jan. 7	Mediterranean, Aden, Bombay.
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia.	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Lotus, s.s. ...	1,497	Norris & Joyner...	Jan. 7
Hong Kong, s.s. ...	1,221	Norris & Joyner ...	Jan. 12
Glenartney, s.s. ...	2,115	M'Gregor, Gow, & Co. ...	Jan. 6

LIVERPOOL.

Patroclus, s.s. ...	1,607	Alfred Holt ...	Jan. 12
Ulysses, s.s. ...	1,250	Alfred Holt ...	Jan. 26

GLASGOW.

Bowen, s.s.	1,700	T. Skinner & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... £20,000,000 ... £800,000.

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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokuhama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

NERVA, MARCHAND, & Co.,

GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE,

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DEUTSCHE BANK.

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CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

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National Provincial Bank of England
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Messrs. Freshfields.

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LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

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CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

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82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 1s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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Special Agents for the
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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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GRATEFUL—COMFORTING.

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BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

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GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

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J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel. Highly recommended.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York, Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1875.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.
Messrs. MACTAGGART, TIDMAN, and Co., 34. Leadenhall Street.

E. M. SMITH, Manager.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ... Jan. 17	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly ... Jan. 31		
Pei-ho ... Feb. 14		
Meikong ... Feb. 28		

The Steamers of the 17th Jan. and 14th Feb. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 31st Jan. and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

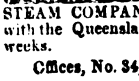
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	Jan. 7
Glenfinlas	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	S.W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.



SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

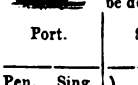
Offices, No. 34, Leadenhall-street, London, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p. (effective)	
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden ...	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The KONING DER NEDERLANDEN is appointed to leave Southampton Jan. 11 for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £33.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

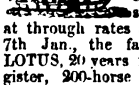


FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg. Kg., & Shanghai...	Lotus, s.s.	30 years Red L'pl Book ...	S.W.I.D.	Jan. 7
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 12
Sing., Yoko., & Hiogo ...	Riga, s.s. ...	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Hong Kong	Hervatska ...	A1 12 yr.	E.I.D.	With des.
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des

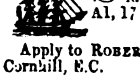
For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of steamers via Suez Canal.



TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 7th Jan., the favourite full-powered screw steamer LOTUS, 20 years red in Liverpool book; 1,407 tons register, 200-horse power nominal; J. GRAY, Commander; South West India Docks. This magnificent steamer built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill)



SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 12th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. Last shipping day, 9th January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steamship BENGAL, 2,086 tons gross register, 1,303 tons register, 278-h.p. nominal, 1,375-h.p. effective; Victoria Docks. This fine steamer, built by Messrs. Tod and M'Gregor, of Glasgow, and owned by the London, China, and New York Steamship Company (Limited), is noted for her great speed. Last outward passage, Gravesend to Penang, thirty-three days, including all stoppages.

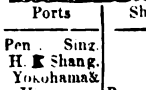
For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas. Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tns	Dock.	Sailing.
Pen., Sing., H.K. Shang., Yokohama & Hiogo ...	Bengal ...	—	2086	V.L.D.	Jan. 9
Yokohama & Hiogo ...	Ægean ...	AA1	1072	V.L.D.	Jan. 20

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 4, 1875.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 593.] LONDON, MONDAY, JAN. 11, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1875.

Subscriptions for the present Year, £2 2s., are now due. Cheques and Post-office Orders payable to JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes was issued with our last Number. Free to Subscribers; 1s. to non-Subscribers.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Jan. 7.
JAPAN—Yokohama	Oct. 2	Nov. 20	Nov. 24
Yedo			
Osaka and Hiogo	—	—	,, 14
Hakodadi			
Nagasaki	—	—	,, 18
CHINA—Peking	—	—	,, 16
Tien-tsin	—	—	,, 20
Chefoo	—	—	,, 20
New-chwang	—	—	,, 24
Hankow	Sept. 18	,, 6	,, 21
Kiu-kiang	—	—	,, 20
Chin-kiang			
Shanghai	Oct. 9	,, 26	,, 27
Ningpo	—	—	,, 23
Foochow	,, 2	,, 12	,, 29
Formosa	—	—	,, 15
Amoy	—	—	,, 27
Swatow	—	—	,, 28
Hong Kong	,, 16	Dec. 1	Dec. 3
Canton	—	—	,, 1
Macao	—	—	,, 2
PHILIPPINES—			
Manila	,, 9	Nov. 16	,, 26
COCHIN-CHINA			
Saigon	,, 23	,, 28	Dec. 8
SIAM — Bangkok	,, 9	,, 15	Nov. 30
BORNEO			
Labuan	—	—	,, 26
Sarawak	—	—	,, 30
JAVA — Batavia	,, 30	Dec. 4	Dec. 6
Samarang	—	—	Nov. 25
Sourabaya	—	—	,, 27
MALACCA STRAITS—			
Singapore	Nov. 6	,, 9	Dec. 10
Penang	Oct. 30	Nov. 29	,, 4
CEYLON—			
Galle	Nov. 20	Dec. 15	,, 16
Colombo	,, 13	,, 7	,, 14

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Thursday last, the 7th inst., being four days early. The next inward (P. and O.) mail, with advices Yokohama 1st, Shanghai 4th, Hong Kong 10th, Singapore 17th Dec., which is due, *via* Brindisi, on Monday next, the 18th inst., left Galle on the 25th ult., one day in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Jan. 5.—From Yokohama: Messrs. Raud, Lumley. From Shanghai: Messrs Fisher, Macleod, Zoup, Heuré, Delaplace. From Hong Kong: Messrs. Hopkins, Mitchell, Eglin, Petrie, Tuton. From Batavia: Messrs. Tolson, Devineau. From Singapore: Messrs. Linart, Morris, Hickling, Gillespie. From Galle: Mr. Ross, Mr. Dacoring.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 31.—To Hong Kong: Mr. Morgan, Capt. Buller, R.N., Surg. A. H. L'Estrange, Mr. M. Pinil, Mr. H. K. Maynard, Sub.-Lieut. Luther, Mr. W. C. Johnstone. To Shanghai: Mr. W. J. Tucker. To Singapore: Mr. M. Armstrong. Mr. Paterson.

Per P. and O. steamer *Sumatra*, from Brindisi, Jan. 11.—To Yokohama: Mr. W. S. Lockhart. To Hong Kong: Mr. S. Hughes, Mr. Kofod. To Ceylon: Dr. P. Goldschnidt. To Singapore: Mr. W. Cadell.

Per P. and O. steamer *Cathay*, from Southampton, Jan. 14.—To Shanghai: Mrs. Haslewood. To Ceylon: Mr. S. le Cocq, Mr. E. Lemprien, Mrs. Gow, Mr. Chamberlain and friend. To Singapore: Rev. — Smith.

Per P. and O. steamer *Baroda*, from Venice, Jan. 22.—To Penang: Mr. Ainslie.—From Brindisi, Jan. 25.—To Hong Kong: Mr. Robslikke.

Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Hong Kong: Mrs. Armstrong.

Per French steamer *Hoogly*, Jan. 17.—To Yokohama: Mr. Boeke. To Hong Kong: Mr. Hillier, Mr. Duval, Mr. Lancken, Mr. Wanecke. To Shanghai: Mr. G. Rohl, Mr. E. Hunt, Mr. F. Velge, and twenty-four missionaries. To Galle: Mr. and Mrs. Canque. To Batavia: Mr. C. Winx. To Saigon: Mr. and Mrs. Harnoni.

Per French steamer *Iraouaddy*, Jan. 31.—To Shanghai: Six missionaries. To Galle: Mr. and Mrs. Gausseremburg. To Singapore: Mr. Hill.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The *Japan Mail* of the 21st Nov. contains the following:—

We hear that a project has been received favourably by the Government to grant a concession to a private corporation for the construction of a line of railway from Yedo into the interior. The statement requires confirmation, but may, probably, have given some colour to the report that the Horaisha has purchased or leased the Yokohama and Yedo line.

We regret to learn that the arrangements of the Government for observing the approaching Transit advance very slowly. They are in possession of excellent instruments for the purpose, and the delay in providing the requisite buildings is matter for regret. The Mexican Astronomical Commission have arranged to take their observations from the heights above Yokohama, and are erecting buildings for the purpose.

It is reported that the Horaisha Company has purchased the Takashima Colliery from the Imperial Government. A large reserve of its products is stated to be now available for sale.

The *Behar* has been sold to the Kaitakushi department for $100,000. She has been recently surveyed and found in admirable condition.

At the request of the Mikado, Sir Harry Parkes had an audience of his Majesty on Monday last, in which he expressed his warm appreciation of the eminent services rendered to the country by the British Minister in Peking, and requested Sir Harry Parkes to convey the expression of this feeling to Mr. Wade.

The premises of Messrs. Macpherson and Marshal, No. 58, Main-street, have been purchased by the Comptoir d'Escompte for banking purposes.

H.M. the Tenno received at a private audience Mons. Boisonnade, the French advocate, on the occasion of his return from Peking, where he had accompanied H.E. Okubo, as counsel on international law.

DATES TO DEC. 6.

By the *Vasco de Gama*, which arrived at San Francisco on Dec. 22, dates have been received from Yokohama to the 6th. This run in the winter months shows that the China Trans-Pacific Company did not over estimate what could be done. The following has been telegraphed to the New York papers:—

An important failure has taken place in the city of Tokio. The firm is that of Ohno and Co. They were esteemed as among the wealthiest and safest financial firms in the whole country.

The *Gazette*, in describing the peace festivities, says the streets presented an animated and brilliant appearance. The night was

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bright and fine, though somewhat chilly, and nothing marred the outdoor festivities except the exceedingly muddy state of the thoroughfares. Despite this, however, the streets were crowded with sight-seers, among whom not a few foreigners were to be seen.

It is pretty well known that on the 1st of January next the Japanese Government undertakes carrying on the postal service between the United States and Japan. In the terms of the convention entered into between the two Powers, the mails between San Francisco and Yokohama, it is understood, will be conveyed as now in vessels of the Pacific Mail Steamship Company; but as it is part of the bargain that the delivery shall include Shanghai, speculation has been rife lately as to what company existent or what *in nubibus* postal department would be likely to be selected for their conveyance to Shanghai. It was rumoured that a Japanese steamship company was about to be organised on a large scale, to enter the lists with the Pacific Mail Steamship Company on that particular route, and that to them was to be allotted the duty of arranging the mails Chinaward. It was also reported that a contract had been entered into between the Government and the Pacific Mail Steamship Company for a mail service between Yokohama and Shanghai, to leave each end weekly.

CHINA.

—o—

TIENTSIN.

A letter from this port, dated 17th Nov., reports:—His Excellency Li Hung Chang, accompanied by all the civil and military officers at Tientsin, and escorted by a large body of military, repaired to a newly erected Ancestral Hall, situated about half a le to the north-west of the Governor-General's Yamen, to formally receive a tablet bearing the name of the celebrated high official Tsêng-kwo-fan (who died a few years back at Nanking, while holding the position there of Governor General of Keang-nan), on its being placed in the Hall. The tablets of Woo Tungling, lately dead, and formerly chief of the Southern Legion, and of a deceased officer named Yang, were at the same time also placed in the Ancestral Hall.

His Excellency Sun, the Customs Taoutai, on the 12th instant, notified to the Consuls that the 18th instant being the birthday of her Majesty the Empress Dowager (the mother of the Emperor), the Customs offices would on that day be closed for public business.

The steamers *Chihli* and *Taku* arrived off the Settlement, and are notified to leave to-morrow. The river is yet free from ice, but in comparison with the last three years the volume of water is less, and on that account it will more easily close up. The Chinese think we shall have a severe winter, and I am of the same opinion, from an experience of thirteen years in Tientsin. We may consequently calculate upon ice being cheap next summer.

SHANGHAI.

The present mail brings advices from this port to the 27th November; the French mail from London Oct. 9 was received on the 26th November. The following summary of news is from the *North China Herald*:—

Among the passengers by the present French mail for Europe is M. de Geofroy, the French Minister, and Madame Geofroy. As we mentioned some time ago, M. de Rochechouart has again become Charge d'Affaires at Peking. The members of the Chinese Mission to Cuba are expected by the next mail from America. The foreign gentlemen belonging to the Mission, it will be remembered, are Messrs. Macpherson, Commissioner of Customs at Hankow; Huber, Commissioner at Tientsin; and Rubery, also of the Customs Service.

M. Bismark, formerly interpreter to the German Legation, Peking, and who was one of the two interpreters present at the Imperial audience given to the Foreign Ministers on the 29th June, 1873, returned from Europe by last mail, and we understand goes to Tientsin by an early steamer, to take charge of the Consulate there. Mr. Waeber, Consul-General for Russia, has been acting for Germany during the past year.

We hear it stated on pretty good authority, although in an entirely unofficial way, that the Chinese Government have lately given indications of their willingness to dredge the Woosung Bar. It is not improbable that the recent diplomatic conjuncture at the capital has led to the settlement of this question also, but we give the report with some reserve—it is almost too good to be true. The difficulty which now presents itself to the official mind, among conflicting professional, and we may add non-professional, opinions, is what amount of risk and consequent responsibilty is involved in the undertaking. The weight of professional as well as public opinion has always been in favour of dredging, however; and if once the question escapes from the fetters of red tape, other obstacles will, let us hope, be got over with less difficulty and very much less delay.

THE CHINA-JAPAN CONVENTION.

H.B.M.'s Minister at Peking has addressed the following despatch and inclosures to W. H. Medhurst, Esq., H.B.M. Consul at Shanghai, for publication:—

Peking, 7th Nov., 1874.

Sir,—The Prince of Kung and the Tsung-li-yamen communicated officially to the Foreign Legations last evening the text of the agreement between the Governments of China and Japan, which in my despatch, No. 77, of the 1st inst., I informed you had been signed on the 31st Oct.

The matter, if not the form, of its conditions has been public property for some days, and I therefore think it desirable that you should possess them duly authenticated. The agreement, it is reasonable to hope, will close a controversy that has been continued for several months, and from further prolongation of which it was scarcely possible to anticipate anything but injury to the best interests of both the nations directly engaged in it. Our relations with both considered, I think that the British community is to be congratulated on the termination of the discussion, and I have much pleasure in authorising you to publish this despatch and its inclosures.—Your obedient servant,

THOMAS FRANCIS WADE.

W. H. Medhurst, Esq., Shanghai.

At the first meeting of the present session of the N. C. Branch of the Asiatic Society the paper read was one by Mr. T. Watters, of H.B.M.'s Consulate, "Notes on the *Miao-fa-lien-hua-ching*"—the Lotos of the Good Law. It was really an exposition of the origin and progress of the Buddhist religion, with observations on the manner in which the peculiarities of the doctrine and its superstitions and practices are exhibited in the different countries professing Buddhism, but more especially as relating to the Chinese. Mr. Wylie was called to the chair; and in the absence of the author, Mr. Kingsmill undertook the reading of the paper, a task which he ably discharged. At the close, the chairman said they ought to feel very much obliged to Mr. Watters for the labour he had undertaken. His paper was written for a minority, and it had been read to a minority; but it was, nevertheless, very reliable on the subject discussed in it. A vote of thanks to Mr. Watters was duly passed; the ordinary business had to be held over, there not being a sufficient number present to transact it. Among other matters a list of nine new members awaited confirmation of election, and there were two more names upon the proposition paper. A long list of books presented through Mr. Cordier, the hon. librarian to the Society, also lay on the table, but was not read.

Two outrages of an alarming kind have been committed in the Settlements during the week. In one case Captain Pike was struck a murderous blow by a Cantonese rowdy in Hongkew. Robbery is believed to have been the object. In the other, two Chinese policemen were brutally maltreated by a Chinese mob. Both cases were tried at the Mixed Court on Tuesday. Captain Pike's assailant got the most severe punishment the Court could inflict, three hundred blows then and there administered, and three months' cangue. Of the ten men charged with the other offence only three were sentenced, one to two hundred blows and a month's cangue, and the others to one hundred blows and a fortnight's cangue each.

The annual meeting of members of the Shanghai Rifle Club was held at the Main Guard. The first business was the election of officers for the ensuing year, the result being as follows:—Mr. Brewer, re-elected Captain; Mr. Housman, Hon. Secretary and Treasurer, in place of Mr. L. Cameron; on the Committee were placed Messrs. Dunman, Glass, and Hall.

Fire broke out in the hold of the barque *George Washington*, and though the fire brigade worked at her for some hours, the ship had to be scuttled. She had some 3,000 piculs of cotton on board, for Nagasaki. A couple of chains have already been passed under the vessel, and it was expected that she could be floated by means of pontoons, and taken over to the Pootung shore.

The C.M.S.N. steamer *Yungching* arrived in the river from Formosa. Along with the *Leeguen* and several Chinese gunboats, the *Yungching* was detained eighteen days at the Pescadores, during the passage from Chinkiang to Takow, through stress of weather. While there, Mr. Imray, the chief officer of the *Leeguen* was drowned by a boat accident on the 26th October.

Mr. Consul Medhurst has notified that the Consulate at Chinkiang has been placed under the charge of Mr. A. R. Hewlett.

FOOCHOW.

Wolves have lately been quite abundant, and exceedingly ravenous, in some parts of Hing-hwa. A number of children, and even several adults, have been eaten up by them.

The American Methodist Episcopal Mission has recently been reinforced by the arrival of Rev. D. W. Chandler and wife, and Miss Sigourney Trask, M.D., from the United States; Miss Trask has received a thorough medical education, and has had two years' practice in the hospitals of New York. She has a wide field of usefulness before her in treating Chinese women. D. W. Osgood, M.D., and Rev. J. E. Walker, of the American Board Mission, are absent on a long trip to the north-west of this province, and into the province of Kiang-si. When last heard from, they were at the prefectural city of Shau-wu. At Yong-kau they saw a large tiger, which had just been killed, and was offered for sale in the streets of the city.

The native officials are still considerably exercised over the Amoy telegraph. The Tartar General seems to be the chief ob-

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structionist. We hope that the Danish Minister, backed by the Russian, American, and other Ministers, will succeed in enforcing the carrying out of the contract. The Russians are directly interested, as they have an agreement with the Chinese that whenever any other nation is permitted to construct a telegraph they shall be allowed to build one at the North. This is said to be one of the chief objections of the Peking Government against the grant of the telegraph to Amoy.

We are informed that an insurrection in the city has only been averted at the eleventh hour, by a timely concession on the part of the authorities. It appears that the Taoutai issued a proclamation, about ten days ago, prohibiting a monster Joss procession; the people became very excited, and threatened to close their shops and resist the Mandarin to the uttermost unless the procession, upon which they had set their hearts, was allowed. Troops were called out, but the people were firm, and ultimately carried their point. *Vox populi; vox Dei.*

The case of Kwo Fuh Tih *v.* Captain and Owners of the steamship *Kwang Tung* was heard at a Mixed Court, held at H.B.M.'s Consulate, Foochow, on Friday, Nov. 20. Present: H.B.M.'s Consul, H.E. the Taoutai, and Captain Ridge, s.s. *Sea Gull* (as Assessor). It was an action entered by the plaintiff—captain and owner of a junk—to recover from the defendants the sum of $3,700 as compensation for loss sustained by the plaintiff, through alleged carelessness on the part of the defendants, in running into and sinking the junk aforesaid near the island of Ockseu, in July last. The case derived peculiar interest from the fact of its being the first trial of the kind held before a Mixed Court. At the outset of the proceedings Captain Pitman, on behalf of himself and the owners, formally protested against the constitution of the Court. The protest was noted by H.B.M.'s Consul, and the case proceeded. A number of witnesses were examined, but without eliciting much important information. Ultimately the Court decided in favour of the plaintiff, with damages for $1,800, the Court opining that the steamer did not conform to established usage in neglecting to keep clear of the junk. The important fact that the solitary light carried by the junk was not visible to those on board the steamer, until they came close together, was seemingly ignored.

HONG KONG.

Our advices by the present mail extend to the 3rd December; the P. and O. mail from London 16th October was received on the 1st December. The following items of news are from the *Hong Kong Daily Press*:—

The following cases have been heard before the Supreme Court, before Mr. Justice Snowdon:—Miss Rose *v.* Dorabjee and Hong-kee. This was an action for $1,000, brought by Miss Rose, of Rose and Co., drapers and outfitters, against Messrs. Dorabjee and Hong-kee, the lessees of the Hong Kong Hotel, for damages sustained by the plaintiff on account of the roof of the premises in her occupation not being rendered waterproof by the plaintiffs. Judgment was reserved.

In the case of the Kong Hong and Whampoa Dock Company *v.* Beart, judgment was delivered by his lordship for the defendant.

The Cricket match between the officers of the 80th Regiment and the Navy officers resulted in a victory for the former, who made 187 runs in the first innings. The navy made twenty-seven in the first, and thirty-five for four wickets down in the second innings. The military band was in attendance.

Miss Jennie Nye took her benefit at the Theatre. The performance was under the patronage of Admiral Shadwell and the officers of H.M. Navy, and there was a full house. The performance commenced with *Delicate Ground*, a charming little comedy, which was charmingly rendered. Miss George, Mr. Lawrence, and Mr. Herberte were the only *dramatis personæ*. Miss George was especially at home as *Pauline*, and her efforts again and again elicited rounds of applause. Mr. Lawrence and Mr. Herberte were also happy in the conception of their characters, and the piece passed off most successfully. The burlesque of *Lurline* followed, and pleased immensely: Miss Nye as the Prince was enthusiastically received, and her acting was all that could be desired. Miss Rogers also had a part which suited her well, and to which she did full justice. Mr. Taylor as usual kept the house in continued roars of laughter. Perhaps the scene of the evening was the "boxing" between Miss Nye and Mr. Taylor, which was loudly cheered. Some of the duets by Miss Nye and Miss Rogers were very sweetly sung, and encored. The minor parts were creditably sustained. Burlesques seem to take in Hong Kong.

We regret that the attempt to move the *Alaska* has not proved successful. Preparations were duly made, and the pontoons got into their proper places in anticipation of the high tide. The water rose to a good height, but unfortunately the second pontoon on the port quarter gave way about 10.30; the others then commenced taking in water, and a large portion of the shoring on that side of the vessel gave way. The plan of operations adopted appears, from what we learn, to be a good one; but it would seem that it will require to be carried out on a larger and stronger scale to move so great a mass as the *Alaska*. We trust, however, that further attempts will be attended with satisfactory results.

The British barque *Lord Macaulay* reports, left London on 23rd June, Gravesend on the 24th, and took departure from Lizards on the 30th; had strong Westerly gales leaving the English Channel; thence to the Equator very light winds and fine weather, which was crossed in 18 West on 3rd August Had very squally and variable S.E. trades; sighted Tristan d'Acunha on the 21st; thence to the meridian of the Cape of Good Hope, which passed on 5th September, had strong S.E. winds; thence to St. Paul's, which was passed in sight on the 21st, had very variable and moderate winds. On the 25th, in 37.38 S. lat., and 96.99 E., had a violent gale from the N.E. to N.W. with very high sea; thence to Timor 14th October, mostly light winds; was becalmed fourteen days in Ombay Passage, with strong S.W. current; got through on the 28th; had very light baffling winds and weather in the Banda Sea. Passed Gillolo Passage on 6th Nov., and had variable Westerly winds; thence to the Northward of the Pelew Islands with very high cross seas; thence to the Bashee Channel fresh N.E. trades and current; sighted Pedro Branca at 10 P.M. on the 25th; thence to Hong Kong a strong gale from the North; anchored in West Lama Channel at 10 A.M. on the 26th, splitting lower fore-topsail before anchoring. Ship has made considerable water in her upper works, but is perfectly tight in the bottom. The whole passage has been the most tedious and harassing the commander says he has experienced in his twenty-one years' service as such. The amount of adverse currents he estimates at 440 miles.

SIAM.

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BANGKOK.

The *Siam Weekly Advertiser*, commenting upon the labours of the American Baptist Mission, says:—

The great American Baptist Missionary Union of the United States so early as 1835 located its first missionary designed to labour for the teeming millions of China in India. In those days China was inaccessible to Protestant missionaries. They were not allowed to reside in any part of the Chinese Empire. This state of things compelled the Baptist Missionary Society of America to locate its missionaries for China, in Siam, with its mission to the Siamese, till there should be providential openings, that would allow their missionaries to visit and to settle in China with some certain prospect of being able to labour efficiently for the Chinese in their own country. Dr. Dean, the first American Baptist missionary, set apart to labour for the salvation of the Chinese, in submission to the necessities of those times was compelled to locate in Bangkok, hoping for the better times coming, when a vigorous mission to the Chinese could be established in China Proper.

The labours of the present year are remarkable; Dr. Dean has recently returned from a mission trip to the town Krok Krahk (designated by the Chinese Lenkiachu,) a fishing village at the mouth of the Tacheen river. We learn that while there he had the pleasure of baptising and receiving into the fellowship of the Church nine persons, making thus far the results of missionary labour among the Chinese for this year more memorable than any previous year since the establishment of that mission in Siam. It seems very wrong that the American Baptist Missionary Union are obliged to leave aged and veteran missionaries like Dr. Dean and his lady all alone on the field. While that Board has great reason for thankfulness that a merciful Providence gives persons of their advanced years so much physical and mental vigour, and so much earnestness and devotion to their work, the Missionary Society that sustains them must deeply regret to over-burden their advanced years and remaining energies. They should be vigorously supported with efficient co-labourers who will have time to prepare to fill effectively their places when they are called above to higher spheres of labour and service.

On the evening of Nov. 14 the German residents of Bangkok made a complimentary demonstration of respect to their talented and worthy Consul, Baron Werner von Bergen, and his lady. A party of singers assembled at the landing of the German Consulate, and serenaded the Consul and his lady, who are expected to leave this port in a few days. Consul Berner Werner von Bergen has been appointed Consul-General to Saigon.

The Siamese seem to be awake as to the importance of having telegraphic communication with the outside world. They are resolved upon establishing a telegraphic line of their own in their own territory for the benefit of their country, and they are determined that it shall be entirely under their own control, so as to avoid all complications with foreign companies and foreign Governments. The proposals of Mr. Read, of Singapore, to have the Siamese unite with a foreign telegraphic company have been rejected by the Siamese Government. All contracts for the purchase or sale of goods, for the hiring of personal service, for the hiring of elephants and horses, for the rental of land, vessels, houses, buildings, stores, floating houses or shops that are personal property are to be regarded as private contracts, and may be made between individuals, as they may judge expedient.

In case of litigation between foreigners, and Siamese subjects

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before the authorities of Bankok, if the complainant seeks compensation, he must first pay down a fee of two per cent. of the amount he claims, or his case will not be entertained. If the complaint is for a criminal offence, there shall be no fee. If the complainant seeks compensation, and after the trial the suit cannot be sustained, the complainant must pay the fee which the defendant paid.

The treaty which the Siamese Embassy recently negotiated with the British Indian Empire at Calcutta necessitates the establishment of a Court in the Siamese Laosian territories for the adjudication of cases in which British and Siamese subjects are parties to a suit. His Majesty has appointed Commissioners and a suite of officers to accompany them, who are invested with judicial powers to try all such cases as they arise in the Laosian territories. These Commissioners are not to interfere in cases where only Laosians are parties to a suit. All judicial cases of this latter description are to be tried in purely Laosian Courts, by Laosian judges, and Laosian laws. The new Siamese judges are all salaried officers, and their instructions forbid the receiving of bribes in any shape from the parties to suits that may be brought before them, and will not allow them to engage in any business speculations. They must confine themselves exclusively to their judicial duties.

The Siamese Government has just issued a set of laws on the subject of contract with foreigners showing that the Governors and rulers of States tributary to Siam and of Siamese provinces cannot make public contracts with foreigners. Private parties may make personal or individual contracts. Public contracts cannot be made by governors of tributary States without the sanction and ratification of the central Government of Bangkok. All contracts to work forests, mines, to construct canals, to work fisheries, revenue monopolies, plantations, or orchards, that are not private property must be made with the sanction and subject to the ratification of the central Government at Bangkok.

There will be a public auction, by order of the special Court which tried the case of the Agricultural Minister, for the sale of all the personal effects of Ai Nut, the deposed Minister of Agriculture, Ai Nú, and Ai T'aut rut, the subaltern officers of said Minister—the defrauders of Government revenue.

H.M. the Supreme King has ordered that Ai Nú, the murderer of Chin Hái, have inflicted upon him the sentence which the judges have passed upon him according to law, and H.E. Chow Phya Surawongs Waia Watn, is to deliver the person of Ai Nú to H.E. Chow Phya Yomaraht, who must have executed upon him the sentence of the judges.

(FROM A CORRESPONDENT.)

H.M. the King of Siam, and the Associates in his Administration, have for some time been discussing reforms in their financial system, and announcing in various quarters their intention to do something else than talk. By way of showing us that they are rerlly in earnest, a vigorous effort has lately been made to inculcate among the departmental officials the necessity for uprightness in dealing with the public revenues. Alas! it was none too soon to commence these operations, and let us hope that the signal example just made in a high quarter will bear good fruit among all grades of the executive. It appears that the nobleman at the head of the Agricultural revenues has for some time past been more than suspected of mis-appropriation, and it was discovered that one of his agents, after gathering in duty to the amount of about £5,000, proposed to return only £2,000 into the Exchequer. An investigation was made, his chief at the outset assisting as one of the judges in the enquiry, but as the facts came out, the judge became a prisoner. He might have got off by making a clean breast, but this he chose not to do, and the end is that he has been degraded from the Privy Council, of which he was a member; his effects have been confiscated, and he lies a convict in irons, under a further sentence—which, let us hope he will be spared—to be branded in the forehead.

There has, besides this, been a good deal of talk lately about the proposed telegraph line which is some day to bring Siam into direct communication with Europe. A gentleman well known in Singapore has for a long time past been charged by the Siamese Government with the business of organising this affair, but of late the heads of the administration have changed their views on the subject, and are inclined to keep the telegraph wires under their own control rather than hand them over to a company to be worked. There are, indeed, several weighty reasons to be urged in defence of this change of policy In old days, if an obstructive conservative Asiatic potentate wished to prevent the realisation of any project, and yet escape public censure, the plan was to grant a concession or monopoly to some European—the least likely to carry it out—and then, while refusing a fresh grant to any other competitor, to privately throw every obstacle in the way of the selected grantee. It now appears, however, that Siam is seriously thinking about a telegraphic line, and of course their wants would be satisfied, and their objects most cheaply realised by a short line across Siamese Camboja, to connect at Saigon; but either from distrust of the French, or, as they themselves put it, and as may really be the case, from good-will to the English—with whom, as they well know, their best interests lie—the Siamese, by a majority of forty-eight out of fifty-one Privy Councillors, have voted to run wires from Bangkok to British Burmah, and also to Penang. But as to the terms of working these projected lines, they are anxious to learn a little more from the British Government before making any definite agreements. We have said above that the young King of Siam entertains an objection to granting a monopoly to a company of foreigners. His Majesty may not be aware of the fact, but he has a very good precedent on his side. Some twenty or thirty years ago a very eminent British firm obtained from Turkey a concession to lay down and work exclusively a submarine cable between two important points in Turkish territory, but the English Government insisted on the cancelling of the agreement, which the grantees strenuously resisted in vain. In the case of Siam a company of Europeans holding exclusive management of a telegraph wire would, under the existing treaties, be out of the Siamese jurisdiction. The extra-territorial rights conceded by Siam, and the fiscal restrictions imposed upon her by her agreements with Foreign Powers may be necessary, wise, and advantageous, but it must not be overlooked that if we oblige the Siamese to give up control over foreigners resident within their own boundaries, we also put obvious difficulties in their way so far as regards granting privileges to Europeans who may wish to promote the construction of telegraphs, canals, railways, or other public works.

A commission is now sitting at Bangkok to amend the native civil procedure, modifying their own laws on the basis of our own Indian Code. This also is a very timely reform. A new edict on gambling has also been passed. Most of the money lost in the gaming-booths finds its way into Chinese purses; hence, by way of encouraging a taste for this demoralising pursuit, Chinamen have hitherto had a way of enticing children to make small stakes on the tables placed invitingly along the thoroughfares. A stop has been put to this practice. No one under fifteen is henceforth allowed to gamble, and enticers are to be heavily punished.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our advices extend to the 10th December; the French mai from London Nov. 6 arrived out on the 9th December. The following summary of news is from the *Straits Times*:—

The third Atchin expedition, which amounts, so far as we can learn, merely to a material strengthening of the force now in the country, is on its way. The *Lieut.-Gen. Kroesen* passed through from Batavia, having on board some 500 troops. The other vessels are the *Koningin Sophia* and *Prins Alexander*, one of which it is supposed has already passed through by way of Durian Straits, and the other is expected hourly, and the *Baron Mackay*, which goes *via* Padang.

By the *Sharpshooter* advices were received from the Sunghie Ujong expedition. H.M.S. *Charybdis* and *Hart* were still lying at the mouth of the Lookut River, with H.E. the Governor and all the expeditionary force on board. The forces which proceeded to the scene of the disturbance had seen nothing whatever of the insurrectionary forces, which had incontinently fled. Inchi Karrie, son of the Datu Bandar, came in and said he had been sent by the Bandar and Mahmood to treat, whereupon H.E. the Governor gave those leaders twenty-four hours to submit. At the expiration of that time it was found that they had both availed of the interval to get out of the way. They, however, stated their willingness to surrender unconditionally, but wished to do so through the Sultan of Salangore, and as it was understood they were making their way towards the Sultan with this intention, his Excellency the Governor remained at Lookut to await the result.

A young Eurasian named James Kenneth Leicester committed suicide under very painful circumstances. He had been employed for some years in the house of Messrs. Boustead and Co., and had charge of the postage stamps, of which a large number are used monthly. An examination of the postage accounts a few days ago showed a deficiency, failing to explain which satisfactorily he was dismissed from employment.

It would appear that the reports of kidnapping coolies for Deli have some foundation. A Eurasian named Peterson has, we learn, been obtaining coolies in Penang for service in Deli, and has come on to Singapore; and being charged with kidnapping coolies from Penang, a telegram was sent to this place by the Superintendent of Police there for his arrest. Inspector Barnum succeeded in arresting him yesterday afternoon, in the business part of the town, and he is now detained in custody, awaiting further information from Penang.

The French Opera Comique Company, under the direction of M. Berger Deplace, gave their first representation at the Townhall, in the presence of his Excellency the Governor and Lady Clarke and a very large audience. The success of the representation was never doubtful from the commencement. As soon as the performers appeared on the stage, it was felt by the audience that they were in the presence of artists of merit, such as are rarely seen in this part of the world. The attraction of the evening undoubtedly was the opera of world-wide celebrity,

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La Fille de Madame Angot. The arrangement of the parts by the director was marked by much taste, and showed a wide knowledge of scenic effect and the requirements of the stage, while giving most of the favourite songs in the opera. The Moulin Joli was played with great taste, as was also the charming operetta *Lischen and Fritzchen*, one of Offenbach's *chefs d'œuvre*. The applause from a crowded audience filling every part of the theatre was continuous from beginning to end of the performance, each of the talented artists coming in for her and his share of approbation.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Although fears of war had subsided the general business had not improved, and the demand for most articles was very limited. A fair business had been done in Cotton Yarn, and the market being bare of Nos. 28-32, this count had improved mostly; Nos. 38-42, best spinnings, also being saleable at higher rates. Of Shirtings only 7 lbs. were wanted, and the tendency for all other weights was somewhat easier. Business in Woollen Goods remained dull, with the exception of Plain Orleans in medium qualities, and a good current demand for Mousselines. There had been more inquiry for Metals, and suitable sizes of Bars and Nail rods were saleable.

NEWCHWANG.—Messrs. Knight and Co., in their Report of 18th Nov., say that their "Autumn trade has run its course to the end," and that "scarcity of silver has been the great drawback of the season." Stocks of Manufactured Goods, however, have been largely reduced by barter transactions, but they add in reference to Woollens, "we have never known a season here when Woollens were so absolutely unsaleable as during the past summer." At the Korean Fair high rates had been realised for some articles. Notably, Tunsin Dewhurst's Eagle 9¾ lbs. Grey Shirtings, which had brought Tls. 4.80 per piece, and Dyed Damasks that had been sold at Tls. 8.00 per piece.

HANKOW.—There was more doing in Grey Shirtings at previous rates, these being H., Tls. 1.85½ for 8¼ lbs. No. 2 Eagle, Tls. 1.72 for Double Lion, Tls. 1.69 for Lion, and Tls. 1.44 for 7 lbs. Red Pheasants. Other goods neglected.

SHANGHAI.—The only variation in the business of the week had been a sort of supernumerary auction of sound Camlets, Spanish Stripes, 7 lb. Grey Shirtings, and 60 to 64 reed White Shirtings, at which buyers had the advantage of the sellers. The sale comprised 600 pieces of Camlets—which not very long ago cost the seller from Tls. 14.25 to 14.70 per piece—at Tls. 13.25 per piece, average; 72 pieces of C.P.H. Dark Blue Spanish Stripes C.P.H. at Tl. 0.54 per yard—a decline of 2½c. per yard on the rate paid last week; 1,500 pieces of Dewhurst's Eagle 7 lb. Shirtings at Tls. 1.49, originally accepted in barter against Green Tea at Tls. 1.56 per piece; and 500 pieces 60 reed and 500 pieces 64 reed Gillam Longs Eagle Chop, at Tls. 1.74 to 1.88 per piece respectively. The northern season may now be considered closed, and the steamers now under despatch for Tientsin would probably be the last sailings for the year.

FOOCHOW.—Sales 650 pieces 7lb. T-Cloths at $1.72½ per piece. Lead $8.50 per picul to teamen.

MANILA.—After the departure of last mail a little more activity was observable in the market for Plain Staples, and values of most descriptions were stronger than they were at the commencement of the month. New arrivals of Coloured Goods were held for an advance upon late prices.

SAIGON.—The market continued dull, with but slight alterations in prices. Quotations, Grey Shirtings, 8¼ lbs., $2.20; do., 7 lbs., $1.90; T-Cloths, 6 lbs., $1.47; do., 5 lbs., $1.20; do., 4 lbs., $1.02½; White Irishes, $1.50 per piece.

EXPORTS.

TEA.

YOKOHAMA.—A moderate but steady demand had continued, settlements amounting to 5,000 piculs, in which a rather extensive purchase, about good medium grade, had been reported at $38 per picul. Arrivals rather exceeded the sales, and amounted during the interval to 6,000 piculs. Owing to conflicting telegrams the market had ruled rather unsteady, but no change had been made in quotations; fine grades were most in favour, and at the close prices were steadier and firm. Quotations:—Common, $27 to 29 per picul; good common, $31 to 34; medium, $35 to 38; good medium, $39 to 41; fine, $43 to 46; finest, $48 to 51.

SHANGHAI.—The following settlements have been made during the week:—Black, 1,174 chests, at Tls. 15 to 20. Stock, 1,350 chests. Green: Fychow and Moyune, 13,596 ½-chests, at Tls. 25½ to 37; Pingsueys, 606 ½-chests, at Tls. 30. Stock, 88,000 ½-chests. Were holders have been willing to sell cheaply, buyers have been found for Green Teas, and a fair business has been done in common kinds. Export to Great Britain to date (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	63,607,780 lbs.	against	56,232,263 lbs.
Green	7,150,185 „	„	7,270,530 „
	70,757,965		63,502,793

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—A small business has been transacted during the week, and settlements of Congou only amount to 6,178 chests. Purchases have been made at prices which show worse value than was obtainable during the previous week. The remaining stock is of very undesirable description. Souchong: Settlements show no change. Oolong: A slight concession is observable on some of the purchases, but prices generally are much as last quoted. Flowery Pekoe: The parcels that have changed hands are of very inferior description. Scented Teas: No transactions to report. The following are statistics to date:—The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 52,961,690 lbs., against 48,223,214 lbs. at same time last year. To America, 864,675 lbs., against 102,266,479 lbs. To the Colonies, 11,490,330 lbs., against 12,216,531 lbs. last year.

SILK.

YOKOHAMA.—A considerable quantity of Silk had changed hands, a portion of which is understood to be stored under advances. Arrivals had been large and stocks were further increased. Prices again showed a slight decline. Settlements from 1st July to date, 6,200 bales; against corresponding period, season 1873-4, 7,300; do., 1872-3, 7,650; do., 1871-2, 7,700; stock, 1,000 bales. Silkworms' Eggs: Total settlements, since the beginning of the season, were estimated at 1,300,000 cards, against 1,280,000 last year, at the same period. The total shipments, to date, amounted to about 1,200,000 cards. Owing to the quantity of inferior goods which had been burnt there were fewer worthless cards than usual left in the market at the end of the season. Annual White and Green were obtainable at from 25c. to 35c.

SHANGHAI.—There had been another week of inactivity in the market, the settlements not exceeding 300 bales, of which about 80 bales were market grades of Tsatlee and Haining re-reels, the balance consisting of common raw Tsatlees on joint account, at a slight reduction in rates. Holders were firm for chops and known silks, and were asking Tls. 420 per picul for Koo-fong-sing's Chop No. 3; Tls. 345 per picul for Kukee's "Chin-jan;" and Tls. 330 and Tls. 320 per picul for Blue Elephant and Red Peacock. Arrivals had again fallen off, and the unsold stock was estimated at 14,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Nov. 25, 1874	72067213	52685774	639331	16059679	141451997	32175
From June 1, 1873, to Nov. 25, 1873	65077729	43401679	335183	13487858	122302449	34989

TO THE CONTINENT.

		Bales
From June 1, 1874, to Nov. 25, 1874	4646707	28999
Do. do. 1873, to Nov. 25, 1873	7664893	17269

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Nov. 25, 1874	34012485	3118
Do. do. 1873, to Nov. 25, 1873	25110795	3652

TO AUSTRALIA.

From June 1, 1874, to Nov. 25, 1874	12,393,697
Do. do. 1873, to Nov. 25, 1873	13,066,886

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	83,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
Aug. 5 ...	Lauderdale ...	Shanghai ...	930,783
„ 25 ...	Leucadia	„ ...	1,293,823
„ 17 ...	Eliza Shaw	„ ...	962,360
„ 17 ..	Hawkesbury	„ ...	1,518,963
„ 25 ...	Woodlark	„ ...	1,284,763
Oct. 20 ...	Hallow'een	„ ...	1,091,708
„ 31 ...	Coulnakyle	„ ...	756,208
Sept. 28 ...	Argonaut	Foochow ...	1,501,769
Oct. 1 ...	Thyatira	„ ...	1,344,347
Nov. 5 ...	Duke of Athol	„ ...	1,328,588
„ 24 ...	Nestor (str.)	„ ...	1,078,553
„ 25 ...	Harlaw	„ ...	1,136,900
Sept. 30 ...	Melbrek	Canton ...	879,845
Nov. 10 ...	Columbian (str.) ...	„ ...	236,948
„ 12 ...	Baroda (str.)	„ ...	43,272
„ 13 ...	Falcon	„ ...	665,399

THE Japanese Prince YOSIHISA—uncle to the MIKADO—was received on the 8th inst. by the Crown Prince and Princess of Germany.

THE appointment of Mr. W. H. WOOD as a member of the Legislative Council of the Straits Settlements is gazetted.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅝d.	4s. 3d.	4s. 3d.
Shanghai „	5s. 9¼d.	5s. 9¼d.	5s. 9¼d.
Canton „	4s. 2⅝d. to 4s. 2¾d.	4s. 2⅝d.	4s. 2⅝d. to 4s. 2¾d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅝d.	4s. 2⅝d.	4s. 3⅛d.
Manila „	4s. 0¼d. to 4s. 0½d.	4s. 0⅝d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	221⅛
„ Hong Kong	26½ to 27 dis.	—
Bar silver	Tls. 111.3.0	10¼ prem.
Mexican dollars	„ 73.5.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 5 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47½ per cent. discount.
China Traders' Insurance Company, $475 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 13 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 78 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $27 premium
Indo-Chinese Sugar Company, $7 per share.
Shanghai Steam Navigation Company, Tls. 79 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅞d., at Hong Kong 4s. 2⅛d., at Batavia F.11.72½, at Manila 4s. 0½d., at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	4 p.c.
Shanghai Gas Company	100	100	144	12 p.c.
Shanghai S.N. Company	100	100	80	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	70	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$522½ ex	7312 p.c.
North China Insurance Co.	Tls.1,000	Tls.300	Tls.360	trien.
North China Steamer Company	100	100	8	
Union S.N. Company	100	100	22	12 p.c.
Yangtsze Ins. Association	500	500	$610	15 p.c.
Union Insurance Society	$5,000	$1,000	nom.	trien.
China Traders Co. (Limited)	1,000	1,000	1,500	$250.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.79	12 p.c.
Victoria Fire Insurance Co.	$500	$100	$125	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.85	12 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 6, Braemar Castle (str.).; 7, Laurel; 13, Denbighshire.

At SHANGHAI.—From London, Nov. 19, Mongol; from Liverpool, 18, Glaucus (str.); 22, Deucalion (str.); from London, &c., Jan. 4, Ocean, Moss Glen.

At HONG KONG and CANTON.—From London, Nov. 28, Lord Macaulay; 29, Windhover; 30, Crocus (str.); from Cardiff, 29, Stefans; 30, Hamilton; from Antwerp, 29, Kjobenhavn (str.).

At SINGAPORE.—From Cardiff, Dec. 8, Gold Hunter.

At SAIGON.—From Greenock, Nov. 20, Hope; from Bordeaux, 21, Jackmel; from Newcastle, Dec. 1, Noemi.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 10, Jessica.

From SHANGHAI.—For London, Nov. 21, Guinevere; 25, Glaucus (str.).

From FOOCHOW.—For London, Nov. 22, Nestor; 25, Harlaw.

From HONG KONG and CANTON.—For London, Dec. 2, Glaucus (str.).

From MANILA.—For Liverpool, Nov. 8, Cosmopolyta; 22, Aurrera (str.), (via Cadiz).

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 28	Sir Jamsetjee Family	Manila	London

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JAN. 5.—The Messageries Maritimes steamer Peiho, with the inward French mails, from China and Japan, arrived here to-day at 4.0 A.M. She brings 91 passengers and a general cargo, including 330 bales of silk, 16,395 packages of tea, 550 packages of sundries, and specie to the value of £21,231 for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrates, due in London on or about the 19th inst.

HEAVY PORTION OF LAST INWARD MAIL.—PORT SAID, JAN. 5.—The P. and O. Company's steamer Delhi, with the homeward India and China (heavy) mails, left at 1 P.M. for Southampton, where she may be expected on the 18th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, JAN. 7.—The P. and O. Company's steamer Bokhara from Southampton, 31st ultimo), arrived at 8 P.M., and left at midnight on 6th inst. for Port Said. Experienced heavy weather. All well.

COMMERCIAL POSTSCRIPT.

The directors of the City Bank, at their general meeting on the 19th inst., will declare a dividend at the rate of 10 per cent. per annum, free of income-tax, and carry forward £3,900. At the corresponding period of last year the dividend was at the same rate, and £10,000 was added to the reserve fund.

At the half-yearly meeting of the General Board of Directors of the Thames and Mersey Marine Insurance Company (Limited), held in Manchester on the 8th inst., the usual dividend on account of 2s. per share, being at the rate of 10 per cent. per annum on the paid-up capital of the company, was declared free of income-tax for the half-year ended the 31st Dec. last, payable on the 18th inst.

The directors of the Lancashire Fire and Life Insurance Company have declared a dividend at the rate of 20 per cent. for the half-year ending the 31st Dec., thus making, with that paid in July last, a dividend for 1874 of 17½ per cent.

The Globe Telegraph and Trust Company (Limited) announce the payment of the following interim dividends, viz., 3s. per share on the preference shares, being at the rate of 6 per cent. per annum, and 2s. per share upon the ordinary shares, making, with the previous quarterly payments, a dividend at the rate of 5 per cent. per annum.

The Jorehaut Tea Company (Limited) have declared an interim dividend of 10 per cent., against 7 cent. at the corresponding period of last year.

The report of the Central Bank of London (Limited), to be submitted to the meeting on the 14th inst., exhibits an available total of £10,884, and recommends a dividend for the half-year at the rate of 8 per cent. per annum, free of income tax. It is also proposed to add £3,500 to the reserve fund, raising it to £20,000, and to carry forward £3,384. The current and deposit accounts represent £769,039. The dividend in the corresponding period of 1874 was likewise 8 per cent.

In anticipation of the meeting to be held on the 18th inst., the report of the Metropolitan Bank (Limited) has been issued. Including £2,369 brought forward, the net profit during the six months amounted to £6,504, out of which it is proposed to pay a dividend on the "A" or Preferred Shares at the rate of 8 per cent. per annum, free of income tax, leaving £2,487 to be carried forward. In January last year a dividend at the rate of 7 per cent. per annum was declared.

The half-yearly report of the Midland Banking Company (Limited) shows an available total of £23,195, and recommends the payment of a dividend at the rate of 10 per cent. per annum. The dividend at the corresponding period of last year was at the same rate.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CREASY—On the 12th Dec., at Hirimburé, Galle, Ceylon, the wife of E. B. Creasy, of a daughter.

DALGLIESH—On the 22nd Nov., at Shanghai, the wife of William H. Dalgliesh, of a son.

DOUGLAS—On the 31st Dec., at 5, Clifton-terrace, W., the wife of the Hon. John Douglas, Auditor-General of Ceylon, of a son.

EZEKIEL—On the 26th Dec., at 19, Porchester-terrace, W., the wife of S. Ezekiel, of a son.

GROBIEN—On the 2nd Dec., at Hong Kong, Mrs. F. Grobien, of a son.

HENDERSON—On the 21st Nov., at Shanghai, Mrs. Edward Henderson, of a son.

HOGG—On the 5th Jan., at Forest Lodge, New Wanstead, the wife of Frederick Hogg, of a son.

SILLAR—On the 27th Dec., at the Shrublands, Sydenham-park, the wife of John Charles Sillar, of a son.

STEVENSON—On the 4th Jan., at 20, Lansdowne crescent, Edinburgh, the wife of Robert Stevenson, of a son.

SWIRE—On the 6th Jan., at Richmond, Yorkshire, the wife of William Swire, of a daughter.

WATSON—On the 16th Nov., at Newchwang, the wife of Dr. Watson, of a son.

WHISH—On the 3rd Jan., at Montrose, the wife of Lieut. Albert W. Whish, Inspecting Officer of Coast Guard, of a son.

MARRIAGES.

FALCONER—INGLIS.—On the 28th Nov., at Union Church, Hong Kong, by the Rev. James Lamont, Alexander Falconer, of Hong Kong, China, to Isabella Ashworth, eldest daughter of John Inglis, of Hong Kong.

MURRAY—RYDER.—On the 21st Nov., at Trinity Church, Shanghai, George Murray, of Shanghai, to Emily Ryder.

SIMPSON—WEALE.—On the 13th Oct., at the Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, M.A., Colonial Chaplain, Charles Lenox Simpson, Deputy Commissioner of Chinese Maritime Customs, Shanghai, to Isabel Huntley, daughter of the late John Weale, of London.

WATTS—EDWARDS.—On the 15th Nov., at Tientsin, by the Rev. J. Innocent, James Watts, of Taku, to Elizabeth Edwards, of Montrose, Forfarshire.

DEATHS.

ATCHISON—On the 24th Dec., at Bangkok, John S. Atchison, of Singapore.

COBB—On the 25th Nov., at Shanghai, Mr. Charles Eugene Cobb, of the Imperial Maritime Customs, a native of Camden, Maine, U.S.A., aged 29 years.

FAIRBAIRN—On the 28th Nov., at Hong Kong, James Fenton Crawford, the only son of John and Jessie Fairbairn, aged 2 years and 3 months.

GWYTHER—On the 6th Jan., at 10, St. John's-villas, Upper Holloway, Priscilla Jane, wife of George Gwyther, in the 75th year of her age.

SILLAR—On the 1st Jan., at the Shrublands, Sydenham-park, Jane Ellen, the beloved wife of John Charles Sillar, aged 25.

SMITH—On the 4th Dec., at Singapore, Mrs. Ellen Smith, widow of the late J. C. Smith, formerly Commissioner of the Court of Requests and a magistrate of police in the Colony.

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 7, at London, from Shanghai, Essen (str.); at Flushing, from Batavia, William Poolman; Dec. 31, at Cadiz, from Manila, Aurrera (str.); Jan. 7, at London, from Rangoon, Annetta Gattorno; 6, at Liverpool, from Singapore, Howden; 8, at Dartmouth, from Sourabaya, G. H. Betz; at Liverpool, from Ilo Ilo, Hugh Bourne; at London, from China, &c., Galatea (str.).

DEPARTURES.—Jan. 7, from Cardiff, for Singapore, N. Boynton; 6, from Penarth, for Singapore, Ysusquiza; 5, from Texel, for Batavia, Madura (str.); from Antwerp, for Hong Kong, Anne Christine; Dec. 31, from Cadiz, for Manila, Buenaventura (str.); Jan 7, from London, for Colombo, Queensbury; 8, from London, for Colombo, &c., Duke of Argyll (str.); 6, from Newport, for Singapore, William Wilcox; from Penarth, for Manila, Glee Maiden.

LAID ON.—At London, for Singapore, &c., via Cardiff, Cawdor Castle (str.); for Yokohama and Hiogo, Duke of Abercorn.

SPOKEN.—Celestial Empire, Cardiff to Galle, Nov. 12, 4 N., 25 W.; Onsuri, of and from London, for Chefoo, Dec. 22, 37 N., 10 W.

Naval and Military.

Rear-Admiral G. T. P. Hornby, who has been gazetted one of the Lords of the Admiralty, vice Sir J. W. Tarleton, K.C.B., entered the navy in 1837, and was lieutenant of the Cleopatra, 26, at the Cape of Good Hope from June, 1844, to March, 1847; and was flag-lieutenant in the Asia, 84, in the Pacific from September, 1847, until advanced to commander, February, 8, 1850. He continued in the Asia as her second captain until the spring of 1851; was posted December 18, 1852, commanded the Tribune, 31, on the East India and China station and in the Pacific from August, 1858, until the close of 1860; the Neptune, 86, in the Mediterranean, from February, 1861, to the close of 1862; the Edgar, 71, flag-ship with the Channel Squadron, from May, 1863, until October, 1865, and was commodore and commander-in-chief on the West Coast of Africa in the Bristol, 31, from October, 1865, until February, 1868. He obtained flag-rank January 1, 1869, and from the following June until December, 1870, was in command of the first Flying Squadron, with his flag in the Liverpool, 30. He was senior officer in command of the Channel Squadron, with his flag successively in Minotaur, 36, and Agincourt, 28, from September, 1871, until October, 1874.

The alterations in the Navy List this quarter are neither numerous nor important. Two vessels have during the past three months been paid off—the Basilisk, 5 guns, 400-horse power, from Australia, and the Cadmus, 17 guns, 480-horse power, from China. Two vessels have been commissioned:—The Daring, 4 guns, 120-horse power, for the Pacific; and the Egeria, 4 guns, 120-horse power, for China. Eight vessels are under orders for home:—The Avon, 4 guns, 120-horse power, from China; the Boxer, 4 guns, 120-horse power, from the Pacific; the Cameleon, 7 guns, 200-horse power, from the Pacific; the Elk, 4 guns, 120-horse power, from China; the Fawn, 5 guns, 100-horse power, from the Pacific; the Iron Duke, 14 guns, 800-horse power, from China; the Reindeer, 7 guns, 200-horse power, from the Pacific; and the Scout, 17 guns, 400-horse power, from the Pacific. It will thus be seen that no less than five vessels are now under orders for home from the Pacific, and three from China.

The undermentioned vessels are under orders to return home from their respective stations to be paid off and put out of commission:—Avon, 4, double screw composite gun-vessel, Commander A. T. Powlett, from China; Boxer, 4, double screw composite gun-vessel, Lieut. Commanding William Collins, from the Pacific; Chameleon, 7, steam sloop, Commander A. J. Kennedy, from the same station; Elk, 4, double screw composite gun-vessel, Commander Robert H. Harris, from China; Fawn, 5, screw sloop, Commander J. A. Wetherall, from the Pacific; Iron Duke, 14, double screw iron armour-plated ship, the flag-ship of Rear-Admiral Sir C. F. A. Shadwell, K.C.B., Capt. William Arthur, from China; Reindeer, 7, steam sloop, Commander C. V. Anson, and the Scout, 17, screw corvette, Capt. R. P. Cator, both from the Pacific.

The first two of the 38-ton guns issued to the Royal Navy for service have been shipped at the Royal Arsenal, Woolwich, on board the War Department steamship Lord Panmure, for conveyance to Portsmouth, whence they will be transferred to Her Majesty's armour-plated turret-ship Thunderer, now fitting out at that port. It being considered unwise, if not unsafe, to trust the ordinary cranes to lift such enormous weights, the guns were taken down to the east wharf of the Royal Arsenal, and successfully lifted into the vessel's hold by the great shears without difficulty, and they are now stowed side by side, fore and aft, occupying nearly the entire length of the main hold.

The powerful iron armour-plated ship Kaiser, built for the German Government by Messrs. Samuda, Brothers, on the Thames, has arrived at Chatham Dockyard, and has been taken into the great repairing basin, where her bottom will be recleaned and some other work done to her. Captain Hassenstein, in command of the frigate, and a number of other officers, have joined her at Chatham, and the Admiralty have directed that every facility is to be afforded them in entering and leaving the yard.

The Admiralty have ordered that a smoke cap, by means of which a man may breathe when working in dense smoke or poisonous vapours, shall be added to the carpenter's establishment of every ship in the Royal Navy above a corvette, while two are to be supplied to every dockyard and naval depot at home and abroad, except the depots where coal only is stored. The smoke cap is to be kept ready for use at a moment's notice.

A circular has been sent out from Whitehall, addressed to the mayors of boroughs and to the authorities of the county police, calling attention to an apparent supineness on the part of the police in regard to the apprehension of deserters from the army and navy, of which the number continues to be considerable. The Home-office desires to urge the importance of the subject upon the police.

Captain Gough, R.N., who so highly distinguished himself at the siege of Sebastopol when attached to the Royal Naval Brigade, and who for some years has been at the head of the Emigration Department in Londonderry, has, in part recognition of his services, been removed to Liverpool, where he will succeed Captain Mackenzie, R.N., who has been appointed to the office held by the late Admiral Schomberg at Milford Haven.

The Teazer, double-screw composite gun-vessel, 584 tons, 489-horse power, which a few months since returned from the China station, and which now forms one of the ships of the Medway Steam Reserve at Chatham Dockyard, has been ordered to be brought forward for commission with all despatch. The Teazer will probably rejoin the China squadron.

The Brazilian ironclad Independenzia has arrived at Woolwich from Millwall, and will be moored off the Royal Arsenal until there is a tide suitable for docking her in Woolwich Dockyard, which will probably be to-day or to-morrow. She will remain in the hands of the builders, Messrs. Dudgeon and Son, until her completion.

George Madin, formerly sergeant in the 33rd Foot, who served in the actions of Quatre Bras and Waterloo, has just died at Nottingham, at the advanced age of eighty-four years. The deceased was one of the soldiers who were discharged when the army was reduced, and, as he had not completed his term, no pension was granted him.

The authorities are building two more blocks of model lodgings for soldiers at Woolwich, representing twenty houses. Each house will contain two rooms, and each room will be occupied by one family. The size of the rooms is about twelve feet by fifteen feet, and there are various conveniences attacehd to the blocks.

It is announced that an official history of the Ashantee Campaign will be published. It is not yet finally determined to whom the task shall be confided, but it will probably be entrusted to two well-known officers who distinguished themselves in the war.

Major T. H. Pitt, R.A., has been selected to fill the appointment of one of the garrison instructors at Dublin. He served in the Crimean campaign from June, 1855, including the siege and fall of Sebastopol (medal with clasp, and Turkish medal).

The demise of Colonel Milward, C.B., creates a vacancy among the Queen's Aides-de-Camp, besides leaving open the post of Superintendent of the Royal Laboratory, Woolwich.

The King of Portugal has paid a visit to the Channel squadron. The ships were dressed and the yards manned, and his Majesty was received with a Royal salute.

The Nymphe, 9, screw sloop, 1,574 tons, 2,172-horse power, Capt. F. J. Suttie, has been commissioned at Sheerness for the Australian station.

Miscellaneous.

CHINA AND JAPAN.

A letter in the *Bund*, of Berlin, says that although the difficulty between China and Japan is settled, the Chinese Government still continues its armaments; it never had any serious intention of making war on Japan, and its military preparations evidently had an entirely different object. Europeans are still regarded in China with unmitigated hostility, and if the Government were to forbid them access to the country it would at once become immensely popular with all classes of its subjects. The Chinese who are well disposed towards foreigners, though they have considerable influence at Court, are in a small minority, and would be quite incapable of restraining the popular passions if once they were let loose. The Emperor now proposes to contract a loan, and it is remarkable that he has had recourse to the foreign Consuls with the object of raising the money in Europe. It is said that the negotiations are advancing favourably, and that some English and French banking-houses have expressed their readiness to undertake the loan. What security is to be offered to them does not appear, but the correspondent of the *Bund* thinks it certain that the greater part of the amount will be applied to warlike purposes. The fleet especially is to be enlarged and improved. The Emperor has issued orders for the construction of ten new ironclads, but the Chinese treasury is at present incapable of providing the necessary funds for this purpose. Cannon and other war material have been ordered of the firm of Krupp, in Essen. A German vessel, the *Essen*, has arrived at Shanghai with a number of cast-steel guns, mitrailleuses, and arms for the infantry. The correspondent adds that the Japanese Government is also making great efforts to improve its armaments, which are even inferior to those of China. Five thousand Martini rifles have been ordered of a house at Birmingham, which supplies the Mikado with war material as the firm of Krupp does the Emperor of China.

CHINESE BIRDS IN THE ZOOLOGICAL GARDENS.

In the course of an interesting article in the *Daily News* of January 6th, entitled "A Winter Visit to the Zoological Gardens," Mr. Frank Buckland, the well-known naturalist, observes:—

As regards the birds the losses have been few, if any. Sportsmen will be interested to know which birds are hardy and which are not. The beautiful Crossoptilon from Northern China, the pheasant who wears lovely whiskers each side of his eyes, does not mind the cold at all, coming from a naturally cold climate. This bird is very tame, and promised some time ago to become a farm-yard bird: but having bred to the third generation they generally die off. Mr. Bartlett thinks the reason of this is, in their native home they migrate and change food at different times of the year. Lady Amherst's pheasants also do well, being hardy. They come from Northern China. This bird crosses freely with the gold pheasant, producing a bird of amazing beauty:

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and, unlike hybrids or mules, the offspring are as fertile as their parents. By this beautiful cross, therefore, a new race of the most beautiful pheasants in the world has been produced. There is a very beautiful and interesting bird, in excellent health—it is Stanley's jungle fowl; its home is Ceylon. These birds are worth £50 per pair. A collector, who did not know the value of them, procured seven of them alive at Trincomalee; not knowing the value he had them cooked for dinner—rather an expensive feed, three and a half pairs of fowls at the price of £175. One would have supposed that this bird coming from Ceylon would require heat, but they belong to the mountains, which are cold and damp. There are only three species of white storks known in the world—the European, the Japanese, and the South American. These are all represented in the Gardens. The Japanese stork is of a white colour, while the other two have got dirty with the London smoke.

BURNING OF THE STEAMER "JAPAN."—The following particulars of this disaster are taken from the *New York Tribune*:—The crew was made up of Chinese, Americans, and Europeans. There were eight cabin passengers, five of whom were bound for Yokohama, Japan, and the other three for Hong Kong, China. The latter three persons were named F. W. Crocker, P. M. Tindell, and Mary Slott. There were 442 steerage passengers, of whom 424 were Chinese. The *Japan* cleared from San Francisco with 973 tons of freight, the greater part being flour, but it is not yet known how large a part of this cargo may have been discharged at Yokohama. All the steerage passengers, it is known, had taken passage for Hong Kong. In addition to passengers and freight the *Japan* took out $350,000 in treasure, and the United States mails for Japan and Eastern Asia. Yokohama was reached in safety December 10, after a run of twenty-five days across the Pacific, and the five passengers referred to above, together with a large amount of freight, were discharged at this port. Despatches received by the company in this city announced all on board as well, and the vessel in good order. After the usual delay at Yokohama, the *Japan* set out for Hong Kong, six days' sail to the south-west. A part of the route is by the inland Sea of Japan, but the last four days of the voyage are through the more dangerous waters of the Chinese coast. In the trip the Chinese coast is generally made some distance to the north of Hong Kong, the rest of the course being laid close to the coast. At the time of the disaster the vessel had passed Swatow, and was not far from 140 miles from Hong Kong. The *Japan* was a three-masted barque-rigged vessel, built by William H. H. Webb, at Greenpoint, L.I., and was 362 feet in length, 50 feet in width, 31 feet in depth, and 20 feet in draught. Her frame was built of white oak, with galvanised iron fastenings, and iron strapped on the frames; pattern old style; her engines being constructed with a walking beam. The steamer was technically three-decked, and had a tonnage, full measurement, of 4,352 tons, of which 1,450 tons were used up by coal bunkers, and 2,100 devoted to freight. The cabin accommodated 150 passengers, and 1,200 steerage passengers could be stowed between decks, though she never carried this number. She was rated as A 1½, but was very slow, not making more than six or eight knots an hour. She was worth at the time of her loss about $150,000, for which amount she is insured in English and French companies. She was one of five ships built by the company in 1867, at an aggregate cost of $6,000,000, to ply on the China and Japan branch of the service. Only two of these steamers are now running. These are the *Great Republic* and the *China*.

CAPTAIN GIACOMO MERELLO, of the Genoa Rubattino Company, has published a pamphlet in which he expounds at length the details of a new route from Bombay to Aden during the south-west monsoon months. Instead of following the course to the south, laid down in Taylor's chart of the Arabian Sea, Merello turned his vessel's head northward, and by tacking got within 100 miles of the Arabian Coast, from whence he made direct for Aden, and arrived thither in ten days' time. This he claims as a great discovery, inasmuch as it is only forty-five miles longer than the direct line, whereas the southern route is 485 miles longer. But as a matter of fact, the route adverted to has been known and often followed during the last fifteen years by the Peninsular and Oriental Company's steamers. It is not invariably adhered to, however, as the greater force of the monsoon in those more northern latitudes means a larger consumption of coal, more wear and tear to the vessel, and slower progress. Were these points more fully considered in Captain Merello's pamphlet, the advantages of his route would not appear so striking.

YOUNG JAPAN IN AMERICA.—A Japanese boy, about twelve years old, turned up a few weeks ago at a Milwaukee police station. His history, when it came out, showed that he had been at one time in the employ of the Rev. Mr. Newman, of Waukesha, who was a missionary to Japan, and who lately returned home. The Japanese boy became so much attached to his master that he secreted himself on the steamer which brought the missionary to America, and, finally discovering himself, was taken under Mr. Newman's charge. A short residence in the United States suited the young Jap., and when his patron proposed to return to his missionary field the boy, in order to study more thoroughly American institutions, concluded to run away. Hence it came that the youth finally brought up in Milwaukee, and subsequently in a police station. He is a resolute, manly little fellow, and full of hope, though not speaking English "belly wellee." His name is Catt, and it is safe to say that, whatever may happen to him, he is tolerably certain to fall on his feet.

MARINE DISASTERS.—To the Editor of the *London and China Telegraph*. Sir,—I have read with much interest the article in your last issue, headed "Marine Disasters, &c., in 1874," and especially that portion with more immediate reference to the trade with the Far East. You must have inadvertently fallen into an error by not having included the *Antenor* and *Agamemnon* in your list of serious accidents—having some ships in the same not worse off than they were, and others having had much less serious accidents. I might not have noticed the omissions had you not mentioned the immunity from any serious accidents to the Ocean Steamship Company, which, although better off than some of their neighbours, has not been so free from accidents as put forth by you.—Yours faithfully, A CONSTANT READER.

PACIFIC MAIL COMPANY.

The Committee on Ways and Means will soon transfer the Pacific Mail investigation to New York, where material and evidence will be more accessible for the examination of some of the allegations. The books of the Pacific Mail Company will receive particular attention, and New York witnesses will be heard with less expense and delay than if the committee remained here. Irwin was not able to-day, so his physicians say, to be taken before the House. It is now somewhat doubtful if a quorum will be in the city to-morrow, as leave of absence has been to-day granted fifty members, and many left without leave last night. In case he cannot be brought before the House, he will not, of course, have to answer till the 5th of next month. It makes comparatively little difference, so far as the purposes of the investigation are concerned, what course is now taken with Irwin, as he has told the committee all he will. He is already making his arrangements to live under duress the remainder of the session. The committee must look to other witnesses for further developments, and there is no want of names of persons to subpœna. The Pacific Mail people have pretty much given up the hope of the continuance of the subsidy, though they would probably not make such an admission publicly.

DEC. 23.—Irwin was not well enough to-day to be taken before the bar of the House. The adjournment of Congress, therefore, leaves him in the custody of the Serjeant-at-Arms, who will be responsible for his safe-keeping. He will remain at his hotel under guard, as he has been ever since he came here, although there is probably not the slightest intention on his part to escape. The committee will pursue the investigation to the furthest limit. There seems to be considerable doubt of the committee gaining any advantage by going to New York.

A meeting of the full committee was called to-day to hear the testimony of Mr. Parsons, but he was absent, by reason of the death of a relative. His friends represent him as anxious to testify, and say he will swear he had only $2,000 or $3,000, which he received from Stockwell for usual proper legal services.

The Ways and Means Committee this morning adopted the following order:—

Ordered,—That a sub-committee consisting of Mr. Burchard, Chairman, and Messrs. Kasson, Beck, Niblack, Wood, and Dawes, and such other members of the committee as may be able to attend, are hereby authorised to proceed to New York City to take testimony in the matter of the Pacific Mail Steamship Company's subsidy, under the resolution of the House of Representatives, in the following words:—

Resolved,—That the Committee of Ways and Means, in prosecuting the pending investigation into the expenditure of money in procuring the passage of the subsidy for the Pacific Mail Steamship Company, may hold sessions either by full committee or by sub-committee in the city of New York, with the same powers as those now exercised by the committee in such investigation in the city of Washington.

The following is the concluding portion of the testimony before the committee on ways and means of James D. Smith, a director of the Pacific Mail Steamship Company, at the time the subsidy question was pending before Congress, extracted from the official report:—

By Mr. Kasson—After the subsidy measure passed was there no communication made to the executive committee or board of expenses by the agency at Washington? *A.* There never was any.

Q. By Mr. Stockwell—Or any one else? *A.* Never, sir. It never was mentioned to the board at all, and I did not hear of it until a good many months afterwards.

Q. You never heard of any voucher among the papers presented to any officer of the company, touching the agency disbursements connected with Washington? *A.* I never did, sir.

Q. By Mr. Kelley—When was your attention first called to this subject of the alleged expenditure for the procurement of the subsidy? *A.* I cannot state the exact time, but it was months after we were discussing with some of the largest stockholders what we should better do with it, and the first I ever knew of the matter I heard of it publicly on the street, that there had been a large amount expended, and I went to look into it, and it became a question before the board that somebody should look into it and see who was accountable for it. I forget the exact date, but the resolution would show.

Q. State the question that arose among you. *A.* Well, it came out upon the street that Mr. Stockwell had spent very large amounts of the company's money in some way in obtaining the subsidy, but the date I can't now recollect.

Q. About what date? *A.* About eight or nine months, I think,—a good while afterwards, any way.

Q. Well, what was the question that arose among you? Was it as to how the money had been expended, or what? *A.* I think that the first shape it took was to refer the facts to the counsel of the company to see what we should do to hold whoever had spent the money to a legal account, so that we should proceed in a regular, orderly, and legitimate manner.

Q. Then the sum total claimed to have been expended in that way was a surprise to the board of directors? *A.* Utterly and entirely so to every man of them. I have talked to every man of them, and there was not one of them that ever dreamed of it.

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CEYLON.

(DAILY TELEGRAPH.)

There are two points in the next year's official programme of Mr. Gregory which have especially led us to notice his address to the Council, because they illustrate that great branch of good government—forethought for the future. In his rapid visits of inspection during the time when famine was anticipated his Excellency witnessed for himself those vast regions of the island which have fallen out of cultivation and become void of people, because the mighty works of the old Buddhist Sovereigns have been so neglected. The ancient Monarchs of Kandy were "every inch" Kings, so far as irrigation was concerned. They knew that their subjects depended upon paddy, that paddy depended upon water, and that water depended upon bunds and tanks; they accordingly dug tanks and built bunds, which in the heyday of Cingalese prosperity must have been monuments worthy to compare with anything that the Romans ever constructed. Even the ruins of their noble labours are still stupendous, and when they were perfect, the rains, augmented by the abundant forests, were preserved in scores of such artificial lakes, thence to be distributed during the dry season, so that whole districts were kept green and fruitful. In those days the population became immense, and produced so much foodstuffs that Southern India was largely fed from Manaar and Trincomalee; nor can it be doubted that, with the restoration of some only of the principal tanks, Ceylon will not merely cease to import paddy from Bengal, but once again export rice and similar crops. To this important duty Mr. Gregory is earnestly devoting himself. He has, however, done better than reconstruct some of the grand old waterworks—he has got the Cingalese to understand and help him. By avoiding the blunder too often perpetrated in India of coupling the new irrigation scheme with a fresh tax, his Excellency has induced the villages to work with him, and we read already of thirty-seven ancient tanks thus cleaned and repaired. If the system goes on as well as it begins, Mr. Gregory calculates that he will have from 120 to 150 tanks set in order per annum, thirty or forty of which can be provided with sluices by the Government; and at this rate the fields so long dry will soon be once more watered. The pearls fished up upon Aripo bank are not so valuable in India and Ceylon as those natural diamonds of the rain and dew drops which for all these many years have been suffered to run to waste. It is true that to build the Royal Waterworks anew is not the same thing as repeopling the deserted land and recultivating the barren fields and forests. But population will certainly come where water runs. Southern India and Bengal are overcharged with people, who will flock into the island as the rice-growth once more extends; and, indeed, already the influx of Malabar and Madras coolies is only limited by the supply of paddy in the colony. Huts and villages grow out of Eastern soil as if magic seed had been sown there wherever a new supply of water is afforded; the population will be forthcoming as soon as the irrigation is ready.

But there is another thing to restore before we can hope to bring Ceylon back to her old glories of fertility. Mr. Gregory has found this out too. He has seen how shamefully the natives and the planters together have abused the free forest rights and timber licences which had been too long granted; and by a stern and timely ukase, he has put a stop to this wanton destruction of the Cingalese woodlands. The address says: "It is an unpleasant statement to make, but the truth must be told, that Ceylon is almost denuded of its most valuable timber in all accessible places, and that but little is left elsewhere. It is now the unanimous view of the Government Agents and of the Foresters that no more licences to fell in the reserved forests should be given. The Government coincide in this opinion, and no felling licences will be issued for the future in such forests. The Forester will supervise the cutting of the timber he is likely to dispose of, and will have it removed to depots where it will be sold in open market at upset prices. No replanting of the reserved forests will be attempted; it would be impossible to undertake such a gigantic work, except at an enormons expense, and with every probability of failure. Nature must be left to repair the ravages of man, and it will be the duty of the Forester each year to go over a certain fresh tract of reserved forest, and clear all valuable saplings within it from the pressure of the adjacent jungle. Once above the low thick scrub, they will be able to take care of themselves, and in half a century the island will come into the inheritance of large tracts stocked with valuable timber." This sagacious step has saved the island, we believe; for not only timber supply, but climate, health, and agriculture had been sacrificed to the insane extirpation of timber trees. It has long been the custom, under a suicidal system known as *chena*, to burn off whole tracts of excellent young and old trees, in order to obtain a single year's crop upon the ashes. After this was reaped, low scrub and rank jungle took the place of the timber, breeding malaria, obstructing ventilation, and diminishing the rainfall. The waste of natural wealth in this way was vast, but the damage done to the island by "rushing" *chena* crops has been too great to measure. It was, in truth, the goose and the golden eggs over again on a scale of universal lunacy and avarice; but though previous rulers saw the magnitude of the evil, Mr. Gregory has been the first to stop it abruptly. Only let this most sensible law be well enforced, and in less than the fifty years named in his address, Ceylon will get back the splendid forest trees of which neglect and cupidity have robbed her, and, with the shade and drainage which they impart, she will further gain back her population and her rich spreading crops, with that climate which used to make her wooded uplands the theme of joyous hymns. Further, Mr. Gregory is planting the teak tree in the fair island, and encouraging tea, cocoa, cardamoms, black pepper, and vanilla, besides the cinnamon, chinchona, and coffee already so successful. This, to our minds, is the way in which a tropical colony should be managed, and there is, indeed, many a disforested land near and far which might usefully take a leaf from Mr. Gregory's book. In Ceylon, where the powers of nature are so quick, the good result of the forest law will soon be witnessed, and all the pearls of Ormuz added to those of Aripo would not prove half so profitable as this one piece of sagacity added to beneficence.

THE SURPLUS CHINESE FUND.

(NEW YORK TIMES.)

There is one omission in the President's Message—now nearly forgotten—which is rather remarkable, and to which we hesitate to call attention, lest in the possible improvidence (to use a mild word) of the next three months there may be, in technical phrase, "dilapidation." The Message refers to Oriental matters twice. In our judgment the President generalises too much when he affirms that all the Chinese male immigrants to this country are coolies, and all the women prostitutes; but we shall not quarrel with him on this head, happily remote from us in every relation. He refers quite in detail to the Japanese indemnity, and evidently favours the honest policy of restoration; but not a word as to the surplus Chinese fund, which has been accumulating in the hands of successive Secretaries of State for the last fourteen years. Its story is not a new one, and has this interest, that the duty we deduce from the facts of the case is precisely the reverse of that we urge as to Japan. The Shanghai Convention of 1858 provided for the liquidation of all claims of citizens of the United States, and the Chinese agreed to pay, by the issue of debentures, receivable for duties on imports, the sum of five hundred thousand taels, equivalent to seven hundred and fifty thousand dollars. The American Minister estimated the claims at a larger figure, but proposed in the event of there remaining a balance after the adjudication of the claims to refund it. To this the Chinese peremptorily objected. They wished to make a clean thing of it, to reduce the amount to as low a figure as possible and to have no future reclamations of any sort. The amount was finally determined at seven hundred and fifty thousand dollars, the American negotiator taking no little risk, the nominal amount of his countrymen's claims exceeding a million. The debentures were issued and realised, and it is noteworthy that this created no charge on the Imperial Treasury, but was chargeable on the custom-houses where duties on American and other foreign imposts were collected. A commission of American citizens adjudicated the claims and ascertained the amount to be less than four hundred thousand dollars, leaving a balance in hand of rather over three hundred thousand dollars. For a long time this amount was retained in China, on perfect security, paying a high rate of interest. In one of his many freaks Mr. Seward ordered it to be remitted to this country. It is now invested in Government loans in the name of the Secretary of State, and with its accumulation amounts to a very large sum—not far, we should imagine, from seven hundred thousand dollars. It is not in the Treasury, though why it has not been transferred there it is not easy to say. It is clearly and equitably our property. If the adjudicated claims had exceeded the amount paid the loss would have been ours. There have been from time to time feeble suggestions as to what should be done with this surplus. One of Mr. Sumner's crotchets was (buried, we sincerely trust, in his grave) to return it to the Chinese. This would do no good; nor would the Chinese, in their intense and characteristic distrust, touch a penny of it. Another is to use it as the endowment of a missionary (Protestant, of course,) college at Peking—than which a huger and more fruitless job, a job, too, at the antipodes—cannot well be imagined. A far more reasonable plan is to apply it to commercial purposes—as it was from trade the fund was created—lighthouses and lightboats, of which there is, or recently was, but one from Hong Kong to Asiatic Russia. Our inclination is to take the simple course of turning it over into the Treasury, first taking care that all honest mercantile claims anterior to the treaty should be liquidated in full. The fewer of these outside trust funds there are the better.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 5.

Although the German Parliament is still making holiday, but will meet for the despatch of business in a few days, lively negotiations have been going on all the time between the Parliamentary Committee and the Bundesrath on the subject of the conversion of the Bank of Prussia into a National German Bank, and as the Government are now fully convinced that public feeling is very decidedly in favour of the measure, and that it is most desirable to settle the question with as little delay as possible, concessions have been made on both sides to come to an amicable understanding, and pass the Bill during the short remainder of the Session, which is not expected to last more than a fortnight longer, after which the Prussian Chambers will meet, as their consent to any alteration in the constitution of the Bank of Prussia—which is partly a State institution and its affairs administered by officials appointed by the Prussian Government—is absolutely required by law. As the case now stands, it is proposed to reorganise the Bank as a private institution, and the capital—120 millions of reichsmarks, just double what it has hitherto been—to be raised in shares subscribed for by private capitalists, but to be managed as heretofore by Government employés. There appears, however, to be an important item in the arrangement still to be settled, as the Committee of Twenty-one require the appointment of a Board of Control to be nominated by the shareholders, with a consultative voice in fixing the rate of interest and other matters affecting the prosperity of the country, of which, from their practical knowledge of financial and commercial concerns, they are better able to give a practical and decisive opinion than mere bureaucrats, however gifted and experienced they may be.

After much delay and many difficulties that had to be encountered and surmounted, chiefly from the inexperience of the 120 workmen employed, our new Mint of Hamburg is now in working order, and commenced operations before Christmas by striking off a number of gold ten-mark pieces, which are annually required at this season of the

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year by bankers, merchants, and other principals as presents to their clerks, book-keepers and others in their employ. The coins show very creditable workmanship; and are strictly in accordance with the new Currency Act, so that they will pass all over Germany at their full nominal value. On the obverse side is the Hamburg coat of arms—the castle with three towers in a shield supported by two rampant lions—and on the reverse the same legend as the coins made at the other German mints. The Mint mark is the letter I.

The new coinage came into general use on New Year's Day all over Germany, with the exception of Bavaria and Wurtemberg, which States have elected to postpone the innovation for a year longer, and this is much to be deplored, as it tends to mislead foreigners and induce them incorrectly to believe that the unity of Germany is, after all, not so perfect as it pretends to be. Great confusion and misunderstandings follow as a natural consequence, and the price of everything has risen in consequence. In all cases where the Governments have the right of control, they have altered their tariff of charges in accordance with stipulations of the law; but amongst the public generally great battles are fought daily between buyers and sellers, and, I need scarcely add, are always decided in favour of the latter. The tramway and the omnibus companies here, which last year carried more than six millions of passengers, have taken advantage of the absence of Government control to raise their fares fifteen to twenty per cent. Public-houses, shopkeepers, and refreshment rooms charge now still higher prices for their commodities, and there is a general cry out, and the people believe they are imposed on. But all this is very natural, and was to be expected. By-and-by things will all find their level.

At the special general meeting of the shareholders of the Anglo-Deutsche Bank of Hamburg the questions at issue were disposed of very quietly and in a satisfactory manner by a compromise involving concessions on both sides. The report of the directors was much more favourable than was expected. Having been printed and distributed a month ago, and being a very lengthy document—I gave your readers a summary of its contents in a former letter—the report was taken as read. In the absence of the Chairman of the Court of Administration, Senator Eiffe, from illness, the meeting was presided over by Herr Nissen, whilst Dr. Max Cohen (one of the directors) gave some explanation of the present state of the affairs of the bank, from which it appears that the paper-mills in Holstein and the great brewery at Wiesbaden are now able to stand on their own legs, and require no further support from their parent bank. The prospects for the future success of the coal-mines in Hungary have greatly improved; but to complete the improvement it will be needful to make a short line of railway to connect the works with the Hungarian State Railways, and this is now being done. The bank has now wound up its connection with the other contractors for the Egyptian loan, and is now interested in that business only to the extent of 100,000 thalers. The sale of the building plots of land at Berlin has already commenced, and favourable results were obtained; it will be continued from time to time as opportunity offers, without attempting to force sales. As the directors and the shareholders can have but one and the same interest in promoting the prosperity of the Bank, the learned doctor hoped that all internal dissensions would be laid aside and avoided for the future, and the meeting would show the public by their unanimous vote in favour of the motions proposed by the Board, that they had broken with the past, and would work together in harmony for the credit of the Bank and promotion of their mutual interests, (Applause.) The chief points of the motion were: 1, to pass the accounts for 1873 and relieve the directors of their responsibility; 2, to reduce the company's capital from 10,000,000 thalers (with 80 per cent. paid up) to sixteen million reichsmarks, and for this purpose to authorise the directors at the expiration of the period allowed by Art. 245 and 248 of the German Commercial Code, to exchange two of the present interim receipts of the first issue of 100 thalers per paid up share for one new share of 400 reichsmarks, and ten provisional shares of the second issue (with 60 per cent. paid up) for three new shares of 400 marks each; and 3, property of the value of 16,000,000 marks to be selected by the board out of the assets of the Bank and reserved as the effective capital of the institution, and 800,000 marks, selected in the same manner, to be returned in cash to the shareholders, at the rate of twenty marks per share, on their application for the new shares; the remaining surplus to be added to the clear profits of the present year and swell the dividend that may then be declared. After a short debate a division ensued, when the motions were all passed, nearly unanimously—the first by 7,287 to 67 votes, and the second and third by 7,361 to 30 votes. The value of the shares has risen since the meeting; previously they were quoted at 44 per cent. for the first issue and 66 per cent. for the second emission, the present quotations being 47 per cent. and 68 per cent. respectively.

The Telegraphic department of the "Borsenhalle" gives notice of the receipt of a telegram dated Singapore, December 29, addressed "Caesar, Hamburg," and invites the person it is intended for to call at their office and claim it.

We learn from Copenhagen that on New Year's Day, simultaneously with the introduction of the new Danish currency, a general reduction of twenty per cent. in the charge for telegrams has taken place.

COMMERCIAL AND SHIPPING.

The only arrival from the Far East is the Hamburg Company's steamer Olympia, which has brought a full cargo of Teas from Foochow and Shanghai, with a few trifles from Singapore. Though the frost has been severe for the last fortnight the navigation of the Elbe has not been actually interrupted, steamers having arrived and left every day, thanks in a great measure to the steam ice-breaker, which performs its duty and keeps the fairwater clear of ice with the greatest facility. For the last two days we have here a dead thaw.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, JAN. 6.

The storm of indignation caused by the appointment of Mr. Van Lansberge as Governor-General of our East India colonies has for the moment abated. Professor Vreede continues to attack the Ministry, and is doing all he can to induce the King to annul the appointment and to give the vacant seat at Buitenzorg to Mr. Keuchenius, an idea which finds little favour amongst the Liberals, who prefer even the Catholic *diplomate* to the anti-revolutionary lawyer. The dismissal of Mr. Loudon has had already a most important consequence, that is if the rumour is correct which states that General Verspyck would cease to object to his being appointed Commander-in-Chief of the army in our East India colonies, and that the appointment will be gazetted shortly. It seems that the Cabinet has arrived at the conviction that it has become necessary to operate against the Atchinese with more energy than has hitherto been displayed. The English residents in the Straits Settlements have complained much of the losses they have sustained by the fact that the coasts of Atchin are blockaded. Till now the English Cabinet had not taken much notice of these murmurings, but notice has at last been given that things cannot be allowed to remain as they are. Though I cannot guarantee its truth, I have reason to believe that the report is well-founded. I need not add that General Verspyck will adopt quite a different policy to that of General Van Swieten, and he will give the Atchinese "hard nuts to crack." In fact, he is just the man to continue our policy of "blood and iron" in that part of the East Indian Archipelago. You will remember that this same General declined to accept the command while Mr. Loudon remained Governor-General. As I stated in my last letter, Mr. Van Lansberge will start by the steamer *Voorwaarts* about the 15th of February. Lieutenant-colonel C. M. J. W. Rynen has been appointed his adjutant. We are, of course, anxiously waiting for the re-assembling of the First Chamber, the Minister of the Colonial Department having stated in his reply to the section report—which in general was very friendly towards the Cabinet—that he is ready to furnish all information with reference to the dismissal of Mr. Loudon.

I regret to state that our eminent author, Mr. Potgieter, is very seriously ill from bronchitis. It is feared that the result will be fatal.

Mgr. J. Heykamp, who was elected Archbishop of our Old Catholics, has not yet decided whether he will accept the appointment.

Mr. Heemskerk, our Premier, has made a *fiasco* by declining to grant a few feet of States territory in the Hague, which was asked for in order to erect a monument to commemorate our illustrious statesman, Mr. Thorbecke. In several towns of our northern provinces meetings have been held to protest against the Minister's decision, and addresses will be forwarded to the King requesting his Majesty to annul the same. The small town of Zwolle, the birth-place of Mr. Thorbecke, claims the honour of erecting the statue there.

The action of the Ministry in sending subaltern officers over the country to enrol volunteers for our East India army is severely criticised by the Liberal papers. It is a scandal, the *Arnhemsche Courant* says, and the want of soldiers must be very great to justify such an extreme measure. During the year 1874 there were despatched from Harderwyk to Java 1,818 subaltern officers and soldiers. Amongst them were 1,165 Dutchmen, 137 Germans, 251 Swiss, 177 Belgians, 76 Frenchmen, &c. In a few days a detachment of marines will leave Nieuwe Diep for Java.

Statistics have been published about the voyages of the several steamers plying between Holland and Java during the year 1874. Forty-eight steamers left our harbours, and fifty-eight left Java for Holland.

The King has declined to accept the silver *cadeau* which the Dutch children intended to offer him, in commemoration of the 12th of May, 1874. He is quite content with the model in plaster, and proposes to the committee to add the sum in cash to the fund for invalids.

In the course of this month General Van Swieten will be presented with a gold cup, which is something more substantial after the many addresses which have been forwarded to him, and to which the poor General has had the trouble to answer.

The Rev. E. C. Segers of Leyden has accepted the appointment of Director of the Seminary in the neighbourhood of Batavia.

On the 28th of December the inauguration of the monument on the grave of the late Mr. P. H. B. Motké took place at Thorn.

I regret to record the death of the ex-Minister of the Naval Department, Mr. A. J. de Smit van den Broecke; he died on the first of January.

The old fortress of Grave, on the frontiers of Germany, is shortly to be dismantled.

In our commercial circles the usual dulness attendant upon this period of the year prevails. The traders are occupied with making up their balances. At the Bourse the Spanish *coup d'état* caused much business and enormous transactions in Spanish Bonds at rapidly advancing prices. Perhaps the investors are of opinion that the youthful King knows how to pacify his kingdom, and how to make payments out of an empty treasury. From official statistics I perceive that in the course of last year the prices of the shares of the East India Trading Bank went up 11 per cent., those of the Steamship Company Nederland 25 per cent.: and those of the Dutch India Railway Company 20 per cent. The prices of dividends of the Trading Company went down to f.22. The project to establish here a Dutch American Bank with a capital of 10 millions has not been successful.

SHIPPING.

ARRIVALS.—Jan. 1, at Texel, from Batavia, Java (str.); 2, at Texel, from Batavia, Johannes.

PASSENGERS OUTWARD.—Per Madura: Messrs. R. H. F. A. Kempers, H. Prins, D. J. Caminha, J. H. van Baar Slangenburgh, J. D. P. Soeterik, G. H. Klosser, V. Kobler, C. Weintraub, L. Prochnitz, T. S. J. Peirer, J. M. E. Kunert, W. Staal H. v. Rijckevorsel, P. S. A. v. Dura, S. van der Wielen, L. Storck, M. van Eckenstein, L. T. Karthaus, L. Dézentje, B. A. Hildebrand, N. Rijnbende, D. A. Detmar, C. G. Wemmerschlager, A. van Moerkerken, J. C. Parys, J. C. G. Keedsmejer, J. D. L. Roque, A. Schneider, P. Macklaine Pont, Mrs. E. van Bronckhorst, A. H. Wolff, Schwarthoff Kok, A. N. H. de Vogel, Messrs. Wantzing, Fransen, Alberti, Rausch, J. T. de Vos, and A. Orré.

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Monetary and Commercial.

Tenders for £550,000 in bills on India were received on the 6th inst. at the Bank of England. The amounts allotted were—To Calcutta, £364,200; to Bombay, £171,200; to Madras, £14,600; all at an average rate of 1s. 10⅛d. Tenders on all Presidencies at 1s. 10⅛d. will receive about 8 per cent. These results show an improved demand for means of remittance to the East.

The Manchester market has been opened after the holidays with a steadier tone, and though in neither goods nor yarns have offers been put forward to more than a very moderate extent, the diminished receipts of cotton and more activity in Liverpool have imparted a firmer feeling, and without any marked improvement in the demand prices have ruled slightly against buyers.

The applications for the Chinese Government Eight per Cent. Loan—at the London office of the Hong Kong and Shanghai Bank from their constituents—we believe are in excess of the amount which is likely to be allotted to English holders. The Loan has not been publicly announced for subscription, and it is uncertain if it will be introduced on the London Stock Exchange.

The tenders for the New South Wales Government Loan for £1,000,000 were opened on the 5th inst. at the Bank of New South Wales. The amount tendered for at and above the minimum price was £565,800, leaving a balance of £434,200, which has since been applied for. The tenders for £600,000 South Australian Government Securities Four per Cent. Bonds were opened on the 6th inst. at the National Bank of Australasia. The amount applied for at and above the minimum was £38,800. It was announced that the balance will be kept open for application until the 15th inst., at the minimum price of 90, unless previously disposed of.

The Union Bank of London, at the half-yearly meeting to be held on the 13th inst., will declare a dividend at the usual rate of 15 per cent. per annum, carrying forward a balance of £32,000 for appropriation at the end of the financial year in July next. At the corresponding period of 1874 a dividend at the same rate and a bonus of 2½ per cent. were notified, and £20,851 was carried forward.

The directors of the London and Westminster Bank have resolved to declare, at the annual meeting, a dividend of 11 per cent. for the half-year ended the 31st of December, making 21 per cent. for the year on the paid-up capital of £2,000,000. The rest or surplus fund will then amount to about £1,014,000. At the corresponding period of last year a dividend of 12 per cent. was announced, and £20,000 carried forward.

At the ensuing general meeting of the Alliance Bank (Limited) the directors will recommend a dividend for the half-year at the rate of £8 per cent. per annum, and an addition of £10,000 to the reserve fund, which will then stand at £180,000. The dividend at the corresponding period of last year was at the same rate, but £12,500 was added to the reserve fund and £11,000 carried forward.

The directors of the London Joint-Stock Bank have resolved to declare a dividend and bonus together amounting to £1 13s. per share, equivalent to 11 per cent. for the half-year ended 31st December, making, with 10 per cent. paid in July last, 21 per cent. for the year. Last year the dividend was 22½ per cent.

At the meeting of shareholders of the Imperial Bank, the directors will propose a dividend at the rate of 8 per cent. per annum, free of income-tax, and the transfer of £10,000 to the reserve fund. A dividend at the same rate was proposed for the corresponding period of last year, and £5,000 was carried to the reserve fund.

The directors of the Union Bank of Australia have resolved upon a dividend of £1 15s. per share and a bonus of 5s., being together at the rate of 16 per cent. per annum, against £1 15s. per share, or 7 per cent. for the half-year, at the corresponding period of last year.

The directors of the North and South Wales Bank have declared a dividend of 10s. and a bonus of 10s. per share.

The Bank of South Australia announce the payment of a dividend for the half-year, at the rate of 10 per cent. per annum, on the 15th instant.

The report of the Standard Discount Company (Limited) has been issued. Including £5,637 brought forward, the accounts show an available balance of £19,397, out of which it is proposed to declare a dividend at the rate of 12 per cent. per annum, free of income tax, for the six months ending December.

The directors of the Universal Marine Insurance Company (Limited), at their board meeting held on the 7th, agreed to recommend a dividend of 10 per cent. for the year 1874. The annual meeting will be held at the Cannon-street Hotel, on February 4th, at two P.M.

The directors of the Western and Brazilian Telegraph Company have declared an interim dividend of 5s. per share for the quarter ending Dec. 31, 1874.

The Great Northern Telegraph Company's traffic receipts, for the month of December, were for 1874, f.294,338; 1873, f.287,356. The total traffic receipts from 1st January to 31st December, were—1874, f.4,427,890; 1873, f.3,352,542. The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited), for the month of December last, amounted to £18,172, against £20,400 at the corresponding period of 1873; and the Eastern Telegraph Company's for the same period amounted to £31,725, against £35,238 in 1873.

In another column we notice an article from *The Times* on Manchester Wares; in addition to this we hear that Sam Mendel and other firms are effecting considerable alterations in their establishments, and curtailing their business with China and Japan

An elaborate table of statistics, giving the stocks, imports, and deliveries of silk from the year 1830 up to the present time, has been issued by Messrs. Durant and Co.

We hear that the Borneo Company have recived favourable reports on the specimens of Lingga coal supplied to the engineers of the P. and O. Company at Singapore. The engineers sent out are now exploring, and will shortly report results.

Telegrams have been received announcing the stoppage of the Ohno Banking Company in Japan, with liabilities of $1,000,000. This bank was well-known amongst foreigners, and it is feared losses will be sustained.

The Bar Silver by the West India steamer has been sold at 57¼d. per oz., but the rate has since advanced to 57½d. per oz., and the market is firm at that quotation. The Mexican Dollars by the West India steamer were sold at 56d. per oz., but the market has since become firmer, owing to an increased demand for China, and 56¼d. was obtained for a few by American steamers.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 8⅛
25	Bank of Egypt	All	49 to 51
20	Chartered of India, Aust., and China	All	14⅛ to 15⅛
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	14 to 15
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris... ...	All	561¼ fr.
Th.200	Deutsche	All	Th.172 x.d.
£28¼	Hong Kong and Shanghai	All	26 to 28
50	Imperial	15	18 to 19
50	London and County	20	64 to 65
50	London Joint-Stock	15	52 to 53
100	London and Westminster	20	76 to 77
25	Oriental	All	45 to 46
50	Union of London	15	46 to 48
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8
10	Eastern Telegraph	All	7¾ to 8
10	Great Northern	All	11 to 11⅛
25	Indo-European	All	16½ to 17
10	Mediterranean Extension	All	3½ to 4
12	Telegraph Construction Company ...	All	27½ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	22 to 24
8	Reuter's	All	11¼ to 11⅝
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4 to 4⅛
20	Globe Marine	4	1½ to 0⅛ dis.
50	Home and Colonial Marine	5	2½ to 2 dis.
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¾ to 1½ pm.
10	Merchants' Marine	2	1½ to 1 dis.
50	North British and Mercantile	6¼	28 to 29
25	Ocean Marine	5	2½ to 3½ pm.
20	Thames and Mersey	2	3½ to 3¾ pm.
20	Thetis Marine	5	5¼ to 4¼ dis.
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	2⅝ to 3¼ pm.
	TEA COMPANIES.		
50	Assam	20	42 to 44
20	British Indian	All	7½ to 7⅝
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3½ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	1¼	16 to 17 pm.
10	Lelong	All	14 to 15
10	Upper Assam	All	1⅛ to 1⅜
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 14
20	Do.	10	7 to 6 dis.
20	Do.	5	4½ to 3¾ dis.
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	2⅞ to 3¼
10	General Credit and Discount	7½	1⅛ to 1⅝ pm.
21	Hong Kong Gas	All	— —
10	International Finance	5	1⅝ to 1⅛
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	557½ fr.
£50	P. and O. Steam	All	57 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm
100	Royal Mail Steam...	60	79 to 82
402fr.	Suez Canal	—	471¼ fr.
£98	Japan Loan, 9 per cent.	All	110 to 112
92½	Do. 7 per cent....	All	96 to 98

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 11, 1875.

COFFEE LEAF DISEASE.

THE coffee industry of Java is of such great importance, both to that island and the parent country, that we feel justified in offering a few remarks on what has proved a very serious matter in Brazil, Ceylon, and Southern India, and may, we know not when or how, visit the coffee estates of Java; we allude to the coffee leaf disease, the *Hemileia vestatrix* of botanists. This pest was first observed in Ceylon about a dozen years ago, but its ravages, although serious in results, were so limited in extent, that little attention was paid to it at the time, and for some years afterwards it was mentioned as something scarcely worthy of notice. It was not until a fresh, a more vigorous, and a more extended outbreak of the disease took place in several of the coffee districts of Ceylon in 1870 and 1871 that the matter engaged the serious consideration of planters, and was finally brought under the notice of the Planters' Association. It has since those dates been ascertained beyond question, that although the pest does not usually kill the trees attacked, it destroys much of their vitality, denudes them of their leaves, and proves detrimental to the quantity and quality of the after crops. This pest is a species of fungus, and makes its appearance chiefly on the leaves in the shape of rusty orange-coloured spots, at first being of a palish green, deepening and changing to rusty colour as the fungoid development progresses. It was at first supposed to be an inherent constitutional disease, diffused through the sap of the plant; but careful microscopical examinations have shown the fallacy of this view, and it is now beyond a doubt that the fungus is communicated from one plant to the other by means of its spores, which have been shown capable of being absorbed into the stomata of the more tender leaves. This being the case, there is, of course, no limit to its propagation, so long as there are any fresh coffee trees to be attacked by it. It has been ascertained that trees recovering for a time from its attacks have been again subjected to a fresh outbreak of the disease. It is beyond question also that old and impoverished trees suffer more from its attacks than young and healthy trees, and that a course of manuring by stall refuse helps the suffering trees through their troubles. The matter is regarded so seriously by the local authorities that, acting on their suggestion, the Foreign-office have caused circulars to be issued to all British Consuls in coffee-producing countries, calling their attention to the symptoms of this pest, and requesting information in regard to its appearance in any of those countries. In this way information will in all probability be obtained from Brazil, where coffee plantations suffered from the attacks of this disease some years ago, but where it is, we believe, no longer a cause of alarm. The use of sulphur on the leaves of the plant has been suggested, but this can hardly be practicable to any large extent, and we are rather inclined to hope for relief in another direction. Mr. THWAITES, the director of the Botanical Gardens in Ceylon, in his official report to the local government on this subject, says:—

"Upon a careful inspection of the spots of orange-coloured "spores, it may be observed that on most of them a mi- "nute red maggot is feeding on the spores. Sometimes "these little maggots are very numerous, and it could be "wished they were still more so, and that thus the fungus "spores might be altogether consumed, and the propaga- "tion of this terrible pest arrested." It would seem, therefore, that coffee planters must look to the entomologist rather than to the botanist for aid against the foe; and this reminds us that last year there was in Paris a Congress of Entomologists, who exhibited every description of enemy of fruit trees, as well as of such insects as preyed upon those enemies, and it might be well if our Government turned to that quarter for information. At any rate, our friends in Java will do well to keep a watchful eye upon any appearance of rust spots on their coffee trees.

THE JAPANESE GOVERNMENT AND THE MINT.

FROM the comparatively short notice given by the Japanese Government of its intention not to renew the Oriental Bank Corporation contract with the English officials, it is most probable that it will make some compromise with regard to the working management of the Mint. If the Government wishes to continue its issue of a coinage which is to be considered trustworthy by foreigners it must retain its foreign staff at nearly its present strength, but it is showing a total disregard for the requirements of foreign trade if it determines to dispense with a great part of the Minting machinery and appliances. Any change in the management of the Mint will be attended with loss of credit, while the Japanese people will have their confidence in the coinage weakened considerably by the knowledge that foreign superintendence has been dispensed with. As the plant of the Mint is of the quality required for the production of a standard gold and silver coinage, it is much more expensive than would be necessary for subsidiary silver and copper coins, and if used only for the production of such pieces, as it must be in the hands of Japanese, it will represent a much lower value than its cost. No doubt the Japanese could conduct a Mint for local currency on a much more economical scale than their present stately and efficient establishment, and it is to be regretted that the enterprise was entered upon without a due consideration of its permanent value. Allowing that the termination of the English contract has been brought about through motives of economy, it is nevertheless a very short-sighted policy, and is evidence of a want of judgment on the part of the Japanese Government, which will in all probability be productive of evil results.

HINDOOISM AND BUDDHISM.

A RATHER curious discussion has been going on in the Ceylon newspapers in reference to the blending of certain portions of Hindoo worship with the Buddhism of Ceylon. The question was originally raised in connection with the grants of certain tracts of land made by various native sovereigns of Ceylon for the support of temples for Hindoo worship. It is maintained by certain persons that these lands should be sequestered, and their proceeds devoted to educational purposes, as not falling within the meaning of the Sinhalese religion which the British Government undertook to protect and maintain in its convention with the Kandian chiefs in 1815, when the Central Provinces were ceded to it. One of the local papers, the *Observer*, goes so far as to assert that Hinduism is neither more nor less than devil worship; a statement which is ridiculed by Professor CHILDERS in a letter to that journal, who terms it "a stupendous misnomer." According to one statement put forward by certain petitioners, and which we believe to be a correct view, the Malabar Kings of Kandy, though professing Buddhism as a matter of policy, "gradually built "temples to their favourite gods, and endowed those tem- "ples with rich and extensive domains." Alluding to this statement, the *Ceylon Times* says this version is incorrect, "for there is historic evidence to show that Dewale "worship was in existence as a part of Budd- "hism long before the era of the Malabar invasion. "In fact, it seems much more probable that Budd- "hism was engrafted upon Dewale worship, and that "this amalgamation was tolerated, if not recognised, by "the earlier Sinhalese monarchs." The editor then proceeds to say that the like amalgamation occurred in India, and that, therefore, he must come to the conclusion "that "Dewale worship is not incompatible with the worship of

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"Buddha, and that it is not an innovation upon the re-"ligion originally established by the Sinhalese monarchs." There appears to be a little confusion of ideas in what is here put forward. In the first place, what is the religion originally established by the Sinhalese monarchs? Unless we have read Singalese history in vain, Buddhism was introduced after the invasion of Ceylon by WIJAYO; it can scarcely be said to have been established by the Singalese kings; they and their people were converted by Buddhist teachers, and adopted the religion as their faith, but that Dewale worship existed as a part of Buddhism from the earliest times is most assuredly historically incorrect. The memorialists may be asking too much in their petition, but we cannot help believing that their statement of the case is tolerably correct, though we fail to see how that can warrant them in asking government to divert the amount of tax levied on the Dewale lands to the purpose of founding a high school of education, in which oriental literature may form a prominent subject of study, a very desirable object, but not to be attained by setting aside solemn conventions.

THE recent appointment of Mr. J. GARDNER AUSTIN as Acting Governor of Hong Kong during the absence of Governor KENNEDY, has given rise to considerable dissatisfaction. It has hitherto been the practice for the General in command of the troops to assume the Acting Governorship, and Major-General COLBORNE very naturally feels aggrieved that this rule has been departed from. It certainly is unfortunate that on this particular occasion the custom has been ignored, for there is no doubt that General COLBORNE is more suited to the appointmen than Mr. AUSTIN. We quite agree, however, with the policy adopted by Lord CARNARVON with regard to the appointment, as we consider that it is desirable that the post should be filled by a civilian. But this should have been indicated to General COLBORNE in England. If we remember rightly, he accepted the post hurriedly, to suit the convenience of Government, and this entitled him to more consideration. We hear also that a portion of the emoluments enjoyed by General COLBORNE'S predecessors has been cut off, so that altogether he has been most unjustly treated. Of the policy pursued by Lord CARNARVON there is another instance just recorded at Melbourne, where Sir GEORGE BOWEN has appointed the Chief Justice interim Governor during his absence.

THE accounts which have appeared in our last few issues with reference to what has been very properly called the "Pacific Mail Scandal" are not calculated to convey favourable impressions of a high state of political or commercial morality across the Atlantic. While admitting that our own moral tone is not quite so high as it should be, we venture to affirm that the state of things which has brought about the Pacific Mail investigation could not exist in England. The statements made as to the manner in which the subsidy was obtained call for a thorough and searching examination into the truth, and now that the scene of the inquiry is to be New York we may expect that this inquiry will be made. It is all important that we should know whether Mr. IRWIN is as black as he is painted by interested parties, or whether powerful rivals are doing all in their power to crush the Company, that they may organise another undertaking out of its ruins.

CONSIDERABLE anxiety exists as to the European passengers who were on board the Pacific Mail Company's steamer *Japan* when the calamity happened to her which resulted in so much loss of life. It has been reported that Mr. HERBERT PRAED, M.P., and several English gentlemen were on board at the time of her destruction, but it will relieve the anxiety of their friends when we state, that as Mr. PRAED and his fellow travellers were bound for Shanghai, and the *Japan* did not call at that port, they were not among her passengers. The *Japan* had landed her passengers, mails, &c., at Yokohama, and was on her way to Hong Kong when burnt—about 100 miles off.

IN another column will be found a correspondence between Mr. MUNDY and Lord DERBY, on the question of a claim on the Chinese Government for losses incurred by the *Spark* tragedy. We fear there is but little chance of obtaining any satisfaction from that quarter, but we are of opinion that a claim exists against the owners for insufficient protection on board. The crew of the steamer were quite inadequate to cope with any rising amongst the Chinese passengers, and the owners are quite aware that they are liable to do this, and jeopardise the lives of all on board. Protective measures should have been adopted to meet this contingency.

A CORRESPONDENT of *The Times* at Yokohama sends an account of the manner in which the settlement of the Formosa difficulty is regarded in Japan. The Japanese are, it is stated, extremely well pleased with the terms of the settlement, for war would have been considered as a great calamity with nearly all classes of the community. *The Times* of the 4th publishes an extract from a private letter from Ningpo, dated the 20th October, in which some interesting details of missionary work in China are given. On the 7th inst. extracts appear from a second letter, dated from Hankow.

HIS EXCELLENCY YOSHIDA KYONARI has been received by the President at Washington as the Envoy Extraordinary and Minister Plenipotentiary of his Majesty the Emperor of JAPAN. The new Minister to London, it is expected, will shortly be presented to Her MAJESTY.

Literature.

The History of Japan. Vol. II. 1865—1871. Completing the work. By F. O. ADAMS, F.R.G.S., formerly H.B.M.'s Chargé d'Affaires and Secretary of Legation at Yedo. London: Henry S. King and Co. 1875.

The first volume of this work, which we noticed some eight months ago, brought the history of Japan down to the close of 1864, at which period one of the persons concerned in the murder of Major Baldwin and Lieut. Bird had been arrested; and the opening chapter of this volume describes the retributive proceedings in that sad affair. During the year 1865 the Shôgun's Government determined to pay an indemnity rather than open Shimonoseki to foreigners, and after considerable difficulty the Emperor's sanction to the treaties with foreign Powers was procured on condition that Hiogo should not be opened to trade. In the following year the Shôgun Iyémochi died, and the war with Chôshiu was brought to an end. On Jan. 6, 1867, Keiki (Hitotsŭbashi), the head of the Tokugawa family, reluctantly accepted the office of Shôgun, and three or four weeks afterwards the Mikado died, and was succeeded by his son, under whose auspices such vast changes have been inaugurated in Japan. Mr. Adams gives interesting details of the events of this year, and the most notable, as foreshadowing coming changes, is the letter from the ex-Prince of Tosa to the Shôgun, in which he observes:—"It appears to me that although the government and penal laws have been administered by the military class ever since the Middle Ages, yet since the arrival of foreigners we have been squabbling amongst ourselves, and much public discussion has been excited. . . The cause of this lies in the fact that the administration proceeds from two centres, and because the Empire's ears and eyes are turned in two directions. The march of events has brought about a revolution, and the old system can no longer obstinately be persevered in. You should restore the governing power into the hands of the Sovereign, &c." This advice he accepted on Nov. 9, but he afterwards changed his mind, with the consequences that are well known to all our readers. The years 1868 and 1869 were probably the most important and eventful through which the Japanese Empire has ever passed, and they have left an indelible mark in the annals of the country. In a brief notice like the present it would be impossible to trace out in detail the course of events, and we therefore content ourselves with quoting Mr. Adams' concise statement of their results. "The year 1868," he says, "was for Japan a year of eventful changes; the Shôgunate was destroyed, the governing power was restored to the Mikado, and after a civil war of some months' duration the Imperial arms had triumphed, and his Majesty was installed before the end of the year in the castle at Yedo. In 1869 the work of reconstruction was fairly commenced, the daimios offered up the lists of their possessions and men to the Sovereign; their very name, as well as that of the Court nobles or kugés, was abolished, and they became governors of their former principalities under his Majesty. This was the commencement of the attempt to consolidate the Empire into one strong central Government, with the Mikado, who had emerged from his obscurity and isolation, as the one visible head." During these two years Mr. Adams duly chronicles the opening of Hiogo, Osaka, Niigata, and Yedo, and also the visit of H.R.H. the Duke of Edinburgh. The year

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1870 was not marked by such startling events as its immediate predecessors; peace prevailed, and it was evident that great changes were coming over the nation. The Japanese, says our author, were beginning to cast their old skin; they were discarding Chinese learning, and the civilisation which they had mostly borrowed from their neighbours, and, with their quick, volatile natures, they were becoming attracted to the civilisation of their foreign allies; even the Mikado himself was affected by the changes. In 1871 much work was done towards the consolidation of the new order of things; the Japanese left for foreign countries in considerable numbers, in order to study their manners and customs; an officially-inspired newspaper was established at Yedo, under the name of *Shimbun Zusshi*; and important changes were effected in the internal administration of the Empire. During this year a very noteworthy pamphlet appeared, advocating Christianity, and an Embassy under Iwakura was despatched to the United States and Europe. Its main object is believed to have been to obtain from the Treaty Powers the abolition of the extra-territorial rights of foreigners, and in that it naturally failed, for Japan is not yet sufficiently civilised to merit that concession. She is only just emerging from the feudal system, and hitherto the only real law has been the sword. Of civil law, adds Mr. Adams, there is little, and the criminal procedure has been tainted with cruelty and rendered infamous by the application of torture. In support of his view he cites several instances, which, we think, incontestably prove that the Japanese are not yet fit to be trusted with any control over the persons and property of foreigners. Our author, who is undoubtedly a good authority on the subject, considers that too much indiscriminate praise has been lavished on the Japanese for their wild eagerness to adopt the civilisation and customs of the West, and in conclusion he gives them very sensible advice, in the words of the Italian proverb, "*Chi va piano va sano.*" Rome, they must remember, was not built in a day.

Mr. Adams gives us a good map of Japan (excepting Yezo) divided into *ken*, and a useful glossary of Japanese terms. He also supplements his work with three papers on Education, on Morality and Decency, and on Geography, the first of which is taken from the columns of the *Japan Mail*, and the last from a paper read by Mr. Satow before the Japan Branch of the Asiatic Society in March, 1873. To that gentleman he is again, as in the first volume, under considerable obligations for valuable aid and assistance, and he has also drawn freely, perhaps too freely, on the *Kinsé Shiriaku* and our Japan contemporaries. In concluding our notice of this volume we thank Mr. Adams for his "History of Japan," from the perusal of which we can safely affirm that we have derived both profit and pleasure.

The *Geographical Magazine* contains a remarkable account of the journey of the Chinese traveller Chang Te-Hui from Peking to the summer residence of the Prince Kublai in Western Mongolia, in the year A.D. 1248. It is translated from the Russian version of F. Palladius by Eugene Schuyler. The papers on the "Survey of Lake Tanganyika" and the "Mineral Wealth of Central Asia as bearing on Russian Progress" are very interesting. The January number is quite up to the usual standard.

The *Gentleman's Magazine* begins the year with two new tales, one of which, "Dear Lady Disdain," is from the pen of Justin M'Carthy, and the other, "Al Lyn Sahib," is by Frank Percival. Mr. Archibald Forbes contributes a paper on "The Lucknow of To-Day," and there is a very useful chapter on "Municipal Reform for London." The brief memoir of Tom Hood by Mr. Lucy is not the least interesting feature of the number, which is a very excellent one.

The *Anti-Slavery Reporter* for January contains correspondence from the directors of the British Indian Steam Navigation Company upon the subject of the Zanzibar slave trade; from the Secretary of the British and Foreign Anti-Slavery Society upon the Red Sea slave trade; from Earl Derby on the Macao coolie trade; and from the Foreign-office on the treaty between China and Peru.

The January number of *Art* contains some excellent illustrations,—the "Courtyard of the Dilligence," by J. G. Vibert, "Portrait Bust of the late J. H. Foley, R.A.," and "Beggared," by Mrs. F. A. Hopkins, being all beautifully executed. The Art notes and gossip are as entertaining as usual.

CHINESE PIRATES.—THE "SPARK" TRAGEDY.

—o—

The Times publishes the following correspondence between Lord Derby and Mr. Mundy on the subject of the *Spark* Tragedy:—

MY LORD,—I shall most probably not be presuming on the truth in saying that your Lordship has received some account, official or otherwise, of the recent piratical outrage on the Canton River. As I personally have the misfortune to be most materially concerned in that occurrence, your Lordship will, I hope, excuse me trespassing on your valuable time. My reasons for so doing I will here endeavour to state with the greatest brevity that the facts will admit of. In the fray that ensued on board the *Spark* I was so desperately wounded that I do not exaggerate in saying that my recovery is miraculous; but although I have to a great extent recovered from those wounds, my nervous system received such a shock that the doctors have interdicted my return to China for ever. May I explain to your Lordship what that verdict means to me? I was specially educated and specially trained from my earliest childhood for a career as a Chinese tea merchant. I started on that career with a sufficiently brilliant prospect. The one moment life appeared to me in its most glowing colours and almost in the next moment it became a blank. And why? Because travelling in a country with which we are on friendly terms I fell into the hands of men, outcasts from all law. With blighted hopes and impaired health, I have returned to my native land—my whole career ruined, and no other prospect before me. I have, indeed, had some slight hope revived in me on being told that I have one chance left, which lies in my nationality. I have been told that England does not permit the weakest and most insignificant of her subjects to be touched with impunity. I have been told that as I was assaulted in Chinese waters by Chinese subjects that Government is responsible to me for the actions of her subjects, and for this object and with this hope I appeal to your Lordship for that assistance and aid in the furtherance of any just claim that I believe I am entitled to. I make this appeal with the more confidence as I am convinced that the honour and safety of any British subject could not be placed in hands more zealous for his welfare than in those of your Lordship.—I have the honour to be your Lordship's most obedient humble servant. W. W. MUNDY.

The Right Hon. the Earl of Derby.

SIR,—I am directed by the Earl of Derby to acknowledge the receipt of your letter of the 27th ult., requesting his lordship's assistance in preferring a claim on your behalf against the Chinese Government on account of the injuries sustained by you in the piratical attack on the *Spark*, and I am to state to you that while his Lordship regrets to learn that those injuries have had so disastrous an effect on your prospects in life, and sympathises with you on the suffering which you underwent, he does not feel justified in asking the Chinese Government to compensate you for acts perpetrated in their waters by malefactors whom they appear to have taken all the means in their power to detect and punish.—I am, Sir, your most obedient humble servant,

W. W. Mundy, Esq. TENTERDEN.

MY LORD.—You will not be surprised at my protesting against your decision to decline my application for assistance in prosecuting a claim against the Chinese Government, as that decision must exercise a most unfavourable influence on my chances of success. May I presume to ask your Lordship to reconsider it for the following reasons:—Your Lordship, while kindly sympathising with me in my misfortune, states that as the Chinese Government did everything in their power—after the outrage, I add—to capture and punish the malefactors, you consider that those endeavours were sufficient to exonerate them from any further liability. If this were a question with a civilised Power, with a Power who it was generally recognised used every effort and took every precaution that whatsoever travelled in her territory should do so in perfect safety, I grant that such steps would be the only satisfaction that could be demanded at her hands. But this is a case totally dissimilar. The most ardent admirer of Chinese institutions must confess that they are somewhat antagonistic to civilisation. It is a notorious fact that in no country with which Englishmen have so many commercial relations as they have with China is locomotion, or even habitation, attended with more difficulty or danger. After the last war things did, indeed, improve; but for years acts of piracy have been of frequent occurrence on the Canton River,—of late so much so that, at the request of the English merchants, the Admiralty were about to station a gunboat in the river for the protection of our commerce. The Chinese Government, I submit, showed clearly no right to be treated as a civilised Power by neglecting to take any precaution whatever to put a stop to these disgraceful occurrences. The *Spark* outrage only differed from the ordinary piracy in the bloodshed and the fact of an Englishman being wounded. Then, indeed, the Chinese officials awoke to a sense of their responsibility and sent out an edict requiring the capture of the pirates, who, of course, were caught and punished with death. But, my lord, I assert that the Chinese Government's liability did not cease with this *ex post facto* awakening of conscience—may I not say awakening of apprehension?—and that, as they wilfully neglected, and have done so for years, to take any measures that would have rendered the perpetration of such a crime impossible, they are liable for all the consequences resulting from their want of foresight and from their disregard of international obligations. The Japanese Government, which certainly can be favourably compared with the Chinese, the other day paid a heavy indemnity to an Englishman wounded in the streets of Yokohama, although it was proved that the would-be assassin was a maniac. Of course, he was also executed; but your Lordship's argument in my case, if applied to his, would be that the Japanese were not responsible. For these reasons, I appeal to your Lordship to re-consider your decision; and I am content to rest my claim on its legal merits. I should regret more than I can find words to convey being compelled to appeal to public opinion to judge my cause; but, my Lord, if your decision be unalterable, what other alternative shall I have left?—I have the honour to be your Lordship's most obedient humble servant,

The Right Hon. the Earl of Derby. W. W. MUNDY.

With reference to the above correspondence *The Times* print the subjoined leading article:—

On the 22nd of last August the Canton River was the scene of a terrible outrage. A small steamer, with a mixed crew, under the command of an American captain, conveying goods and passengers from Canton to Macao, was attacked and boarded by Chinese pirates; the vessel was plundered, and all who had attempted to defend her were killed or disabled by their assailants. It does not appear in the narrative of the occurrence that any resistance was offered by the majority of the crew or passengers. The captain and one or two of the ship's officers did all in their power, and they were joined heartily by the only European passenger on board. But they were soon overcome by superior numbers; and the pirates, having thus made good their footing, took possession of the vessel, collected all the booty they could lay

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their hands on, and retreated with it on board a friendly junk, leaving the steamer with her helm broken and for every reason unable to follow them in their flight. We are not aware whether any claims for damages have been advanced against the Chinese Government by the owners of the plundered vessel or by the injured members of her crew. A very striking description of the one-sided conflict has made the solitary European passenger, Mr. W. W. Mundy, an English merchant, who seems to have fought as bravely as any, well-known already to our readers. Mr. Mundy, who was certainly one of the chief sufferers, has requested the aid of our Foreign Secretary to compel the payment to him of an indemnity. He remains still so disabled from the effect of the wounds he received last August that he has no prospect of being able to go on with his business. His career as a merchant is at an end, and it is by no fault of his own that it has been thus abruptly terminated. The outrage of, which he complains was committed in open day, on Chinese waters, on a highway of commerce regularly traversed both by native and foreign vessels, and under circumstances which seem to argue very great remissness or neglect of duty on the part of the Chinese authorities. He looks, therefore, to the Chinese Government to give him reparation for the unlawful acts of their own subjects; and his demand, it must be admitted, is very far from being unprecedented. Larger claims have before now been made with much less reason to justify them, and the existence of piracy on the Chinese coasts can be so directly traced to the want of due measures of repression that the Government may itself be held answerable for evil deeds which it has done so little to discourage. Lord Derby, however, has declined to aid Mr. Mundy in his claim, on the ground that the Chinese Government has since the event done all it could to detect and punish the offenders, and has thus discharged sufficiently its obligations as a friendly Power. The injured man, however, is not satisfied with this refusal or with the reasons assigned for it, and he has therefore appealed in our columns to the judgment of his countrymen against the adverse decision of the Foreign Secretary.

It may be as well, before we express any opinion of our own, to see what arguments could be employed by the Chinese Government in support of its own irresponsibility. It would have, we may be sure, a good deal more to say for itself than Lord Derby has urged on its behalf. "We are sincerely sorry for what has happened," would, we could imagine, be the words of the advocate of the Celestial Empire, "and we shall have the utmost pleasure in inflicting proper punishment for it, if we can succeed in tracing out the offenders. Every man shall be bastinadoed to death, or impaled or tortured out of existence in any manner you may suggest, though we may be permitted to doubt whether you can enlighten the ingenuity of our prison authorities on these points. Certainly there has been no complicity on our part. Thus much, indeed, you do not even venture to allege. On the contrary, the acts by which you have suffered were in direct defiance of our laws and in spite of such efforts as we have made to prevent them; though we must, of course, admit that these have not been sufficient. Our own people, in fact, are even more frequently than yourselves the sufferers by these outrages, and it is not within our power to extend to them or to others as effectual a protection as we could wish. This piracy, too, which seems to be the present ground of your complaint, has been very much assisted by your own former policy. You have tied our hands in a thousand ways, have done much to prevent us from bringing offenders to justice, and have even extended a protection to them of which they have not been slow to avail themselves. We might not under any circumstances have been able to maintain everywhere in our vast dominions an absolutely efficient police, but we have been checked and thwarted by yourselves in such endeavours as we have made, and if you now suffer from the absence of native law, you suffer from a state of things for which you are very largely answerable. We must add, too, that we really did not invite your presence or volunteer you a safe-conduct on the Canton River, or any other spot within our presumed jurisdiction. You have pushed yourselves in not only unasked, but directly contrary to our wishes, and you have done so with a full knowledge beforehand of the dangers to which you would be exposing yourselves. You come here, not for our benefit, but for your own, and you must take your chance in what way the uncertain venture may turn out. We should like also to ask whether you are ready to assume for yourselves the responsibility you attempt to force upon us. We admit freely our own shortcomings, and make the best defence we can for them. But are there no faults of the kind in your own country? Are the open streets of your great cities much safer than our open waters? And if they are not, to whose neglect must it be ascribed; and do you recognise the duty of making pecuniary compensation for the consequences? Suppose one of our people had been almost kicked to death in England, as we hear your people sometimes are. Should we hear anything of the obligation incumbent on you of making due provision for the sufferer? And yet in truth the case would be a much stronger one than you can bring forward against us. A Chinese subject in England would be compelled to submit wholly to the laws of the country, while you refuse to be bound by any rules we can impose, and claim a protection from us for which you render us no corresponding obedience. You have, we well know, your fits of generosity sometimes, though we have yet not been fortunate enough to meet you while they are upon you. You might, in the case we are supposing, do something by private subscription, though we do not hear, by-the-bye, that you have yet done so in at least one case in which it might fairly have been expected. But as for a demand on the public exchequer in payment of indemnity to a Chinese subject who had been wounded or robbed by Englishmen, you well know that you would never for an instant hear of it, but would leave the victim, in your own convincing phraseology, to take his remedy at law—a remedy of which, if he were wise, he would not be very forward to avail himself. If you insist on an indemnity, we shall, of course, pay it, for we know too well the consequences of refusing your demands. But as for the justice of the case, we are sure that upon a review of the whole evidence the decision would be against you, in the opinion at least of any unbiassed neutral to whose judgment it might be submitted."

Now, we must allow in all candour that there is not one of these arguments to which in itself any exception could be fairly taken. They are a statement of facts sufficient certainly to show that the case for compensation is not as clearly and undoubtedly just as some of our readers might at first sight suppose it to be. Rather the question is a most difficult one, since in whatever way it may be settled we must be careful neither to admit a bad precedent to our own loss nor to establish bad law in order to meet a single individual hardship. It is clear that if we were dealing with a civilised Government we should have no standing ground whatever, and should resist any similar claim which might be urged against us. Nor when an uncivilised Power is concerned is the matter very different. It is pretty well recognised that it is at their own peril our subjects remove themselves from our own immediate protection, whatever may be the motives that lead them forth. Whether it be the legitimate pursuit of commerce or the desire to benefit others, it must still be followed at the risk of those who leave us, and the danger must be taken into account beforehand. If we do in any case more than we promise—if we make now and then an exception to our rule of non-interference, it is not taken to give our people at large any general right to expect the same favour. We may have no scruple in doing all we can to protect our countrymen or to punish their assailants in any quarter of the globe, but our efforts in this direction are limited by convenience, and it would be in the highest degree undesirable to recognise the universal duty of protecting British merchants or missionaries in every new position into which they may be pleased to thrust themselves. But for all that we are inclined to think that our Government, if it should finally consent to interfere in support of Mr. Mundy's claim, would be adopting no novel policy nor a course which would appear to the Chinese Government violent or unjust. China, it must be remembered, though not a civilised Power, is yet very far indeed from barbarous. She has a regular Government, with which we have entered into permanent relations and have made Treaties, and with which, therefore, we can deal as the representative of the whole people. Though such a State cannot claim the full immunity which the great nations of Europe extend by courtesy to each other, neither, on the other hand, can it evade responsibility on the same grounds as a tribe of savages whom it is almost impossible for us to reach, and with whom it would be useless to attempt to hold any diplomatic intercourse. There is no reasonable doubt that the Chinese Local Governments have been very much to blame for their practical sanction of piracy; and though they may fairly retort upon us that we have ourselves done much to encourage the practice of which we now complain, yet all this is so entirely a thing of the past that it affords no excuse whatever to the Chinese for their present systematic neglect of duty. It is to the interest of themselves that their rulers should be forced to be more vigilant, and we may reasonably demand that those who have virtually refused to put down piracy shall be held responsible for its consequences.

MANCHESTER WARES.

The Times, in a lament over the degeneracy of the Manchester trade, has the following:—In the "good old days"—that is, using the word "good" in the sense of something large, settled, and comfortable—there was, as a general rule, one class of middlemen between the Lancashire manufacturers and the exporters, as also between the manufacturers and the importers of the raw material. One class we may call it, though divided by locality and circumstances into two—the merchants at Manchester, and the Manchester warehousemen in London. We remember it being repeatedly stated that ships freighted with immense and valuable cargoes of Manchester goods left this country for India, China, and the Colonies, having on board men who went out on the speculation of buying the goods under their feet at the port of consignment and bringing them home again. The long-established houses reaped their full share of the immense facilities which steam and electricity have lately given to the world. They were in possession, they were ready for the new harvest; they had their organisation, their connections, their knowledge and experience. This *régime* of big people has held its ground with obstinacy, and is only slowly yielding it to inferior, but persistent and irresistible successors. The whales, the tritons, and other monsters of the Manchester deep are one by one disappearing from the Exchange, and the minnows are taking their place. It is a crowd of brokers, commission agents, servants, and the motley representatives, not now of two great classes of buyers and sellers, but of every kind of person who has to do with the Manchester trade. As everybody can now find a broker or an agent ready to do everything he may want, so by the proper use of this agency everybody can be everything, and that at no very great cost or risk. The charges for brokerage are now so reduced as no longer to deter from a speculation promising only a very moderate profit. Thus the whole trade, in every part and stage, is thrown open to everybody, and resolved into the very atoms of the commercial system. One result, we are told, is that the ordinary profits are reduced to the lowest, and are only to be obtained by the closest calculation, extending to every ingredient of manufacture and every element in the process of production, collection, and transmission. No doubt this is likely enough to ensue from unlimited competition by people with hardly so much as a character at stake. But the complaint of great frauds in the manufacture and making-up of Manchester goods, only discoverable at the foreign port, is a very old story. It dates further back than the opening of the market and the irruption of small people. Any time this century there have been scandalous reports of the flimsy, dressed-up, shiny rubbish supplied to the West Indian, South American, and even East Indian markets. No doubt, however, the smaller the man, the smaller his means and agencies, the smaller his professional acquaintance with the subject, and the smaller his hopes of gains, the greater will be the chance, not to say certainty, of a very worthless result so far as the unhappy consumer is concerned.

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ARTICLES OF IMPORT.

The Produce Markets re-opened on the 4th inst., after the Christmas recess, with the same quiet tone prevalent at the close of last year, and most of the leading articles remain in a languid and drooping state. Tea and Silk are quiet. Sugar is dull, especially fine qualities, brown being steady. A further slight advance in Coffee has been lost at the close, and an uncertain feeling prevails. Rice has continued in good request, and prices are again higher. Extensive supplies were brought forward at the auctions of Spices, &c., yesterday, and a general flatness prevailed; both Black and White Pepper declined nearly ¼d. per lb. Other articles show no alteration.

TEA.

Since the holidays a considerable amount of Tea has beenoffered by private contract, but business has only been on a moderate scale, prices showing but little alteration. Sales have been chiefly in fair to good medium black-leaf Congous from 1s. 1½d. to 1s. 5d. Kaisow kinds remain as before. New-made Congous have been dull of sale. Oolongs and Souchongs show no alteration. Scented Teas: Canton Pekoes and Orange Pekoes have been freely offered, but only the finer kinds have met with much attention, common to medium being very difficult to move. In Foochow kinds but little has been done. Green Teas remain dull of sale; a public sale of 6,234 packages took place on the 6th inst., chiefly Canton Scented Teas, which sold at the previous low rates. Stock and known supply, 6th Jan.:—

	1874. lbs.	1875. lbs.
United Kingdom stock, 1st Jan.	96,700,000 ...	86,000,000
Arrivals since	5,225,000 ...	16,191,000
Afloat to latest telegram, 24th Dec. ...	24,428,000 ...	26,341,000
Indian tea do. do. to mail...	1,697,000 ...	2,510,000
	128,050,000 ...	131,042,000
Average monthly delivery from 1st Jan. to 31st Dec., 1873 and 1874	13,811,333 ...	14,127,466

With reference to the condition of the market during the past year Messrs. Arthur Capel and Co.'s Circular says:—The statistics of the year again show some considerable changes—the chief features being the falling off in Imports of nearly 6,000,000 lbs., the increase in home consumption of about 5,500,000 lbs., and a falling off in Exports of about 2,250,000 lbs., the stock showing the large decrease of 11,250,000 lbs. The quantity afloat on the other hand is larger, owing to the very early closing of the season in China. The result of the season's operations so far has on the whole not been good, for although in many instances there have been fair profits realised, yet the losses on Canton Teas early in the season, especially Scented Capers, also on Green Teas, have more than neutralised them. The market has been wonderfully steady during the year, in face of so large and early an export from China, and the trade and exporters have absorbed so large a portion of the supplies that importers have been enabled to hold the balance of their stocks with great firmness, and as the total exports from China and India for the season will not much more than equal our deliveries, there is reason to look for a fair business for the remainder of the season. The quality of the Black-leaf Congous of the first crop was on the whole about equal to that of the previous year, some of the finest Ning Chows being of a very superior quality, and realising extreme prices for export. The second crop was hardly equal to last year, but the third crop proved much as before. Foo Chow kinds showed no improvement on last year, but owing to moderate prices on this side they found a ready sale. Pak Lin kinds were inferior, both in leaf and quality, but exporters took them readily at gradually hardening prices. The early arrivals of Canton District Congou were decidedly below the average of previous years, both in make and flavour, and resulted unfavourably; the supply of common to fair has been large, and prices have ruled at a low figure. Souchongs have been much the same as the previous year, very few really fine Teas now coming to hand. Oolongs: The Formosa kinds have been inferior to last year, the Kokew kinds much as before; they have been dull of sale throughout.

Messrs. Shepard and Co.'s Annual Circular says the course of the Tea market the past year has been uneventful, save in consequences of the Adulteration Act; there is the usual satisfactory increase in deliveries for home consumption; exports exhibit a small decrease, which is partly due to the depression of trade in the United States, and lower prices in New York than in the London market for Green Teas. Home demand has continued on good to fine qualities of Congou, which have supported a fair and pretty steady range of prices, the policy of buyers being more and more against holding heavy stocks. There was a brief speculative demand for useful to medium kinds in April, when some 30,000 packages were settled, but though the immediate effect was to advance prices ½d. to 1d. per lb., the bulk of these Teas were subsequently cleared off at about 2d. discount. A reduced supply of black leaf dust, and red leaf dust, siftings, and broken leaf, caused an important advance in these descriptions; it is, however, a fact that common and useful grades of Congou, more especially red leafs, contain an excessive proportion of dust and broken leaf this seaaon. Exporters secured, we may say, the entire supply of extra and curio fine Ningchow Congous, 1874-5 import—purchases estimated at 8,000 half-chests, at 2s. 8d. to 3s. 3d. per lb.—prices wholly beyond the reach of buyers for home use. Packling Congous also in favour with shippers, closing rates showing 3d. recovery from the lowest point of depression. Canton Scented Teas, and all Greens, with the exception of finest Moyune district, sold at irregular and very depressed prices throughout the year; the risk attending their sale, through fear of prosecutions under the Adulteration of Food Act, causing ruinously low rates to prevail; in the past six months, however, there has been a cessation of vexatious prosecutions, and the passing of this Act is matter for congratulation to the public at large, who have benefited by its operation. The continued depression in value of average Greens is due in some measure to low prices in the New York market. Auction sales without reserve have been more generally availed of, especially in the case of Greens and Canton Scenteds; they undoubtedly interfere with business by private sale, but it is a moot point which system is most conducive to the Merchant's interest. The Canal route has absorbed rather over three-fourths of the season's supply from China; it is increasingly popular, as Teas are received in better and safer condition; further, it is noticeable the last two seasons, that when Indian Teas arrive in quantity and prices become settled, demand for China Congous over 1s. 9d. to 1s. 10d. per lb. slackens. The season is thought to have been an unsatisfactory one to importers, and that merchants are fortunate who have escaped loss, notwithstanding a very low and favourable rate of exchange on this country; if so, the result is due to too high cost in China rather than to low prices on this side. With the increasing competition in business; it would seem as if merchants, in a general way, can only operate on chance of a mere commission, the old scale profits on produce being utterly impracticable nowadays. Quality of Black-leaf, season 1874-75—some exceptionally fine Ningchows, which made very high prices, other grades hardly up to an average, many useful to medium Teas showing extra dust and broken leaf. Oonfa kind, though rough and mixed in leaf, has proved specially marketable. Red-leaf or Kaisow: Medium to finest Teas, good in quality and liked by the Trade; grades from 1s. 4d. to 1s. 8d. have hardened the last few months, stocks being light; common to fair grades, much mixed with dust, and prices under last year's. Packlings much as previous season, but owing to a strong export demand the last quarter, prices experienced a sharp advance; the loss of the Canton, with a considerable quantity of first crop leaf, assisting the advance. Chingwo district Teas preferable to last year's and to this season Packlings, so a range of 3d. per lb. over the currencies of 1873.

SILK.

The current prices of China Silk are 12s. 3d. to 13s. for common to good No. 5, 15s. 6d. for Blue Elephant, 16s. 6d. for Ku Kee Chin Jan, and 19s. to 19s. 6d. for best chop No. 3, or from 2s. to 3s. under the quotations on 1st January, 1874. Taysaams are in less enquiry at 11s. to 15s. for Kahing common to best, and 10s. 6d. to 11s. for 9-12 Moss. There is an excess of common qualities over good Silk as compared with this time last year. The total stock of China Silk is 30,703 bales, against 28,223 on 1st January, 1874. Canton Silk: Stocks are small; 5,123 bales, against 8,074, and expected supplies for the remainder of the season also small; quotations are hardly current at 11s. 6d. for market No. 4 Tsatlees, and 17s. for best curio Loong Kongs; it is remarkable that no good or fine Tsatlees have arrived this season. This Silk is much affected at all times by the prices ruling for the lower descriptions of Taysaams, and to some extent also by common Tsatlees. The present values of Canton Silk are about 1s. over the lowest moment last August. Japan Silk is very seriously interfered with by the abundant crops of medium and common European Silks, and the more so, as the quality is decidedly inferior; prices are unsettled. Stocks are 5,520 bales, against 6,787 last year. Deliveries 1st to 6th inst., inclusive:—China, 603 bales; Canton, 76 bales; Japan, 233 bales; total, 912 bales.

Messrs. Durant and Co.'s Circular says:—In our annual statement of stock imports and deliveries of Silk the figures approximate so closely in their aggregates to those of last year as to be almost curiously identical. The importations show a diminution of only 1 per cent., the increase in China Silk being sufficient to counterbalance the deficiency in other classes, while the deliveries show a diminution of something less than 3 per cent. Then again the stock, supplemented as it was by the heavy arrivals of last month, comes within 5 per cent. of the stock of last year. It may be interesting to know that the arrivals of China Silk will be very small in the next month, the settlements both for England and the Continent having, as reported by telegraph, almost ceased during November and the early part of December. Such is the result of the year 1874 of which we might fairly write in the very words in which we wrote of its predecessor 1873 as "trying and unsatisfactory, not to say disastrous almost beyond precedent." For the depreciation has been almost as great, speaking generally 20 to 25 per cent., and the uncertainty as to the future scarcely less decided. But there is this great difference—we finished the year 1873 with a general feeling of depression, we commence 1875 with a general feeling of hopefulness and a fair amount of confidence—itself a large element in producing a favourable result. Confidence that prices must really have reached the lowest, although there is no reason to doubt a continued abundant supply of the raw material such as will tax all existing mills and looms to the utmost to work up, and hopefulness that the theory of low prices never failing to produce extended consumption will be realised in the present instance. It is true that thus far there is little evidence of this increased consumption having actually commenced, but there are symptoms that it is approaching. The course of prices during the first eight months of the year was almost continually downward; one little exception there was in the month of March, when speculation appeared for a short time, and an improvement of 1s. was established, but that soon vanished, and prices again continued to fall till the end of August, and the first arrivals of new Silk found us at our lowest point—fully 20 to 25 per cent. under the prices of January. In October we had a rally of 1s. to 2s., but a large portion of this was again lost in November and the early part of December. Dealers and throwsters have suffered severely—continually forced sales by auction without reserve, and yet still leaving large accumulation to be realised. Manufacturers may have escaped loss as in 1873, but can scarcely have done well. All through the year the demand for their goods was very limited, and the largely increased importations from the Continent, showing that America was again a very limited customer, must have exposed them to a severe competition. On the other hand, they have managed to relieve them-

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selves to some extent by an increased export, showing that in some things at least and in some markets they can compete successfully with the foreigner.

Messrs. Kilburn, Kershaw and Co.'s Circular says the past year has seen a further gradual decline in the value of Silk, and brought with it only one or two spasmodic movements favourable to sellers; the turning point in the downward movement came somewhat unexpectedly at the end of August, after probably the most depressed month ever known in the Silk trade. Prices had then reached such a low point, that even with general gloom as to the future of demand, a few operators stepped in, and the institution at that time, on a somewhat important scale, of Public Sales "without reserve," brought together a large attendance of buyers, both home and foreign, and established the low rates previously ruling; this was the very lowest moment, and, as we said before, the turning point, for considerable business resulted during the months of September and October, and at the end of the latter month another series of "without reserve" Public Sales passed off with great success at a general recovery of 2s. upon China Tsatlees; during these two months the total transactions were of great magnitude, manufacturers having bought very largely, and speculators also operating with much confidence; quiet then set in, and has since continued, prices easing somewhat under the absence of general enquiry; however, a slight improvement in demand has again begun to show itself, and prices are decidedly more in sellers' favour than they were a month ago. The new year opens surely with a fair prospect before it; for prices are so low that it is impossible to believe but that they must materially bring about more real consumption, although, as the experience of the past year has shown, this is not to be obtained all at once, and it is, we think, only prudent and wise to expect improvement by easy stages only. As regards stocks and general supplies of Silk they are certainly large, but still less than they were this time last year. China Silk, however, is in heavy supply as compared with other Asiatic Silks, and stock large; still with the small quantity afloat and the expectation of moderate arrivals to the end of the season, it is within reasonable and manageable compass, and a steady improvement in consumption would soon begin to relieve it. Manufacturers, with rare exceptions, are full at work, both at home and abroad, and there is generally a more confident feeling as to the future; the one thing wanted after all is an increased consumption, which can alone come from a return of fashion, and more universal demand for silk goods. It now remains to be seen when this improvement will show itself in a marked form, but with Silk at its present prices, and the ability of manufacturers to supply the various markets of the world with cheap goods, it is not improbable that the movement is not very far off.

Messrs. Waithman, Hogg, and Co.'s Circular remarks:—The year under review, although not so disastrous as its predecessor, must have been a very unsatisfactory one to nearly all engaged in the Silk trade; prices have undergone another serious decline, but without, to any extent, stimulating consumption, and the greatly-increased direct shipments to the Continent have materially interfered with our export trade. There have latterly not been wanting some indications of a change in fashion, favourable to Silk manufacturers, but the effect of this can only be felt in the future. To importers and dealers the year just closed must have resulted in heavy loss, owing to the great fall that has taken place in prices, but manufacturers are supposed to have had a profitable year, the fall in goods not being in proportion to that in Silk. Throwsters lost heavily by their old stocks, although latterly no doubt they have reaped some benefit from the extremely low cost of the raw material.

COFFEE.

The improved tone noticed in our last report was prolonged during the holidays, and a further recovery of 2s. per cwt. was established for Plantation Ceylon, and 1s. to 1s. 6d. for ordinary kinds. At the re-opening of the market on the 4th inst. this advance was about sustained, but the arrival of steamers from Ceylon in rapid succession has since depressed the market, and larger supplies brought to auction have gone off flatly at declining prices. The closing quotations of Plantation are 4s. 6d. lower than on the 4th, and therefore 2s. 6d. below those given before the holidays. Native being in small supply has been less depressed, and although not maintaining the intermediate advance, prices are not lower than a fortnight ago. Foreign kinds are depressed.

Closing prices are as follow: Plantation Ceylon: triage 78s. 6d. to 89s., small grey to coloury 89s. 6d. to 95s., low middling 96s. to 97s., low middling coloury 97s. 6d. to 106s., good middling to good bold coloury and new crop 101s. to 104s., pea-berry 116s. to 121s. 6d.; Native, bold 90s. to 93s., pea-berry 102s. 6d., low garblings 25s. Among the sales of other East Indian kinds have been 2,500 bags pale and greenish Manila at 85s. to 86s., and 100 bags Bonthyne Singapore at 84s.

SUGAR.

During the holidays a dull tone prevailed, and with little inquiry only a restricted business occurred. Since the re-opening of the market on the 4th instant refiners have shown little disposition to buy, and only moderate sales have been made, brown qualities at firm rates, medium kinds at barely the previous value, whilst strong sorts are quite neglected. There has been rather more inquiry for low brown speculative kinds at firm prices. Floating cargoes of Java are unusually numerous, and prices have declined about 6d.; other sorts are also dull of sale. For Penang there has been only a limited enquiry, and in auction 507 baskets date sort bought in at 17s. to 18s. Small sales of Manila have been effected at the previous value. About 6,500 bags unclayed llo at 17s., sun-dried ditto at 19s. to 20s. 3d. Three floating cargoes of Java have been sold, viz., the Elizabeth Ann 3,020 baskets No. 14½, at 26s. for Bristol; the Amadine, 3,430 baskets No 14½, at 25s. 9d. for Bristol; the Trident, 2,210 baskets No. 17 to 17½ at 26s. 6d.

COCOANUT OIL.—Although business in Cocoanut has been limited, the market has been firm at £44 for fine Cochin, and 30 tons of Ceylon in pipes have been sold at £38, and some since at £37 15s.

CUTCH.—The market has been quiet, and only moderate sales are reported at about 30s. for fine Pegue.

CANTHARIDES.—2 cases China sold at 3s. 2d.

CAMPHOR.—62 tubs damaged Japan sold, 1st class sea-damaged 73s. to 74s., 2nd class 72s., oil damaged 61s.

CHINA ROOT.—Nine bales have been sold at 22s. 6d.

CHINA PRESERVES.—At auction a supply of 950 cases 30 casks Ginger met a fair demand, and 300 cases and the casks sold at about former rates, at 6¼d. to 7d. and 6d. to 6¼d. respectively. Of 20 cases 4 casks dry ditto the cases sold at 7¼d. to 7½d. 150 cases Chow Chow and 100 cases Cumquats were withdrawn.

GALLS.—No business has transpired in China or Japan.

GAMBIER.—A very quiet tone has prevailed, and only a small business has been done at about previous rates.

HEMP.—The market for Manila is quiet, and only a small private business has been effected during the past week, at previous rates. Small supplies at auction yesterday attracted little attention, and were bought in.

JAPAN WAX.—No business done.

MUSK.—Of 54 caddies Tonquin offered 29 caddies sold, good even shaped pods with a few slightly skinny at 41s. 6d. to 42s. 6d., mixed shaped 2nd pile at 18s. to 19s., wet pickings 26s. Of 60 caddies Yunan 28 caddies sold, mixed to fair partly hard 31s. to 34s., damp and broken 21s. to 25s., wet pickings 26s., 6 tins grain bought in at 55s. per oz.

PEPPER.—*Black:* The market has been very dull, with only scanty private sales, the closing prices of 6¼d. for Singapore, and 5 15-16d. to 6d. for Penang show a decline of ⅛d. and 1-16d. respectively. The supply at auction Thursday amounted to 4,018 bags, but with little disposition to buy, although holders were more willing to meet the market at some concession; only about 1,500 bags found buyers. Of 429 bags good West Coast Penang 100 bags sold, sound at 6d. Of 2,337 bags Singapore 1,200 bags sold, fair to good at 6⅛d. to 6¼d., common grey at 6d.; 790 bags Siam bought in at 6¼d. to 6⅜d., 165 bags Rhio at 6d., and 17 bags Borneo at 6¼d., 170 bags Saigon sold without reserve at 6⅛d. to 6¼d. *White:* The market is depressed by large supplies brought to auction, which were only partially disposed of at a decline of ¼d. to ⅜d. per lb.: of 1,908 bags Singapore only about 250 bags sold, fair to good fair at 8¼d. to 8½d., the remainder bought in at 8½d. to 8⅝d., also 35 bags Penang at 8⅜d.

RICE.—A good demand has been prolonged throughout, and prices have shown a further upward tendency. Floating cargoes of old Burmah have been sold at fully previous rates to a further advance of 3d. per cwt. Bengal has also been in more demand for arrival at prices not previously obtainable. On the spot soft grain kinds have been in request at an advance of 3d. to 4½d. per cwt., but only small sales of either Bengal or Madras have taken place. There is less disposition to operate in new Burmah, and prices are rather lower. On the spot white Bengal has been sold at 11s. to 11s. 4½d., old Ballam at 11s. 6d., Madras at 9s. to 9s. 3d., Rangoon at 9s. to 9s. 4½d., and Necransie at 9s.

RHUBARB.—Of 98 packages China offered 52 packages sold, fair bold a little mixed at 2s. 11d., good middling 1s. 5d. to 1s. 6d., very ordinary to ordinary at 3d. to 9d.

SPICES.—*Cloves:* No sales of East India. *Cinnamon:* Of 46 bales Ceylon offered 6 bales sold, ordinary first sort at 2s. 1d., second 1s. 7d., the remainder bought in, first 3s. 2d., second 2s. 10d., third 2s. 4d., fourth 1s. 9d. *Nutmegs:* A moderate supply went off slowly at about previous rates, 13 cases 22 boxes Penang chiefly sold, average 78 and 79 nuts to the lb. at 3s. 8d., 112's at 2s. 10d. to 2s. 11d., 152's at 2s. 6d., limed 132 to 124's at 2s. 3d. to 2s. 5d., defective 1s. 3d., 47 bags Java partly sold, 90's at 3s. 4d., 4 boxes Ceylon sold at 2s. 1d. to 2s. 9d. *Mace:* 5 cases Penang sold at firmer rates, middling mouldy and wormy at 3s. 3d. to 3s. 4d., damaged 2s. 8d., pickings 2s., 1 case Ceylon at 2s. 5d.

STRAW PLAIT.—At auction 99 bales China of fresh import were mostly bought in.

STICKLAC continues quiet, but prices are steady; a small quantity of middling Siam having been sold at £5 2s. 6d. per cwt.

SAGO.—At the auctions Thursday 1,606 bags went off languidly, and only 500 bags were disposed of at about former rates; good small at 18s., middling grey at 16s. 6d., medium at 17s., good large at 17s. 6d. to 18s., the rest bought in, small at 18s. 6d. to 19s., large 17s. 6d., medium at 17s. *Flour:* 1,836 bags Singapore met no offers, and were all bought in at 14s. 6d. or withdrawn. Privately 500 bags have been sold at about 14s.

TAPIOCA.—The large quantity of 2,645 bags, chiefly of recent import, at auction met a slow demand, but prices were maintained. Of 1,710 bags fine white Penang, about 600 bags sold at 2¼d. Of 935 bags Singapore, about 400 bags sold, middling dull at 2d., good 2¼d., fine white 2⅜d. to 2½d., the remainder bought in, old 2d., middling to good 2¼d. to 2½d. *Pearl*, of 461 bags offered 288 bags dull to good medium sold at 21s. to 23s., the remainder good small bought in at 22s. *Flour*, 374 bags fresh Penang bought in at 2⅜d.

TIN.—A steady business has continued, and prices show a further slight advance. Closing quotations are:—Straits on the spot £96 to £96 10s., afloat £95, Banca £102, Billiton £96 per ton.

ARTICLES OF EXPORT.

EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

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		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Total shipped during the year 1874 ...	To Hg. Kg.	27,060	20,970	29,040	45,030	9,117	29,201
	,, Shanghai	61,980	62,930	22,970	239,815	38,018	19,284
	,, Japan ...	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To Hg. Kg.	21,200	16,690	12,815	45,110	19,537	26,132
	,, Shanghai	48,140	59,330	18,140	354,972	53,980	33,688
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574
Do. 1872	To Hg. Kg.	17,080	14,890	8,094	37,225	10,183	48,156
	,, Shanghai	60,760	47,570	16,010	335,383	41,848	40,029
	,, Japan ...	1,200	2,610	3,236	146,649	592	159,787
Total		79,040	65,070	27,340	519,257	52,623	247,972
Do. 1871	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578
	,, Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	,, Japan ...	—	1,140	2,360	63,774	500	33,951
Total		98,420	61,450	37,780	400,520	51,789	87,409

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.30	Jemma Parodi	Tassino	Rangoon	London
Jan. 1	Glasgow	—	Maulmain	Falmouth
1	Red Riding Hood	Robertson	Shanghai	London
1	Clodian	Gunton	Colombo	Do.
	Dorothy	Williams	Do.	New York
2	Glenfalloch (s.)	McBeth	China, Singapore, &c.	London
3	Cawdor Castle (s.)	Cowie	Japan, China, &c.	Do.
3	Riga (s.)	Clarke	Colombo	Do.
3	Undine	Vorwell	Foochow	Do.
5	Elizabeth Ann	Coates	Pasaroeang	Bristol
5	Martaban (s.)	Barlow	Rangoon	London
5	Sing Tai	Beeching	Hong Kong	Do.
5	Lorne (s.)	Butcher	Colombo	Do.
4	Norham Castle (s.)	Carey	Shanghai	Do.
6	Duke of Abercorn	Dalrymple	Do.	Do.
6	Borealis	Beard	Do.	Do.
5	Africa (s.)	Gallilee	Galle, &c.	Do.
5	Hannibal	Brown	Bassein	Do.
5	Wylo	Brown	Shanghai	Do.
5	Barentin	Obdefoie	Akyab	Havre
Dec.24	Hydeorn	Hoel	Batavia	Boston
Jan. 5	Margaret Caithness	Mant	Akyab	Plymouth
5	Lizzie Iredale	Dawson	Manila	Falmouth
5	Java	Almgren	Sourabaya	Do.
2	Johannes	Visser	Batavia	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.22	William McKinnon(s.)	Sooters	Batavia	Glasgow
30	Banda	Lindemann	Do.	Do.
31	Rosa	Murray	Singapore	Do.
Jan. 2	Swanen	—	Cheribon	Newcastle
Dec.23	Sumatra	Mullen	Hong Kong	New York
Jan. 6	Glenartney (s.)	Gulland	Singapore, China, &c.	London
6	Min	Peters	Hong Kong	Do.
5	Gorm (s.)	Jual	Cardiff and Ceylon ...	Do.
6	Christine	—	Cardiff and Manila ...	Liverpool
Dec.24	Henry Lippitt	Chase	Anjer	New York
24	Messenger	—	Shanghai	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama and Hiogo: Duke of Abercorn. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Hong Kong, Venice. For Yokohama, Hiogo, and Nagasaki: Pernambuco. For Singapore, Hong Kong, Yokohama, and Hiogo: Riga. For Penang, Singapore, Hong Kong, and Shanghai: Lotus. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Glenfalloch. For Colombo, &c.: Sibylla, Rajpootana, Lorne. For Singapore (via Cardiff): Cawdor Castle.

SAILING VESSELS.—For River Amoor: Genetiv; Rowena. For Yokohama: Oleander. For Nagasaki, Sing Tai. For Hong Kong: Balgownie, Golden Spur, Kaisow, Hervatska. For Shanghai: Scindia, Forward Ho, James Shepherd. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: Edeline, East Lomond.

At LIVERPOOL.—For Yokohama: Earl of Dufferin, Abano. For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Antenor (str.), Ulysses (str.). For Hong Kong: Harwich. For Batavia and Sourabaya: Wein Hohenfelde. For Batavia: Sophia R. Luhrs, Doris Eckhoff. For Singapore: Sea. For Singapore and Manila: Emiliano (str.), Aurrera (str.).

At GREENOCK.—For Singapore: Comete, Birdston.

SPOKEN.

SCAWFELL, London to Colombo, Nov. 1, 20 S., 28 W.
COREA, London to Shanghai, Nov. 11, 15 S., 33 W.
P.Q.G.F. (barq.), Cardiff to Galle, 35 days out.
T.R.C.H., Cardiff to Hong Kong.
HELENA HENRIETTA (Dut. barq.), Java to Amsterdam, Nov. 27, 20 S., 3 W.
G. H. BETZ (Dut. barq.), from Java, Nov. 7, 35 S., 24 E.
FORTUNE (Amer. ship), Manila to Boston, Nov. 4, 28 S., 45 E.
FELIX MENDELSSOHN (Ger. ship), Manila to New York, Nov. 4, 35 S., 22 E.
ZINGRA (barq.), Batavia to Boston, Nov. 27, 20 S., 3 W.
LEMPEY EYSTEIZ (barq.), Hong Kong to Buenos Ayres, Oct. 26, 30 S., 37 E.
DERICO (Amer. ship), Java to Stockton, U.S., Nov. 16, 36 S., 17 E.
CAMILLA (barq.), Manila to Falmouth, Nov. 28, off St. Helena.
CRESTED WAVE (bq.), Hong Kong to Buenos Ayres, Nov. 14, 35 S., 20 E.
BEATRICE (barq.), Batavia to Amsterdam, Nov. 30, 19 S., 4 E.
MOUNTAIN LAUREL, Manila to Liverpool, Oct. 11, 2 S., 107 E.
FREDERICK (barq.), Batavia to Falmouth, Nov. 27, 32 S., 29 E.
P.Q.D.S. (Com. Code), (German ship), Batavia to Ghent.
KHERSONNE (barq.), Plymouth to Galle, Nov. 23, 18 S., 30 W.
GREEN JACKET (ship), Cardiff to Hong Kong, Nov. 28, 6 S., 32 W.
DUKE OF SUTHERLAND (str.), Dec. 10, off Galle.
ANNA AND SOPHIA (Dut. bq.), Amsterdam to Batavia, Dec. 2, 2 N., 31 W.
P.G.K.F. (North German), Batavia to Amsterdam, Oct. 25, 36 S., 22 E.
NATIONAL (French ship), Cardiff to Singapore, Nov. 24, 4 N., 25 W.
ANN (barq.), Sourabaya to Falmouth, Dec. 19, 47 N., 25 W.
CHAMPION OF THE SEAS, Cardiff to Shanghai, Nov. 26, 11 N., 37 W.
ELLY, Penang to London, Nov. —, off Cape of Good Hope.
PHILIPS VAN MARNIX, Batavia to Holland, Dec. 2, 32 S., 14 E.
VALHALLA (barq.), Cardiff to Penang, Dec. 8, 8 S., 31 W.
L.J.V.K. (Prus. barq.), Swansea to Hong Kong, Nov. 30, 6 N., 25 W.
DUCHESS (of Shields), Java to Falmouth, Nov. 16, 35 S., 21 E.
TAGE (of Bordeaux), Cardiff to Galle, Dec. 14, 4 N., 28 W.
P.H.S.W. (Krimpen-van-der Lek), Rot. to Sourab., Nov. 29, 4 N., 26 W.
DEWSBERY, Cardiff to Galle, Dec. —, 8 N., 26 W.

FREIGHTS AND CHARTERS.

Berth rates of freight are without material alteration since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight or meast. To Hiogo: 60s. weight or meast. To Nagasaki: 65s. weight or meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Chefoo, Tientsin, or Newchwang: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 27s. 6d. weight, 25s. meast. To Colombo: 25s. weight or meast. To Penang: 30s. weight or meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 23s. to 24s. To Galle: 22s. to 23s. To Manila: 25s. to 26s.

From Birkenhead, per ton.—To Hong Kong: 22s.. To Shanghai. 27s. 6d. To Singapore: 19s.

MISCELLANEOUS.

AT ASCENSION.—Nov. 20, Aradus, Apuns, from Padang.

OFF ASCENSION.—Dec. 4, H.C.R.S. Lizzie Iredale (British barque), from Manila for Falmouth; 5, J.M.L.B. Leucadia (British barque), from Shanghai, for London; 8, R.B.M.J. (German ship), from Java, for England; 9, N.C.L.D. Beatrice (British barque), from Batavia, for Amsterdam; 11, H.P.N.V. Cora Linn (British barque), Janci, from Sarawak, for London; 12, H.D.F.G. Phaeton (British barque), from Java, for Cork.

AT MAURITIUS.—From Singapore, Perthshire, Macassar.

OFF MAURITIUS.—Nov. 21, Angela P., from Bassein, for Falmouth.

CASUALTIES.

The Lucknow, Phease, London to Colombo, with a general cargo, put into Falmouth Jan. 5, leaky in topsides.

The Nuovo Abele, Java to Channel, is reported lost off the Coast of Africa, by the Cape mail; also the Verulam, from Penang.

The Eastern Star, which left July 13 for Singapore has not been reported, and fears are entertained for her safety.

THE Eastern and Australian Company's steamer *Normanby* arrived at Singapore from Brisbane on the 6th inst.

IT appears that American shipping is slowly but steadily recovering from the depression caused, or at least aggravated, by the civil war. The total tonnage of United States vessels is 4,800,652 tons, being an increase over 1873 of 104,626 tons. The canal boat tonnage, which amounts to 133,065 tons, is not included in these statistics. The tonnage of vessels built during the fiscal year ending June 30, 1874, was 432,725, which exceeded that of the preceding year by over 70,000, and is more than the tonnage built during any year since 1855. In the four months ending Nov. 10 official numbers were awarded by the Bureau of Statistics to nearly 700 vessels, the carrying capacity of which amounted to 169,654 tons. Of these 213 (nearly one-third) were new seagoing vessels, varying from 100 to 5,000 tons burden, and having an aggregate tonnage of more than 120,000 tons.

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VIOLET, PARIS.

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SPECIALLY RECOMMENDED AND PATENTED

PERFUMERY,

PARIS, 225, RUE ST. DENIS (FORMERLY 317).

NOTICE.

VIOLET'S Toilet Soaps are the only Soaps which, neutralised by carbonic acid, do not contain caustic alkali in the free state, and which are, consequently, inoffensive to the skin; they are detergent, oily, softening, and are perfectly suited for the sanitary purposes of the toilet, for shaving, and for the bath.

ROYAL SOAP OF THRIDACE.

The only Soap recommended by medical celebrities for hygienic purposes and he beauty of the skin.

The creamy froth constitutes a nutritive lotion, which preserves the brightness, he freshness, and the suppleness of the skin, and increases its whiteness.

VELOUTINE SOAP.

new composition of Glycerine and Bismuth.

EMAILLINE,

A NEW PASTE DENTIFRICE.

This composition preserves the enamel of the teeth, increases their whiteness, and exercises a hygienic action on the gums, which are kept in a firm, fresh, and rosy condition.

BALM OF VIOLETS.

A nutritive melting Pomade, for preserving and improving the hair.

VIOLET TOILET WATER.

For softening, strengthening, and refreshing the skin.

FROTHY COLD CREAM.

(THE SECRET OF BEAUTY.)

For refreshing the tissues of the skin.

OIL A LA DUCHESSE.

For preserving and giving brightness and softness to the skin.

ACIDULATE OF VIOLETS.

A liquid compound of refreshing flowers.

GLYCEROLE AUX ROSES DE PROVINS.

A hygienic lotion, strengthening and refreshing, for the special use of the ladies' toilet.

POWDER OF THE FLOWERS OF CASHMERE.

INVISIBLE AND ADHERENT

For giving whiteness velvety softness, and freshness to the skin.

CREAM OF BEAUTY.

(The basis being Glycerine and Bismuth.)

Freshness, velvety softness, and youthful brightness of complexion.

This extremely delicate preparation, in which the plastic properties of bismuth are associated with the hygienic virtues of glycerine, contains, but in a still greater degree, all the essential elements of the Crême Pompadour. This composition is the most efficacious for making wrinkles disappear, and for preserving and restoring to the complexion the natural freshness of youth.

CREME POMPADOUR.

For preventing wrinkles and refreshing the face.

SERKIS DES HAREMS.

Prepared according to the Oriental formula.

TRIPLE EXTRACTS OF SCENTS.

Concentrated Perfumes for the Handkerchief.

Ess. de Bouquet—Brise de Violettes—Jockey Club—Fleurs de France—Brise de Mai.

WATER AND POWDER DENTIFRICES.

Cleanse the mouth and preserve the enamel.

PASTILLE AMBROSIAQUES.

Au Mastic de Chio.

For imparting freshness and sweetness to the breath.

GLYCERINES PARFUMEES.

Indispensable for preserving the health, beauty, and freshness of the sk

SACHETS AND SULTANES.

For linen and handkerchiefs. Oriental perfumes for apartments.

BOX OF YOUTH.

A mysterious Chest, enclosing secret talismans for beauty.

COLD CREAM OF THE FLOWERS OF CASHMERE.

A softening preparation for the complexion.

TRIPLE WATERS OF COLOGNE.

Very concentrated.

For the Toilet and the Handkerchief.

Ambrée—Musquée—Etherée.

EAU LAJEUNE,

For dyeing (without any discolouration of the skin) the hair, the beard, the eyelashes, and eyebrows, a flaxen, brown, chestnut, or black colour

CHIEF DEPOT:—MAISON VIOLET.

Depots in all the Cities of the World. In order to avoid counterfeits, require to see the Mark of the Manufacturer.

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THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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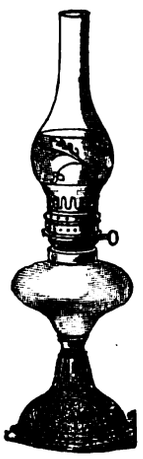

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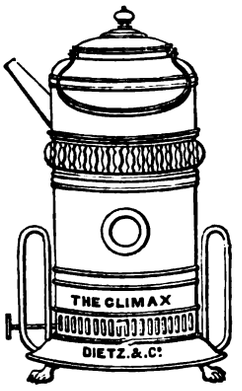

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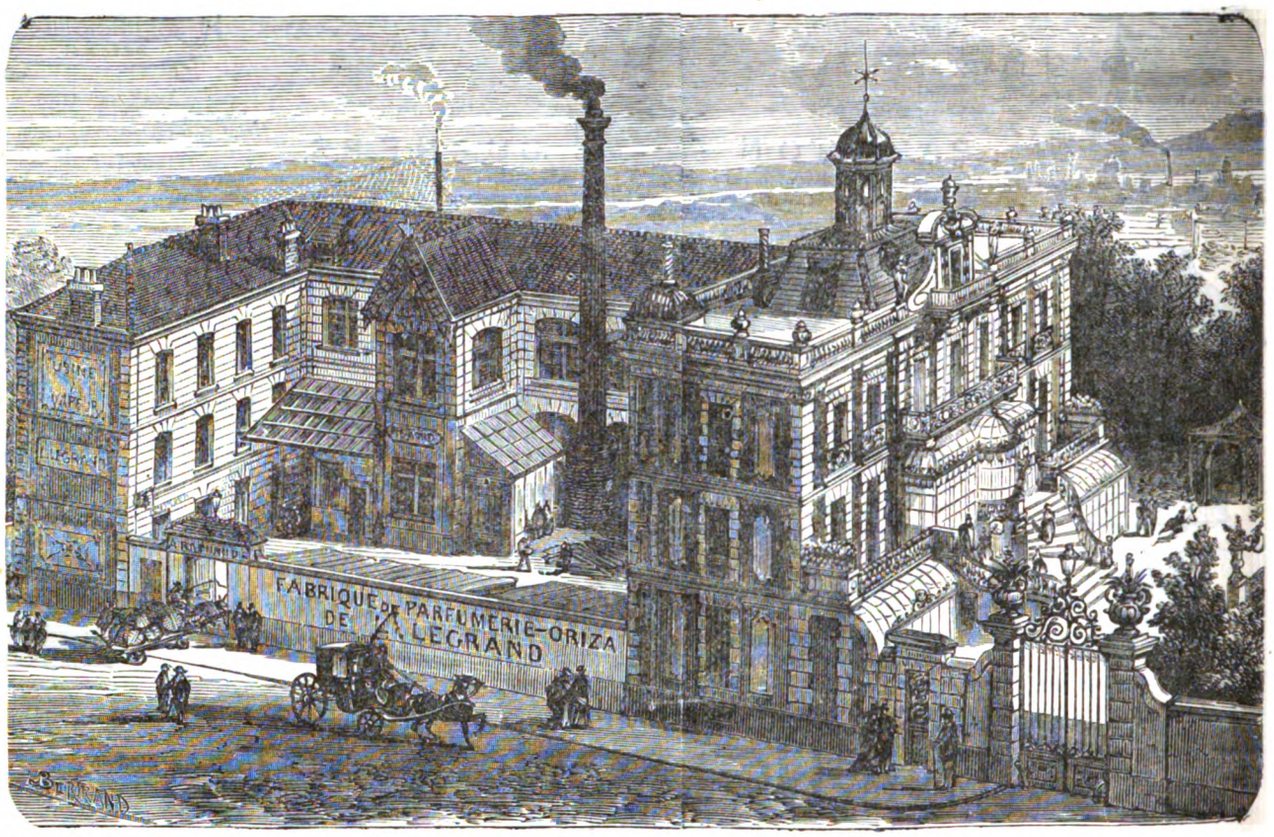

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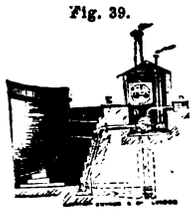

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The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be ven

Fig. 48.

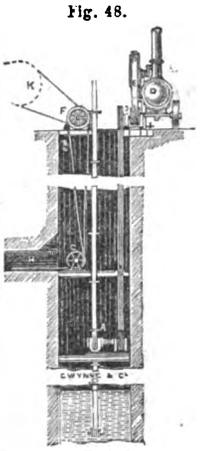

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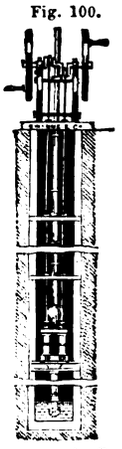
Fig. 100.



GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

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Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

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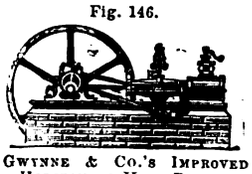
Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gea ,for economical working.
From 4 to 100-horse power.

Fig. 154.

GWYNNE & CO.'S IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

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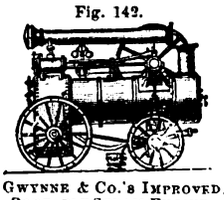
Fig. 142.



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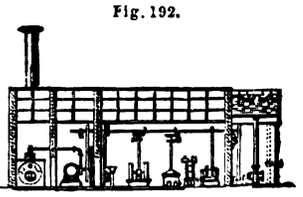
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

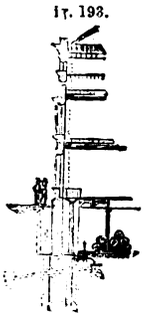
Fig. 192.



GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

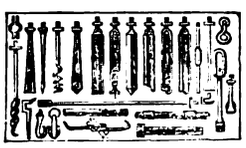


GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

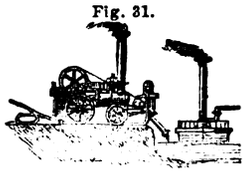


GWYNNE & CO.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number very much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

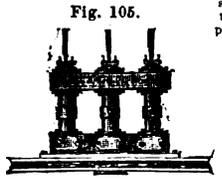
Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.

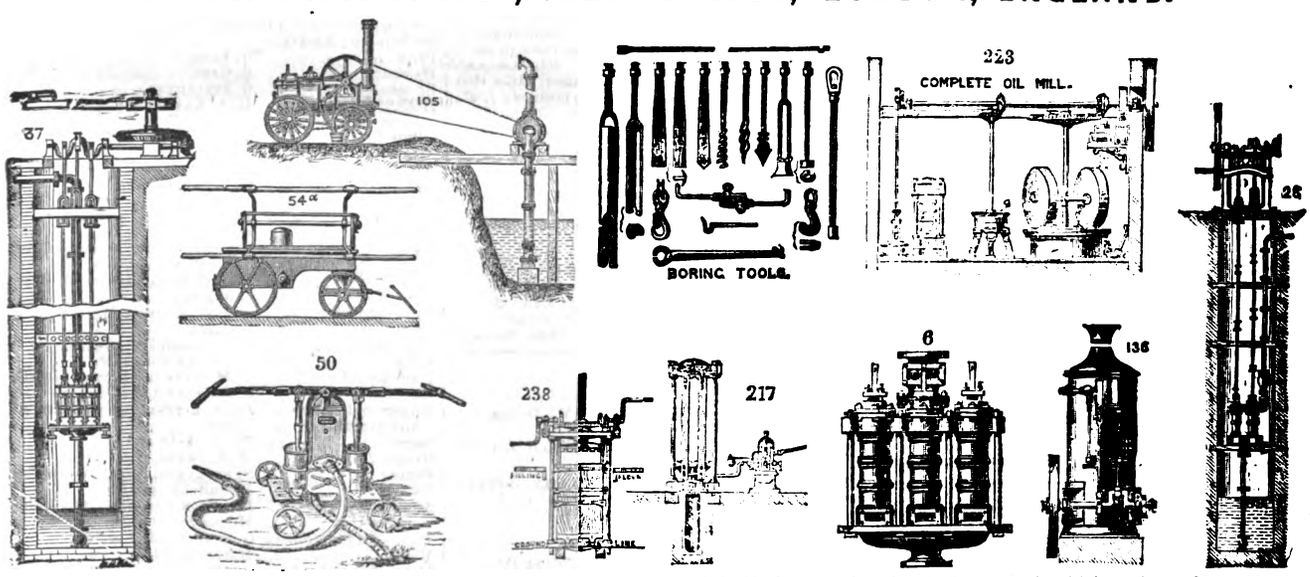
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

S. OWENS & Co., Hydraulic and General Engineers,

WHITEFRIARS-STREET, FLEET-STREET, LONDON, ENGLAND.



No. 37.—Horse Gear and Pumps for deep wells.
No. 105.—Portable Steam Engine and Patent Centrifugal Pump.
Improved Boring Tools for artesian or petrolium oil wells, testing ground for minerals, foundations for railway bridges or other works.
No. 223.—Complete Oil Mill.
No. 28.—Well Engine Frame, with double throw crank and pumps.
No. 50.—Patent double barrel Farm and Ship Fire Engine, Irrigating Liquid Manure and Cesspool Pump.
No. 54a.—Double barrel Fire Engine for Fire Brigade, Railway Stations, Mansions, &c., in galvanised iron tanks, on wheels, with hose pipes and appurtenances complete.
No. 217.—Improved Australian Hydraulic Wool Press
No. 238.—Geared Screw Cotton or Wool Press.
No. 26.—Treble Brass Barrel Deep Well Pumps.
No. 136.—Vertical Steam Engine and Boiler.

S. OWENS & Co. beg to call the attention of Engineers, Contractors Merchants, Shippers, and others to the following list of Articles manufactured by them, of which a large Stock is kept on hand:—

Oil Mills	Water Wheels	Hose Pipes	Well Boring Tools	Contractors' Pumps	Deep Well Pumps
Hydraulic and Screw Presses	Steam Winches	Cast and Wrought Pipes	Hydraulic Lifting Jacks	Centrifugal Pumps	Wind Engines
Steam Engines, Fixed and Portable	Turbines	Tanks	Mortar Mills	Mine Pumps	Pile Driving Engines
Steam Cranes	Hydraulic Rams	Water Cranes	Ships' Pumps	Railway Station Pumps	Ice Making Machine
	Fire Engines	Stand Posts	Steam Donkey Pumps		

CATALOGUES AND ESTIMATES FREE ON APPLICATION.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Irrawaddy	... Jan. 17	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly	... Jan. 31		
Pekin	... Feb. 14		
Meikong	... Feb. 28		

The Steamers of the 17th Jan. and 14th Feb. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 31st Jan. and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

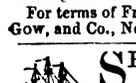
...	Tons	H.p.	...	...
*Cathay ...	2,982	450	Jan. 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Australia.	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	Jan. 26
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenengles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.



SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	Tofollow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas.Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	To follow
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., Hg Kg., & Shanghai.	Lotus, s.s.	20 years Red L'pl Book	S.W.I.D.	Jan. 11
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s. ...	100 A1	S.W.I.D.	Jan. 15
Sing., Hg.Kg. Yoko., and Hiogo ...	Riga, s.s.	100 A1	S.W.I.D.	To follow
Hong Kong	Baigownie ...	A1 9 yr.	E.I.D.	With des.
Hong Kong	Hervatska ...	A1 12 yr	E.I.D.	To follow
Yokohama ...	Oleander	A1 10 yr.	E.I.D.	With des.
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow
Nagasaki ...	Sing-Tai ...	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER 125, Bishopsgate-street Within, E.C.

The "China" line of steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 11th Jan., the favourite full-powered screw steamer LOTUS, 20 years red in Liverpool book; 1,407 tons register, 200-horse power nominal; J. GRAY, Commander; South West India Docks. This magnificent steamer built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER 126, Bishopsgate-street Within, E.C. (corner of Cornhill)

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 15th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 25th January. The favourite full-powered Screw Steamer RIGA, 100 A1, 1,433 tons gross, 915 nett, 200-h.p. nominal; J. M. CLARKE, Commander; South West India Docks. This fine steamer is well and favourably known in the China Trade, and has splendid accommodation for saloon passengers.

For Freight or Passage, apply to the Owner, D. R. MCGREGOR, Esq., Leith; SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K., Shang. Yokohama & Hiogo	Venice ...	100 A1	2036	V.L.D.	Jan. 23
Yokohama & Hiogo	Ægean ...	AA1	1072	V.L.D.	Jan. 31

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall street, London, E.C.

Steam via the Suez Canal. Last shipping day, 23rd January.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent full-powered screw steam ship, VENICE, 100 A1, 1,963 tons gross register, 1,271 tons register, 180-h.p. nominal, 900-h.p. effective; J. H. WATSON, commander, late of the s.s. Trafalgar; Victoria Docks. This splendid high-classed steamer, built in 1874 by Messrs. Charles Mitchell and Co., of Low Walker-on-Tyne, is confidently expected to make a very rapid passage.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans court, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Lotus, s.s.	1,407	Norris & Joyner...	Jan. 11
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 15
Glenfinlas, s.s. ...	2,120	M'Gregor, Gow, & Co ...	Jan. 26
Riga, s.s.	1,433	Norris & Joyner...	Jan. 26
Gordon Castle, s.s. ...	1,930	Thos. Skinner&Co.	Jan. 28
East Lomond	595	Wright Bros. &Co.	Jan. 30
LIVERPOOL.			
Patroclus, s.s. ...	1,607	Alfred Holt ...	Jan. 12
Ulysses, s.s. ...	1,250	Alfred Holt ...	Jan. 25
GLASGOW.			
Bowen, s.s.	1,700	T. Sutherland & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

THE ADVERTISER, who is strong and healthy, is desirous of an Engagement in the TEA or COFFEE TRADE in India or elsewhere. Has had large experience in first-class houses, and can produce testimonials of the highest class as regards respectability and business habits.

Address, HY. J. DOWLING, 3, Portland-terrace, Winchester.

A GENTLEMAN, at present managing a large CHINA AND JAPAN HOUSE in Bradford, doing both WORSTEDS and WOOLLENS, will shortly be open to represent, or take the same position in a good firm.

Address, M., care of Mr. Fawcett, Exchange, Bradford.

NOTICE.

MR. J. J. RIECHMANN has been admitted a partner in our Firm.

A. MARKWALD & CO.

Bangkok, 18th Nov., 1874.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commences this 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	M. FAUQUE.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
Vienna	G. SCHONBERGER
Trieste	PERCO and Co., Corso.
Venice	GAETANO FERRI, Piazza de Leoni, 316.
Rome	PIALE Piazza di Spagna.
Brindisi	G. RIVELLI.
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Aden	COWASJEE DINSHAW.
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Saigon	W. G. HALE and Co.
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
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Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 11, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 594.] LONDON, MONDAY, JAN. 18, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1875.

Subscriptions for the present Year, £2 2s., are now due. Cheques and Post-office Orders payable to JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

TIME TABLE FOR 1875.

The Table showing the Arrivals and Departures of the Mails per P. and O. and Messageries Maritimes was issued with our impression of the 4th inst. Free to Subscribers; 1s. to non-Subscribers.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 16.
JAPAN—Yokohama	Oct. 9	Nov. 29	Dec. 6*
Yedo			
Osaka and Hiogo	,, 2	,, 28	,, 2*
Hakodadi			
Nagasaki	—	—	Nov. 27
CHINA—Poking	—	—	,, 23
Tien-tsin	—	—	,, 25
Chefoo	—	—	,, 27
New-chwang	—	—	,, 25
Hankow	,, 2	,, 20	,, 29
Kiu-kiang	—	—	,, 25
Chin-kiang			
Shanghai	,, 9	,, 26	Dec. 4
Ningpo	—	—	,, 2
Foochow	,, 9	Dec. 3	,, 6
Formosa	—	—	,, 5
Amoy	—	—	,, 7
Swatow	—	—	,, 8
Hong Kong	,, 23	,, 4	,, 10
Canton	—	—	,, 8
Macao	—	—	,, 9
PHILIPPINES—Manila	,, 9	Nov. 16	Nov. 27
COCHIN-CHINA—Saigon	,, 23	,, 28	Dec. 8
SIAM—Bangkok	,, 23	Dec. 1	,, 11
BORNEO—Labuan	—	—	,, 10
Sarawak	—	—	,, 13
JAVA—Batavia	,, 30	,, 5	,, 11
Samarang	—	—	,, 4
Sourabaya	—	—	,, 6
MALACCA STRAITS—Singapore	Nov. 13	,, 14	,, 17
Penang	,, 13	,, 13	,, 19
CEYLON—Galle	,, 27	,, 19	,, 25
Colombo	—	—	,, 23

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday last, the 16th inst., being two days early. The Pacific mail from Yokohama, 6th Dec., reached London *via* San Francisco, on the 13th inst. The next inward (French) mail, with advices Yokohama 8th, Shanghai 11th, Hong Kong 17th, Singapore 24th Dec., which is due, *via* Marseilles, on Monday next, the 25th inst., left Suez on the 12th, three days in advance of its due date, and may be expected in London on Thursday or Friday next.

List of Passengers.

PASSENGERS INWARD.

Per steamer *Glaucus* (Holt's Line), arrived in London, Jan. 17.—From Hong Kong: Capt. Smith, Mr. G. F. Rotton. From Singapore: Mrs. and Misses (2) Gottleib, Mr. Mrs. and Misses (2) Benjamin.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Jan. 13.—From Yokohama: Lieut. W. W. Wetheliffe, Mr. Panteleo, Mr. Francesco. From Hong Kong: Capt. Nares, R.N., Lieut. Aldrich, R.N. From Singapore: Capt. McKenzie. To Venice—From Shanghai: Miss C. Rothbert.

To Southampton, per P. and O. steamer *Peshawur*, expected to arrive Jan. 25.—From Shanghai: Mr. and Mrs. Croft. From Hong Kong: Capt. Parkin, R.N., Commander B. H. Bax, Lieut. T. T. Covey, Mr. S. N. Roe, Dr. W. B. Bennett, and five second-class passengers.

PASSENGERS OUTWARD.

Per French steamer *Hoogly*, Jan. 17.—To Yokohama: Mr. Lippman. To Hong Kong: Mr. Bessard, Mr. Hillier, Mr. Duval, Mr. Lancken, Mr. Wanecke, Dr. and Mrs. Clonth. To Shanghai: Mr. G. Rohl, Mr. E. Hunt, Mr. Lepper, and twenty-four missionaries. To Galle: Mr. Hamilton, Mr. and Mrs. Cangue. To Singapore: Messrs. Vidal, Mr. F. Velge. To Batavia: Mr. C. Winz, Mr. Randorf, Mr. Macleod. To Saigon: Mr. and Mrs. Harmonic, Mr. Opstelten, Mr. Boutinere, Mrs. Jouvet.

Per French steamer *Iraouaddy*, Jan. 31.—To Shanghai: Six missionaries. To Galle: Mr. and Mrs. Gausseremburg. To Saigon: Mr. Galles. To Singapore: Mr. Hill, Mr. Royds.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Per P. and O. steamer *Cathay*, from Southampton, Jan. 14.—To Shanghai: Mrs. Haslewood. To Ceylon: Mr. C. Latham, Mr. P. Tetley, Mr. S. le Cocq, Mr. E. Lemprien, Mrs. Gow, Mr. Chamberlain and friend. To Singapore: Rev. — Smith.

Per P. and O. steamer *Baroda*, from Venice, Jan. 22.—To Penang: Mr. Ainslie.—From Brindisi, Jan. 25.—To Hong Kong: Mr. Robslikke.

Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Hong Kong: Mrs. Armstrong, Mr. and Mrs. S. G. Bird.

Per P. and O. steamer *Nizam*, from Brindisi, Feb 8.—To Singapore: Mr. Miller.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup.

Per steamer *Patroclus* (Holt's line), from Liverpool, Jan. 14.—To Penang: Mr. and Mrs. Bradford, Mrs. Hewick. To Hong Kong: Mr. E. Bois. To Shanghai: Mr. Geo. Mitchell.

Per steamer *Lotus*, from London, Jan. 14.—For Singapore: Messrs. W. Langdon, Hugh Marshead, J. M. Donovan (electricians), and C. S. Kent.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 1st Dec.; and by the Pacific mail we have news five days later, viz., to the 6th Dec.; the P. and O. mail from London, Oct. 2, arrived out on the 20th Nov., and the following French mail of Oct. 9 was received on the 29th Nov. The following summary of news is from the *Japan Herald*:—

The interval has been almost entirely devoted to holiday making, causing a scarcity of political news, and an utter stagnation of business. On the 23rd Nov. the Japanese celebrated a religious *fête*, and on the 27th Okubo arrived from China, the day itself and both the preceding and succeeding one being kept as holidays. The return of Okubo and suite was signalled by salutes fired by the ships in harbour and the fort at Kanagawa. The following are the names and ranks of Okubo and his accompanying suite:—Okubo, Benritaishin; Tani, Rigugun Shosho; Ota, Titsudo Gon no Kami; Kanai, Gon sho Naishi; Tanaka, Rihugun Daijio; Hishijima, Rikugun Daijio; Kawabe, Rikugun Shosho; Fukuzaki, Rikugun Shosho; Hirakawa Takaye, 9th class of Customs; Kawamura Masa, 10th class, Home Department; Kanaji Fudatada, 13th class, Army Department; Honda Masaichiro, 2nd class Togai, Army Department; Horikir Atstada, 2nd class Togai, Army Department, and two servants. Okubo was received by a number of high officials from Yedo, and by the principal officers of this Ken. The day was devoted to public rejoicing. Every house was decorated with flags, lanterns, and flowers. The streets were filled with holiday makers in their best attire, and ornamental *dasshi*, perambulating conjurors, and open air theatres contributed to the amusement of the populace. In the evening the Town Hall was illuminated with devices in gas, and the streets were lit with rows of lanterns,

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Much, however, as the nation at large may exult at the settlement which has been arrived at, the samurai do not seem to be overjoyed at the prospects of peace, and one of our contemporaries has stated that there is a rumour that they have demanded that Okubo should commit *hara-kiri*, the alternative being an insurrection. Probably the rumours of the attempted opening of Korea by the Japanese to foreign trade are set afloat with a view of pacifying these *enfants terribles* of the country. We have as yet no intelligence of the arrival of any of the troops on their return from Formosa, except another steamer full of invalids who have succumbed to jungle fever.

The next contemplated move on the part of the Government is a mission to Korea, to ask the Koreans to conclude a treaty of friendship and commerce, after the manner of the Western nations, and to stipulate for the opening of certain ports to external trade. This will bring things to a point; either guarantees for peace will be obtained, or war may result. We have too little information at present, and that unreliable, with respect to the alleged change of policy towards Japan—said now to be of a wholly pacific character—to be enabled to prognosticate the probable result of the Japanese mission. But it would certainly seem to be a little odd if Japan should insist upon performing upon Korea the same sort of opening process which the earlier Treaty Powers forced upon herself, very much to her discomfiture and chagrin. However, if the Japanese are not imitative, they are nothing, and they may as well undertake the task of opening Korea as any other nation; it would have to be done sooner or later. It is the only country which now remains in the isolation of its barbarism, that (favoured by exceptional circumstances) has been permitted to hold at defiance the ships of other nations that have entered its waters for the purpose of opening up political or trading relations with it. It is Japan's nearest neighbour, and it is therefore more especially incumbent on her that she should understand her relations with it. Up to this time the Japanese have shrunk from undertaking a war with Korea, but encouraged by their success over the Boutans (though they were a mere handful of savages, unarmed with modern weapons of war), and anxious to distinguish themselves, and to find employment for the troublesome energies of the southern samurai, the Japanese, in the event of their overtures being rejected, may take a sanguine view of the situation, and regard the subjection of that peninsula as a possible achievement by them; but as an initiatory step, the olive branch of peace is to be waved, and upon the sort of reception and treatment the Mikado's envoy meets with, peace or war will ultimately eventuate.

We hear that just prior to the settlement of the difference between China and Japan the Koreans despatched a special embassy to Peking with the object, it is supposed, of offering assistance to China in the event of her engaging in a war with Japan. This move on the part of the Korean Government rather belies the assurances lately hazarded of the pacific attitude which it has been stated the Koreans were disposed to assume towards the Japanese. Now, however, that the Koreans have learnt how China has been induced to humble herself towards Japan, perhaps the Koreans may deem it politic to follow suit.

In the Finance Department they have been making up the accounts for that costly folly—the Formosan Expedition, and it appears that very nearly ten millions of dollars have been expended from first to last (inclusive of Mr. Le Gendre's salary), less the three-quarters of a million which China has engaged to refund, subject to a payment of 100,000 taels to the surviving families of the massacred Lew Chewans. Of the total expenditure, less than one-half remains in the shape of transports, arms, and miscellaneous supplies deemed essential for the prosecution of the campaign. Altogether, it would be within bounds to say that the sum spent for which there is nothing whatever to see is more than six millions of dollars. The Formosan outlay will make a rather ugly item in the year's balance-sheet, but if the figures be manipulated with the ordinary dexterity, the usual surplus can nevertheless be maintained—on paper.

The principal topic of conversation, in both native and foreign mercantile circles, is the failure of Ono's Bank. This and Mitsui's were esteemed the two richest banks in Japan, and its failure, with liabilities which are variously stated at from four to eight millions of dollars, has given a great blow to Japanese mercantile credit, and it is said that several of the native houses engaged in silk speculations are compromised by the failure. The failure of the Ono Bank, and the fall in the price of rice (the latter consequent upon the termination of the difference with China), have caused something like a commercial panic in the Capital. One heavy holder of rice, who could read English, happening to be in Yokohama when the telegram was published announcing the arrangement come to with China, immediately posted to Yedo, and by employing a number of agents succeeded in selling off his entire stock at a few cents under the then prevailing price; in the course of the same day the buyers, very much to their disgust, heard that peace was assured, and that they had consequently bought at a loss. Some commercial houses in Yokohama are said to be interested in the Ono Bank's failure, having advanced money for the purchases of native produce, which has not come to hand, nor under existing circumstances likely to do so. It is believed, however, that foreigners will not ultimately lose by the bank's failure, as it is thought that the Government will deem it politic to meet the amount due to foreign creditors. This, however, remains to be seen.

On the 27th November the premises of Messrs. Busch, Schraub, and Co. were entered by thieves, and about $200 worth of goods successfully carried off. The stolen articles consist of a piece of cloth, some silk umbrellas, a meerschaum pipe, towels, and sundry other articles. An entrance was gained by forcing the back door of the store. A long naked native sword was found lying on the office floor; the scabbard was found close by, showing that the weapon had been drawn and held ready for use in case resistance had been met with. The thieves attempted to open a safe containing money and valuables with the key of another which is used in the office merely to hold the books and papers of the firm, but, of course, without success, the safes being different kinds.

The attempted agitation in favour of municipal government has been abandoned, the committee who charged themselves with taking the preliminary steps finding that the majority of the residents did not take sufficient interest in the matter to reply to a notice circulated enquiring whether they were in favour of, or opposed to the proposed change.

The case of Miller *v.* Adamson, Bell and Co., in which plaintiff (a stevedore) claimed the sum of $365.90 for discharging cargo ex *Braemar Castle*, and to which defendants put in a counter-claim for goods supposed to be stolen by the coolies employed by plaintiff, was tried on the 25th Nov., in H.B.M.'s Provincial Court, when a verdict was given for plaintiff.

A foot paper chase came off on the 27th Nov. The course was a very stiff one, and owing to the nature of the ground there was much difficulty in finding the paper, consequently many of the competitors were thrown out and forced to retire. Mr. A. Dare made a dead heat with his brother, and it has been decided to run it over again. Messrs. Hamilton, J. J. Dare, and A. H. Dare will be the hares.

The grand review in the neighbourhood of Tokio, which could not take place owing to the inclemency of the weather, has been further postposed to a day to be hereafter fixed—possibly until after some of the troops shall have returned from Formosa.

Mayesima, the Postmaster-General, and Mr. Bryan have left here in the *Golden Age*, to make the necessary arrangements for carrying the new postal treaty into force at Kobe and Nagasaki.

The annual meeting of the Yokohama Rifle Association was celebrated on the 24th and 25th November, and the autumn meeting of the Société Suisse de Tir on the 29th.

Baron De Schaeffer, the newly appointed Austrian Minister to this Court, arrived *viâ* San Francisco by the last Pacific Mail steamer.

The erection of lamp-posts is being actively proceeded with throughout the streets of the foreign settlement.

A trial, in H.B.M.'s Court, for sending an unseaworthy ship to sea, has ended in favour of defendants.

The anniversary dinner in honour of St. Andrew's Day took place on the 30th Nov.

HIOGO-OSAKA.

We have advices extending to the 2nd December; the P. and O. mail from London Oct. 2 was received on the 28th Nov. The following items of intelligence are from the *Hiogo News*:—

The case of Shimada Iwakitchi *v.* E. C. Kirby and Co., which was tried at H.B.M.'s Consulate on the 12th Nov., is one of considerable importance to the mercantile community, and the defendants deserve the thanks of every foreign merchant in Kobe and Osaka for the persistence with which they have resisted the plaintiff's claim. The latter brought an action to recover 124 yen for boat hire in transporting 3,854 cases of kerosine oil and 301, 815½ catties of pig iron from Kobe to Osaka, and the defendants pleaded that not only was a number of the pigs of iron missing, but also a quantity of the oil, which had evidently been abstracted from the tins by means of certain triangular shaped holes, such ae would be produced by stabbing the cans with a knife, and upon this, and collateral evidence as to the weights of the iron when it was delivered to the plaintiff's men and when it arrived at Osaka, judgment was given for the defendants. But previous to the hearing of this case at the British Consulate there had been a trial, connected with the same matter, at the Hiogo Saibansho, at which the position of the parties concerned was reversed, and the owners of the goods sued the carrier for short delivery. We need not enter upon the reasons which the native judge gave for his decision; suffice to say they were by no means calculated to reconcile those foreigners who heard them to the abrogation of those extra-teritorial clauses which are so obnoxious to Japanese statesmen. Failing to obtain redress from the Native Court, Messrs. Kirby and Co. refused to pay the carrier's claim for boat hire, hoping thereby to obtain compensation in this somewhat indirect manner for their losses. Confident of the justice of their case, they were nothing loth to leave the question of freight to the decision of a British Court.

Koda Iyemon, a Harima man, was beheaded on the 18th Nov.

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He was sentenced in 1871 to three years' hard labour, but was allowed to get off with a fine because his parents were old. He afterwards, in company with three other men, all armed with swords or bludgeons, forcibly entered four houses in Hiogo, stealing therefrom 127 yen; he was twenty-eight years old. Another criminal named Yasu Jiro, a native of Mimasaka and thirty years of age, was executed in the same manner on the same day. He had, in company with two others, stolen clothes and money to the amount of twenty three yen from a house in Miki in the province of Harima. He afterwards joined with two other thieves, and by force of arms stole from three houses in Innaumura property to the value of eighty-six yen.

There has been a fire of some importance at Osaka. It broke out in a large temple in the Karahori, not very far from the old hospital, and it was not got under until the building was destroyed. The temple was used as a temporary barracks for some soldiers belonging to the Osaka garrison, and it is rumoured that the fire originated with the ignition of some gunpowder. It is said that a priest who was attached to the temple was dangerously burnt, through trying to rescue a favourite idol from the flames.

A public meeting is to be held at the Municipal-hall, Osaka, in order to arrange for the organisation of a fire brigade. All foreign residents of that port are invited to attend.

NAGASAKI.

Our advices from this port extend to the 27th November. The following items of intelligence are from the *Rising Sun*:—

On the 17th Nov. the Japanese fleet, consisting of the flagship *Riujho-kan*, the ram *Adzuma-kan*, and the two gunboats *Woonyo-kan* and *Moshin-kan*, left this port for the capital. The Russian corvette *Bogatyr*, 10 guns, 2,209 tons, Captain Schafroff, arrived from Kobe on the 23rd Nov. The Russian flagship *Askold*, and gunboats *Sobol* and *Vsadnik* will leave for Shanghai next week. The *Bogatyr* will remain here for the present.

On the 22nd Nov. the Japanese steamer *Madras* arrived here from Formosa. Among the Japanese gentry who came in her we noticed Okubo and suite, and the guns from the fort and Russian flagship *Askold* acknowledged their presence as soon as they landed. The *Madras* brought a great number of sick troops; many of them appeared to be very ill, and their sunken eyes and hollow cheeks told plainly the ravages fever had already committed. Had not the Formosan question been settled amicably unquestionably Japan would have lost many more of the veterans through fever as well as the sword, and taking this into consideration we think Okubo has acted very wisely indeed by accepting even so small an indemnity as Tls. 500,000. Okubo and his staff embarked again on the 23rd Nov. for the capital.

On the 15th Nov. the *Takasago-maru* arrived from Formosa, bringing 250 sick troops, ten of whom died on the passage. She also brought some large guns and about 1,100 rifles. We understand she leaves again shortly, which will in all probability be her last trip to Formosa. The Japanese steamer *Muriel* is expected from Formosa shortly, with more sick troops.

The French ironclad *Montcalm*, flagship of the China and Japan station, left here on the 24th Nov. for Saigon, where she will receive Admiral Krantz on board. Some of our readers will doubtless recollect the Admiral being appointed acting Governor of Saigon, during the absence of the Governor, some time ago. We understand the Admiral has been relieved, and will resume the command of the French fleet.

We hear the Takasima Coal Mine has been sold to an European firm in Shanghai, and believe it is Messrs. Jardine, Matheson and Co. Mr. T. B. Glover, it is said, will re-assume charge of the Mine on 1st January.

A subscription list has been round, to raise the funds necessary to repair the Episcopal Church. The amount subscribed is about $600.

On the 23rd Nov. this place was visited by a slight thunderstorm and very heavy rain, which lasted some time.

Mr. Soulier's Grand Circus will arrive here soon from Hiogo. It will be the first circus that has ever been in Nagasaki.

CHINA.

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CHEFOO.

A correspondent of the *North China Herald* writes from this port as follows:—

A storm arose on the night of Nov. 22, and continued most of the following day, surpassing in severity anything known at Chefoo since its occupation by foreigners. Many of the foreign vessels in the harbour dragged their anchors. Two of them, the *Otto* and the *Handy*, were driven on the beach; neither of them were seriously injured, but the latter lies bedded in about six feet of sand, and the prospect of getting her afloat again is not very promising. The cargo and houseboats of several of the foreigners also came to grief.

A number of large native vessels were stranded. Two of them were broken, and their cargoes of wheat, beans, and rice taken possession of by the wreckers, and carried off, together with everything they could lay hands on. Thirty or forty small boats and sampans were lost. Two Chinese are known to have been drowned, and others are missing.

Winter seems to have set in in good earnest. The streams are frozen over and the ground covered with snow.

KIUKIANG.

The following account of an anti-missionary *emeute* which has occurred at this port has been forwarded to the *Shanghai Budget* by the Rev. V. C. Hart:—

In the early part of 1873 the Rev. H. H. Hall, of this mission, attempted to establish an out-station at Shui Ch'ang Hsien, twenty-five miles west of Kiukiang; and so far succeeded as to rent and repair a good sized building upon one of the main streets. A quantity of books and a complete set of chapel furniture were placed in the building, and everything seemed to favour a perfect success, when three of the leading men, called in the local dialect *Shen K'in*, "gentry," stirred up the people to drive away the assistant (native) preacher, which being accomplished, they then destroyed the books and furniture. Mr. Hall paid the *Hsien* (District Magistrate) a visit, requesting his assistance to ferret out the offenders, and take measures to have the chapel given over to us in the same condition as it was in previous to the riot. While in the yamen, a hired mob beset the place, and the officer accompanied him to the city temple, where he was considered safe, though the mob watched for him outside. Afterwards, during the night, he escaped. Owing to the illness of Mr. Hall, and his almost immediate return thereafter to America, an immediate settlement of the matter was not pressed for at the time. During the present year the Revs. Stritmatter and Hykes sent on their native preacher to Shui-Ch'ang to secure a suitable building. He had no difficulty in finding one, closed the bargain, and sent us word to come and see it, and take formal possession. On the 29th of October Messrs. Cook, Hykes, and the writer examined the building, and being satisfied with the contract made by our assistant, we paid a half-year's rent, gave orders as to repairs, &c., and, leaving a man with the native preacher to sell books, took our departure. The day after our departure the preacher and assistant were driven out by the "gentry," and threatened with death if they dared to return. Messrs. Stritmatter and Hykes at once proceeded to the Yamên. Arriving there they sent in their cards, which were immediately returned with the answer that his Worship was dining, and could not see them. A large crowd was gathering, and showed anything but peaceful symptoms. The Hsien retained their assistant and their cards for full three hours before he gave them an answer. During this time the rabble had entered the Court (the outer doors being thrown open), and broke in the lattice-work of the room in which they were sitting, making use of the worst epithets.

No sooner had they entered the K'ah-t'ang than the front doors of the Yamên were again thrown open and the rioters rushed in, crowded into the room where Messrs. Stritmatter and Hykes were, and made use of the vilest language. The Che-hsien was asked to issue a proclamation to the people, but he refused. They asked him if he would give an escort to their boat; he replied that he would, and would go himself with them. As the violence of the people became more apparent every moment, they accepted his proposal. Taking their native preacher between them, they started, but no sooner had they reached the street than the pent-up rage of the mob broke out in the wildest fury. The Hsien went but a few steps and returned, and a portion of the escort left with him. The people, while in the main street, merely used their fists and feet, pounding and kicking the three strangers, but, as soon as they reached the dilapidated wall, the rabble commenced to hurl bricks, on which the single remaining man of the escort ran away, his lantern being smashed. The preacher was dragged from between the foreigners and cruelly beaten in a side street. For over one fourth of a mile the mob followed them, between the wall and a canal, and pelted them with bricks without cessation. Mr. Hykes was hit several times on the head and back. Mr. Stritmatter received a cut on his head that bled so profusely that it drenched his shirt. Accidentally they ran into the canal and struggled for the opposite shore, while the friends of law and good order held up lanterns for their companions to pelt them with bricks as they were swimming across. It was now dark and cold, and they wandered about for two hours before they found their boat.

Upon their return to Kiukiang the matter was promptly placed before the American Vice-Consul. Up to the present date we have no intelligence how the case is receiving treatment. We can but hope, for the safety of all foreigners in this part of China, that it will be pressed with firmness.

SHANGHAI.

The present mail brings advices from this port to the 4th December; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

There is no public news of interest to report by this mail. The local event which has attracted most attention has been the anniversary of St. Andrew, which was celebrated with the annual dinner, at the Club, on the 30th Nov., by between forty and fifty members of the St. Andrew's Society and a large number of guests. The dinner *menu* included not only the honoured and savoury "chieftain of the pudding race," but numerous other dishes dear to Scottish palates, and a collection of viands besides which would have made the venerable mother of Scottish cookery, Mistress Margaret Dodds, of the Cleikum Inn, St. Roman's, hold up her housewifely hands in amazement. The toast list which succeeded the dinner was spoken to with great humour and ability by the various gentlemen to whom the discussion of its elements was assigned, and was interspersed with songs appropriate to the subjects or to the character of the meeting, which

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was one of the best ever held under the auspices of the Society, and was brought to a close shortly after the "wee short 'oor," with "Auld Lang Syne."

A numerous audience assembled on the 1st Dec., in the Masonic-hall, to listen to a lecture on "California," by George F. Seward, Esq., United States Consul General, being the first of a series of eight to be given during the present winter, under the auspices of the Shanghai Temperance Society. Mr. Blethen, president of the society, occupied the chair. The lecturer touched discursively upon the magnificent scenery for which the State of California is famous, its climate, minerals, agricultural and horticultural products: its rapid increase in population, educational and social institutions generally, its railways, &c. The lecture was couched in language at once forcible, picturesque, and graceful, and was frequently applauded. At the close a cordial vote of thanks to Mr. Seward was proposed by Mr. Medhurst, H.B.M.'s Consul, seconded by Dr. MacGowan, and carried with acclamation.

The Shanghai Gymnasium Athletic Sports were held on the Cricket Ground on the 30th November. The programme contained fourteen events, and the number of entries for each, rising as high in some instances as nineteen and twenty, gave the best guarantee for good contests. Through the courtesy of Captain Kraft the splendid band of the United States flagship *Hartford* was on the ground, and as the weather was most favourable there was altogether a very successful meeting.

The lower office of the Harbour Master's Department has now been transferred from the hulk *Ngapuhi* to the premises of the late firm of Messrs. Morrice, Behncke, and Co., at Pootung, the Customs having purchased property there suited to their requirements. The *Ngapuhi* has been sold to Chinese, we believe, and is to be broken up.

The barque *George Washington*, while being towed on the 27th Nov. towards the Pootung shore, took the ground when a little more than half-way across, just clear of the fairway. A further attempt was made to get her beyond the shipping next morning, three tug-boats being called into requisition; but their combined efforts were of no avail, and about noon one of the chain slings parted, carrying away the spar it was attached to, which necessitated the slacking up of the remaining chains. The sunken vessel is now lying across the river, and will have to be re-slung, an operation which will take some two or three days in her present position.

A few days since the steamer *Mongol*, while swinging to the ebb tide, took the ground with her stern, and the current swung her bow down the river, dragging both anchors home. The steamer fell athwart the hawse of the U.S.S. *Ashuelot*, carrying away the latter's bowsprit, figure-head, &c., starboard cutters and davits, and damaging the rails for some distance. The *Ashuelot* veered away her cables, but the starboard one being foul of the *Mongol's* anchor, had to be slipped at forty-five fathoms, having first been buoyed. Several cargo boats laden with cotton and other freight were alongside the *Mongol* at the time of the collision, and we regret to hear that a Chinese boatman on board one of them was crushed to death, while several others received severe bruises. One man was taken on board the *Ashuelot* and attended to by the doctor. Several of the cargo-boat men were also knocked overboard by the force of the collision, but they were soon picked up, none the worse for the ducking. We hear that the captain of the *Mongol* went on board the *Ashuelot*, and acknowledging the responsibility of his vessel for the consequences of the accident, expressed his willingness to settle all claims for damage. The *Mongol* after lying across the stream for some two or three hours was towed into mid-channel upon the first of the flood tide, with the assistance of the tugs *Fokelin* and *Sampson*. She then proceeded down river, having sustained no damage to herself from the collision.

We hear that the case of Carter and Co. *v.* Dee-say, which was heard in appeal by the Taoutai and H.B.M. Consul on the 6th of June last, has been settled by arbitration. A resort to this course was, we believe, suggested by Mr. Medhurst, as the Taoutai and he were entirely opposed in their judgments on the case. The Taoutai agreed, and each side selected two merchants, the Chinamen, curiously enough, choosing Englishmen to represent their interests. The result was a decision of the nature of a compromise, the verdict being also a perfectly unanimous one. We are unable to give particulars, but the fact that such a settlement has been arrived at shows that H.B.M. Consul has done well to suggest giving this method of adjustment a trial before adopting the last recourse of reference to Peking, which turned out so unsatisfactorily in the Tate and Hawes case.

A case remarkable for several reasons has been heard before Sir Edward Hornby, chief judge, sitting as magistrate in the lower court. Captain Douglas Scott, of the British ship *Laju*, charged his chief officer, C. C. Zimmerman, with desertion, and endeavoured to prove his allegation by means of multitudinous entries in his official log-book, regarding the accused's incompetency to perform the duty he had undertaken, and also as to his behaviour. It turned out that Zimmerman had been shipped at Newcastle, N.S.W., in place of the former chief officer, who was discharged in the colonies, and that he had no Board of Trade certificate as chief officer, though he had a Danish certificate. The captain had not formally disrated him, but claimed that he had virtually done so by an entry in the log-book. Sir Edmund Hornby told the captain that such an entry was not alone sufficient. The accused swore that at the time he was said to have deserted the vessel he went ashore because the captain told him to go, but that he slept on board each night from the 17th to the 20th Nov., and that he afterwards lodged at the Sailors' Home. He had been in communication with H.B.M.'s Consul since the 20th, and on the 27th went on board H.M.S. *Modeste* to be examined as to his competency. Sir Edmund, after hearing both sides and putting some very searching questions, characterised the charge as iniquitous and trumped up, and endorsed the captain's official log to that effect, also telling him that he had rendered himself liable to an action for false imprisonment.

A case of considerable interest and importance to charterers and shipowners, arising out of the loss of the *Lucerne*, has been tried before Sir Edmund Hornby. The Chinese charterer claimed the return of $500, money advanced under the charter, because a clause in the charter-party specially provided that, should the vessel be unable to reach Newchwang the charter should be cancelled, and the advance returned. The defendant, master of the ship, contended that the clause did not refer to ordinary dangers of the sea, by which the vessel was actually lost, but to the possibility of her not reaching Newchwang in time to load before the ice set in. His lordship reserved judgment, which has since been given for the defendant.

Any mistrust likely to be engendered among intending up-country excursionists by the account of the untoward experience of a shooting party given in our columns last week will be much lessened by the knowledge that H.M. Consul, Mr. Medhurst, is earnestly endeavouring to insure against the recurrence of such unpleasant incidents. Foreseeing a possibility that mischances such as befel the party in question were not unlikely to happen to sportsmen this season, Mr. Medhurst, we understand, took the opportunity, when at Chinkiang, at the end of last month, to urge the Taoutai there to issue proclamations prohibiting any molestation of foreigners who might be shooting in the district. Since the occurrence which has been reported, Mr. Medhurst has requested Mr. Hewlett, interpreter-in-charge at Chinkiang, to repeat the requisition, and see it carried into effect as far as possible.

At the meeting of the French Municipal Council on the 20th November an arrangement between the delegates of the two Councils as to the materials of demolition of Yang-king-pang bridge No. 2 was approved—each paying half the sum claimed by the contractor. The secretary was directed to communicate to the other Municipal Council the plans of an iron bridge to span the creek instead of the present No. 1. The question of vagrant dogs was taken up, but in the absence of a common understanding between the Chinese and the two Municipal authorities, the Council could only request their chief of police to instruct his men as far as possible to cause these pests to disappear. It was resolved to erect an iron railing, at a cost of about Tls. 300, between bridges Nos. 1 and 2 on the Yang-king pang bund. The other business was of a routine character.

A Chinaman has been charged at the Mixed Court with being concerned in attempting to steal about six tons of coal. The robbery was planned in a very ingenious way. Three lighters were engaged taking coal from the Naval Yard to H.M.S. *Frolic*, and when the work was finished a man from each lighter went on board the ship to receive payment. It was, however, noticed that the quantity hoisted from the lighters seemed less than ought to have been received, and enquiry was of course ordered. The three Chinamen, quickly understanding how matters were, hastened over the side of the *Frolic*. Two of them succeeded in getting into a sampan, which was rowed speedily away and got to shore before a boat's crew could be mustered in pursuit. The third Chinaman was not so fortunate. As he was going down the side of the ship, Lieutenant Davis had just time enough to seize hold of him, and drag him on board again. An investigation of the lighters was then made, and in every part of them where pilfer could be stowed was found a quantity of coal, altogether amounting to about seven tons! The Chinese magistrate remanded the prisoner, to give time for the apprehension of the two runaways, who it has been ascertained have gone to Ningpo.

The native community have been much interested lately in a romantic case of abduction. A Chinese General who had achieved distinction in the suppression of the Mahomedan rebellion in Yunan was passing through Shanghai on his way to have an audience at the capital, when he somehow had an opportunity of seeing a Celestial beauty of whose graces he became at once enamoured. The young lady was already betrothed, and the happy event of her marriage was within a few days of being consummated; but on his return from Peking the amorous general took steps to wrest the prize from the bridegroom expectant. By a liberal use of money he seems to have secured instruments ready enough to work his will. The maternal guardian of the young lady yielded to the influence of sycee, and gave the gallant suitor a preference over the gentleman who, by the sacredness of Chinese betrothal, had the right to the young lady's hand. A *tepao* who had been a detective in the Municipal service, and had become rich by blackmailing among the large class of unprotected

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Chinese females who live in the foreign Settlements, was bought by the general, and he it is said again tampered with one or more other detectives, whose eyes and mouths it was desirable to have closed. On the 11th of the last Chinese moon, about 7.30 P.M., a carriage started from Wuhu-road, after some evidences of agitation and excitement which were witnessed by the neighbours. An hour afterwards the young lady left the carriage by the banks of the creek at Trefancha corner, and was handed into a boat which at once set out for Soochow. It is said, however, that the gallant General has regretted his ardent haste, paid handsomely for his trifling with the lady's feelings and his breach of Chinese etiquette, and given the betrothed an opportunity of recovering his *fiancée*. In the interests of the public service, a strict investigation is being made into the matter as far as the detectives are concerned.

There has been a fall of snow at Hankow to the extent of nearly three inches, and the races have been put off in consequence.

The father of the territorial Taoutai at Tientsin died on the 16th Nov., which obliged Ting Show-chang, the Taoutai, to retire from office. On the following day, by direction of the Governor-General Li Hung-chang, he handed over his seal of office to Woo Chan-chin, superintendent of the Imperial arsenal, and, since the death of Woo Tung-ling, the head of the Southern Legion at Tientsin. Woo is an Anhwuy man, and since he came to the province of Chili he has always been well spoken of.

The *Shanghai Budget and News Letter* prints the subjoined items of intelligence :—

It is with extreme regret we have to state that the Settlement has been supplied with another of the many warnings we have to be cautious in the use of firearms. A young gentleman in one of our leading hongs, while lounging about his room preparatory to dressing, took up a revolver and began to examine it. His "boy" in the next room heard the click of the weapon, as the chambers revolved. Presently he heard a shot, and, running in, found his master insensible on the floor. A shot had entered his brow and lodged about the brain. Medical aid was at once obtained ; but, on examination, it was found that trepanning afforded the only chance of saving life. All that can be said at present is that he is still alive.

The steamer *Paris*, lately from Hong Kong, has been sold to the China Merchants' S.N. Company, who have duly taken over the property, though she still flies the British flag. It is understood that after one trip to Hong Kong and Canton she will be transferred to the Chinese flag. Her crew has been sent home in the steamer *Deucalion*. We hear that the sum paid for the *Paris* was £32,000 sterling.

Sir Edmund Hornby has decided that the charter-party of the *Lucerne* did not call for a refund of the $500 advance money, seeing that her non-performance of the charter was not owing to the cause contemplated by that document.

General Raaslof, the Danish Ambassador to Peking, who arrived by the French mail on the 26th Nov., left on the 27th for Chefoo.

The first of a course of Winter Lectures has been delivered in the reading room of the Ningpo Book Club, by Mr. Lay, of the I.M. Customs. The chair was filled by H.M.'s Consul, Mr. Forrest, who in a few appropriate words, introduced the speaker of the evening.

The lecturer, without further preliminaries, announced as his subject the *San-Kwoh-Chih*, or "History of the Three States," a book which he said was one of the "four wonderful books" of Chinese literature. The interesting book he was to introduce purported to record the events that took place during the period between the overthrow of the Han Dynasty, A.D. 190, and the establishment of the Eastern ysin, A.D. 317, which, from the variety of characters which appeared on the stage, and the frequent and great changes that took place, was one of the most interesting periods of Chinese history. The *San-Kwoh-Chih* could not be regarded as authentic history, but rather as a historical romance, like "Ivanhoe," or "Joseph II. and his Court." Unlike the novels of Western authors, who compel their readers to follow them through many pages of their books before the interest of the story begins, the book before us introduces almost in the opening pages "deeds of broil and battle," cruel murders, tender episodes of love, &c., and continues, till the close of the volume, the recital of events that grow in interest as they advance. The speaker then proceeded to give from the mass of material at his disposal, and with which he showed great familiarity, such selections as he thought would instruct and amuse his audience. In going over the events a second time, the lecturer became so interested in some of the characters he was describing as almost to forget the fact that he was standing before an audience in a public hall, and now and then gave way to such audible expression of his delight, as one indulges in the seclusion of one's own study, or in the unrestrained intercourse of friends. This spontaneous irrepresible feeling of appreciation on the part of the speaker communicated itself to the audience, who responded in such hearty tones that neither the presence of the ladies nor the official gravity of the chairman could restrain them.

The course of lectures thus inaugurated, under the auspices of the Ningpo Book Club, is to be continued at intervals of two weeks during the winter. The next lecture of the course will be delivered by Rev. A. E. Moule, whose subject has not been made public.

HONG KONG.

Our advices by the present mail extend to the 10th December ; the French mail from London 23rd October was received on the 4th December. The following items of news are from the *China Mail* :—

The restrictive powers vested in the Colonial-office over the Government of this colony in all matters connected with land are not always exercised in a way that tends to public edification. Kowloong is a pretty fair example of the way in which enterprises which might result in an unlooked-for development of property are kept back by this policy, the concessions already made having only been obtained on the strong representations of H.E. the Governor. It seems that a most praiseworthy intention on the part of the naval authorities has been in like manner frustrated by the home officials. Some time since Admiral Shadwell obtained from Sir Arthur Kennedy the promise of a piece of ground on the hill near and to the south of Mount Shadwell, whereupon to erect an auxiliary naval hospital. The ground is absolutely useless for business or dwelling purposes, so far as the most experienced colonist can foresee, and the Colonial Government met the Admiral's views in a most liberal and sensible manner. The site was marked out by the Surveying-General and surveyed by his assistants, with a view to a perpetual lease being granted, when it is suddenly announced that the Colony cannot alienate any more land, and that the Admiralty cannot be permitted to build. It seems a pity that, when something which would tend both to the good of the naval service and of the neighbourhood has been, with the full consent of the local Government, fairly initiated, red tape should step in to render it abortive. We can perfectly well understand that no very friendly feeling exists towards the naval and military departments in the matter of land tenure, in view of the obstructiveness more than once manifested when colonial improvements were desirable. But when the local Government sees no objection, its judgment might be accepted as sufficient.

We learn that the result of the military examination at Peking resulted in the nomination of the following candidates, as *Chwang Yuan*, *Pang Yen*, *Tan Hwa*, and *Chuan Lu* respectively :—Chang Fung Min,a native of Honan ; Chaou Jui Yuen, also a native of Honan; Chow Chi Pang, a native of Chihli ; and Leu Yuen Hwai, also a native of Chihli. Thus the highest honours of the examination were carried away by men of Honan and Chihli.

Commenting upon the action of the Government in refusing a commission of inquiry into the conduct of the captain superintendent of police during the typhoon, which has now become historical, the *Straits Times* says :—"Truly the people of Hong Kong are unfortunate with respect to officialdom, and would do well to follow our own example, and secure a little influence in England, whereby their grievances might be represented direct at once to the Secretary of State, with some hope of redress. Such an influence would doubtless, at all events, secure them a little more consideration from their own officials."

There was an alarm of fire on the 30th Nov. at about one P.M. The Volunteer Fire Brigade turned out instantly, and was soon at the scene of the fire, which had broken out in a cook house at the Artillery Barracks, and was soon extinguished. The Government Fire Engine arrived opposite the City Hall, on its way to the fire, just at the time that the others were passing the building on their return. This might have been owing to some confusion in the bell ringing. As matters turned out, it was immaterial.

Mr. G. Glasse came up on the 28th before the Chief Justice to pass his last examination in bankruptcy. As the accounts filed by him did not appear to be in order, the examination was postponed for a fortnight.

We learn that the Chinese steamer *Fung-po* came here from Formosa to take on board a few large guns that had been brought here by a steamer from England. She will convey them to Formosa to mount in the fort which the Chinese Government are building at Anping.

The *August Leffler* met with an accident to her screw, in Saigon, after loading for Singapore, in consequence of which she had partially to unload and go into dock. This detained her for several days.

We are informed by the agents of the O.S.S. Company that the s.s. *Deucalion*, which left Shanghai on the morning of the 2nd December, was detained at the Woosung bar until the morning of the 6th.

Among the passengers arrived by the Messageries Maritimes steamer *Sindh* are :—Dr. Burdon, the Bishop of Victoria, Kong Hong, and Mrs. Burdon, and his Excellency Lobo d'Avila, the new Governor of Macao, with his family and suite.

The vacant space in the rear of the German Club is being built upon, and passers-by may see a process in operation familiar enough in the early days of the colony, but rather infrequent now. The granite to be used in the building is being hewn from the foundations and dressed on the spot, thus, we should imagine, saving the architect no little expense. This suggests whether the present facilities for conveying to the shore what thirty years ago was described as the only "export" of the island could not be profitably increased, to the benefit of the exchequer. We know all about the cheapness of coolie labour, but it certainly

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seems that when heavy weights have to be moved in large quantities a tramway or slide would have the advantage. Some of the principal quarries are situated on the Pokfoolum road, and the construction of a serviceable slide to the beach would be simple and comparatively inexpensive. Were any such facilities for shipment to be found at the spots in question, the value of the quarries would, surely, be greatly increased, and they would command a proportionally higher rental. There is, if we are rightly informed, yet room for a considerable development of the stone trade--especially to Canton; but the possibility never seems to have attracted the attention of the Government. Those who suggest the idea may of course be wrong, but it seems worth noticing.

The third performance of the series by the Portuguese amateurs came off on the 5th inst., and was a great success. By special request "Lucrecia Borgia" was repeated, and was played with even more taste than on the previous occasion. The next piece was the laughable farce "Os dois Inseparaveis," which kept the house in a continuous roar of laughter from its commencement until the fall of the curtain. The abridged translation of the pieces distributed to visitors assisted to a great extent those unacquainted with the language in their comprehension of the plays. The attendance was a fair one. Amongst those who honoured the performance with their presence were H.E. Senhor Lobo d'Avila, the new Governor of Macao, family and suite. The performance was much enlivened by the attendance of the band of the Portuguese gunboat *Tejo*, which filled up the intervals with some good selections.

The opening yacht race of the season was sailed on the 3rd December by the following yachts belonging to the Yacht Club :—*Naiad*, *Wave*, *Aura*, and *Loiterer*. The start was made shortly after ten o'clock, and *Naiad* almost immediately took the lead, and was never afterwards caught, although *Wave* hunted her pretty closely during the first and second rounds. *Aura*, for some unexplained reason, gave up after completing the first lap, and *Loiterer*, finding her chance in a beat dead to windward against the cutters but very small, hauled down her racing flag at Green Island on the second round, leaving the two cutters to fight it out. *Wave* made a good show in the beat up to the mark boat, but *Naiad* got away from her in the run down to Cow-e-chow, and rounded that mark nearly five minutes ahead; and although the little one sailed fast she was "out of it," and, barring accidents, it was the *Naiad's* race. In the beat up the last time *Naiad* whipped *Wave* unmistakably, and rounded the winning mark at 4.26.35, *Wave* passing at 4.36.40. *Naiad* having to allow a minute and a-half for tonnage, won with 8 minutes 35 seconds to spare. The course as sailed was nearly fifty miles, and the time was very fair, considering the strong tide against the yachts in the beat to windward.

The third annual Hong Kong Flower Show will be held on Friday and Saturday, the 19th and 20th February next. The prizes will be 1st for plants in pots from $3 to cents 50; for cut flowers from $2 to cents 50; for vegetables from $4 to cents 25; for fruit from $2 to $1. These prizes are rather less in amount than those of former meetings, owing to the funds at the disposal of the committee not being in a very flourishing condition.

The traffic on the Pacific Line from China is increasing so rapidly that it is very probable that before long the Company will be compelled to despatch three vessels per month instead of two, as at present, in order to accommodate it. A dispute is pending between the Pacific Mail Steamship Company and the Central Pacific Railroad Company, owing to which the former company send their teas to New York *via* Panama instead of overland. The Railroad Company have sent an agent to England to endeavour to start a line of steamships on the China route in opposition to the P. M. S. Company.

Monsieur Giquel left Foochow for Takao to confer with Commissioner Shen Pao-Chen in regard to the contemplated works at the arsenal, also to superintend the mounting of the big guns, recently received from Europe, on the newly-erected batteries in the neighbourhood of Takao, and the Pescadores. We are informed that M. Segonzac, the sub-director, will shortly return from Formosa to take charge of the arsenal during the director's absence.

The police and lighting rate for 1875 is fixed at 7¾ per cent. for the town and 5 per cent. for outlying villages. The fire brigade rate ¾ per cent. These rates, as regards houses in Victoria, will be levied exclusive of a lighting rate of 1½ per cent. under section 12 of Ordinance, and a water rate of 2 per cent. per annum.

The *Daily Press* has the following on silk :—

The recent rise and subsequent collapse in the silk market, consequent upon the state of the market at home, forms a striking example of the altered state of trade in the present day as compared with what it was in the earlier days before the introduction of the telegraph, and of the steamers *via* the Suez Canal. At present the markets here are in the main ruled by the markets at home, instead of as formerly the latter being chiefly dependent upon the former. Under the old state of things the most important element to keep in view was the probable export; at present, the main fact which influences the markets here is the probable consumption. The supply likely to come forward in the course of a season still continues no doubt to be a matter demanding attention, but the merchant has now to work rather upon the immediate effect of the reported probable export from time to time than upon the ultimate effects which will be produced by the actual fact. Trade, both export and import, has in fact become a much shorter and sharper business than it was in olden times; and it has now come to a pass when the rule here as in other places must be "small profits and quick returns." The functions which, according to old ideas, were especially those of the merchant, can scarcely find scope in the present days of rapid intercommunication. The merchant can no longer make use of special sources of information and base his transactions upon nice calculations of the probable future course of markets, but has to be up and doing, ready to avail himself instantly of any change which may spring up, and to complete his operations before some new set of circumstances arise which may entirely alter the aspect of affairs. The sources of profit are thus considerably curtailed, and it may be taken as certain that the large profits of olden days are altogether a thing of the past. There can now be no shipments showing a margin of profit as compared with the prices last advised from home.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 17th Dec.; the P. and O. mail from London Nov. 13 arrived out on the 14th Dec. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has resumed its sittings, and held two meetings during the fortnight, viz, on the 11th and the 15th Dec. At the first meeting the Hon. Thomas Scott brought up the motion of which he had given previous notice, against the dual appointment of the Assistant Colonial Secretary and Clerk of Councils, which he supported by urging the importance and amount of work in the Colonial Secretary's department, rendering it necessary that one superior officer should be always in attendance at the office, whereas under the present arrangement both the officers were obliged to attend the Council. He was supported by the Hon. Dr. Little, and some discussion ensued, in which it was made pretty clear that, as matters stand, there was no lack of work in the Colonial Secretary's department, and the question was broached of appointing a second Assistant Colonial Secretary, to meet the increasing requirements of the office. It is remarkable that no one suggested the reduction of the work by the abolition of useless and unprofitable formal routine, which necessitates the despatch of half-a-dozen or more letters, in respect of perhaps a simple note of half-a-dozen lines. On the assurance by H.E. the Governor that the matter would receive the careful consideration of Government, the motion was withdrawn. At the meeting on the 15th, during the consideration of the estimates, some discussion arose on the question of increasing the salary of the Attorney-General to £1,500 per annum, in commutation of the fees hitherto received from the Maharajah of Johore and the Opium Farmer, which have recently been the subject of an inquiry before the Executive Council. The unofficial members preferred that the law officers of the Government, and especially the recently-appointed Crown Solicitor, should not be permitted to engage in private practice at all; the point was not, however, pressed, and the item was tacitly allowed to stand.

The expedition to Sunghie Ujong, though it will doubtless exert a good influence in preventing future complications like that which called for its despatch, has nevertheless not been so successful as was expected--the Datu Bandar, with Rajah Mahmood, having, during negotiations for surrender, evacuated their positions during the night, and escaped into the jungle. It appears that, believing they could thus obtain more favourable terms, they had determined upon submission to the Sultan of Salangore. The Sultan, however, denied them refuge, whereupon they asked him to intercede with this Government in their behalf. The deserted stockades were taken possession of by the Government forces, who found on entering that they had been looted by the Chinese miners, three head men of whom were, we hear, fined $3,000 each for their complicity in the disturbances. The troops and the police will be maintained at Sunghie Ujong for some time. The Governor returned in H.M.S. *Hart* on the 7th Dec., and the *Charybdis* returned to this port on the 12th. We regret to learn that during a skirmish which occurred while reconnoitring one of the Bandar's stockades, a petty officer of H.M.S. *Charybdis* received a shot in the back, from the effects of which he died on board on the 10th Dec., the ball having lodged in the spine.

The long pending appointments to the Residencies of the Malay States have at last been gazetted. Mr. J. W. W. Birch, late our Colonial Secretary, is appointed Resident at Perak, with Captain Speedy as Assistant Resident at Laroot; Mr. F. A. Swettenham as Resident at Salangore, with Captain Tatham, R.A., as Assistant Resident at Shunghie Ujong. Mr. Birch's place as Colonial Secretary is filled by the appointment of Mr. Braddell,

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late Attorney General; Mr. Phillippo, Puisne Judge, becomes Attorney General, and Mr. R. C. Woods has accepted the vacant Judgeship.

A new and most unprecedented attempt to depreciate the currency is now being made by Chinese shopkeepers, a large portion of whom refuse to receive Mexican dollars of the old coinage—now no matter how bright or full in weight they may be—unless at a discount of from 5 to 10 per cent. How widespread this movement has already become may be inferred from the fact that some of the large Chinese shops, even those in close proximity to the Square, refuse to receive this dollar at all. Owing to the immense number of dollars of the old coinage now in circulation here, it is of course impossible to humour the shopkeepers in their whim without suddenly throwing out of circulation about half the bullion in the place, or submitting to a ruinous discount to enrich a small coterie who set up a law for themselves at the expense of the community. This pretended aversion to the old dollar is the more inexplicable, inasmuch as they have not only been in use here for many years, but the shopkeepers know perfectly well that they have only to take them to any of the banks or to any European merchant's office to pass them at their full value. Therefore, we can but characterise the refusal to accept them as an endeavour to inflict a wholesale swindle, that should be peremptorily checked at the outset, lest it entail not only great inconvenience but serious loss upon the community at large.

Considerable excitement has been awakened among the Chinese community by reports of the kidnapping of coolies for service in Deli, Sumatra. As usual, the reports were greatly exaggerated, but a case which occurred in midday in Market-street, where an attempt to drag off a coolie was frustrated and one of the assailants arrested, led to a revival of the stories and the posting of an inflammatory placard, accusing the police of complicity with the kidnappers; and during the excitement attendant on the trial of the case in the police-court, a mob broke into several houses and liberated all the coolies therein confined. The excitement was, however, allayed so soon as the Chinese became convinced that the Government would lend no countenance to the employment of illegal means by the coolie employers or their agents. With respect to the coolie question a petition has been sent in to Government by the European merchants and bankers, praying that the proposed immigration law may not be further proceeded with, as its tendency would be to check the immigration of labourers, whereas the only danger to which they are exposed lies in their engagement for service outside the colony under false pretences, which might be easily guarded against by supervision over their engagement and shipment for those places.

The third Dutch expedition to Atchin, consisting of two battalions of troops, has passed through the Straits. We have as yet received no advices of their movements, but presume offensive operations will be at once resumed.

H.M.S. *Charybdis* left on the 15th Dec. for Labuan, for the purpose of bringing over Governor Bulwer.

PENANG.

Our advices extend to the 19th December; the P. and O. mail from London 13th Nov. arrived out on the 12th Dec. The *Penang Gazette* contains the following items of news:—

Rumour says that the Government has entered into a most unseemly controversy with one of its officers. It would appear that Dr. Veitch, the Colonial Surgeon here, also holds the office of Health Officer of the Port, in which latter capacity he has to visit vessels which enter the harbour with the quarantine flag flying, and give them clean bills of health or otherwise, according to the state of health on board; on their leaving and in consideration of these services he has been in the habit of receiving a fee of $10 from such vessels as he grants bills to. The Government, or rather the medical department, has become alive to the fact that the levying of these fees is illegal, and Dr. Veitch has been called upon to repay the fees which he has received during his term of office in Penang.

The Governor in Council has issued an order directing that the magistrate of police of Province Wellesley, or in his absence the assistant collector of land revenue there, may cancel stamps. This will be a great boon to the inhabitants on the other side of the water, who have hitherto had to cross over to Penang when they wished to get any stamps cancelled.

At the annual Municipal election Mr. Foo Tye Sin was elected to the vacant seat *vice* Mr. John Allan, whose term of office expires at the end of this month. We congratulate our Chinese fellow townsmen on their having secured such an able representative as Mr. Tye Sin to attend to their interests.

The Criminal Sessions is still dragging itself slowly along. The special jurors have been engaged in investigating a case of fabricating false evidence. There are yet eight more cases for them to try, besides two for the petty jury.

The captain of the Netherlands-India Company's steamer *Sunda* has been arrested on a charge of kidnapping. He has been bailed to the extent of $10,000 to appear before the Magistrate's Court on Jan. 15. As the kidnapped men are supposed to be at Deli we understand the Dutch authorities have been applied to by our Government to send them here, in order to appear against the captain. We of course reserve all comment on the case pending the trial.

We are glad to find that the services of two competent Tamil interpreters have been obtained in Ceylon for this colony.

We understand that it is Sir Andrew Clarke's intention to leave Singapore for Penang about the first week in January.

From Atchin we hear of heavy rains, and floods on the 3rd and 4th Dec., the water rising four feet six inches above ordinary levels. By the 9th, however, these floods had subsided. All the Dutch sick are sent to Java, and reinforcements amounting to about 1,500 men have just reached Colonel Pel from Batavia and Samarang. The health of the troops continues satisfactory.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The interval had been the dullest for many months. The native festivities in celebration of the peaceful solution of the Formosan difficulty, and the failure of a large native banker, coupled with minor financial troubles amongst Japanese, had all contributed to increase the general dulness, and the only real demand for any goods had been for 28-32 Yarn, which was quite out of stock, and some enquiry for low qualities Nos. 16-24. There had not been any considerable business in metals, but suitable sizes of Bars and Rods had realised full quotations.

HANKOW.—Extreme quietude had continued. Grey Shirtings had been dealt in to some extent, but business in other goods had been of a retail character.

FOOCHOW.—No business had been done. Lead was quoted $8.50 to Teamen.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Formosa, Kjobenhavn, Crocus, Achilles, and Glenlyon, and ship Windhover, bringing full supplies of manufactured goods for this market and the North. There had occurred one of the dullest fortnights which had been known in the Import trade. So little had been done that quotations were quite nominal. The demand from the country districts had ceased entirely, and stocks in both first and second hands were accumulating, whilst supplies showed no signs of diminishing.

CANTON.—Lead: 200 pigs of LB or soft brand description had been sold at $8.45 to $8.50, which quotation, however, at the close was nominal, as there were neither sellers nor buyers. In consequence of the foregoing, WB was nominally worth $8.50 to $8.60 per picul. Quicksilver had a decided downward tendency, the current value being about $230 to $231 per picul.

BATAVIA.—The market continued extremely depressed, especially for English goods, most of which were lower in value, and the only articles saleable to any extent were Dutch 6/4 Madapollams, Calicots, and White Shirtings, prices of which were without alteration.

SINGAPORE.—The arrivals with general cargoes had been the Angostura from Hamburg, and steamers Yrurac bat and Ajax from Liverpool. The demand had been quiet during the fortnight, and sales had been on a moderate scale only. Prices showed little change.

PENANG.—Throughout the last fortnight the demand for Grey Staples had been exceedingly limited, and transactions had been on a very retail scale. Prices generally were unchanged, but in some instances had gone in favour of buyers.

EXPORTS.

TEA.

YOKOHAMA.—Owing to continued unfavourable advices from New York, the market had become very quiet, settlements for the fortnight hardly reaching 3,000 piculs. Irregular prices had been paid, and quotations were nominal. There appeared to be no decided pressure to sell, and no serious decline was quoted, although the lower grades could be bought on easier terms. The stocks were considerable, about 15,000 piculs.

HIOGO-OSAKA.—There had been very little business done, and late advices from America had probably had a depressing effect on the market. Settlements had amounted to 1,300 piculs, and stocks were about 3,000 piculs. Total settlements for the season to date had been 43,250 piculs, against the corresponding period of last year, 24,000 piculs. The market was weak at the close and quotations were nominal.

HANKOW.—Settlements, 1,516 chests; shipments on native account, nil. The Export of Hankow district Teas to November 28, 1874, 54,009,353 lbs.; ditto, 1873, 54,350,047; decrease, 1874, 350,694 lbs.

KIUKIANG.—No local business. Arrivals very small, and all forwarded to Shanghai on native account. Export from the commencement of season to Nov. 25, 1874, 21,800,117 lbs.; ditto, 1873, 19,765,937 lbs.; increase, 1874, 2,034,180 lbs.

SHANGHAI.—Black: The settlements had been small, and called for no special remark. The stock remained about the same; settlements for the fortnight are 1,200 chests; stock, 2,000 chests. Green: Arrivals from the country had nearly kept pace with the rather slack demand. English buyers had been the principal operators, the disparity which still existed between prices here and New York values deterring most American purchasers from acting. Prices were rather easier, a decline of about one tael all round having taken place. The following were about the prices paid:—For Country Tea, Tls. 22½ to 37 per picul; Pingsuey, Tls. 23½ to 30 per picul; settlements, 25,295 half-chests; re-shipments, 566 half-chests; stock, 89,735 half-chests.

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FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says :—Only a trifling business has passed on our market, and settlements in Congou have only amounted to 4,559 chests. Congou : Without any material alteration to quote, settlements may be said to have gone slightly in favour of buyers. Souchong : No change to notice. Oolong : Settlements show no change on late purchases. Flowery Pekoe and Scented Teas : No transactions. The exports to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 54,816,439 lbs., against 49,359,914 lbs. at the same time last year. To America, 1,629,232 lbs., against 2,266,479 lbs. To the Colonies, 11,868,907 lbs., against 12,216,531 lbs. last year.

AMOY.—Only some 5,000 half-chests Oolongs had been settled during the fortnight. Prices showed little alteration, but the market closed weak. Stocks, 16,555 half-chests, the purchase of which would close the season. Quotations are :—Fair cargo, $15 to 16 ; good cargo, $19 to 20 ; Superior, $21 to 22 ; Fine, $23 to 24.

CANTON.—Transactions during the fortnight had been limited, neither foreigners nor holders of raw leaf showing any disposition for business. The reason assigned for this is that there was but little true Tea on offer ; of Scented Orange Pekoe some 1,000 boxes only could be procured, and of Scented Caper less than 10,000 boxes. Congous : The year's yield was drawing to a close, although shipments continued to go forward from Macao pretty freely. Sales with prices are summarised as follows :—Scented Caper, 2,000 boxes at Tls. 13 to 22½ per picul ; Scented Orange Pekoe, 4,000 boxes at Tls. 15 to 23 per picul.

SILK.

YOKOHAMA.—The tenor of home news had discouraged buyers, and settlements had been on a limited scale. This, coupled with a want of money, had induced some of the dealers to offer their produce at lower prices, and the market was weak at about $20 decline. Stocks had increased. Settlements, from 1st July to date, 6,500 bales ; against corresponding period, season 1873-4, 8,600 bales ; 1872-3, 8,300 ; 1871-2, 9,000 bales ; stock, 1,300 bales. Silkworms' eggs.—The season had closed, and total settlements were estimated at about 1,300,000 cards. The exact figures of the total export will be reported next mail.

SHANGHAI.—Only trifling transactions had taken place, and buying had been confined to a few hands. Previous to the French mail of the 26th Nov., about 400 bales were taken, included in which were 50 bales Koo-fong-sing's Chop at Tls. 420 for No. 3, 30 bales Kukee's "Chin Jan" and "Kinhock" at Tls. 342½ and 312½ respectively, and 50 to 100 bales of Re-reels for the American market, besides several lots of Yellow Silks, and other sorts, taken principally on joint account with the Chinese. The market had since shown no improvement, and the bulk of the sales reported were said to be on joint account. Settlements for the fortnight, Chinas, 600 bales. Total settlements since 1st June, 54,500 bales ; against 1873-4, 44,700 bales ; 1872-3, 44,800 bales. Comparative unsold stock 1874, 13,500 bales ; 1873, 5,000 bales ; 1872, 4,500.

CANTON.—Messrs. Deacon and Co.'s Report says :—The position of this market has undergone but little change during the past two weeks, and quotations for almost all descriptions of staple are unaltered. No. 4 Tsatlee of "Kowkong district" has fetched $340 per picul, and there is no indication of a decline in rates. The demand has been of a moderate nature. For French mail only 70 bales were taken, and subsequently 240 bales have been added to settlements. It is said that no seventh yield will be forthcoming this season, and consequently a curtailed export may be anticipated. Arrivals are hardly worthy of notice, and about 1,500 bales are said to remain in the country. Loongkongs : Finest description only has been wanted ; a few bales called "Curio" have been bought at $445 per picul. Long-reels : Settlements for India are put down at 140 piculs and 50 bales. Re-reels have been in more active demand of late, and 500 boxes are reported settled. Waste : 300 to 400 bales of No. 2 quality have been purchased. Stock is computed at 700 bales Tsatlee, 150 bales Loong-kong, 100 bales Cumchuck and Lacklow, 100 bales Kow-kong, and 300 to 400 bales of inferior kinds.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2⅜d.	4s. 2⅜d.	4s. 2⅜d.
Shanghai „	5s. 9d.	5s. 9¼d.	5s. 9¼d.
Canton „	4s. 2¼d. to 4s. 2⅜d.	4s. 2¼d.	4s. 2⅜d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅜d.	4s. 2⅜d. to 4s. 2⅝d.	4s. 2⅜d to 4s. 3d.
Manila „	4s. 0¼d. to 4s. 0½d.	4s. 0⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	220½
„ Hong Kong	26½ to 27 dis.	—
Bar silver	Tls. 111.2.0	1½ prem.
Mexican dollars	„ 73.4.0	¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47½ per cent. discount.
China Traders' Insurance Company, $500 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $37 premium.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅝d., at Batavia F.11.72½, at Manila 4s. 0½d., at Singapore, 4s. 2⅜d.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
Aug. 17	Hawkesbury	Shanghai	1,518,963
„ 25	Woodlark	„	1,284,763
Oct. 20	Hallow'een	„	1,091,708
„ 31	Coulnakyle	„	756,208
Nov. 20	Guinevere	„	981,373
„ 27	Cathaya	„	862,059
Dec. 1	Deucalion (str.)	„	822,554
„ 1	Sylvia (str.)	„	58,684
Sept. 28	Argonaut	Foochow	1,501,769
Oct. 1	Thyatira	„	1,344,347
Nov. 5	Duke of Athol	„	1,328,588
„ 25	Harlaw	„	1,136,900
Sept. 30	Melbrek	Canton	879,845
Nov. 10	Columbian (str.)	„	236,948
„ 12	Baroda (str.)	„	43,272
„ 13	Falcon	„	665,399
„ 25	Nestor (str.)	„	1,299,171
„ 26	Delhi (str.)	„	107,583
„ 28	Braemar Castle (str.)	„	1,141,634

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Dvnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.205	Tls.10 p.sh
Shanghai Gas Company	100	100	144	6 p.c.
Shanghai S.N. Company	100	100	80	4 p.c.
S. Tug and Lighter Company	850	850	600	6 p.c.
French Gas Company	50	50	70	5 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$522½	$58 p.sh.
North China Insurance Co.	Tls.1,000	Tls.300	Tls.360	Tls.80 p.sh
North China Steamer Company	100	100	8	
Union S.N. Company	100	100	22	
Yangtsze Ins. Association	500	500	$610	7½ p.c.
Union Insurance Society	$5,000	$1,000	nom.	$265 p.sh.
China Traders Co. (Limited)	1,000	1,000	1,500	$200 p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.78	4 p.c.
Victoria Fire Insurance Co.	$500	$100	$125	6 p.c.
China Fire Insurance Co.	500	100	132	6 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.85	4 p.c.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JAN. 13.—The P. and O. Company's steamer Malta arrived at 7.30, and the mail left at 9.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, JAN. 11.—The P. and O. Company's steamer Peshawur, with the India, China, and Australia heavy mails, left at 9 P.M. for Southampton where she may be looked for about the 24th inst. Specie £668,000.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—GIBRALTAR, JAN. 14.—The P. and O. Company's steamer Delhi, with the homeward India and China heavy mails, left here to-day for Southampton, where she may be expected on the evening of the 18th inst. All well.

INWARD MAIL DUE FEBRUARY 8.—GALLE, JAN. 14.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF DECEMBER 18.—GALLE, JAN. 13.—The Messageries Maritimes, steamer Amazone, from Marseilles 20th December, left here to-day for Singapore.

NEXT INWARD MAIL.—SUEZ, JAN. 12.—The Messageries Maritimes steamer Meikong, with the inward French mails, from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 20th inst.

OUTWARD MAIL OF JANUARY 8.—SUEZ, JAN. 16.—The P. and O. Company's steamer Hindostan left at 10 A.M., and the Bokhara at 5 P.M., for Bombay and Calcutta respectively, with the outward India and China mails of the 31st ult. and 8th inst.

OUTWARD MAIL OF NOV. 27.—SHANGHAI, JAN. 12.—The P. and O. Company's steamer Gwalior, with the London mail of the 27th Nov., arrived here yesterday.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, JAN. 11.—The Netherlands Royal Mail Company's steamer Koning der Nederlanden sailed to-day for Batavia, Samarang, Sourabaya, Padang, Macassar, &c., with Dutch mails, a full complement of passengers, and a large cargo. The Java Company's steamer Madeira sailed yesterday for Batavia, Samarang, and Sourabaya, via the Suez Canal, carrying the Dutch mails, seventy-five passengers, and a full cargo. PADANG, JAN. 5.—The Netherlands Steamship Company's steamer Princess Amalia, from Southampton, 23rd Nov., arrived here yesterday.

LATEST TELEGRAMS.

CENTRAL ASIA.

(TIMES TELEGRAM.)

BERLIN, JAN. 13.—A strong Afghan force has been stationed at Herat to secure the obedience of Yakoob Khan. Yakoob Ameer of Kashgar has again sent Seit Mogascher Yakoob to Constantinople to tighten his relations with the Sultan, whose suzerainty over all Mahommedan Tartars he apparently acknowledges.

THE WAR IN ATCHIN.

THE HAGUE, JAN. 14.—The Government have received the following despatch, dated Atchin, the 9th inst. The troops have captured nine fortifications at Longbattah. The Dutch loss was twenty-one killed and 65 wounded, while that of the enemy was 171 killed. The squadron left on the 2nd inst. for the West Coast. A portion of Pedir has offered its submission.

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POLITICAL RUPTURE IN SIAM.

SINGAPORE, JAN. 15.—A telegram has been received by Sir Andrew Clark from the British Consul in Bangkok announcing a rupture between the first and second Kings of Siam, culminating in the latter taking refuge in the British Consulate. The second King has declined to appeal to arms, and has disbanded his forces. Her Majesty's gunboat *Thistle* has been despatched to Bangkok to protect British interests.

CHINA MARKET REPORT.

HONG KONG, JAN. 14.—Grey Shirtings, 6½ catties, 8¼lb., $2.50; Cotton Yarn, 16-24, $113.; Cotton, fair medium, Bengal, $12. Total exports of Tea (from China and Japan) 1st June to date, 154,750,000 lbs., against 133,250,000 lbs. to corresponding date last season.

SHANGHAI, JAN. 14.—Grey Shirtings, 6½ catties, 8¼lbs., Tls. 1.9.1. Tea: Market for Green firm. Silk market firm.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 21, Penedo (str.).; Dec. 2' Glenearn (str.).

At HIOGO.—From London, &c., Nov. 5, John Milton.

At SHANGHAI.—From Liverpool, Nov. 28, Agamemnon (str.); from Hamburg, 22, Sylvia (str.); from New York, Dec. 1, Horatio; from London, &c., Jan. 7, Glenroy (str.); 9, Corona, Golden State, Velocity, Moss Glen, Konsor.

At HONG KONG and CANTON.—From London, Nov. 25, Formosa (str.); Dec. 5, Glenlyon (str.); from Liverpool, 4, Achilles (str.); from London, Jan. 1, Sarah Nicholson; 7, Sarpedon (str.), Tamesa, Montgomeryshire (str.), Cassandra (str.); 11, Fleurs Castle (str.).

At SINGAPORE.—From London, Dec. 1, Brisbane (str.); 10, Banca (str.); from Liverpool, 1, Yrurac Bat (str.); 2, Menelaus (str.); 11, Ajax (str.); from Penarth, 3, Ironside; from Sunderland, 3, Clausina; from Cardiff, 4, David Brown; 3, Marie; 13, Houri; from Hamburg, 14, Angostura, Priam (str.), Scotland.

At PENANG.—From Liverpool, Dec. 8, Ajax; from London, &c., Jan. 9, Corisande, Nankin (str.), Priam (str.), Achilles (str.).

At BANGKOK.—From London, Nov. 15, Lyra; from Cardiff, 28, Benedicta.

At PADANG.—None.

At BATAVIA.—From Liverpool, Nov. 27, Yanikale; from Bordeaux, 30; Mirzapore; from Hellevoet, Dec. 9, Hampton (str.).

DEPARTURES.

From HIOGO.—For New York, Nov. 16, Contest.

From SHANGHAI.—For London, Nov. 28, Cathaya, Braemar Castle (str.).

From FOOCHOW.—For London, Nov. 29, Glaucus (str.); Dec. 4, Braemar Castle (str.); for Falmouth, f.o., Nov. 28, Pelikan.

From HONG KONG and CANTON.—For London, Nov. 25, Nestor (str.); Dec. 3, Albuera; 8, Braemar Castle (str.); for New York, Nov. 27, Sir Harry Parkes; 9, Hopewell.

From SINGAPORE.—For London, Dec. 2, Nestor (str.); 10, Glaucus (str.); 16, Deucalion (str.), Brœmar Castle (str.); for Boston, 15, Dewa Gungadhur.

From PENANG.—For New York, Dec. 15, Ringdove.

From BATAVIA.—For Channel, f.o., Dec. 4, Antelope; for America, 6, Calcutta.

VESSELS LOADING.

At YOKOHAMA.—For London, Penedo (str.).

At HIOGO.—For London, Braemar Castle (str.).

At SHANGHAI.—For London, Agamemnon (str.); for New York, Mary Whitridge, Laju, Lady Louisa, Conqueror.

At FOOCHOW.—For London, Sea Gull (str.), Sylvia (str.); for Falmouth, f.o., Courier, Schwan; for New York, Taitsing.

At HONG KONG and CANTON.—For London, Mathilda Atheling, Kinfauns Castle, Ardent; for New York, Beemah, Hans.

At SINGAPORE.—For London, Alice Ritson, Celaeno, Guiseppina N.; for Liverpool, Lochleven Castle, Zeeburg; for Hamburg, Gustav and Marie; for Marseilles, Nola; for New York, Marie; for Boston, China, Olive.

At PENANG.—For London, Asterope.

At BANGKOK.—For Marseilles, Banda.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 24 ...	Laurens Coster ...	Batavia ...	Flushing
„ — ...	Pieter Adolf ...	Newcastle ...	Order
„ 26 ...	Duke of Athole ...	Foochow ...	London
„ — ...	Amur ...	Do. ...	England
„ — ...	Fleetwing ...	Manila ...	New York
„ 27 ...	Emma C. Beal ...	New York ...	Order
„ — ...	Sophie ...	St. Nazaire ...	Saigon
„ 28 ...	Sir J'setjee. Family...	Manila ...	London
„ — ...	Eugenio ...	Do. ...	Falmouth
„ 30 ...	Fearless ...	Ilo Ilo ...	New York
Dec. 2 ...	Emilio Rondamino ...	Singapore ...	London
„ 6 ...	Antelope ...	Batavia ...	Falmouth
„ 7 ...	North American ...	Hong Kong ...	New York

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 10s. per ton of 40ft.

At HIOGO.—To London, £4 per ton of 40ft.

At SHANGHAI.—To London £3 10s. per ton of 40 ft.; to New York, £3 to £3 10s. per ton.

At FOOCHOW.—To London, £3 per ton of 40 ft.; to New York, nominal.

At HONG KONG and CANTON.—The rate of freight to London and New York is £3 per ton of 50ft. and 40ft. respectively.

At SINGAPORE.—The Braemar Castle (str.) took gambier at £3 5s., tapioca £3 7s. 6d., coffee and measurement £4 10s., hides £5 10s.

At PENANG.—To London, per steamer, tobacco £4, tin £2 10s., tapioca £3 15s., (measurement) £4 10s.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 14, at London, from Colombo, &c., Viceroy (str.); 13, off Dungeness, from Java, for Dordt, Nederland; 14, at Liverpool, from Batavia, Lammershagen; at Glasgow, from Java, Odin; 11, at Texel, from Batavia, Waterloo; 12, Ernestine; Nov. 28, at Callao, from Hong Kong, Providencia, Fray Ventos; at New York, from Manila, Otac Miho; at Boston, form Sourabaya, Annie E. Elliott; Jan. 14, off Dungeness, from Java, for Amsterdam, Helena Henrietta; 13, off Shoreham, from Batavia, for Rotterdam, Æolus; at Queenstown, from Java, Don Ricardo; at New York, from Manila, Felix Mendelssohn; from Hong Kong, Water Lily; at Boston, from Batavia, Zingra; 16, at London, from Penang, Elly; at Falmouth, from Batavia, Georgeville; from Batavia, for Rotterdam, Navigator; at Liverpool, from Singapore, Aurora Australis; at Glasgow, from Sourabaya, Java; 14, at Texel, from Batavia, Sourabaya Packet; at Helvoet, from Batavia. Noach II.; at Helvoet Roads, from Macassar, Vrachtzoeker; at Brouwershaven, from Batavia, Triton; off Sandy Hook, from Ilo Ilo, Calcutta; 17, at London, from China, &c., Glaucus (str.); at Bristol, from Java, Trident; 18, off Dover, from Foochow, Eliza Shaw; 16, off Malta, from China, Braemar Castle (str.).

DEPARTURES.—Jan. 11, from Greenock, for Singapore, Comete; 14, from London, for Singapore and China, Lotus (str.); for Singapore, &c., via Cardiff, Cawdor Castle (str.); 16, from London, for Singapore, China, &c., Bengal (str.); 15, for Colombo, &c., Rajpootana (str.); 14, from Shields, for Java, Svanen; from Newcastle, for Cheribon, Honigby; 16, from Shields, for China, Aleda.

LAID ON.—At London, for Colombo, &c., Duke of Sutherland (str.), Viceroy (str.); for Yokohama and Hiogo, Jessie McDonald.

SPOKEN.—Alpi, Cardiff to Singapore, Dec. 4, 10 S., 30 W.; Thorbecke, Batavia to Amsterdam, Nov. 28, 32 S., 32 E.; Humboldt, Hamburg to Batavia, Nov. 28, 19 S., 31 W.; Thyatira, Foochow to London, Dec. 29, 1 N., 29 W.; St. Andrew's Castle, London to Hong Kong, Nov. 26, 22 S., 27 W.; Alexander (N.G. ship), Java to Queenstown, Dec. 8, 7 S., 16 E., 67 days out; M.P.R.D., Liverpool to Japan, Dec. 19, 8 N., 26 W., 21 days out; Verona, Newcastle to Amoy, Nov. 10; Antipodes, Ilo Ilo to London, Dec. 11, 6 S., 15 W., 176 days out; Herschel, Java to Queenstown, Dec. 21, 6 S., 26 W., 84 days out.

MISCELLANEOUS.—Lisbon, Jan. 14.—The Jonge Cornelis (Dutch barque), from Cardiff to Batavia, with coal, has put in here. The Admiralty have invited tenders for the conveyance of 47 tons 26 feet of stores for Singapore.

COMMERCIAL POSTSCRIPT.

The prospectus has been issued—and will be found in full in our advertising columns—of the West of England Fire-Clay Bitumen and Chymical Company, capital £200,000, in five pound shares. The Company was first started in 1871, and a portion of the capital—£112,700—was then subscribed. The list of directors includes the name of Mr. H. N. Lay.

At a meeting of the creditors of Messrs. Rankin and Co., East India merchants, Liverpool, a statement was submitted showing liabilities provable against the estate estimated at about £50,000, with assets (consisting chiefly of estimated surpluses on produce pledged to Indian banks) of about £5,000, showing an estimated dividend of about 2s. in the pound. A resolution was passed to liquidate the estate by arrangement. It is stated that the deficiency is attributable to speculation in cotton and rice and to bad debts.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAKER—On the 3rd Jan., at Lonsdale House, East Moulsey, Surrey, the wife of George Baker, of a son.

BERGAU—On the 1st Dec., at Kobe, the wife of J. Berg u, of a son.

COBBOLD—On the 5th Jan., at Ipswich, the wife of J. P. Cobbold, M.P., of a son.

COMRIE—On the 11th Dec., at Penang, the wife of David Comrie, of a son.

DE THIERSANT—On the 3rd Dec., at Hong Kong, the wife of Monsieur Dabry de Thiersant, of a son.

GROBIEN—On the 2nd Dec., at Hong Kong, Mrs. F. Grobien, of a son.

GUTTERRES—On the 29th Nov., at Shanghai, Mrs. E. B. Gutterres, of a daughter.

HOLWILL—On the 1st Dec., at Shanghai, the wife of Ernest T. Holwill, of a son.

HUTCHINSON—On the 3rd Dec., at Hong Kong, the wife of the Rev. A. B. Hutchinson, of a daughter.

MANGER—On the 26th Nov., at Hong Kong, Mrs. Alfred Manger, of a daughter.

MOSS—On the 30th Nov., at Yokohama, the wife of Charles D. Moss, of a daughter.

PELL—On the 1st Dec., at Singapore, the wife of Bennett Pell, manager of Eastern Extension Telegraph Company, of a son.

PLUNKET—On the 6th Jan., at Government House, Londonderry, the wife of the Hon. Arthur C. C. Plunket, prematurely, of a son.

RALLI—On the 6th Jan., at 18, Hyde-park-square, the wife of John A. Ralli, of a son.

WALTER—On the 26th Nov., at Kobe, the wife of John Walter, of a son.

MARRIAGES.

AFFOURTIT—BURKE.—On the 8th Dec., 1874, at H.B.M.'s Consulate General, Bangkok, Siam, by W. H. Newman, H.B.M.'s Consul General, assisted by Rev. S. R. House, M.D., Frederick Charles Affourtit, to Miss Mary Ann Margaret Burke.

DE RUIZ—AMOS.—On the 7th Jan., at the Catholic Church, St. James's, Spanish-place, by the Rev. I. Grant, S.J., Enrique Rojas de Ruiz, of Valentia, in Spain, to Nathalie Celia Mary, eldest daughter of T. J. Amos, and granddaughter of the late Sir Richard Ottley, formerly Chief Justice of Ceylon.

FALCONER—INGLIS.—On the 28th Nov., at Union Church, Hong Kong, by the Rev. James Lamont, Alexander Falconer, of Hong Kong, to Isabella Ashworth, eldest daughter of John Inglis, of Hong Kong.

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M'DONALD—BOAG.—On the 12th Jan., by the Rev. Neil Brodie, Wm. M'Donald, of Yokohama, Japan, to Margaret Jessie, eldest daughter of John Boag, Cowglen House, Renfrewshire, Scotland. No cards.

TAVARES—MARIA.—On the 28th Nov., at St. Joseph's Church, Shanghai, by the Rev Father Desjacques, Pedro J. Tavares to Estephania Maria, of Shanghai.

WALSH—STEPHENS.—On the 14th Jan., at the parish church of Finchley, by the Rev. J. Greaves, B.A., Charles Frederick Walsh, of Hiogo, Japan, to Martha, eldest daughter of the late Henry Stephens, M.R.C.S., of Grove House, Finchley, Middlesex. No cards.

DEATHS.

ARMISTEAD—On the 10th Jan., at Addison place, Brixton-road, Alfred Armistead, aged 31, son of Thomas Armistead, of Scarborough, lately returned from China.

CAZENEUVE—On the 22nd Nov., at Nanlye-hamma, Iwamaye Ken, Japan, Simon Cazeneuve, lieutenant of artillery and Knight of the Legion of Honour.

CLEVERLY—On the 7th Jan., at Frantz Hall, York Town, Surrey, Mary, the beloved wife of Charles St. George Cleverly, late Surveyor-General of Hong Kong, aged 56 years.

LITCHFIELD—On the 8th Jan., at Portsmouth, William Litchfield, *The Times* correspondent, aged 54 years.

MAPPIN—On the 11th Jan., at Wharncliffe House, Clapham-park, Edward Mappin, of the firm of Mappin Brothers, of London and Sheffield, in the 65th year of his age.

MONOD—On the 29th Nov., at Yedo Charles Louis Monod, aged 31 years.

NOEL—On the 24th Nov., at Kobe, L'Abbé A. Noel, of Crépiat, France, aged 30 years.

SMITH—On the 4th Dec., at Singapore, Mrs. Ellen Smith, widow of the late J. C. Smith, formerly Commissioner of the Court of Requests and a magistrate of police in the colony.

SMITH—On the 29th Dec., at Craighouse, Buxburn, Aberdeen, Isabel Finlay, wife of James Smith, Imperial Customs, China.

THE TOTAL ECLIPSE OF THE SUN.

SIAM.

We are informed that the President of the Royal Society has received an intimation that Her Majesty's Government are prepared to grant £1,000 to secure observations of the total eclipse of the Sun in April next. According to Mr. Hind, this eclipse will give better opportunities for the observation of totality than are likely to be again offered before the close of the present century. Even if, therefore, it were not the duty of astronomers to do all in their power to secure records of all total eclipses, there is abundant reason why the approaching one should not be neglected. We believe that the course taken by the Government will give general satisfaction, the more so as the Royal Society and private observers are coming forward with money and instruments in aid of the modest sum granted from the national fund.

The world of science also is to be congratulated on the fact that the Expedition will be organised and controlled by a strong Committee of the Royal Society. Astronomical inquiries are now becoming so many-sided that the attempts of any one man, however eminent, to deal with them single-handed are most likely to end in disaster; in fact, the successful application of spectroscopes, polariscopes, and cameras to telescopes requires very special knowledge and a long practical apprenticeship, while the work to be done depends upon physical rather than astronomical considerations.

Our contemporary *Nature* prints the following important and interesting memorandum, by Mr. Hind, on the circumstances of the present eclipse and of the other important ones which occur during the present century:—

Although the course of the central line in this eclipse is mainly a sea track, yet in its passage from the Nicobar Islands, in the Bay of Bengal, to Siam, better opportunities for the observation of totality will be afforded than are likely to be again offered before the close of the present century.

Adopting the elements of the "Nautical Almanac," in which the place and hourly motions of the moon are derived from Hansen's Tables, I find the following points upon the central line:—

Greenwich Mean Time. H. M. S.		Longitude, East. Deg. Min.		Latitude, North. Deg. Min.		Sun's Altitude. Deg. Min.
19 8 0	...	92 36·9	...	7 34·2	...	71 8
19 14 0	...	94 20·2	...	9 1·6	...	67 51
19 23 0	...	97 9·5	...	11 10·4	...	62 38
19 26 0	...	98 9·9	...	11 52·7	...	60 51
19 28 30	...	99 2·5	...	12 27·3	...	59 18
19 32 0	...	100 19·7	...	13 15·9	...	57 6

If we lay down these points on the Admiralty charts of the Bay of Bengal and the Province of Tenasserim (British Burmah), we find the central line passing a little north of Kaikul, in the Island of Camorta, Nicobars; and, on making a direct calculation for Kaikul, totality is found to commence at 1h. 21m. 38s. local mean time, and to continue 4m. 27s., the sun being at an altitude of about 70 deg. I take the position of Kaikul, 6h. 13m. 31s. E. 8deg. 11·8min. N. The central eclipse, passing from the Nicobars, traverses Bentinck Island, where the maximum duration of totality is 4m. 17s., and runs between Mergui and Tenasserim, rather nearer to the former place than to the latter. By direct calculations I find—Totality begins at Mergui at 2h. 0m. 6s. local time; duration, 4h. 6s.; sun's altitude, 61 deg. Totality begins at Tenasserim at 2h. 2m. 7s. local time; duration, 3m. 57s.; sun's altitude, 60 deg. Nearly midway between the above places, or where a "conical peak" is marked on the Admiralty chart, the total eclipse continues 4m. 14s.

Bangkok (Siam) will be found to lie rather north of the central line. The circumstance of the eclipse at this point are as follows—long. 6h. 42m. 6s. E.; lat. 13 deg. 42m. 5s. N.

The partial eclipse begins at 0h. 51m. 6s. mean time at Bangkok, 134 deg. from the north point towards the west, and 168 deg. from the vertex eastward for direct image, the sun at an altitude of 76 deg. The total eclipse begins at 2h. 13m. 7s., and continues 3m. 54s., the sun about 57 deg. high, and the partial phase ends at 3h. 33m.

The invitation extended to British and other astronomers by the King of Siam to observe this interesting and important phenomenon within his dominions may be expected to bring together a number of competent observers in the vicinity of Bangkok; and in selecting localities for astronomical stations it must be very desirable to be enabled to form some idea of the extent of error to which the predicted track of the central line may be subject. On this account I have made a further direct calculation for the Siamese capital, taking the moon's position from the American Ephemeris, in which the tables of Professor Peirce are employed. With elements thus modified, the partial phase is found to commence at 0h. 50m. 42s., or 24 seconds only earlier than by Hansen's tables; totality begins at 2h. 13m. 32s., and continues 3m. 59s. Generally I may remark that between the longitudes of the Nicobars and Siam the track of central line by the American tables has about five minutes greater latitude than that given by Hansen's tables.

It has been stated above that the eclipse of next April may probably be the most favourable for observation that can happen during the present century. In the eclipse of 1878, July 29, the duration of totality is shorter, and the same is the case in the eclipses of 1882, 1887, 1900, &c. In the eclipse of 1886, August 29, the only easily accessible and favourable station appears to be the island of Grenada, in the West Indies, where the duration of total eclipse is 3m. 15s., commencing at 7h. 10m. A.M. local time, with the sun at an altitude of 20 deg.; thence the course of the central line is over the North and South Atlantic Oceans, to a point on the African coast north of St. Philip de Benguela. In the eclipse of 1892, April 26, the central line appears to have a sea-track through nearly its whole extent, if indeed, it touches land at any point, which requires a more precise computation than I have yet made to determine. The eclipse of 1893, April 16, is the only one that can compare favourably, as regards length of totality and track, with that of the present year; at a point in the vicinity of Ceara, in Brazil, the duration of total eclipse is 4m. 44s., with the sun at an altitude of 76 deg.

If, as is hoped, the Indian authorities also detail parties to observe the eclipse, as they have done on several former occasions—when the results obtained have been of important service to science, and have strengthened the respect in which the Indian Government is held by the native population, who are greatly given to astronomy—we may hope for three strong stations to the west of the Malayan Peninsula, and one to the east of it.

The French Government will be represented by Dr. Janssen, most probably at Hué, and it is probable that Professor Young may represent the United States at some station on the eclipse track.

The Royal Society's arrangements are being pushed forward with the utmost vigour, as the expedition must leave this country at the beginning of next month. It will proceed to India or Singapore by the vessels of the Peninsular and Oriental Company, which, as in 1871, is generously making some sacrifices to enable a larger number of observers to take part in the work. The siderostats to be employed are now being constructed by all the force at the command of Messrs. Cooke and Sons, of York, who have in some respects improved upon the original model.

THE TROUBLES IN SIAM.

The *Daily Telegraph* has the following on the Siam troubles, in its usual style:—

Serious news has come to hand from "the kingdom of the white elephant." The two Monarchs who reign there simultaneously have fallen out, and one of them is at this hour a refugee in the British Consulate. We are far from thinking that this intelligence will affect the funds, or interfere with any British digestion. Some time ago, when a corvette of Her Majesty's navy was cruising in the Eastern Seas, a boat-load of Princes came on board to inspect the vessel. The Commander presently noticed some confusion forward, and inquired the cause from an old quartermaster. "Oh, sir," said the indifferent Briton, "it's only one of them there Kings has tumbled down the fore-hatch and broke his neck." The tidings that one of "them there Kings" of Siam has got to loggerheads with his Royal brother will hardly rouse more interest here than the old sailor felt; but the Royal Astronomical Society, at any rate, will be concerned at the report. Only a few days back an invitation came from one or other of these Siamese Sovereigns, extending a most Royal welcome to any *savants* who might wish to repair to Bangkok to study the total eclipse of the sun, which will be visible early in April. The astronomers were to have all expenses paid, to live like fighting cocks—which is saying everything that can be said in Siam, where cock-fighting is a passion—and to be the guests of the King. The question now is which King invited them: was it Chau Fa Chula Longkorn, or was it Kromamum Bawarawichai Chau? The royal astronomers will look back to their letter of invitation with much anxiety to see which of these long names was appended; if the first, all may yet be well, for he is the winning card—the King of Trumps in the present game; if the second, it is the unfortunate fugitive. These Siamese twins of Royalty, whom the political knife has severed, are very different in authority. The first is the real Sovereign; the second is a nominal Ruler only, although he has command of the army. Considering that everybody of age in Siam is bound by law to military service, this ought to confer great power. But there are so many exemptions, and the country is so amphibious, that the force does not amount to much, and consists principally of elephants. Whatever it was, the "King Number Two" has disbanded it—the telegram says—rather than fight against "King Number One," which would, indeed, have been a grave step, seeing that "Number One" is considered and called a god, and supposed to be immeasurably above the very highest and noblest of human beings. Armed with this supernatural authority, the Number One King in Siam often initiates his reign by abolishing all the laws, and writing out an entirely new set; but this change, which would be so embarrassing in most countries, does not put out

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the Siamese, because nobody knows and nobody cares what laws exist. An attempt to comprehend the system of Government in Siam ends in bewilderment like that which is felt about the two Queens in "Alice's Wonderland." The main facts are—the bamboo, which is used by every high official with great energy, and the will of the Number One King, for Chau Fa Chula is the real Ruler, and under him the Stick.

What to do with this refugee King must be a puzzle to Sir Andrew Clarke and the Foreign-office. It is evident that trouble is feared, for Her Majesty's gunboat *Thistle* has been sent to Bangkok to protect British interests. And it is eminently probable that the *Rex Primus* will insist that we shall choose between surrendering the *Rex Secundus* for decapitation, or losing our commercial privileges in the Meinam. If it were only the other one who had fled to us we might do anything; but our King is of the wrong suit. It will be a great pity if the invitation to study the solar eclipse falls through in consequence of this quarrel between their Majesties; not only because Bangkok is the best spot for observations, but also on account of the interest to be derived from a visit to Siam. It is one of the oddest, laziest, and cheapest kingdoms in the world, and as yet but little known. Life is an easy dream in a realm where, for eighteenpence, you can buy a hundredweight of rice, and where the finest fruits of the earth grow in such profusion that the pigs are fed on mangoes and pine-apples. The sleepy population, who have imported the Chinese to work and trade and manufacture for them, can go everywhere by water, so thoroughly has Nature provided abounding streams, rivers, and canals. They can make a house in a summer morning with bamboo and nina-palm, and the climate is so soft that a handkerchief or kitchen-towel is enough for them to wear.

(DAILY NEWS.)

The Siamese Kings have accomplished, apparently with success, that operation which we used to be told might have proved fatal to the Siamese twins—they have effected a separation. The two Kings quarrelled, and the First King getting the better, the Second declined to appeal to arms, disbanded his forces, and took refuge in the British Consulate. The two Kings of Siam are not twin and equal powers like the famous Sovereigns of Brentford, or some of the Roman Emperors, in cases where two brothers agreed to go share and share alike in the business of government. Nor are they like Ferdinand and Isabella of Spain, or the "Archdukes" of the later days of Spanish rule over the Netherlands. The Second King, in fact, is only a kind of first subject, who has indeed, a little Court and Ministers, and an army of his own, and is exempt from the duty of prostrating himself before the First King, but cannot make any application of the State revenues without the permission of his chief. Perhaps the system of government may be described as a good deal like that which prevailed in Japan down to the recent revolution from which so many remarkable results have already sprung. It is not improbable that out of the present quarrel in Siam and the flight of the Second King to the protection of the British flag a complete readjustment of the somewhat cumbrous system may arise. In a romance politely supposed to be descriptive of Eastern life, and which was almost a classic in the days of our grandfathers, a difficulty arose between two Eastern potentates, brothers if we remember rightly, who were trying to accomplish the difficult feat of ruling by divided and equal authority. Naturally they quarrelled. Thereupon one had a vision, in the course of which a voice declared to him that "divided sway the power that reigns alone abhors, and gives to"—we have forgotten the name of the dreaming Prince—"the throne." The other, however, declined to believe in the genuineness of this celestial proclamation, and the consequences were perplexed and disastrous. The Second King in Siam has apparently accepted the voice of destiny with a wiser submission.

THE PRESBYTERIAN MISSION TO THE FAR EAST.

At the last meeting of the English Presbyterian Mission held in the College-hall, Queen's-square, the Clerk read a letter from the Rev. Mr. Dale, resigning his charge at Singapore on account of the serious illness of his wife, who was ordered to England. He stated that he much regretted this step, but was compelled to do so; but that he intended to remain until a successor was appointed, which he hoped would be by the end of April of this year. A letter was also read from the congregation, in which a committee was named to obtain a suitable successor to Mr. Dale. The Rev. Dr. Fraser moved that Mr. Dale's resignation be accepted, and that his connection with the Presbytery continue till end of April. Dr. Fraser bore testimony to what Mr. Dale had done, and his prospects for the future. This was seconded by Mr. H. M. Matheson, and agreed to.

The Rev. Dr. Dykes reported on behalf of the committee appointed to consider the propriety of the ordination of a catechist in connection with the Singapore Mission, that, taking all the circumstances into consideration, it would be unwise to do so at present.

BRITISH RULE IN CEYLON.—In the course of the interview between the King of the Fiji Islands and Sir Hercules Robinson relative to the cession of the Islands to the British Crown, the following conversation, according to the *Melbourne Argus*, took place:—Sir Hercules Robinson: As I have been given to understand that some apprehension is felt that the operation of British laws upon a native population might be harsh, I wish to explain to you that there is not so much difficulty in the government of natives by Europeans as you might imagine. I was seven years in Ceylon, the native population of which island amounts to 3,000,000. [When this was translated, Cakobau expressed great astonishment, and remarked that that was twenty times the population of Fiji.] In some respects the natives of Ceylon are much behind the Fijians in civilisation, particularly in that very few of them are Christians. In appearance and dress many of the Ceylon natives are very like Fijians. It was found that these natives of Ceylon could communicate their discontents and wishes to the Government through their chiefs, so that all evils were promptly remedied, and the people were happy and content to live under British rule. Indeed, after about eighty years of British rule, it is preferred by the native population to native rule. In the same way, the Fijian people could communicate their wants through their chiefs, and the system would work as well as in Ceylon.—The King: I am very much interested to hear about Ceylon. As to the harsh operation of the English law, peace and rest is what we want. These are our riches. No riches are to be compared with these in the opinion of our chiefs. Tumult and disquiet are poverty. Of course, in order to produce fruit, labour will be required, but such labour, under favourable conditions of government, will tend to the peace and prosperity of the people. Any Fijian chief who refuses to cede cannot have much wisdom. If matters remain as they are, Fiji will become like a piece of drift wood on the sea, to be picked up by the first passer-by.

THE *New York Times*, in commenting upon the new Japanese Minister at Washington, whose presentation we have previously noticed, says:—The new Minister Plenipotentiary from Niphon, "Mr." Yoshida, is getting installed in the Reeside House, at the corner of M and Twenty-fourth streets. Educated at Rutgers College, New Jersey, and for some years a resident in Old and New England, he speaks English fluently, and will not, consequently, be humbugged as his predecessors, Mori and Yano, have been. His wife is about three and twenty years of age, slender, almond-eyed, and graceful, with a wealth of hair, very black and coarse. She brought a wardrobe made by an English *modiste* at Yedo, with rolls of brocades, silks, and crapes, which have excited much admiration among those who have seen them. These are to be made up as wanted, *à la mode*, and a suit of *café-au-lait* heavy silk is now being made here, with black velvet trimming, to be worn at the President's New Year's reception, with a black velvet bonnet, the plume of which will match the colour of the silk.

DURING the last two seasons a Russian expedition has been exploring in the extreme north of Siberia, about the vicinity of the lower Tunguska and Olenek rivers. This region was a virgin field for research. It lies some distance to the west of the country visited by Middendorf, and the natural features have been hitherto shown on maps in the vaguest fashion. Messrs. Chekanofsky and Mulier, two Russians of scientific attainments, have now travelled northward along the water-parting of the Tunguska and Olenek, and have made several important geographical discoveries, besides fixing several points. Their report was dated July 2, and they had not then reached the shores of the Arctic Ocean; but there is every prospect of their having had time to do so since, and so making a highly interesting journey, for our sole knowledge of this portion of the coast-line of Siberia is derived from the uncertain accounts of the surveyors despatched by the Empress Catherine to map out that limit of her dominions.

A CORRESPONDENT of *The Times*, writing from St. Petersburg, says:—From the Far East we hear that the Chinese rebels who had threatened to attack the Russian possessions on the Amoor River had actually crossed the frontier, and had reached the settlement of Shkolovaia, north of Vladivostok, in the Oussooree district, but that they were attacked by the troops the Government had lately assembled, and that the result was, naturally, the dispersion of the undisciplined Chinese bands. As irruptions of this kind from the Chinese territories can hardly conduce to the rapid colonisation of the magnificent Amoor country by peaceful settlers, it is probable that the Chinese Government will be advised to pay some attention to the good Government of this part of Manchooria.

A MEETING of the Anglo-Oriental Society for the Suppression of the Opium Trade will be held to-morrow (19th inst.), at the "Friends' Meeting-house," Bishopsgate-street, from six to seven P.M. A circular issued by the Society says:—"Our object is to urge that the British Government should entirely disconnect itself from and discourage the opium traffic, at the same time restoring to the Chinese Government perfect independence of action to deal with opium in any way it may please." An executive committee has already been formed, and many persons have given their names for a general council to take measures to bring the subject before the public and impress upon the Government the necessity of remedial legislation.

THE well-known travelling Special Artist of the *Illustrated London News*, Mr. William Simpson, is to give four lectures, in the Corporation Galleries at Glasgow, at the request of the trustees of the local Academy for the Fine Arts. He will discuss the history of ancient Egyptian, Assyrian, Greek, Hindoo, Buddhist, Mohammedan, Chinese, and Japanese art, having studied their monuments all over the East, from the Nile and the Bosphorous to the Ganges and Upper Indus, and thence to Peking and Yedo.

IT is stated that Sir Edward Creasy, the historian, who has been for some time at home on leave, is about to resign the appointment of Chief Justice of Ceylon, which he has held for more than fourteen years. It is said that the precarious state of his health would render a return to Ceylon in all likelihood fatal. Sir Edward's post is worth £2,500, and will be in the gift of the Earl of Carnarvon.

WE learn by telegram that Vice-Admiral Sir Charles Shadwell, K.C.B., has left Hong Kong in his flagship Iron Duke, Captain Arthur, *en route* for Singapore, to meet his successor in command of the China squadron, Vice-Admiral Ryder.

A PAPER was read at the Royal United Service Institution on Friday on the subject of "Proposed Alterations in the Annual Musketry Practice," by Captain C. K. Brooke, Brigade-Major at Hong Kong.

A MEETING of the Tower District Church Missionary Association will be held (D.V.) at the New Corn Exchange Hotel, Mark-lane, to-day. The Rev. George Ensor, Missionary from Japan, will give an address.

WE are glad to announce that from inquiries we are informed the Countess of Carnarvon is improving, and that danger may be considered as past.

THE Fly, composite gun-vessel, Commander John Bruce, arrived at Port Said on the 1st instant, on her passage to China, *via* the Suez Canal.

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LONDON: MONDAY, JAN. 18, 1875.

CONSULAR REPORTS ON THE TRADE OF JAPAN.

The Reports from Her Majesty's Consuls in Japan for the year 1873 have been issued.

YEDO

Mr. Vice-Consul Dohmen, in his report, says :—

In carrying out the Consular instructions relative to annual reports on trade, commerce, and navigation, I can only say generally that this Vice-Consular district offers little or no information in this respect which can be of any practical use, either to Her Majesty's Government, or to the mercantile community.

As explained in a former report, the port of Yedo not being open to foreign trade, all foreign goods for, and all exports to foreign countries from, this market have to pass through the Custom-house of Yokohama, and are included, therefore, in the trade returns of the Consular district of Kanagawa. Hence no reliable statistics of the local transactions between foreign and native merchants are obtainable here. Moreover, there is no foreign trade of any consequence carried on here. The few foreign merchants who, on the opening of the city to foreign trade, have tried the experiment of opening establishments at this place, have found it to be an unremunerative speculation, and have, with the exception of two (non-English) firms, withdrawn from this market.

The expectations that were at one time entertained that the railway between Yedo and Yokohama would effect an improvement in the direct trade with the capital, have not been realised ; on the contrary, the little trade that was done previous to the opening of the railway, has since been transferred to Yokohama. This is explained by the circumstance that, owing to the great convenience and cheapness of travelling between the two places, the native merchant of Yedo now makes all his purchases of foreign goods at Yokohama, where he finds a great variety of articles, and, probably, cheaper prices than on the spot. The consequence is that the foreign Settlement of Yedo has become literally deserted.

But while direct foreign trade has diminished, the number of foreign residents has been steadily on the increase for the last four years. A reference to the register of the Vice-Consulate shows the number of British residents to have been three in 1871, 48 in 1872, and 115 in 1873, while for this year it already amounts to 154.

I have nothing new to report with regard to public works of this district. It is true that a small portion of the town is being rapidly transformed into a semi-European quarter, but it is not contemplated by the instructions that I should report on such matters. I should, however, have liked to furnish some details respecting the movements of the Japanese steamers plying between Yedo and the principal ports along the coast of Japan, as also about the operations of the two or three native banks that have of late been established here ; but the information which a foreigner is able to obtain on all matters of commerce and industry from native sources is so incomplete and unreliable that it would serve no good purpose were I to record the result of my inquiries on these subjects. Moreover, foreign merchants take little or no interest in such native enterprises ; hitherto, Japanese steamers, as well as Japanese banking establishments, are intended only for the accommodation of the natives themselves.

YOKOHAMA.

The import figures for 1873 are $19,535,758, and the export figures $15,095,218, giving a total of $34,630,976, being $523,040 in excess of 1873.

In imports—Cotton manufactures exhibit a decrease of $1,460,742 ; woollens, a decrease of $1,928,274 ; mixed cottons and woollens, an increase of $1,188,701 ; arms and ammunition, an increase of $126,791 ; metals, an increase of $251,171 ; miscellaneous (foreign), an increase of $1,221,485 ; miscellaneous (local), an increase of $73,501.

In exports—Silk shows a decrease of $127,844 ; silkworm-egg-cards, an increase of $1,111,573 ; tea, an increase of $278,316 ; copper, an increase of $236,423 ; miscellaneous, an increase of $24,785.

The export of silk for the year 1873 shows 11,869 piculs 48 catties, valued at $7,050,656, against 10,252 piculs, valued at $7,158,500, exported in 1872.

The year opened unfavourably for exporters. Highly discouraging news from the home markets and the unwillingness of Japanese silk dealers to accept any reduction on the high closing prices of December, almost put a stop to business.

Mr. Consul Robertson remarks :—

The close of 1872 showed a considerable increase in the consumption of many kinds of goods, especially cotton and woollen mixtures, which, for the most part, were readily saleable at a fair profit. On the supposition that this demand would not only continue, but probably increase, orders for more goods were sent home, which proved, however, to be far in excess of the requirements of the country. The increase in the stock of French mousselines, consequent upon the excessive importation, has been latterly a serious loss to importers. While on this subject I cannot help mentioning that the French and German manufacturers seem to be running English manufacturers very hard in the production of certain goods specially adapted for this market. The clever and careful way in which patterns are imitated is an example well worthy of attention. The present position of the import trade of this port is far from healthy, and were it not that there are so few channels open for the employment of capital in other directions, I feel certain that many of our merchants would be glad to relinquish this branch of the trade altogether, except on commission for others. The keen competition here, the facilities afforded by banks, the easy system of financing at home, the want of sufficiently large enough markets to take off the enormous production of Lancashire and Yorkshire all militate against the import trade being a successful one. Moreover, by means of the telegraph, though still in imperfect working order, goods, for which there is any demand, or of which the stock is small, can be sent for and laid down in three-and-a-half to four months, thus at once counteracting any benefit which in former days might have accrued in consequence of the length of the voyage attendant upon sailing ships. Indeed it is not necessary to go to Europe for supplies, as on the least margin of profit being shown China is only too ready to supply Yokohama with any goods she may have suitable for this market, Hong Kong answering any demand for yarn, whilst Shanghai soon responds to any inquiry for shirtings.

On the subject of silkworm egg cards, he says :—

There were exported in 1873 1,409,537 cards, valued at $3,032,360, against 1,280,525 cards, valued at $1,920,787, exported in 1872. I am inclined to think, however, that the valuation placed by me on the export for 1872 was too low, namely, $1 50-80 per card, and that $2 40-00 would have been a fairer valuation, thus giving $3,073,260 as the value of the export for that year.

The tea exported in 1873 amounted to 11,339,446 lbs., valued at $3,339,941, against, exported in 1872, 11,663,333 lbs., valued at $3,061,625.

In 1873 eighty-seven British vessels, with a tonnage of 75,176 tons, all with cargoes, entered the port, against eighty-eight vessels with a tonnage of 59,811 tons, entering in 1872. The increase in entries with cargo tonnage for the past year is 16,879 tons over 1872, but with numerically one ship less. The clearances in 1873 amounted to thirty-six vessels, with a tonnage of 31,419 tons, against fifty-seven vessels with a tonnage of 39,893 tons clearing in 1872. All the clearances in 1873 were with cargo, while of the clearances for 1872, fifty-five ships, with a tonnage of 38,475 tons, were with cargoes, the remainder clearing in ballast. There is a decrease, therefore, for the past year total under the clearances, of twenty-one vessels, with a tonnage of 8,474 tons, and of those with cargoes of nineteen vessels, with a tonnage of 7,056 tons as compared with 1872.

HAKODADI.

There is an increase in the foreign tonnage figures for this year, attributable to the Pacific mail steamships visiting this port not only more regularly but more frequently than last year, very nearly one-half of the ships' total being Pacific mail steamers.

There is a decrease in the imports this year of £46,409, owing to the natives having imported so largely in their own vessels. The exports show a decrease also, the figures showing a falling off of £19,541. This is to be accounted for by the fact that the natives export on their own account both in their own and foreign vessels.

Mr. Consul Eusden makes the following remarks in his report :—

But poor progress has been made towards the colonisation of this island, started five years ago. I hear of no more arrivals of colonists. A new road has been made from Hakodadi to Mow, and from Moruran to Tatsporo, the new capital of this island, but there are rumours now that this latter is to be given up, as it is found to be inconvenient and inaccessible in winter, on account of the bad state of the roads.

Postal communication with Yedo has been considerably improved, and is performed pretty regularly in ten days between the two places, a small steamer communicating with Awamai three times a week, each time taking over and bringing back numbers of Japanese, who, I am informed, come over here in the first instance to purchase foreign goods, which are to be found in every shop, some of which deal in nothing but foreign imports.

It has always been surmised there was gold in this island, but the spot was unknown, and it was strenuously denied by the officials. A visitor to Hakodadi, on his way to Tagholin, *vid* this island, has told me that he came across a party, consisting of four Japanese and five Ainos, busy washing gold on Government account. This was at Tofui, in the Tokeby or Biro district, about 160 ri from here on the eastern coast. The gold is found in the sea-sand all along the beach for miles, which is covered with thick layers of this black oriferous sand. The simple process consists in taking up a small basket of sand, washing its contents by the seaside, and collecting the gold, which is prevented from running off by a small sieve at the bottom of such basket. The said gentleman saw specimens of gold taken at different places, all being equally fine and rich samples. The Ainos ride over these fields of treasure, little knowing what they are trampling under foot.

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HIOGO AND OSAKA.

The value of the total trade of the port of Hiogo in foreign vessels, excluding treasure, was £1,773,664; while that of Osaka was £273,226. The total number of vessels entered and cleared amounted to 300, representing a tonnage of 417,068 tons.

We find the following remarks on Hiogo :—

A good building for the Municipal Hall and offices, with police-station, small prison, and permanent sheds for fire-engines and water-carts have been erected in a central part of the foreign settlement. As no assistance could be obtained from the Governor to secure for the settlement a supply of pure water from the waterfall without our consenting that this should become an unreasonable speculation of some natives, it was decided that five large covered wells should be sunk in the most convenient parts of the settlement. These have been satisfactorily completed, and each of them can freely supply two powerful fire-engines, working simultaneously.

Trees and grass have greatly improved the appearance of our bund, and our small but fine park is now kept in perfect order. The public garden would also have been laid out long ago had it not been for the characteristic and patient perseverance with which Japanese study and insist upon all possible means which they think will eventually free them from carrying into effect obligations originally contracted. But this is not to be wondered at if we consider that the Convention respecting the right of foreigners to lease land within certain limits at this port like natives has for years past successfully been treated as a dead letter by the Japanese Government.

The Municipal Council has contracted for the lighting of the Settlement with gas from the works of an English company, which are being rapidly erected. Some fine dwelling-houses and godowns were erected last year, and building still continues on the foreign Settlement. The rapid increase of the native town is astonishing. Fairly drained and wide streets, at right angles, now divide the Kobe part of the town into large blocks, where many houses in foreign style are erected. On the hill slopes behind the town and Settlement comparatively good roads have also been made on a cheap principle, which will consequently prove expensive owing to constant repairs. But this appears to be the rule for Government works in Japan, the exception being those for which foreign skill and advice have been accepted.

A patent slip for ships up to 1,000 tons is being constructed under the superintendence of a French engineer, for the Government, quite adjacent to their foundry on the west side of the Kobe Bay, which has for some time been in good working order.

Of Osaka, Mr. Consul Gower says :—

The population, according to the census taken in 1872, is set down at 530,885 inhabitants; there is also a large fluctuating population. There are in Osaka 1,380 Buddhist temples, and 530 Shintô shrines. The neighbouring city of Kiôto returns 567,334 inhabitants, with 3,514 Buddhist temples, and 2,413 Shintô shrines. The bridges in Osaka are stated to number 1,251, and annually cost large sums to keep them in repair. Osaka possesses a large arsenal, where all kinds of guns are cast, and gun-carriages and appurtenances manufactured.

Osaka contains seventy-two primary schools, one college, and one academy, which are attended by about 10,000 pupils. The college and academy are under the direction of six English teachers. There is also a school for girls under the care of a foreign instructress.

The garrison of Osaka usually comprises eight battalions of foot soldiers (640 men and 100 officers form a battalion), also two companies of artillery. Some regiments of cavalry are sometimes quartered here.

I may mention, as an interesting fact, that Divine service, in the Japanese language, is daily performed in the neat little church belonging to the American Missionary Society. It is well attended by the natives, and the responses are given by them from translations into Japanese of the Book of Common Prayer.

NAGASAKI.

The value of imports amounts to $1,626,775, against $1,856,549 of the previous year, showing a decrease of $129,774.

With regard to exports, tea shows a heavy falling off, which may be accounted for by the fact that at the commencement of the year stocks of the previous season's tea still unsold were smaller than usual, the bulk of the purchases of 1872 having been made earlier than is often the case. Shipments during the first portion of the year under review were therefore necessarily limited, and the bareness of the market here, and favourable advices from home, caused higher prices to rule. The native dealers here, anticipating that equally good or better rates would be obtainable for the new crop, made their contracts with the producers upon a high basis, so that when the new leaf came to market, the offers of foreign buyers, based upon a depressed state of things in London and New York, were much below the expectations of the native holders.

Tobacco shows a falling off in the year's export of $228,998, the export for 1872 amounting to $374,108, while that for the past year is only $145,110. Somewhat similar causes to those above-named may be adduced to account for the large deficiency. At the commencement of the year stocks of old leaf were but small, and the heavy shipments of 1872 not having arrived in sufficient quantity to overstock the London market, prices there had not yet experienced the serious decline which eventually took place.

Writing about coal, Mr. Consul Flowers says :—

I need not remark that one of the principal articles of trade in Nagasaki is coal, and it is a pity to see so many of the mines in the vicinity of this port still remain undeveloped.

The Takashima mine has not falsified the predictions made of her producing qualities. A large increase has taken place in the production of coal, from 41,300 tons in 1872 to 82,460 in 1873.

Should the Takashima mine ever get exhausted, the supply can be kept up from other mines in the neighbourhood.

The Island of Koyaki, at the mouth of this harbour, contains many seams of coal, which for a great many years have been worked intermittently by Japanese from the outcrops by inclined drifts. The coal was carried up on men's backs in baskets, and the water was raised by means of bamboo pumps, or water-wheels, when in great quantity. There is one seam at Koyaki of very good bituminous coal of five feet, another of seven feet thick, besides minor seams. Several of the mines on this island have been abandoned during the past year, on account of not having proper appliances to work them. The coal having been all got from some distance from the outcrop, the raising of water, and the maintenance of ventilation, by the Japanese method, being too difficult and expensive, the output from these mines must steadily decrease, and ultimately disappear, unless some improved European system of working is adopted.

270 British vessels have entered and cleared during 1873, of a tonnage of 109,853 tons, against 211 vessels of 72,458 tons in 1872, which shows an increase of 59 vessels, of 37,395 tons, in favour of last year. The preponderance of this shipping has been engaged in the coal trade, preference being given to steamers for light freight. The total amount of tonnage, British and foreign, entered and cleared, has been 561,155 tons, against 477,376 tons of the previous year, showing an increase of 53,779 tons.

SIAM.

The Report of Consul-General Knox at Bangkok for the year 1873 has been issued. It contains a carefully tabulated statement of the shipping, import, and export returns, and is accompanied by the following remarks :—

Three very unfavourable seasons—the first caused by an excess, the other two by a scarcity, of rain, have had a very injurious effect on the commerce of this country. There is a decrease in the amounts of rice and sugar exported during the last year when compared with the amounts exported in 1871-72. This comparison will not, however, show what has really been the loss sustained by this country, for I have every reason to believe that a considerably larger area of land was put under cultivation in order to produce the crops of rice and sugar for 1873 than was the case in previous years. But though the rice-crop in most of the districts in which it is grown is certainly not a third of what was expected, yet owing to the very great excess of production over what is required for consumption in the country the people appear to have ample stores of food. It is also believed that the loss sustained even by the poorer cultivators is not such as to compel them to sell their buffaloes and cattle, and that they will therefore be able to retain them for the production of future crops.

The teak exported is in excess of previous years, though the want of rain allowed but a very small portion of what was ready on the banks to be floated out by the various creeks which lead into the Menam. There is, therefore, every probability that we shall see a large quantity of this valuable timber brought down to Bangkok during the rainy season of this year. There has also been a larger amount of teel seed exported than has been the case in previous years. This country appears to have many facilities for its production, and as the demand in Europe increases with every year it may become a valuable article of export.

The import trade also shows a serious diminution in almost every article. This must always be the case when the crops in Siam are bad, as the people are too poor to pay for such articles as they require except with the produce of their last crop. The shipping returns show that about one-half of both imports and exports were carried in British vessels, which far exceeded in number those of any other foreign nation.

As the Siamese Government continue to issue a coin unique as to its value, and as it is also well known that it has been very much debased of late years, it cannot be used except in this country. A new mint is now in the course of being erected, and we are promised a coin which shall be up to a certain standard. Unless, however, this Government exercises a more complete supervision over the officers employed in their mint than has hithorto been the case, either in this or any other public business, no improvement can be expected.

A BERLIN correspondent says that the report of Mr MAERTENS, Silk Inspector of Shanghai, has been made public by the German Government. Mr. MAERTENS states that the consumption of raw silk in Germany, especially in the Rhenish districts, is so considerable that a direct trade would be unquestionably beneficial, and recommends that henceforth the London market may be evaded. There is a line of steamers plying direct between Hamburg and China, by which the goods could be forwarded at easy rates, and there are German bankers in China, by whose intervention money transactions may be effected. In addition to this recommendation, Mr. MAERTENS suggests the importation of German spinning machinery into China and the establishment of German spinning works on the spot.

HIS MAJESTY the King of SIAM has forwarded letters to the Royal Astronomical and the Royal Societies inviting them to send out astronomers to observe the total eclipse of the sun on the 5th of April next. His MAJESTY has expressed his intention to consider the visitors as his private guests, and he will provide for their entertainment and transport. The Royal Society has appointed a committee to consider the question of securing observations on the eclipse.

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THE PACIFIC MAIL COMPANY.

(BOSTON ADVERTISER.)

The Pacific Mail steamship enterprise is in a fair way to suffer unmerited discredit on account of the scandalous misconduct of some of its past managers—just coming to light. The Stockwell Government, under which the matters now under investigation arose, is no longer in power, and the real guilty persons cannot be reached by any penalties it is in the power of Congress to inflict. Besides, the prospect of obtaining any trustworthy information as to the disposition made of the enormous sums paid by the company and expended by Irwin, ostensibly to influence Congress, has almost disappeared. The natural inference is that the money was used directly as a corruption fund, and that the reticence of the witness comes from his anxiety to shield those who yielded to the seductions of his full purse; but it is not the only inference permissible. Men sometimes refuse to testify when their evidence would criminate themselves, and one is quite as much justified in the supposition that Irwin embezzled the whole sum entrusted to him, as in a suspicion that it was divided among representatives and senators. If Irwin has anything discreditable to himself to conceal, his tactics must be confessed to be very shrewdly conceived.

Whatever view may be taken of this affair of the contumacious witness,—and at present nobody is entitled to put forth any theory with confidence,—the course of the corporation, which was the prime offender, can only be characterised as most disgraceful. There could be no legitimate use for three quarters of a million dollars in procuring legislation. The sum appropriated and expended must have been intended as a corruption fund, into whatever hands it may have been placed. The act of the company was an audacious and unpardonable insult to Congress, whether the subsidy was obtained with or without the help of money. We are told that the Pacific Mail Company is the only great steamship line flying the American flag. That is true, and for that reason there was the less necessity for the use of an immense corruption fund in Washington, and the less reason for believing that it was used as such by the lobby charged with the expenditure. It is the misfortune of the company and its great enterprise that it was ever allowed to pass into the control of speculators, whose theory of business and of legislation is that every man has his price. That has been the rock upon which many fortunes have gone to wreck.

The losses of the Pacific line in the last three years have been compared by a disconsolate stockholder to a succession of defeats in battle. The prosperity of the company was almost uninterrupted down to the end of the administration of Allen McLane, about November, 1871. The internal affairs of the company were admirably, economically and honestly administered, and its dealings with other corporations and individuals were such as to keep it out of difficulties and injurious competition; but the moment the chief operations of the company passed from the ocean to the boisterous seas of Wall-street, and fell into the hands of "stock-gamblers," everything was changed. The old officers and the old agents were put out, and new seamen, new captains and new agents, all in harmony with the new order of things, were appointed. No one can say that they have not made a brilliant run of it, for the ocean is illuminated with their burning ships, and Wall-street is astonished by the magnificence of the stock operations of its officers and managing directors.

Nine noble vessels of the line in all have been lost—the *San Francisco*, the *Golden City* and the *Golden Gate* previous to 1871. The later record runs as follows:—In 1872 the *Bienville*, chartered by the company, was burned at sea during her passage from New York toward Aspinwall, and nineteen lives were lost. A week later the *America* was burned in Yokohama harbour, and two months subsequently the *Guatemala* was wrecked on the Mexican coast, twenty-three persons perishing. In the November following the *Sacramento* was lost on a reef off the Lower California coast. Last July the *City of Guatemala* was stranded on the Bahamas. The *Alaska* still remains ashore near Aberdeen, Hong Kong, whither she was driven in the typhoon of last August, and now we have advices to the effect that the *Japan* has been burned off the coast of Niphon. This latest calamity took place last Thursday, when the vessel was sixty miles from the port of Yokohama, and many lives were lost. The *Japan* was one of the old-fashioned side-wheel wooden steamers, and a craft of very considerable tonnage. Her place was to have been supplied by the *City of Peking*, now on her way to San Francisco.

THE PACIFIC MAIL INVESTIGATION.

The inquiry into the Pacific Mail scandal was resumed at New York on 28th December. Mr. Cole, president of the American Exchange Bank, was the first witness examined in reference to the deposits made by Mr. Irwin in the bank. He testified that on the 29th of May last two strangers entered the American Exchange Bank, and one of them presented a cheque for $115,000, signed by Colonel Irwin. He asked the presenter of the cheque what his name was, but this he refused to disclose. The amount was paid and the parties left, followed by a messenger, who saw them enter the Park Bank. On sending to the Park Bank, Mr. Cole found that the man who drew the cheque from the American Exchange Bank gave his name as King, and stated that he was postmaster of the House of Representatives at Washington. Another sum of $275,000 was drawn from the Marine Bank on a cheque sent for the amount on the same day; of the $390,000 paid on that day, $99,000 was paid by certified cheques, and the remainder in notes.

This occurred in May, 1872. The sums Mr. Irwin deposited to that date were only small sums, ranging from $1,000 to $4,000. On the 27th May three sums, viz., $100,000, $100,000, and $125,000, were drawn by different persons on certified cheques made payable to bearer and signed by Mr. Irwin. The large deposit of $735,000 was made on the 25th May. The two men who came for money on the 29th May appeared to know each other very well. Witness thought he could easily recognise King, but could not identify the other person. At the time of this large deposit by Irwin witness ascertained that the sum was deposited in cheques of the Pacific Mail Company. About one year after Mr. King had drawn the first sum of money from the American Exchange Bank he called again to draw another cheque, which was not so large in amount; did not remember the sum named in the cheque; did not know whether Mr. King had been at the bank lately. Witness submitted the account of Irwin with the American Exchange Bank and left it with the committee.

THE EX-POSTMASTER KING INVOLVED.

Beaumont Clare, assistant cashier of the same bank, testified that he had a distinct recollection of a large sum being deposited by Irwin, after having a brief conversation with Mr. Cole. The deposit remained in the bank two days, when the three first cheques were presented. The day after the two strangers called and presented the two cheques for the larger sum and were questioned as to the establishment of their identity. They went in to see Mr. Cole, who said it was necessary that they should be identified, as they had paid money before on forged cheques, and did not wish to be caught again. The man who was followed to the Park Bank left then and came to the Equitable building, at the corner of Cedar and Broadway, where he entered the elevator and was lost sight of. Witness went down to the cashier of the Park Bank and ascertained that the man who drew the money was William S. King, postmaster of the House of Representatives; the cashier of the Park Bank was J. L. Worth; saw the gentleman who drew the $115,000 cheque about a year afterward; he was recognised by witness, who said he remembered him addressed as Mr. King; witness described Mr. King as a medium sized man, wearing bushy side-whiskers; thought Irwin was in the city at the time; did not know if Irwin drew any cheques; no effort was made to ascertain by the authorities of the bank if Irwin was in the city; the book-keepers in the bank were rotatory and were changed every six months or so.

The evidence connecting ex-Postmaster King, member elect of the next House of Representatives, with the Pacific Mail transactions, has created renewed excitement at Washington on the subject. King testified last year before the same committee, in the most positive terms, that he had received no money, and disbursed none to influence the passage of the Pacific Mail subsidy. His testimony is so fully contradicted by the statements made to the committee in New York that people in Washington cannot understand how King can defend himself against the charge of perjury. The present Congress has no power to deal with him, but the next House, it is thought, must surely expel him, if the law spares him for its action. Various guesses are made as to the identity of the person who was with King and received the $275,000 cheque, but no satisfactory suggestion is made.

When the committee met after adjournment the books of the Pacific Mail Company were produced.

Samuel J. Harriott, banker and broker, and a member of the banking firm of Harriott and Noyes, testified that he had been five years in the business; knew Stockwell, but not Irwin; during the year 1872 he had bought and sold stock of the Pacific Mail Company and Panama Railroad for him. A cheque numbered 2,365 was handed him to recognise, which he failed to do. The cheque was dated May 24, 1872. On that date witness received no stock from the Pacific Mail Company. After referring to his books witness stated that on the 21st of May, 1872, there was an entry of $228,756.98 for 4,700 shares of Pacific Mail to the credit of A. B. Stockwell. No other sum from either Irwin or Stockwell was received from the 21st of May to the 4th of June, inclusive. On the 15th of May the firm delivered 5,000 shares of Pacific Mail stock, for which they received $433,602.50 in cheques from the company. These were all the transactions which occurred with the firm in the month of May. Witness did not know Irwin at all. Never sold stocks for the Pacific Mail individually, but only for Stockwell. On the 9th of September, same year, Stockwell deposited a cheque on the National Bank of Commonwealth for $500,000. This cheque was dated September 7. The cheque was indorsed on its face A. B. Stockwell and Harriott and Noyes. On examining his books witness stated that the entry on September 9 was Pacific Mail Steamship Company exchanged $500,000. Mr. Stockwell had for this a cheque from the firm on the Continental Bank for $507,547.95. The account closed for that year on the 2nd of November, 1872. On the 15th of May, 1872, the highest market price of Pacific Mail stock was 85⅝; 21st of May, 83½; 24th of May, 81¼; 27th of May, 77½; 31st of May, 75; and 15th of June, 69.

The committee retired into a private session to examine the books of the firm of Harriott and Noyes with regard to the accounts of other parties with the firm. After the session had been declared open, the examination was continued.

The witness was told by Mr. Hatch that on the 4th of May, 1872, a cheque for $650,000 had been deposited with the firm by R. B. Irwin, but this witness said that it was not deposited, and was not entered on their books. On the 15th of May a cheque of the company, credited to Mr. Stockwell for stock valued at $483,612.50 was deposited. On the 21st of May a cheque for $228,275.83, and another for $1,515 were deposited, both for 4,700 shares of Pacific Mail stock. On the same date cheques were received from Mr. Markham to the amount of $831,250 for stock.

Horace E. Merrill was sworn, and testified to the authenticity and correctness of a statement made by him, showing the highest and lowest quotations of Pacific Mail stock, from the 15th of May to the 15th of June, 1872.

Mr. Delamater, cashier of the Marine National Bank, testified that he had held that position since 1861. Being asked with reference to two strangers who were followed to his bank by Mr. Clark, witness desired to refresh his memory from the books of the bank and was allowed to appear at a future time for examination.

J. G. Worth, cashier of the Park National Bank since 1863, testified that he knew Mr. King, but was not very intimate with him; had learned from the note-teller that King had taken out notes on deposit amounting to $115,000 or thereabouts, in May, 1872.

Thomas Ellis, note-teller of the Park National Bank, testified that on May 30 he received from Mr. King $112,500, to be used as follows: $40,000 to be placed in St. Paul Bank, Minneapolis, Minnesota; $15,000 to pay a note about to reach maturity; $1,000 to be placed to the credit of St. Paul Bank of Minnesota, and had also issued six certificates of deposit at his instance, amounting in the aggregate to $56,459.17, issued to the order of William S. King.

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Miscellaneous.

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THE FORMOSA DIFFICULTY.

A correspondent of the *New York Herald*, writing from Yedo, upon the subject of the settlement of the Formosa difficulty, says :—The news of the successful termination of the conferences in Peking has been welcomed throughout Japan with the liveliest satisfaction. The prospect of war was never attractive, except to a certain small and irresponsible class, which had neither opportunity nor inclination to estimate the possible consequence of so grave an event. Among the higher officers of the Government, as well as the people at large, there was always an earnest desire to avoid an actual conflict, but at the same time a rigid determination to maintain in the firmest manner the position assumed at the outset of the Formosa difficulties, and to vindicate the just claims of Japan at whatever hazard of peril or sacrifice. Thus, while the negotiations of the Commissioners in China were all directed toward a pacific solution of the questions at issue, the energies of the authorities at home were applied to preparing the most thorough means of meeting the issue in case hostilities could not be honourably averted. The inhabitants of every degree, including the Emperor and his family, the nobles and the mass of the people, offered voluntary contributions to the extent of their ability for the support of the administration in the contemplated crisis. Large bodies of citizens enrolled themselves, without solicitation or suggestion, as volunteer troops, and urgently petitioned for the acceptance of their services in the field. Throughout the entire progress of affairs there were many who looked to no other result than that which has happily arrived, and these, perhaps, find the most genuine satisfaction of all in the existing condition of things. But among the whole people there is hardly a voice of discontent, either with the final arrangement or the means by which it was secured.

The *Hour* says :—Of course, there are the Chinese and the Japanese views of the treaty ; but in any case it is an unquestionable triumph for the younger, more vigorous, and more enlightened nation, Japan. It is true that Okubo has recognised the complete sovereignty of China over the rich and beautiful island of Formosa, a sovereignty which both geographical reasons and prior occupation would naturally give to that empire. But in return the Chinese admit the crucial point in the contention, which is that rights correspond to duties, and that sovereignty can never be coupled with a disclaimer of responsibility. Moreover, they agree to pay a sum of money to the Japanese Government. The amount is inadequate, and to save the pride of the Peking mandarins it has been left doubtful whether the money is meant to be a kind of indemnity in the proper sense of the word—that is a refund ing of the expenses of the Japanese expedition, or whether it is only a compensation to the families of the murdered seamen—or a mere equivalent for the Japanese outlay in house-building and road-making in Formosa. Still, the fact remains that, whether the Chinese *amende* be sufficient or not, it is a manifest confession of error made by a stiff-necked and absurdly arrogant Power ; and with the Chinese a confession of error means not so much an act of sincere repentance as a discovery of military and naval weakness. China has always affected to despise Japan as a *parvenu*, and as a mere borrower from the Celestial Empire in religion and literature. To the starched diplomatists of Peking the recent action of Japan must have seemed like political blasphemy, and there are, therefore, only two explanations of the late humiliation of the Imperial Government. The cardinal reason is that, so far from advancing, China has, if anything, retrograded within the last twenty years, whereas Japan is making daily preparations for its future incorporation into the charmed circle of civilised nations. Japan has broken the neck of feudal despotism, and done it, some may think strangely, by the aid of a theocracy. It has never been crushed by the leaden weight of Confucian pedantry and materialism, and is now able, in virtue of its internal administration—which, though far from perfect, is much better than that of China—and from its strength at sea and in the field, to cope with and even to dictate terms to the Imperial Government. The secondary cause of the pacific attitude of China is believed to be the jealousy which the Peking Court feel towards the head of the Executive, Li-Hung-Chang. This powerful Mayor of the Palace is Chinese in blood, and therefore no friend of the Tartar dynasty. Had he headed the war party, it is possible that China might have attained a signal victory over Japan, but it was feared that in the moment of his triumph he might stir up a rebellion, and turn his sword against his Tartar master. Hence, it is rumoured, the young Emperor elected to yield to the demands of a foreign Power rather than risk an insurrection fostered by his own nominal servants and subjects.

The *Pall Mall* has the following upon the settlement of the Formosa difficulty :—The quarrel between the two nearest relations of the Sun and Moon has at last come to an end without any exchange of blows, save such as the savage aborigines of Formosa received and well deserved at the hands of the Japanese. And so far the end of it is satisfactory. The principals and the mediator have each come out as well as the circumstances would admit. To the latter especially, who as Her Majesty's Envoy made his good offices acceptable to both parties, great praise is justly due : not so much, perhaps, for the actual terms secured as for the service he rendered by extricating both the Chinese and Japanese from an embarrassing and untenable position, and one which without such aid might have proved a source of international difficulties with other Powers. Mr. Wade, by his intervention and its results, has shown that the British representative at Peking had the confidence not only of the Tsungli Yamen at Peking, but also of the Japanese Plenipotentiary, or nothing useful could have been effected. As to the exact terms of the compromise finally accepted, the Japanese come out with flying colours, and the Chinese have gained release from a troublesome contest for which they were in no degree prepared. The chief danger now is that the Japanese will not be sufficiently thankful for their escape with honour and credit out of an ill-judged expedition, which might have cost them both in life and money far more than they contemplated, and have ended in national defeat and humiliation. We hope it may not be so, and that they will in future be more cautious and better inclined to follow the first part of Polonius's advice, and "beware of entrance to a quarrel ;" the latter portion of his counsel they have sufficiently shown their readiness to adopt, and have proved its wisdom.

THE SUEZ CANAL.

Baron de Lesseps has addressed a letter to the French Minister of Foreign Affairs, of which the following is an extract :—

"M. le Ministre,—We have learnt that the Commission instituted at Constantinople with the object of drawing up a scheme of judicial organisation in Egypt has just terminated its labours. The company of the Suez Canal from the beginning assisted the Khedive in his endeavour to establish in his country the Tribunals intended to judge the disputes between natives and Europeans. Just as this matter was on the point of being settled, the Administrative Council of the Suez Canal begged that I would make known to your Excellency their hope that the adhesion of France would consecrate the solution proposed by the Commission of Constantinople. In transmitting to you the expression of these sentiments, I think it my duty, M. le Ministre, to recall to you summarily our motives for desiring that the negotiations conducted by the Egyptian Government may have a favourable issue. The new judicial organisation is intended to regulate the dealings of natives and Europeans, dealings which could not be foreseen at a time when the Europeans, who were in small numbers, lived apart and did not take part in the active life of the country. French establishments were only to be seen at certain points and in certain parts of the Empire. Every acquisition of real property was forbidden to Europeans. They were separated from the population which surrounded them by the most absolute lines of demarcation. They had their quarters, their laws, and distinct judges. At present, Egypt, under the enlightened rule of Ismail Pasha, has resolutely entered upon the path of progress, and it asks Europe to help it to persevere in it. The European population, which in 1836 did not exceed 3,000, is at this moment 200,000 strong. Considerable amounts of French capital have been invested, especially in the Suez Canal undertaking ; Europeans have the right of possessing real property, and the Suez Society is working on ground on which towns are rising. From this new order of things has come the need of a serious and uniform code of laws completing the capitulations, while respecting and maintaining the guarantees of individual security and liberty already enjoyed by Europeans. The actual state of the distribution of justice in Egypt has become incompatible with the conditions of internal order, of the security of property, the development and harmony of all legitimate interests, either national or foreign, which exist in this country. The insufficiency of local tribunals on one side, the multiplicity of Consular jurisdictions on the other, create every day the most grievous difficulties. It is after this had been understood by the different Powers that a Commission assembled at Constantinople. In sanctioning the result of the labours of this Commission, France, after having had the glory of protecting by the capitulations the commerce of the Western Empire, will also have the honour of favouring the development of this commerce by the institution of laws protecting all rights, and encouraging the Egyptian Government to give its assistance to the fusion of interests which had hitherto been in opposition. From several points of view the Suez Company will be the first to feel the benefit of the projected judicial organisation. The Universal Company of the Suez Maritime Canal being Egyptian, it is ruled by the laws and usages of the country. With regard, however, to its constitution as a society and the dealings of its members, it is, in virtue of a special Convention, regulated by the laws which in France regulate anonymous societies. It is understood that all disputes of this kind shall be judged by arbitration, with an appeal to the Imperial Court of Paris. Disputes in Egypt between the company and private persons, to whatever nationality they may belong, shall be judged by the local Tribunals according to the forms consecrated by the laws and usages of the country, and disputes arising between the Egyptian Government and the company will be also submitted to the local Tribunals and judged according to the laws of the country."

LOSSES OF LIFE AT SEA.

A correspondent on this subject writes us :—After reading over Mr. Macdonald's narrative of the burning of the emigrant ship *Cospatrick* and the sufferings of himself and the *few* survivors out of over 400 souls, I cannot but think that the Board of Trade ought to subject our emigrant vessels to a more stringent survey than they at present undergo before being allowed to clear from the port of London or any other port in Great Britain. Mr. Macdonald states

"That on leaving Gravesend there would be a pail of water in each boat, also that in his boat there was one and a half oars and in that of the mate's two."—

Now Sir, I think, that if these boats had been well equipped and stowed, as all emigrant ships should be, to my ideas, this would not have ben the case. And this leads me to ask the following questions :—

Viz.—What are the Board of Trade rules regarding the equipment of emigrant vessels, and is there a special surveyor to see that these rules are complied with before the vessel is allowed to clear and leave port ? If not, one should at once be appointed, and his survey report should be handed in to the Board of Trade and approved of by that body before she could possibly get her clearance. I would also suggest that in addition to her boats, an emigrant ship should also carry a light raft, constructed of cork stuffed into painted canvas egg-shaped sacks, about twenty feet in length and three or four in diameter, in the centre. The breadth I must leave to those who fit the vessel, as it would be according to the space there was to carry it. I have seen such rafts on board the American mail steamers, and came to the conclusion they would be very serviceable in the event of fire. If this is the case and it has been complied with, I presume the surveyor's report will be produced at the official inquiry, which will of course be held on this sad affair, *i.e.*, the loss of life by the burning of the *Cospatrick*.

In my opinion every emigrant vessel should be compelled to carry as many good boats as she can safely hoist at her davits, stow, and carry, and that each should be equipped as under :—A mast and lug-sail complete, a small ensign attached to the after leach of the sail, six or more (according to size) oars, one boat-hook, one grapnel, two painters, one

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bailer, *i.e.*, a pail, one axe, one musket and ammunition, binnacle and compass complete, fitted into one of the after thwarts, two kegs or beakers of water, not less than eight gallons each; some packets of patent food; tholes or rowlocks, of course; a box of matches, a little spare rope, rope-yarns, &c.

Legal.

—o—

COURT OF QUEEN'S BENCH.

SASSOON V. HARRIS AND OTHERS (UNDERWRITERS).

This was a heavy insurance case—an insurance by Sassoon and Company, of London, Bombay, Hong Kong, and Shanghai, of £30,000 upon opium shipped for Hong Kong and Ningpo. The facts were fully set forth in our issue of the 18th ult. The plaintiff claimed as for a total loss to recover the £30,000, but the underwriters resisted the claim on the ground that the policy only extended to Hong Kong and was satisfied when the goods were discharged there; whereas the plaintiff insisted that it extended to the ultimate destination of the opium at Ningpo, that being "a port in China, not north of Shanghai." There was another point of importance as to the stamp on the policy; it being a single stamp, whereas, it was insisted that there ought to have been as many stamps as there were native growers interested in the shipment. The verdict was taken for the plaintiffs, subject to both these points.

Mr. Benjamin, Q.C., moved, on the part of the underwriters, to set aside the verdict on both these points. As to the first, the main point, as to the duration or extent of the insurance—Mr. Justice Blackburn observed that there was nothing in the policy to limit the insurance to Hong Kong. On the contrary, the policy was for "any port not north of Shanghai." And if the ultimate shipment to Ningpo (which was such a port) was in accordance with the general intention of the plaintiffs at the time of the insurance, the policy seemed sufficient to cover it. However, no doubt the question was one fit for discussion, and as to that point the Court granted a rule *nisi*. On the other point, as to the stamp, an instance was taken by way of illustration. A person, not a member of the firm, was interested in twenty-five chests of opium and was actually charged with a proportionate share of the charges for insurance to Shanghai, including a proportion of the stamp. There were eight or nine similar instances of parties thus interested in portions of the opium. The plaintiffs, nevertheless, claimed to recover, as being interested in the whole; whereas it was insisted they were not. But it was urged, on the other hand, that the plaintiffs had a "lien" on the whole of the opium for their charges and advances, and so were sufficiently interested to enable them to recover on the policy. It appeared, however, that in 108 chests the plaintiffs were not interested; in 101 chests the shipments were on joint accounts with others; and only seventy-eight belonged entirely to the plaintiffs. And it was contended on the evidence that the charges and advances had been repaid, so that the plaintiffs had not even a lien, and that the policy was void on this ground, having only a single stamp, the last Stamp Act (30 Victoria) requiring stamp duty to be paid in such cases on every fractional part of every sum of £100 insured on any separate interest. The Court, on this point also, granted a rule *nisi*, thinking the point required consideration.

Mr. Justice Blackburn, however, observed that it was for the underwriters to consider whether it was worth while, with reference to their reputation, to insist on such an objection to defeat the insurance. When he was at the Bar he had a great deal of business of this kind, and the offices used to be anxious not to take such objections, because they lost, they said, more in reputation, and consequently in business, than they would gain by the objection.

Naval and Military.

Captain F. W. Staples, of the 80th Regiment, now serving in Hong Kong, having retired on half-pay, Lieutenant H. J. Brown is to be promoted to the command of the company.

We have a piece of good news for those who served in the Nassau during the last commission on the China station, when she was engaged in operations against the pirates of the Sulu Seas; and, although two years and a half is perhaps a long time to wait for any substantial recognition of such good service, all concerned will agree that, provided it does arrive, it will be thoroughly welcome. It is proposed to distribute £2,000 among such of the officers and men who took part in the destruction of nearly a score of piratical prahus and the town of Crang-Crang, on the coast of Sulu, in 1872. As there was no loot out of which prize-money would be realised, the Treasury will have to award a special grant to the amount named as pirate bounty, and since the number of men engaged was not large, there will be a nice little sum due to each class. Those having friends on foreign service who were in the Nassau in May, 1872, should make them acquainted with this piece of intelligence, so that there may be no needless delay in forwarding claims to the Accountant-General as soon as the intended distribution is advertised.

The *United Service Gazette* says:—It is with pleasure that we are enabled to announce that the Lords Commissioners of Her Majesty's Treasury have consented to an alteration of the fixed value at which the dollar is issued in China and the Straits Settlements. The present rate fixed by regulation is four shillings and threepence, but it is well known that for some time past the real value has been considerably less. What, we believe, is now asked for is, that the simple market value of the dollar be ascertained in London, and the value in Hong Kong and Singapore fixed at the same amount. We are assured that this will give more than a penny in every dollar, and possibly nearly twopence, a sum that will make an appreciable difference in the emoluments of all officers and men there stationed.

The following officers who last served in China have received appointments as under:—Sub-Lieutenant W. H. Callwell (in the Cadmus, from 1871 to 1874), to the Lord Warden, flagship in the Mediterranean; Chief Engineer J. T. Harris (in the Salamis, from 1872 to 1874), to the Sapphire, corvette, Devonport; and Engineer Ivie A. Couper (in the Princess Charlotte, from 1870 to 1874), to the Revenge, flag-ship, at Queenstown.

Officers and men of the Cadmus, some of whom saw four years' service in her on the China station, will be glad to hear that the report of inspection on paying off was considered most satisfactory by the Admiralty, who have been pleased to express the same to Captain Whyte, and to remark that the high state of efficiency and the condition of the ship reflect great credit upon her late first lieutenant—A. G. M'Kechnie.

It is notified that the Princess Charlotte, 12, Capt. John E. Parish, receiving ship at Hong Kong, which has been replaced by the Victor Emanuel, is ordered to be sold at China, and her officers and crew will return to England.

Mr. Robert Carrington has been appointed chief Civil Assistant to the Indian Marine Surveying Expedition.

The death of Lieutenant E. H. B. O'Geran, of the 80th Regiment, at the age of twenty-nine, is announced.

Captain J. R. Hogg, of the Royal Engineers, lately serving in Ceylon, has been ordered to St. Helena.

Telegrams announce that the Challenger has left Hong Kong in continuation of her cruise.

Literature.

In his *History of India, from the Earliest Times to the Present*, Mr. L. J. Trotter has added a valuable contribution to our Indian literature. Written at the request of and published under the direction of the Society for Promoting Christian Knowledge, the work has been conceived and executed with the purpose of affording an outline of Indian history, and it serves the purpose admirably. To those who have hitherto found the study of Indian history an arduous one we commend this volume. The complications with regard to the various forms of native government and dynasties, which seem to have developed with the growth of English supremacy in India, and which have hitherto puzzled the European student, are rendered more intelligible in the work before us, and the book is at once comprehensive and comprehensible. It is likely to be more popular, and is certainly more useful, than some of the productions of more ambitious writers. It is particularly suited to homes where the Sabbath is respected.

Trubner's Monthly Record states that "'Confucius and his Religion' has recently found an exponent rather out of the common way in the person of Wong Chin Foo, a Chinese political refugee. This gentleman delivered his discourse in the Parker Memorial Hall, Boston, U.S.A. He stated that Confucius was regarded by many Chinese and others as the Supreme Being, but he was only looked upon as a holy teacher by the educated. . . . . Mr. Wong Chin Foo traced Confucius from his birth, 2,300 years ago, to his arrival at years of maturity, and told how he proselyted the rich rather than the poor, stating that at one time he had as many as 500 mandarins as disciples and students of his doctrines. His teachings, the lecturer explained, involved five great principles, Gravity, Propriety, Sincerity, Virtue, and Filial Piety."

Mr. Robert B. Shaw, H.B.M.'s Resident at Kashgar, according to the same periodical, is printing, under the sanction of the Indian Government, a sketch of the Grammar of Eastern Turki as spoken in Kashgar and Yarkand, together with a Vocabulary containing about 3,000 words and some prose examples, being extracts from an old Turki book obtained from one of the Mussulman shrines near Kashgar. This book professes to give the history of the introduction of Islam into Kashgaria in the 10th century, and of the lives and wars of the early Muhammadan kings of that country before the time of Changiz-Khan. . . . No grammar of the Eastern Turkistan language has yet been published in Europe, the nearest approach being two works by Professor Vambery.

Messrs. Maull and Co., of Piccadilly and Cheapside, have published photographs in three sizes of several members of the International Congress of Orientalists. Among the more prominent names are those of the Duke of Argyll, Sir George Balfour, Sir John Davis, K.C.B., Professor R. K. Douglas, Rev. Joseph Edkins, Sir Bartle Frere, K.C.B., Rev. James Legge, D.D., and Lord Lawrence, G.C.B., G.C.S.I.

The 27th edition of *Who's Who*, published by Bailly and Co., Cornhill, is not merely a reproduction of previous issues, subject to the yearly alteration, but it contains a list of the London School Board, which has never been given before. The Almanack maintains its character, and the volume altogether is most essential for reference.

Among the papers read at the last meeting of the American Oriental Society at New York were the following:—"On Recent Revolutions in Japan," by Mr. Griffis; and "On the Distinction of the Noun and Verb in the Japanese Language," by Mr. Van Name.

We hear that M. Jules Mohl, Professor of Oriental Languages at the College of France, has been appointed an officer of the Legion of Honour.

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Monetary and Commercial.

With reference to the Chinese Government Loan, the Hong Kong and Shanghai Bank in London has issued a circular, stating that applications are being received from the public in China for the Bonds at the exchange of 4s. 1½d. per dollar, payable, 1 per cent. on application, 4 per cent. on allotment, and the remaining 90 per cent. ten days after allotment. Applications are to be received in London upon payment of the equivalent to the above in sterling at the exchange of 4s. 2d. per dollar, being the current rate for telegraphic transfer of money to Hong Kong. The total cost per £100 Bond to the London applicants will therefore be £96 8s. 11d., being the equivalent of $462.94, at 4s. 2d. per dollar, equal to a difference of nearly one and a half per cent. upon the cost. The Bonds will be in sterling, and the principal and interest will be payable in London in the same currency. Interest will commence in Hong Kong from the date of payment of the last instalment, and in London from about the corresponding mail date.

Messrs. J. Henry Schroder and Co. announce that the half-yearly interest on the Imperial Government of Japan Customs Loan, due 1st proximo, will be paid on that or any succeeding day at their counting-house.

At a meeting of the creditors of Mr. J. C. Baldwin, of Cullum-street, a partner in the firm of Macgregor and Co., Hong Kong, whose failure we reported last month, it was agreed that a committee of investigation should be formed, to ascertain how the goods consigned and bought under special lien had been handled. According to present accounts, it appears that neither goods nor proceeds are forthcoming, and that matters are further complicated by the local banks having granted loans on a part of the goods virtually hypothecated to the Manchester firms. A portion of the London debts arise out of speculative transactions in rice. The meeting was stormy, and creditors intend to punish, so far as possible, any delinquencies or irregularities of the partners in dealing with their goods.

From the tabulated statement issued by Messrs. Pixley and Abell, we learn that the import of bullion into London during the year 1874 as compared with 1873 was as follows :—1874, gold £20,497,810, silver £11,797,994, total £32,295,804 ; 1873, gold £22,655,210, silver £12,302,220, total £34,957,430. The export from London has been as follows :—1874, gold £13,667,868, silver £12,385,438, total £26,053,306 ; 1873, gold £20,768,640, silver £10,255,500, total £31,024,140.

The report of the directors of the Manchester and County Bank (Limited) states that the directors propose to add £15,000 to the reserve fund, which would thus be raised to £345,000, and to pay a dividend at the rate of 15 per cent. per annum.

The report of the General Credit and Discount Company for the past year has been issued. It states that there is a balance of profit of £211,600 6s. 9d., and the directors propose to pay a dividend at the rate of 10 per cent., to place £40,000 to the reserve fund, bringing up its total to £200,000, or £1 per share, and to carry forward to the next account £21,600.

An interim dividend of 5 per cent. has been declared by the United Discount Corporation. The sum of £10,000 is to be placed to the reserve fund, and £1,919 3s. 2d. carried forward to the next account.

The directors of the International Financial Society announce a dividend of 5s. per share free of income-tax, equivalent to five per cent. per annum. The net profits for the year 1874 were £51,851 13s. 6d., out of which £10,000 is carried to reserve, making it £70,000.

The directors of the National Discount Company will, at the meeting of shareholders on the 20th inst., propose a dividend at the rate of 13 per cent. per annum, free of income-tax.

At the meeting of the Ocean Marine Insurance Company, to be held on the 2nd proximo, the directors will recommend a dividend of 5s. per share.

The directors of the British and Foreign Marine Insurance Company (Limited) have decided to pay a further dividend of 2s. per share and a bonus of 4s. per share, both free of income-tax, making a distribution for the year of 15 per cent.

The directors of the London and Provincial Marine Insurance Company will pay interest for the half-year ending the 31st December last at the usual rate of 10 per cent. per annum.

At the annual meeting of the shareholders in the Norwich Union Fire Office, a dividend of £20 on every paid up share of £30 was declared. This is at the rate of 66 per cent. per annum.

By a decision recently given in the Bombay Court of Small Causes the worth or effect of a bill of lading has become so questionable that our Supreme Courts must be invited to settle the matter in an authoritative form one way or another. A Liverpool firm shipped on board the s.s. *Parsee* thirty iron plates, amongst other goods, consigned to a native merchant. The plates were specially marked, and the weight was duly recorded in the bill of lading, which was signed by a gentleman who, it may be at once explained, is shipping clerk to the charterers, and who holds the authority and request of Captain Harrison, of the *Parsee*, written on stamped paper, to sign bills of lading. The steamship arrived at Bombay in due course, and thirty plates were delivered to the consignee, one of them being of the weight, and bearing the mark set forth in the bill of lading, whilst twenty-nine not only bore a different mark, but were about half the size and weight, and of a description never imported into the Bombay market. The consignee had paid the draft drawn against the consignment, and as the plates were of no use to him he brought an action against Captain Harrison to recover their value. The defence set up was the unusual one that the captain could not be held responsible, inasmuch as he had not himself signed the bill of lading, and the Judge gave effect to this contention by non-suiting the plaintiff. It is not to be wondered at that grave dissatisfaction exists at Bombay in connection with the decision, and that the Chambers of Commerce in this country have been asked to ventilate the subject, so that it may receive attention in the proper quarter. If the Judge, who is a native gentleman, is wrong in his law, there is every reason why the judgment should be reversed without delay, for it may lead to any amount of circumvention and fraud ; and if he is right, the law cannot be altered too soon, not only because it is ridiculous in itself, but because it is systematically evaded.

The proposed Liverpool Cotton Association has failed to secure the adhesion of the Cotton Brokers' Association, the latter body having decided at a meeting to hold aloof from the new Association. The brokers say further that they consider that their code of rules, which has been drawn up with great care, and after consultation with the representatives of the various importing, exporting, and spinning interests, has met all cases of difficulty well, but they will nevertheless be willing to receive any suggestion for their alteration.

Owing to an increased demand and comparative absence of supplies, the market for Bar Silver has improved, and some transactions have taken place at 57⅝d. per oz. Mexican Dollars have been in slightly better demand, and for those which were ready for shipment to China yesterday 56½d. per oz. was obtained. The average price of Mexican Dollars for the past year, 1874, was 56 15-16d. per oz.

The bullion per P. and O. steamer *Cathay*, from Southampton Jan. 14, was in gold to Galle, £320 ; in silver to Singapore, £82,600 ; to Shanghai, £5,365. Total in gold, £320 ; in silver, £87,965.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for December have just been issued, and show the declared value of our exportations in the month to have been £17,830,148, against £19,147,506 in 1873, and £20,516,253 in 1872 ; and in the year £239,436,207, against £255,073,336 in 1873, and £256,257,347 in 1872. The chief features of the accounts are similar to those of the past few months, viz., a fair increase in some of the chief articles exported, accompanied by a corresponding decline in the values. There is an augmentation in the quantity of cotton imported in the month of 270,000 bales, and the increase on the year amounts to about 2½ per cent. The percentage of decrease of value of the imports in December compared with December, 1873, is nearly 13½, and with December, 1872, about 2. The decrease in the export value of the month is nearly 7 per cent. as compared with last year.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st Dec. 1872.	1873.	1874.
China and Hong Kong	lbs.	803,200	788,500	1,597,700
Japan	,,	132,000	627,800	1,699,600
Straits Settlements	,,	90,700	149,830	135,200
Ceylon	,,	22,500	10,000	75,600
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	lbs.	9,765,860	10,490,930	15,187,800
Japan	,,	11,909,320	7,663,190	7,159,900
Straits Settlements	,,	1,863,300	2,126,715	2,385,150
Ceylon	,,	259,050	194,350	419,400

COTTON MANUFACTURES.

To		For the Month ended 31st Dec. 1872.	1873.	1874.
China and Hong Kong	yds.	28,706,400	29,023,100	31,158,200
Japan	,,	1,751,200	3,015,600	3,135,900
Philippine Islands	,,	394,400	513,900	963,200
Java	,,	1,167,190	1,854,900	5,001,300
Straits Settlements	,,	5,978,600	5,503,000	5,017,900
Ceylon	,,	2,322,900	2,140,000	1,776,800
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	402,077,775	349,744,270	393,316,000
Japan	,,	28,058,100	23,485,347	20,354,500
Philippine Islands	,,	10,752,800	9,233,240	11,210,640
Java	,,	23,326,250	18,495,050	39,158,800
Straits Settlements	,,	101,143,100	84,325,450	108,280,920
Ceylon	,,	33,234,640	35,784,900	36,393,100

WORSTED STUFFS.

To		For the Month ended 31st Dec. 1872.	1873.	1874.
China and Hong Kong	yds.	1,500,500	898,110	915,620
Japan	,,	167,280	19,420	371,040

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To			For the Twelve Months ended 31st Dec. 1872.	1873.	1874.
China and Hong Kong	yds.		15,823,190	15,319,270	12,604,390
Japan...	,,		2,615,890	2,471,080	1,690,410

WOOLLEN AND WORSTED CLOTHS.

To			For the Month ended 31st Dec. 1872.	1873.	1874.
China and Hong Kong	yds.		203,450	54,740	162,140
Japan...	,,		22,770	3,600	30,940
To			For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.		2,169,889	1,962,180	1,031,910
Japan...	,,		801,264	886,960	187,640

LEAD TO CHINA AND HONG KONG.

For the month ...	tons		2,088	13,087	11,589
For the twelve months	,,		135,155	91,075	202,196

ARTICLES OF IMPORT.

TEA.

The market during the past few days has ruled quiet, business being contracted, for, as the bulk of late imports leave unfavourable results at the scale of offers made by the trade, holders are content to await until the pressure of the late heavy supplies are moved off. Looking at the class of Tea lately to hand per steamers from Shanghai, the yield of season 1874-5 must be finished, and to next July supplies will have to be drawn from the stock now on hand. The export trade, which for some time past to the Continent has been inactive, is likely to show a great revival, stocks of Common Congou in Russia being much reduced. Scented Caper, of which the market is liberally supplied of the good common to medium kinds, realises low prices; of fine quality there is a marked scarcity, and it would sell at remunerative rates. Green: The improvement advised of the New York market has, so far, produced little or no effect here, arrivals being in excess of wants, at far too high cost in China. The quality of Ping Suey kinds lately to hand show a great falling off, even as compared with last year; Moyune and Fychow kinds are of average quality. Indian tea is firm, with large offerings.

Messrs. Arthur Capel and Co.'s Circular says:—The quantity of tea offered in the market has been very large, and more than buyers could taste properly, the arrivals being very heavy. Congous.—Red-leaf kinds—Siftings: The stalky kinds have sold about ½d. per lb. lower, the dark even kinds at former prices. Broken-leaf kinds remain much as before. Fair to good common, free from dust, have been saleable from 11½d. to 1s. 0½d. per lb. Common to fair Saryune kinds have sold to some extent from 11d. to 1s. 1d. per lb. Fair Kaisows from 1s. 1d. to 1s. 3d. show no change. Good medium to fine from 1s. 4d. to 1s. 8d. have been enquired for. In finest there have been no sales. Pak-Lin kinds: The commoner kinds in boxes have sold lower, but good to fine remain firm. Black-leaf kinds: Common from 10½d. to 1s. have been dull of sale at rather easier rates. Fair to good medium have been taken from 1s. 1d. to 1s. 5d. per lb., being about previous prices. Good from 1s. 6d. to 1s. 8d. have also sold without alteration. In the finer kinds transactions have been small. New-make kinds have not been readily saleable, but prices show no change. In Oolongs there has been rather more business done at fully previous prices. Souchongs: Common to fair have been difficult of sale; good qualities have sold about 1d. per lb. lower. Scented Teas: Canton Capers have been difficult to move by private contract: at public auction the prices obtained were on the low scale previously established, say from 11½d. to 1s. 2d. per lb. for common to good quality. Orange Pekoes have sold better than Capers, but prices show no improvement. Foochow Capers remain difficult of sale, fair kinds ruling very low. Orange Pekoes: Common to fair have been difficult of sale, good to fine in moderate request, but without change in prices. Green Teas: The market remains dull, and sales still chiefly made at public auction. There have been a few purchases for export, prices coming rather higher from America. Prices show but little change, but medium Moyune Young Hysons have sold rather higher.

In the Public Sales 3,936 packages were sold without reserve on the 11th inst., and of 7,350 packages printed for the 12th inst. 6,577 packages were sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,586,778	2,233,273
Coastwise	854,800	849,305
Exports	296,825	507,327
Total delivered	3,738,403	3,589,905

SILK.

The market is firm in tone and prices fully supported, but since the announcement of the public sales to be held on the 19th inst. and following days, when a certain quantity of Silk will be sold without reserve, there has been a restriction of business, the trade preferring to wait for the auctions. Deliveries are very satisfactory, being from 1st to 14th inst., 1,819 China, 151 Canton, 451 Japan, and 71 Bengal. Total 2,492 bales.

Messrs. Arles Dufour, remarking upon the silk trade of 1874, in their Circular, say:—The striking feature of the year under review is that, in spite of an almost constant activity in transactions, a considerable and nearly uninterrupted decline in prices has taken place, varying from 12 to 30 per cent. according to descriptions. This state of things was chiefly due to a larger production of silk goods than required by consumption, and a further increase in the supplies of raw materials. With regard to the future they say, prospects of the future in general are now certainly more favourable than a year ago. Stocks of raw materials are still very large; but under the combined influence of low prices and better quality, consumption of silk goods can scarcely fail to go on increasing. The comparative deliveries of European and Asiatic Silks through the conditioning house in 1873 and 1874 were as follows:—1873: European Silks, total kilos. 1,703,700; Asiatic Silks, total kilos. 1,378,000. 1874: European Silk, kilos. 2,012,918; Asiatic Silk, kilos. 1,882,975.

COFFEE.—An improved demand has been exhibited, and the auctions have gone off with a brisk competition, at a rise of 1s. 6d. to 2s. per cwt. on the week. Plantation Ceylon has sold, fine bold at 106s. to 110s. 6d., middling to good at 100s. to 104s., low middling to middling greyish at 95s. to 99s., small at 92s. to 95s., peas at 117s. to 121s. 6d., triage at 91s. to 92s. 6d. Native has sold at 93s. to 95s. for bold, 86s. for good ordinary, 77s. to 81s. 6d. for small.

COTTON.—The market has been very firm, with a good business doing, especially in Tinnivelly cotton. Quotations:—Tinnivelly, 5¼d. to 5⅜d.; Western Madras, 4⅞d. to 5⅛d.; Salem, 5⅜d.; Tinnivelly, 5⅜d., landing, for good fair; Western Madras, 5⅛d., for good fair, landing.

CIGARS.—At public sale, 14 cases Manila sold at 5s. 3d. to 5s. 6d.; 9 cases ditto damaged at 3s. 3d. and 3s. 6d.

CHINA PRESERVES.—Of 50 casks and 400 cases Ginger offered a small part sold at 5¾d. to 6¼d. per lb.

GUMS.—At the auctions of 92 cases Singapore Damar offered 26 cases sold, yellowish chiefly small at 58s. 6d. Of 893 cases Manila Copal the bulk was bought in, hard at 29s. 6d. to 32s., a few lots selling at 23s. to 25s. for rough dark and 19s. for coaty blocky; 257 bags Singapore Copal bought in, sifted at 37s. 6d. and unsifted at 25s.

GAMBIER.—A small business is doing at 26s. 6d. per cwt.

GALLS.—232 cases China were bought in at 59s. per cwt.

PEPPER.—*Black*: The market is flat, the auctions barely supporting late values. 120 bags Penang sold at 5⅞d. to 5¾d.; of 1,867 bags Singapore about half sold, at 6d. to 6¼d. for fair; 212 bags Saigon were bought in. *White* has further declined ¼d. per lb. Of 1,367 bags offered 900 bags sold, good Singapore at 8¼d. to 8⅜d., and greyish at 8⅛d. to 8¼d. per lb.

RICE.—The tone of the market is firm, and 1,000 tons of new crop, February-April shipment, have been sold at 8s. 9d. Rangoon, 8s. 6d. Necransie.

SUGAR.—There has been a slight improvement in the market, and some business has been done in East India kinds. On the 11th inst. 3,000 bags common clayed Manila sold at 19s., and 7,000 bags low Java syrups, ex a recent auction at 16s. 3d. On the 12th 3,000 bags Java syrups at 16s. 3d., about 700 bags date Penang at 17s. 6d. per cwt., and 800 bags superior sun-dried Manila at 20s. 6d. to 21s. On the 13th 4,500 bags low Java syrups at 16s. 6d., and afloat, the cargo of Java, per Vigilant, 508 tons, No. 15 at 26s. 3d. for U.K. On the 14th by private contract 800 bags superior sun-dried Ilo Ilo Manila at 20s. 6d. At public sale a parcel of 10,798 bags old landed cane China was bought in above value, at 19s. 6d. per cwt.

SPICES.—*Cinnamon*: No business done. *Cloves*: The market is quiet, and without quotable change; 5 cases Penang were bought in at 2s. 3d. for good bright. *Mace* has brought firm prices, and 50 packages sold, out of 96 packages offered, good reddish pale at 3s. 3d. to 3s. 4d., fair red at 3s., dark and darkish red at 2s. 7d. to 2s. 10d., ordinary and chips at 1s. 10d. *Nutmegs*: The sales have offered a fairly large assortment. For the better qualities there was a good competition, and rates were firm, but inferior and small sorts went rather cheaper, Of 252 packages Eastern, 185 packages sold, brown, average 65 nuts to the lb., at 4s. 3d., 71's at 3s. 9d., 75's and 76's at 3s. 8d. to 3s. 9d., 78's at 3s. 8d., 105's to 106's at 2s. 10d. to 2s. 11d., 115's at 2s. 10d., 125's at 2s. 9d., 144's at 2s. 5d., 160's at 2s. 4d.; limed, 124's at 2s. 7d., 126's at 2s. 6d. to 2s. 7d., 138's at 2s. 2d. to 2s. 3d., and 175's at 1s. 10d. per lb.

SAGO.—963 bags offered and 560 bags sold, fair small at 17s. to 17s. 6d., and large at 17s. 6d.: fine small bought in at 18s. 6d., and 300 bags Singapore Flour at 14s. 6d. per cwt.

STICKLAC.—Of 258 boxes Siam offered 76 sold at £5 2s. 6d. for good free; 5 cases at £5 5s., and 5 bags ordinary woody at 85s. to 87s. per cwt.

SAPANWOOD.—7½ tons Ceylon sold at £14 7s. 6d.; 20 tons Siam at £12 7s. 6d. to £12 15s.

TOBACCO.—At public sale 125 bales Japan sold at 6¾d. to 7½d.: 39 bales ditto country damaged at 5d. and 5¼d.; 59 bales China at 4¾d. and 7d.; 21 bales Carmen at 6½d. and 9d.; 1 bale Giron at 1s.; 3 bales Manila not sold.

TIN.—Straits Tin declined to £93 10s., but has since recovered to £94 10s., at which it remains firm. Banca is quoted £102, Billiton £96 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

A falling off in the demand for Cotton in Liverpool on the 9th inst. had a quietening effect on this market, and confirmed the inactivity of business usual at the close of the week. With a subsequent better tone of the Liverpool market a firmer feeling prevailed, and business progressed to a fair extent at full prices. The firm tone is fully maintained at the close, producers of both Yarns and Goods adhering steadily to their demands for full prices, and the business has been diffused through almost all departments to a moderate extent on the whole. The general tone of the market is stronger.

QUOTATIONS FOR CHINA GOODS.

Grey Shirtings	39 in.	7	14×13	37	6/6	7/3
Do.	,,	7	14×13	38	8/0	8/1½
Do.	,,	8 4	16×15	39	7/9	9/0
Do.	,,	8 4	16×15	40	9/6	9 7½
Do.	,,	9	19×19	41	11/3½	11/6
Do.	,,	10	19×19	42	12/4½	12/6
T-Cloths	32 in.	6	14×14	43	5/1½	5/3
Do.	,,	6	15×15	44	5/6	5 7½
Do.	,,	7	15×15	45	5/9	6/0
Do.	,,	7	16×16	46	6/3	6/6
Mexican	,,	7	18×18	47	6/4½	6/10½
Do.	,,	7	18×18	48	7/6	7/9
Do.	36 in.	8	18×18	49	7/6	7/10½
Do.	,,	8	18×18	50	8/7½	8/9
Spots	White.	—	—	51	10/0	10/9
Brocades	,,	—	—	52	10/3	11/0
Drills	30 in.	15	—	53	8¾d.	3½d.
Do.	,,	15	—	54	3⅜d.	4d.
Jeans	,,	8	—	55	8/6	8/9
Do.	,,	8	—	56	9/0	9/4½
Water Twist.				16/24		28/32
Good Seconds				11		12
Best ditto				12		13½

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 7	Essen (s.)	Jorgensen	China, Singapore, &c.	London
7	Annetta Gattorno	Vigliola	Rangoon	Do.
9	Galatea (s.)	Taube	Singapore, Penang, &c	Do.
8	Aurrera (s.)	Larrinaga	Manila, &c	Do.
9	Mary Hick	Tindall	Colombo	Do.
11	Leucadia	Mearns	Shanghai	Do.
11	Alexandra	Ellis	Singapore	Do.
11	Nestor (s.)	Courtney	China, Singapore, &c.	Do.
12	Tynedale	Johnson	Singapore	Do.
12	W. H. Atkinson (s.)	Harland	Colombo	Do.
13	Orion (s.)	Smerdon	Colombo, &c.	Do.
6	Howden	Dirchburn	Singapore	Liverpool
8	Hugh Bourne	Davison	Ilo Ilo	Do.
11	Glasgow	Lloyd	Maulmain	Do.
10	Louisa	McIntosh	Rangoon	Do.
	Willem Poolman	—	Batavia	Flushing
8	G. H. Betz	Schaafsma	Sourabaya	Dartmouth
	Dirigo	Staples	Do.	New York
Dec. 26	Catherine Scott	McCaskett	Colombo	Do.
27	Galley of Lorne (s.)	Burgoyne	China, &c.	Do.
	Tartar (s.)	—	Do.	Do.
	Mutlah	Burr	Manila	Do.
	St. Bernard	Regiuer	Singapore	Do.
Jan. 12	Flying Spur	—	Manila	Do.
	Escort	Carver	Singapore	Boston
	L. A. Burnham	Phillips	Batavia	Do.
10	Amandine	Farrow	Java	Bristol
	Regina Margherita	Carbone	Rangoon	Queenstown
8	Margarethe Dellina	Stagno	Akyab	Alloa
8	Metis	Paulsen	Rangoon	Cuxhaven
11	Restevaer	Plas	Batavia	Falmouth
11	Nicolaas Witsen	Drijver	Java	Do.
8	India (s.)	Fought	Colombo	Trieste
Dec. 4	Aleppo	Falconer	Ceylon	Buenos Ayres
4	Lodore	Bell	Rangoon	Do.
4	Antonietta	Mutti	Do.	Do.
Jan. 14	Liguria (s.)	—	Sourabaya	Queenstown
14	Lauderdale	—	China	Off Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Queensbury	Henning	Colombo	London
8	Duke of Argyll (s.)	Hellyer	Colombo, &c.	Do.
9	Flying Cloud	Williams	Cardiff and Chefoo	Do.
13	Edeline	Chalmers	Singapore	Do.
12	Genetiv	Kushe	River Amoor	Do.
13	Pernambuco (s.)	Hyde	Singapore and Japan	Do.
13	Patroclus (s.)	Drenning	Singapore, China, &c	Liverpool
7	N. Boynton	Blanchard	Do.	Cardiff
8	Abana	Mathias	Yokohama	Do.
9	George	Sylken	Hong Kong	Do.
9	Ella	Christie	Do.	Do.
11	Marlé	Dominic	Do.	Do.
6	Ysusquiza	—	Singapore	Penarth
6	Glee Maiden	Cummins	Manila	Do.
5	Wm. Wilcox	Crocker	Singapore	Newport
12	Carl Rosedor	—	Batavia	Do.
7	County of Elgin	McKenzie	Do.	Glasgow
5	Madura (s.)	Ordeman	Do.	Texel
7	Koning der Nedlnden	—	Java	Do.
7	A. M. E.	Klint	Samarang	Do.
5	Anne Christine	Laurence	Hong Kong	Antwerp
8	Kashgar	Russell	Hiogo	Middlesboro
7	Kosmopoliet II.	Huizer	Batavia	Brouwershaven
7	Marie	Kerkhoff	Do.	Do.
7	Schiedam	Goedvolk	Samarang	Do.
8	Wallace	—	Java	Newcastle
9	Thalia	Alsina	Saigon	Bordeaux
11	Julia H.	Shaw	Singapore,	Swansea
5	Buenaventura (s.)	—	Manila	Barcelona
Dec. 30,	Hazard	Lewis	Hong Kong	San Francisco
Jan. 13	Sophia R. Luhrs	Hopkins	Batavia	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Hong Kong, Venice. For Singapore, Hong Kong, Yokohama, and Hiogo: Riga. For Singapore, Yokohama, Hiogo, and Nagasaki: Calabar. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Glenfalloch. For Colombo, &c.: Sibylla, Lorne, Viceroy, W. H. Atkinson, Duke of Sutherland.

SAILING VESSELS.—For River Amoor: Rowena. For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Yokohama: Oleander. For Nagasaki: Sing Tai. For Hong Kong: Balgownie, Golden Spur, Kaisow, Hervatska. For Shanghai: Scindia, Forward Ho, James Shepherd, Undine, Lauderdale. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: East Lomond.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Batavia and Sourabaya: Wein Hohenfelde. For Batavia: Doris Eckhoff. For Singapore: Sea, Bolden, Cyclone. For Singapore and Manila: Emiliano (str.), Aurrera (str.). For Anjer: Tarquin. For Macassar: Beatrice Havener.

At GREENOCK.—For Singapore: Birdston.

At GLASGOW.—For Batavia and Sourabaya: Salak (str.). For Singapore, Hong Kong, Shanghai, and Yokohama (via London), Viking, (str.).

SPOKEN.

CHRISTIANA, Macassar to Hamburg, Dec. 5, off Cape Agulhas.
ZINGRA Batavia to Boston, U.S., Dec. 1, 14 S., 9 W.
VERONA (barq.), Manila to London, Oct. 3, 8 N., 110 E.
WATERLILLY (barq.), from Hong Kong, Nov. 30, off St. Helena.
NUEVO LANTARO, Manila to Barcelona, Dec. 2, 13 S., 9 W.
ODER, Java to Falmouth, Nov. 2, 28 S., 64 E.
RICHARD (barq.), Hamburg to Singapore, Dec. 18, 6 N., 25 W.
NIEUWLAND (Dut. barq.), Cardiff to Sourabaya, Nov. 19, 31 S., 26 W.
ALABAMA (ship), Manila to New York, Nov. 5, 33 S., 27 W.

FREIGHTS AND CHARTERS.

There is not any pressing demand for sailing tonnage, and rates of freight rule as quoted below. Homeward chartering is quiet, but orders are in the market from Manila and the rice ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight, 65s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 40s. weight or meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To River Amoor: 80s. To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 25s. weight, 22s. 6d. to 25s. meast. To Penang: 27s. 6d. weight or meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25. To Penang: £25, f.c. To Batavia and Sourabaya: £28. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 31s. To Shanghai: 35s. To Singapore: 25s. To Colombo: 25s. To Galle: 23s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai. 27s. 6d. To Singapore: 19s.

CASUALTIES.

The Lincoln, from Shields to Singapore, put back to Gravesend, Jan. 11, with loss of jibboom and starboard bow stove, having been in collision off the South Foreland.

BATAVIA, JAN. 10.—The Akbar (American), from Cardiff to Singapore, put in here leaky, after being ashore on Earamatta reef; arrangements have been made for landing the cargo.

MISCELLANEOUS.

At ST. HELENA.—Dec. 13, H.W.M. Tjebbes, from Penang, for London; Anna Elizabeth, de Greve, from Batavia, for Amsterdam; 14, Benefactor, Hayden, from Yokohama, for New York; May Queen, Marr, from Ilo Ilo, for Falmouth: 16, Queen of the Colonies, Jones; Cedric, Millham, both from Batavia, for Falmouth; Lichstraal, Jansen, from Batavia, for Rotterdam; 19, Alliance, Howat, from Sourabaya, for Falmouth; 21, Dover Castle, Culbert, from Manila, for New York.

Off ST. HELENA.—Dec. 20, Westminster, from Manila, for New York; 13, Philips van Marnix (Dutch ship), from Batavia, for Rotterdam; 17, Ferdinand and Louis (Dutch barque), from Batavia, for Amsterdam; 18, Peveril of the Peak (English ship), from Colombo, for London; 19, Halloween (English ship), from Shanghai, for London; 21, Johanna Maria (Dutch ship), from Batavia, for Rotterdam.

At TABLE BAY—Dec. 14, British Crown, Andrew, and sailed for Anjer.

At PORT SAID—Jan. 12, Braemar Castle (str.), from China for London.

At MADEIRA—Dec. 29, Helens, Inkster, and sailed for Java.

The Lucknow (barq.), Phease, from London to Colombo, which put into Falmouth, Jan. 5, leaky, has been surveyed and commenced landing a portion of her cargo.

SUNDRIES PER "SUMATRA," FROM NEW YORK FOR HONG KONG.—DEC. 22, 1874.

6 cs. enamelled leather		103 brls. tar	
6 do. varnish		100 do. pitch	
6 jack screws		100 do. rosin	
1 bdle. handles		10 do. coal tar	
7511 cs. oil	75,110 gls.	100 cs. spirits turpentine	1,00gls.
248 bxs. clocks and fixtures		45043 ft. lumber	
6 csks. blocks		4000 do. boards	
40 brls. copper	50,000 lbs.	40 brls. mess beef	
1 cs. cherry liqueur		20 do. pork	
6 do. paper	52 reams	2 hf.-brls. beef tongues	
2 do. stoves		200 oars	
2 do. books		200 brls. oakum	10,000 lbs.
2 do. clothing		20 hf.-brls. dried apples	
2 do. organs		52 bxs. oysters	
1 do. sewing machines		50 do. lobsters	
2 do. fire extinguishers		2 bls. cotton twine	189 lbs.
1 box chimnies		100 bolts cotton duck	9,349 yds.
1 do. soap		62 cks. nails and spikes	
4 do. missionary goods		13 brls. bright varnish	
642 tons coal		10 cs. milk	40 doz.

SUNDRIES PER "MESSENGER," FROM NEW YORK FOR SHANGHAI.—DEC. 23, 1874.

262 bales drills		76 cs. mantels and fixtures	
8 cs. missionary goods		214 pkgs. stoves and fixtures	
300 brls. cement		1 cs. arms	
120 cs. clocks		14500 do. oil	145,000 gls.
66 do. scales		2 pkgs. brandy	
1 do. rules		3 casks ship blocks	
3 do. corn starch		2 cs. whisky	
10 kits mackerel		1 box ginseng	10 lbs.
25 bbls. rosin		1 cs. etlects	
25 cs. bitters		1 do. hardware	
25 half-brls. split peas		633 pkgs. boiler and fixtures	
5 do. dried apples		305 tons coal	
3 brls. twine		1000 bls. domestics	700,000 yds
275 oars	4,150 ft.	5 cs. medicines	1,000 lbs.
30 kits pork		1 do. bill-posters	200 lbs.
3 cs. tobacco	561 lbs.	1 do. cabinet organ.	

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bcs.	Tns	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Sir Lancelot	Shanghai	London..	Dec. 18	...	455	50	...	...	...	...	...	...	1194	...	...	...	...	...	...	...	...	58	220	...	...	400	139	1667	952	...	85	...	...	...	...
Lucknow	Colombo	,,	,, 21	...	100	...	...	...	...	...	...	...	347	...	...	...	...	...	...	...	...	...	...	810	...	...	...	49	...	£9	9	...	...	...	...
Questembert	Batavia	Liverpool	,, 9	52	15	23	...	...	...	...	45	...	1330	93473	...	...	15	495	390	...	...	10	44	...	...	...	...	...	...	...	175	...	156	...	...
Antela (add.)	Manila	Glasgow	,, 1	200	40	20	140	...	...	...	..	...	170	16300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	343	...	...	...	...
Staatsraad van Ewych	Batavia	,,	,, 8	640	...	...	...	...	...	...	...	700	70	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	...	...	...	...	...	...	...	...
Ousuri	Tientsin	London..	Dec. 11	...	122	54	...	...	...	...	...	...	...	4000	...	...	...	...	...	...	...	1	9	4	...	...	...	119	174	9	...	...	...	...	...
Do.	Newchwang	,,	,, 11	...	57	...	...	...	...	...	...	...	...	41010	...	...	...	...	...	...	...	...	...	...	...	...	...	60	...	...	...	...	...	...	...
Do.	Chefoo	,,	,, 11	80	50	...	...	...	...	...	...	...	31	...	12000	...	...	...	...	8556	...	...	30	...	40	...	9 cs.	508	20	...	...	...	...	350	...
Satsuma	Yokohama	,,	,, 23	...	...	...	50	...	10	...	...	...	48	...	...	...	...	...	...	1000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	,,	,, 23	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	...	...	...	...	...	...	...	...	...	...	...	...	...
Min	Hong Kong	,,	Jan. 4	...	200	...	120	...	100	...	...	...	495	...	...	...	...	...	...	...	...	60	200	...	...	1000	...	219	1950	413	...	...	80	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£	£.	£.	£.	£.
Sir Lancelot	Shanghai	...	679	...	...	...	...	...	...	10	...	...	...	...	...	40	...	132	...	...	...	...	285	les.	...	...	...
Lucknow	Colombo...	...	256	...	...	...	...	...	...	51	...	...	95	...	...	...	...	...	2	...	...	...	7	...	...	...	...
Questembert	Batavia	...	538	1240	...	194	250	...	...	15	...	...	...	...	...	...	...	57	...	...	90	...	...	...	...	...	...
Antela (add.)	Manila	...	1316	...	...	...	...	...	...	...	...	90	...	...	...	...	...	130	...	...	...	...	...	...	...	...	...
Staatsraad van Ewych	Batavia	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ousuri	Tientsin	...	360	...	...	50	...	...	...	...	...	...	...	...	...	...	330	...	...	...	...	...	298	...	...	...	...
Do.	Newchwang	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Chefoo	...	65	...	...	...	...	...	...	...	..	2	...	...	...	...	...	...	...	...	136	...	...	...	...	15	...
Satsuma	Yokohama	...	390	100	7 cs.	3	170	...	...	...	...	310	...	..	...	56	90	41	...	353	...	...	...	54	...	...	...
Do.	Hiogo	...	...	...	...	542	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Min	Hong Kong	...	630	...	...	210	...	13	...	...	...	218	...	...	...	...	...	...	...	...	175	...	...	770	...	...	...

ADDITIONAL.—Per *Sir Lancelot*.—Minerals, £200.

Per *Lucknow*.—Cement, £673; railway materials, £3,737; manure, £462; asphalte, £123.

Per *Antela* (a.d.).—Marble, £11.

Per *Ousuri*.—Guano, £167; timber, £40; zinc, 1 case.

Per *Satsuma*.—To Yokohama: Sugar, £40; telegraph wire, £1,700 To Hiogo: Cement, £270; sugar, 22 cwt.

Per *Min*.—Cement, £50.

Per *Questembert*.—Blankets, £605; soap, £400.

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SUBSCRIPTIONS ARE INVITED FOR 17,460 SHARES, OF £5 EACH,

OF

THE WEST OF ENGLAND FIRE CLAY, BITUMEN, AND CHYMICAL COMPANY

(LIMITED).

CAPITAL, £200,000, in 40,000 SHARES of £5 EACH.

Of which Shares to the amount of £112,700 have been already allotted amongst 327 Shareholders. Half-yearly Interest at the rate of 10 per cent. per annum has been paid since the establishment of the Company in December 1871.

PAYMENTS.—£1 per Share on Application; £1 per Share on Allotment; further calls at three months' notice as required.

DIRECTORS.

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H. MUSGRAVE MUSGRAVE, Esq., Director of the Langham Hotel Company.
SAMUEL SAUNDERS, Esq. (late of Messrs. Briggs and Co., Alexandria), Upper Norwood.

Auditors—Messrs. TURQUAND, YOUNGS, and Co.
Bankers—THE NATIONAL PROVINCIAL BANK OF ENGLAND AND ITS BRANCHES.
Solicitors—Messrs. W. TATHAM and SON, 17, Old Broad-street, E.C.
Works—GREENHILL AND CALSTOCK, CORNWALL; SUNDERLAND WHARF, LONDON.
Secretary—BENJAMIN ROE, Esq.
Registered Office—8, OLD JEWRY, LONDON, E.C.

The chemical treatment of Pyrites, with a view to the extraction of Sulphur, Copper, Silver, and Gold, has of late years become an important and remunerative industry. Upwards of 500,000 tons of this mineral are annually imported into this country from Spain and elsewhere, and supplied to the vitriol makers, who, after burning off the sulphur, dispose of the calcined residues to factories where the metals they contain are extracted by "wet methods." According to the last volume of Hunt's *Mineral Statistics* (p. 67), there are twenty firms engaged in this business, and during 1873 they dealt with 323,910 tons of burnt pyrites.

The Tharsis Copper and Sulphur Company, which treated 126,000 tons of burnt pyrites in 1873, may be cited as an instance of the commercial success that attends such undertakings. Their £10 Shares now stand at £26, and the dividends declared have occasionally reached 40 per cent. per annum.

The principal business of the West of England Company consists in the adaptation of the above mentioned chemical treatment to the various metallic ores of Devon and Cornwall, and more especially to what is termed "Arsenical pyrites," a mineral which occurs in abundance in the immediate vicinity of the Company's Works.

The respective values of ordinary Spanish pyrites, and of the Arsenical pyrites found on the properties belonging to the West of England Company may be seen from the following table:—

Analysis of Spanish Pyrites as given in Phillip's *Metallurgy* (1874), pp. 429, 681.		Value of substances contained in each ton of mineral.
Copper	3·20	£2 8 0
Arsenic	0·47	0 1 0
Iron	43·55	0 14 6
Sulphur	49·00	1 8 7
Silver	(18-20 oz.)	0 2 11
Gold	(3 grs.)	0 0 7
Silica, &c.	3·78	—
	100·00	£4 15 7

Analysis of Arsenical Pyrites from West of England Company, as certified by Messrs. Johnson and Sons, Assayers to the Bank of England.		Value of substances contained in each ton of mineral.
Copper	3·82	£2 17 3
Tin	·08	0 1 6
Arsenic	30·66	3 1 4
Iron	29·52	0 9 10
Sulphur	18·10	0 10 6
Silver	·000153 (5½ oz.)	1 2 3
Gold	·0000013 (1 dwt.)	0 3 9
Silica, &c.	17·00	—
	100·00	£3 6 5

The raw material of the Company is thus far more valuable than the pyrites imported from Spain; and the cost of treatment being practically the same, the profits of the Company must be proportionately higher.

It should be pointed out that no mining operation, in the sense of a speculative search for the raw material, is requisite; the pyrites lies exposed to view, and all that is needed is to quarry it and bring it to surface.

Upwards of 500 tons of Arsenical pyrites per month are now being treated for arsenic, copper, and silver only, at a total cost of under £3 per ton, which on the above assay values of the three metals in question shows a profit of £4 per ton.

The present issue of Capital is for the purpose of enabling the Company's Works to be completed to an extent which shall admit of the treatment of 1,500 tons monthly, and of the extraction of *all* the valuable substances contained in the ore. If this be done, a further profit of £1 per ton can be realised, and the total nett revenue from the pyrites department would not be less than £90,000 yearly, which, *were one-half even to be written off for reserves and contingencies*, would leave a dividend of 22 per cent. per annum upon the total Capital of the Company.

The Company is also extensively engaged in the manufacture of fire-bricks, tiles, lumps, &c., from large deposits of decomposed granite and elvan, found on two of its estates. Already 3,500,000 bricks, &c., have been made and sold, and have established a reputation in the market for their first-class quality.

Tin-smelting works have just been completed, as in the extraction of the Arsenical pyrites a large quantity of tinstone is raised, which recent trials have shown to be richer than the average of ores usually treated for tin.

The Estates and Works of the Company are as follows:—

1. The Greenhill Arsenic, Smelting, Chymical, and Fire-Brick Works, comprising an area of about eighteen acres of freehold land, and connected by two miles of railway with the shipping port of Calstock, on the River Tamar, above Plymouth.
2. The Hingston Down Estate, comprising twenty acres of copyhold land on Hingston Down in the parish of Calstock, with an extensive deposit of Fire-Clay thereon.
3. The Calstock Fire-Brick Works, comprising an area of about five acres of freehold land in the town of Calstock.
4. The Wheal Newton Mineral Estate situate about three miles from the Greenhill Works, containing very large deposits of Arsenical pyrites mixed with copper, tin, and silver ores, already proved to the extent of over 100,000 tons, and fully provided with working machinery, plant, buildings, &c.
5. Sunderland Wharf, Rotherhithe, on the Thames.

The total cost of the above Freehold and Copyhold Estates and Works, including buildings, plant, machinery, &c., existing at the time of purchase, has amounted to £110,000, of which £14,045 has been paid in cash, £50,000 is represented by fully paid Shares, £20,000 by Debentures, and £25,955 has been allowed to remain as a charge at 5 per cent. interest, redeemable by quarterly instalments.

Between 300 and 400 Shareholders have joined the Company, many of whom have from time to time personally visited the Works, and have subsequently increased their holdings; and the Directors have every confidence in recommending the Shares of the Company as a sound and profitable investment, and one which will bear the strictest scrutiny.

Applications for Shares must be made on the accompanying Form, which, together with the deposit, should be forwarded to the Bankers or the Secretary of the Company.

SCHEDULE OF CONTRACTS ENTERED INTO BY THE COMPANY.

1. An Agreement, dated the 20th day of December, 1871, and made between Stephen Henry Emmens of the one part, and William Camp Crane, on behalf of the Company, of the other part.

2. Two Agreements, dated the 24th day of January, 1872, and the 27th day of November, 1874, respectively, and made between Stephen Henry Emmens of the one part, and the Company of the other part.

3. The only other Contracts are Trade Contracts entered into in the usual course of a manufacturing business, as to which the fullest information will be given to any intending subscriber, by whom also the Balance Sheets of the Company can be inspected.

APPLICATION FOR SHARES.

To the Directors of the West of England Fire-Clay, Bitumen, and Chymical Company, Limited.

GENTLEMEN,—Having paid you the Sum of £ , being a Deposit of £1 per Share on Shares in "The West of England Fire-Clay, Bitumen, and Chymical Company, Limited," I hereby request you to allot me that number of Shares. And I agree to accept the same or any less number, and I authorise you to place my name on the Register of Members of the Company in respect thereof.

Full Name.....
Address.....
Occupation .....
Date .....

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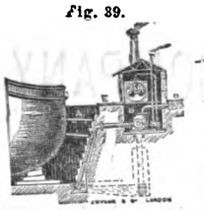
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

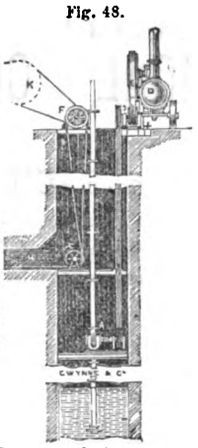
Fig. 39.



GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be ven

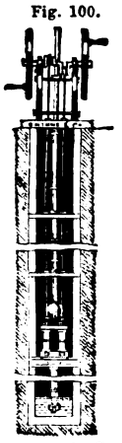
Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water.

Fig. 100.



GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

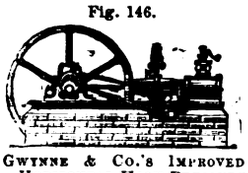
For Hand-power adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.
From 4 to 100-horse power.

Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

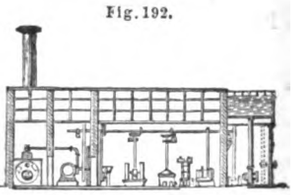
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

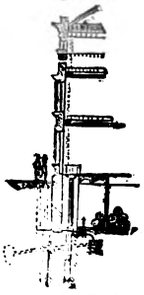
Fig. 192.



GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

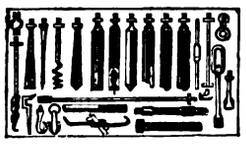


GWYNNE & CO'S IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

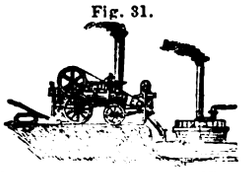


GWYNNE & CO.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

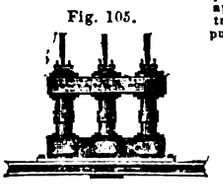
Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
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Cowper's-court, Cornhill, London. E.C.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the
LONDON AND CHINA EXPRESS

QUENTIN'S VANILLA.

The most pleasant purgative. May be taken in tea, water, wine, or other liquid. Recommended by the edical profession.

VERMIFUGE VANILLA.

An infallible specific against worms.

QUENTIN, Chemist,
22, PLACE DES VOSGES, PARIS.

Agencies in the Far East:—Shanghai: The Shangha Dispensary. Hong Kong: Mr. Watson. Singapore The Singapore Dispensary. Saigon: M. Cardy.
Orders through the China and Japan Agency.

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GILT JEWELLERY
(FRENCH DOUBLE),
Awarded at the Vienna Exhibition with a
PRIZE MEDAL.
MANUFACTURER OF
Chains of all descriptions, Gentlemen's Chains Ladies' Chains, Necklaces, Lockets, &c.
Orders received through the China and Japan Agency

ST. JOHN'S COLLEGE
CLIFF PARADE, SOUTHEND.
Patron—The LORD BISHOP OF ROCHESTER.
Head Master—Mr. J. R. HEMMANN.

THE course of studies is comprehensive and suited to modern requirements. The premises are well arranged, and healthily situated facing the sea. Distance from London, one-and-a-half hours by rail. Terms, 45 to 50 guineas. Pupils staying during holidays are charged 1 guinea per week extra.

References permitted to Parents of pupils, the Clergy and to F. J. ANGIER, Esq., at the office of this paper.

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ILLUSTRATED LIST OF
SAFES, BAGS, BOXES, &c.,
All fitted with their
PATENT DETECTOR LOCKS,
Sent post free to any part of the world.
CHUBB AND SON,
57, ST. PAUL'S CHURCHYARD, E.C., and
68, ST. JAMES'S-STREET, S.W.,
LONDON.

PIESSE & LUBIN
ATELIER DES FLEURS
WHITE ROSE, a most delicate odour.
FRANGIPANNI, an eternal perfume.
MAGNOLIA, natural as the flower.
OPOPONAX
The Flower King
AMBERGRIS, more rare than gold.
VIOLET and ORANGE, for Weddings.
KISS-ME-QUICK, always sweet.
Three Bottles in case, 7s.; Single Samples, 2s. 6d.
2, New Bond St., London, England

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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NOTICE.

I HAVE this day established myself as a COMMISSION MERCHANT.

G. REHDEN.

59, Mark-lane, 1st January, 1875.

NOTICE.

MR. J. J. RIECHMANN has been admitted a partner in our Firm.

A. MARKWALD & CO.

Bangkok, 18th Nov., 1874.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c.

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EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,

HOMŒOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

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National Provincial Bank of England

German Bank of London (Limited).

LONDON SOLICITORS.

Messrs. Freshfields.

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Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.

Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.

50, Old Broad-street, E.C.

MANAGER.

G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—

GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*. Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

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GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

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THIS HOTEL, situated on the Espiande, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly	... Jan. 31	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho	... Feb. 14		
Meikong	... Feb. 28		

The Steamer of the 14th Feb. connects at Aden with the Steamer for Reunion and Mauritius.

The Steamers of the 31st Jan. and 28th Feb. connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Australia	3,648	600	Jan. 21	Mediterranean, Aden, Bombay.
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Indus	3,478	500	Feb. 4	Mediterranean, Aden, Bombay.
*Deccan ...	3,400	550	Feb. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Surat	3,142	530	Feb. 18	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Feb. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	Jan. 26
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Hong Kong, s.s. ...	1,221	Norris & Joyner...	Jan. 19
Glenfinlas, s.s. ...	2,120	M'Gregor, Gow, & Co.	Jan. 26
Riga, s.s.	1,433	Norris & Joyner...	Jan. 26
Gordon Castle, s.s. ...	1,930	Thos. Skinner&Co.	Jan. 28
East Lomond	595	Wright Bros. &Co.	Jan. 30
LIVERPOOL.			
Ulysses, s.s. ...	1,250	Alfred Holt ...	Jan. 26
Nestor, s.s.... ...	1,414	Alfred Holt ...	Feb. 11
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas. Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Eliza Shaw ...	A1 17 yr.	E.I.D.	To follow
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing., H.K., Yoko. & Hiogo ...	HongKong s.s.	100 A1	S.W.I.D.	Jan. 19
Sing., Hg. Kg. Yoko., and Hiogo ...	Riga, s.s.	100 A1	S.W.I.D.	To follow
Hong Kong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
Hong Kong	Hervatska ...	A1 12 yr	E.I.D.	To follow
Yokohama ...	Oleander	A1 10 yr.	E.I.D.	With des.
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow
Nagasaki ...	Sing-Tai ...	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 136, Bishopsgate-street Within, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (will call at Nagasaki if sufficient inducement offers), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 19th January, the favourite full powered screw steamer HONG KONG, 100 A1, 1,221 tons register, 200-horse power nominal; W. G. COMLEY, Commander; South West India Docks. This favourite steamer, one of the fastest in the trade, has elegant accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 25th January. The favourite full-powered Screw Steamer RIGA, 100 A1, 1,433 tons gross, 918 nett, 200-h.p. nominal; J. M. CLARKE, Commander; South West India Docks. This fine steamer is well and favourably known in the China Trade, and has splendid accommodation for saloon passengers.

For Freight or Passage, apply to the Owner, D. R. McGREGOR, Esq., Leith; SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns	Dock.	Sailing.
Pen., Sing., H.K., Shang. Yokohama & Hiogo	Venice ...	100 A1	2036	V.L.D.	Jan. 23
Yokohama & Hiogo	Ægean ...	AA1	1072	V.L.D.	Jan. 31

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	AA1	894	S.W.I.	With des
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

SHANGHAI DIRECT.—The favourite China clipper FORWARD HO! A1, 17 years.

Apply to ROBERTSON and Co., No. 5, Newmans-court, Cornhill, E.C.

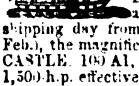
Steam via the Suez Can... Last shipping day, 23rd January.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent full-powered screw steam ship, VENICE, 100 A1, 1,963 tons gross register, 1,271 tons register, 180-h.p. nominal, 900-h.p. effective; J. H. WATSON, commander, late of the s.s. Trafalgar; Victoria Docks. This splendid high-classed steamer, built in 1874 by Messrs. Charles Mitchell and Co., of Low Walker-on-Tyne, is confidently expected to make a very rapid passage.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

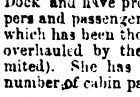
CASTLE LINE OF STEAM PACKETS from LONDON, via Suez Canal.—For JEDDAH and SINGAPORE, via Cardiff (last shipping day from Cardiff the 23rd inst.), the magnificent Clyde-built steamship CAWDOR CASTLE, 100 A1, 2,150 tons register, 300-h.p. nominal, 1,500-h.p. effective; Captain J. GREIG, Commander.

For Freight apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.



CASTLE LINE OF STEAM PACKETS from LONDON, via Suez Canal.—For JEDDAH and SINGAPORE, via Cardiff (last shipping day from London, 3rd Feb., and Cardiff 13th Feb.), the magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-h.p. nominal, 1,500-h.p. effective; A. MARSHALL, Commander.

For Freight, apply to THOMAS SKINNER and Co., 5, East India-avenue.



CASTLE LINE OF STEAM PACKETS from LONDON.—To follow the "Glamis Castle."—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent Clyde-built steamship GORDON CASTLE, 1,930 tons register, 255-horse power nominal, 1,250-horse power effective, ——, Master, will shortly be at a loading berth in the South West India Dock and have prompt despatch. The attention of shippers and passengers is directed to this splendid steamer, which has been thoroughly repaired, and had her engines overhauled by the Thames Shipbuilding Company (Limited). She has excellent accommodation for a limited number of cabin passengers.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Foo-Chow	HEDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 595.] LONDON, MONDAY, JAN. 25, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1875.

Subscriptions for the present Year, £2 2s., are now due. Cheques and Post-office Orders payable to JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 22.
JAPAN—Yokohama	Oct. 9	Nov. 29	Dec. 8
Yedo			
Osaka and Hiogo	,, 2	,, 28	,, 4
Hakodadi			
Nagasaki	—	—	,, 6
CHINA—Peking	—	—	,, 1
Tien-tsin	—	—	,, 3
Chefoo	—	—	,, 1
New-chwang	—	—	Nov. 25
Hankow	,, 2	,, 20	Dec. 6
Kiu-kiang	—	—	,, 4
Chin-kiang			
Shanghai	,, 23	Dec. 10	,, 11
Ningpo	—	—	,, 9
Foochow	—	—	,, 10
Formosa	—	—	,, 5
Amoy	—	—	,, 11
Swatow	—	—	,, 15
Hong Kong	,, 30	,, 10	,, 17
Canton	—	—	,, 15
Macao	—	—	,, 16
PHILIPPINES—Manila	,, 23	,, 4	,, 10
COCHIN-CHINA—Saigon	Nov. 6	,, 13	,, 22
SIAM — Bangkok	—	—	,, 15
BORNEO—Labuan	—	—	,, 13
Sarawak	—	—	,, 17
JAVA — Batavia	,, 18	,, 18	,, 20
Samarang	—	—	,, 11
Sourabaya	—	—	,, 13
MALACCA STRAITS—Singapore	,, 20	,, 22	,, 24
Penang	,, 13	,, 12	,, 19
CEYLON—Galle	Dec. 4	,, 30	,, 31
Colombo	—	—	,, 29

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Friday last, the 22nd inst., being three days early. The next inward (P. and O.) mail, with advices Yokohama 15th, Shanghai 18th, Hong Kong 24th, Singapore 31st Dec., which is due, *via* Brindisi, on Monday next, the 1st proximo, arrived at Suez on the 22nd inst., three days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Jan. 20.—From Yokohama: None. From Shanghai: Mr. and Mrs. Little, Mr. Skeggs, Mr. F. Wade, Mr. Burton, M. de la Rochefoucauld. From Hong Kong: Col. Smith, Messrs. Bangs, Estienne, Meyer, Stuckens, Reynaud, De Riberolles, Raf, Tejeda. From Saigon: Messrs. Bourgeau, Tames, Chazalet, Fontnouvelle. From Batavia: None. From Singapore: Messrs. Lamache, Guerro, Nolas, Figueras, Knox, Gems, Gabriel, Mr. and Mrs. Roja. From Galle: Messrs. Griffith, Colean, Massey, Frank, Mr. and Miss Thomas.

PASSENGERS OUTWARD.

Per P. and O. steamer *Cathay*, from Southampton, Jan. 14.—To Shanghai: Mrs. Haslewood. To Ceylon: Mr. C. Latham, Mr. P. Tetley, Mr. S. le Cocq, Mr. E. Lempriere, Mr. Chamberlain and friend. To Singapore: Rev. — Smith.

Per P. and O. steamer *Baroda*, from Venice, Jan. 22.—To Penang: Mr. Ainslie.—From Brindisi, Jan. 25.—To Hong Kong: Mr. Robslikke. To Ceylon: Mrs. N. Gow.

Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Hong Kong: Mrs. Armstrong, Mr. and Mrs. S. G. Bird.

Per P. and O. steamer *Nizam*, from Brindisi, Feb 8.—To Singapore: Mr. Miller.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup.

Per steamer *Hong Kong*, from London Jan. 22.—For Port Said: Mr. J. A. Webster. For Hong Kong: Mr. L. H. Colding, Mr. E. B. Peterson, Mr. H. J. Lorne. For Yokohama: Mrs. J. Walton and five children.

Per French steamer *Iraouaddy*, Jan. 31.—To Shanghai: Six missionaries. To Hong Kong: Mr. Pustau. To Galle: Mr. and Mrs. Gausseremburg. To Saigon: Mr. Galles. To Singapore: Mr. Hill, Mr. Royds.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. Guillenim, Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch. To Singapore: Mr. Adam.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Per French steamer *Sindh*, March 14.—To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Fairhurst.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 13th inst., and published in our last issue.

CHINA.

—o—

PEKING.

In the Peking *Gazette* of the 24th Nov. we find a short Imperial Decree announcing that the Envoys of Japan and the United States, having through the Tsung-le-yamun respectfully requested that the Emperor would be pleased to grant them an audience, his Majesty had, on that day, signified his pleasure to receive them. In a decree in the *Gazette* of the 28th mention is made that his Majesty had, on that day, given audiences at the Tsze Kwang Ko, the Foreign Audience Hall; and from what I have since learned, I presumed that this short announcement had reference to the audiences of their Excellencies Mr. Avery and Mr. Yanigawara.

In the *Gazette* of the 27th is an edict announcing that, owing to Ting Chow-chang, the Territorial Taoutai at Tientsin, having gone into mourning for his father's death, his Majesty had appointed Woo Tsan-ching in his stead. Woo Tsan-ching, about two years back, succeeded Shin Paou-king as superintendent of the Imperial Arsenal at Tientsin, and on the death of Woo Yun-tseih, the chief of the Southern Legion, about two months ago, became chief of that *corps d'armée*. The *Gazette* of the 27th Nov. has also a decree appointing an official at Peking named Le Chaou-tang to be Customs Taoutai at Tientsin. Since the previous incumbent, Chen-kui, ceased to hold office, on the 15th of June last, Sun Sze-ta has held the acting appointment. The Customs Taoutai, I should mention, is the official with whom the Consuls transact nearly all their international business, and not the Territorial Taoutai, with whom they scarcely ever come into contact on business. The post of Customs Taoutai at Tientsin, the port of the metropolis, is for another reason an important one in the eyes of the Tsung-le-yamun. The Envoys of foreign nations for the first time making a treaty with China come to Tientsin to negotiate it, and do so with the Governor-General of Chihli in his position of High Commissioner for the North of China. The Customs Taoutai, on his side, has in general the arranging of all the details of the treaties. In this way the Customs Taoutai comes into relation with the Envoys of foreign nations, and I have no doubt from time to time privately reports to the Tsung-le-yamun on their character and manner of conducting international affairs; so that, when they appear at the Tsung-le-yamun, the chiefs of that bureau are already pretty well posted. It may be for this reason that the Tsung-le-yamun apparently consider it their business to select the official who is to fill the post; on both occasions the persons selected have come from the capital.

TIENTSIN.

A correspondent writes:—Mr. Bismark, appointed Consul for Germany at Tientsin, has arrived there from Europe. During the past eighteen months Mr. Waeber, Consul-General for

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Russia at Tientsin, has besides been acting as German Consul.—M. Roquette, Secretary of the French Legation, and other gentlemen of that Legation, have left for Shanghai.—The eldest son of the Viceroy, Li Hung-chang, got married on the 30th.—The captains of the various steamers running to Tientsin have just testified their satisfaction with the way in which Mr. J. Macdonald, of the Customs service, has kept the river fairway clear, by presenting him, through Mr. Twinem, the Acting Commissioner, with a valuable silver cup. Mr. Macdonald has also lent his services in settling the trifling collisions which have occurred between junks and steamers, and by his watchfulness has done much to diminish the risk and the gravity of these occurrences, as well as to facilitate the navigation of the river by steamers.—A destructive fire occurred on 30th Nov., in the native city, but the amount of damage was unknown when the last steamer left Tientsin.

SHANGHAI.

The present mail brings advices from this port to the 11th December; the P. and O. mail from London October 16 was received on the 6th December, and the following French mail of October 23 arrived out on the 10th December. The following summary of news is from the *North China Herald*:—

We hear from Peking that the U.S. Minister, the Hon. B. P. Avery, and the Japanese Minister, H. E. Mr. Yanigawara, were to have audience of the Emperor on the 29th ult.—Professor Watson, of the Transit of Venus Expedition, delivered a lecture upon that event on the 23rd ult. The lecture was listened to by a considerable audience of foreigners and Chinese students. Professor Young was to follow with a lecture on Spectrum Analysis, to bedelivered on the 30th ult.

Some months ago quantities of goods sent up the Yangtsze under transit pass by several firms in Hankow, and destined for the great marts of Szechuen, were detained at the Kweichau barriers above the Wushan gorge, where the river crosses the frontier of the province. The transit passes were totally disregarded, and demands for the usual barrier squeezes were made. These demands were resisted, but resistance only brought delay and loss, as the high provincial officials, so far from disavowing the acts of their subordinates, and apologising for a gross breach of Treaty rights, issued proclamations, we are told, supporting their illegal claims. Not only were the native boats, in which the goods were being forwarded, prevented from proceeding, but in some cases the boatmen and supercargoes were seized and beaten, in order to force them to make false declarations as to the ownership of the goods. Representations were, of course, made by the firms interested to their Consuls, and by the latter to their Ministers, with the result, we believe, that the release of the property and those in charge of it was ordered from Peking.

The Russian corvette *Ascold*, flying the Admiral's flag, came up from Woosung on Monday, and was received with salutes from the U.S.S. *Hartford* and H.M.S. *Modeste*. We hear that Captain F. T. Thomson, commanding H.B.M. corvette *Modeste*, has accepted an offer to succeed Captain George S. Nares in the command of H.B.M. corvette *Challenger*, now employed on particular service as surveying and discovery ship. It is not yet known who will be Captain Thomson's successor, but it is thought probable that Commander John L. Way, of the flagship *Iron Duke*, will receive the appointment and consequent promotion. The winter station of H.B.M. gun-vessel *Frolic*, Commander C. E. Buckle, has been unexpectedly changed. She was originally ordered to sail for Japan on the 12th inst., but is now ordered to the East Indies, and will probably finish her commission on that station. She will, however, remain at Hong Kong during the time necessary to refit. It is stated that the gunvessel *Rocket* is ordered to China to replace the *Frolic*.

As a result of the survey held on the ship *Conqueror*, on the 7th, it was decided that all her cargo should be taken out and placed in the godowns of Hunt's Wharf, so that it might there be thoroughly inspected, for the satisfaction of all concerned, prior to reshipment.

Unabated efforts to raise the sunken barque *George Washington* (which was scuttled to save her from being burnt, and after being partly raised sank again in mid-river) are still being made, under the superintendence of Mr. C. P. Blethen, with the assistance of the Tug and Lighter Company.

The yachts entered for the adjourned Corinthian race, which was re-fixed for Saturday, were prevented from starting by a sailing letter from the Commodore, who, it appears, was of opinion that the wind was again unfavourable for racing. The event has now been definitely postponed till next spring.

We are glad to observe that our Municipal Council have sanctioned Mr. Thorndike's proposal to erect a foot bridge across the Soochow Creek at the north end of Szechuen-road. It will be twelve feet wide, of the same elevation above the water of the Creek as the new Honan Road Bridge; and any one who has observed the constant ferrying across of Chinese that prevails at the point indicated, and has had personal experience of the awkwardness of getting into and out of the ferry-boats, will be able to form some idea of the boon Mr. Thorndike is about to confer on the community. With characteristic promptitude Mr. Thorndike has already commenced piling, and we may hope to avail ourselves of the new bridge to do part of our New Year's-day visiting.

HONG KONG.

Our advices by the present mail extend to the 17th December; the P. and O. mail from London 30th October was received on the 10th December. The following items of news are from the *Hong Kong Daily Press*:—

The seventh annual report of the German Foundling House in Hong Kong states:—The Rev. Pastor Klitzke acknowledges the receipt of donations to the extent of $1,180 from the German and other foreign residents here and at Canton. The number of children in the institution is about the same as last year. The sanitary condition has been less favourable during the past year, owing to dengue fever, which carried off several of the weaker children. Among those indebted to the benevolent instruction of the Foundling House is a blind girl, who plays the harmonium and has mastered the German Bible in raised characters. This girl also instructs other blind inmates in reading and music. Eight of the girls have during the past year been married to respectable Chinese Christians. The report points out that the expenditure, which ordinarily averages over $5,000, has been increased by damage done to the premises by the typhoon, and an appeal, which we doubt not will be heartily responded to, is made for continued contributions to this benevolent and useful institution.

Mr. Small, the passenger on board the steamship *Brisbane*, who died on the night of the 15th at sea, is the well-known author of the Hong Kong Lyrics, namely, the "Unlucky old Deucher," &c.

The H. K. and W. Dock Co.'s hulk *Celestial* was towed round from Aberdeen, bringing with her several large spars. She was moored on the west side of the *Leonor*, and the dismasted Portuguese barque *Cecilia* was moored on the east side. The spars for windlasses were laid across both vessels, and preparations made with the chains to lift the sunken steamer.

There was a very good attendance at the midday performance of Smith's Acrobatic Troupe, and the children were greatly delighted at the feats of the De Castro family. This evening the performance is to be for the benefit of the De Castros, under the patronage of Vice-Admiral Sir C. Shadwell and Commodore Parish. There will be an entire change of programme, and several interesting feats are announced. We are confident that this fact, combined with the well-deserved popularity of Mr. and Madame De Castro and their wonderful children, will secure a bumper house.

The Rev. Dr. Burdon, the new Bishop of Victoria, has been installed in the Cathedral. He was received at the principal entrance and conducted to his stall in the chancel by a procession consisting of the Rev. R. H. Kidd, the Colonial Chaplain, the Revs. W. H. Baynes, and A. B. Hutchinson, the Rev. Lo-Sam-Yuen (a deacon), the Registrar of the diocese, the Choir, and Verger. The letters commendatory from the Archbishop of Canterbury were read out by the Colonial Chaplain, and the Right Rev. Prelate preached a sermon, and administered the Holy Communion at the conclusion of the service.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 30th November, 1874, is, published in Saturday's *Gazette*:—

Banks.	Average Amount.
Oriental Bank Corporation	$521,416
Chartered Mercantile Bank of India, London, and China	732,499
Chartered Bank of India, Australia, and China...	492,706
Hong Kong and Shanghai Banking Corporation	1,641,256
Total	$3,387,877

In the Supreme Court, before Sir John Smale and a Common Jury, the case of Tigno *v.* Tuna was tried. The claim was for $5,100 on a promissory note. From the opening statement of Mr. Hayllar, it appeared that the money was lent on a promissory note, and that the debt was acknowledged before the Chief Justice at Macao. Mr. Hayllar understood the defence to be that the money was lent for the collection of certain coolies, and that they had been got, but had run away at Macao. This fact, however, was denied by the plaintiff *in toto*, and Mr. Hayllar was prepared to prove that the sum was actually lent to the defendant, and that it had no reference whatever to the coolie trade.

The first witness examined for the plaintiff was Pedro Couto, who stated that he was out of employ, and did not belong to any particular profession. He had been in the employ of the plaintiff. He recognised the signature on the promissory note as that of the defendant, and saw the $5,100 paid. He saw also the repayment, and the reloan of $2,100 in 1873. Caitano J. de Gracia was also examined. He proved that he had heard the defendant admit the debt of $5,100; the same was reduced to writing in a book, and was signed by the defendant in the presence of Mr. Da Costa, a notary public, and the Judge's clerk. The case was then adjourned for some witnesses who were expected from Macao to be examined. After the adjournment, the witnesses from Macao not being forthcoming, the case for the plaintiff was brought to a close.

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The Attorney General then opened the case for the defendant. He contended that the money was never lent to the defendant, but that it was given to him for the purpose of getting coolies for the plaintiff. The question was whether the defendant was the plaintiff's agent in the matter, and whether the money was given to him in that capacity. If it was ruled that it was not, he would submit that the transaction was not one the Court could take cognisance of, it being tainted with illegality. The defence was that a servant of the defendant named Martins received $3,100 to proceed to Chinchew to procure coolies, and that the $2,100 was given to the defendant on a similar mission. The coolies were got, but they subsequently returned to Amoy. Mr. Bramston contended that the money given to the defendant had been applied by him for the purpose it was intended. The defendant was then examined. He stated that he was a native of Chinchew, and that he had been nineteen years in Peru. He used to get coolies for the plaintiff, and the sum of $2,000 was given to him to get coolies from Chinchew. He got forty-two, and brought them to Macao, but they left afterwards for their native place. He had had very large dealings with the plaintiff. He did not recognise the promissory note, the signature on which was not his. Being examined by the Attorney General, he said that of the $5,100 the plaintiff gave him in 1873, $2,000 were spent in the purchase of a junk, and the plaintiff consented to it. Afterwards there was a dispute between himself and the plaintiff as to the ownership of the junk.

His Lordship summed up by putting to the jury as men of business to consider whether the conversion of $2,100 of the entire sum to the purchase of a junk instead of applying it to the purpose of getting coolies as originally intended was not an act of indebtedness to the plaintiff. In answer to the Court, the counsel for both parties consented to abide by a verdict for the $2,100 only, whatever that verdict might be. The balance of $3,000 was left out of the question altogether. His Lordship then read through the whole evidence, commenting on it as he proceeded.

While the jurors were deliberating on their verdict, Mr. Hayllar withdrew the cause, but assigned no reason for this extraordinary proceeding. Thus a case which occupied the Court and jury for five days was brought to an untimely end.

TOTAL LOSS OF THE STEAMER "MONGOL."

We much regret to have to record the total loss of the above steamer, Captain Flamank, which left for Yokohama. She started about 10.30. A.M., with a pilot on board, and had fine weather. The pilot left her just outside the Ly-ee-moon Pass at 11.30. At a quarter to twelve, when they were in the vicinity of the Nine Pins, the second officer (Mr. Fry) was on the bridge along with the captain, who told him that there would be a rock ahead, and asked him to go down and look on the chart to see if he could discover its position. The second officer went down as requested, but could not discover it, and came up and told the captain so. The captain then told him to keep well off the island, and he went down to examine the chart himself. He returned to the bridge soon afterwards, and said he could not discover the rock, and only saw an island which would be above water. He then altered the ship's course a little more towards the land, and five minutes afterwards she struck. The captain then at once gave orders to sound the pumps, and they found that the ship was making water. Believing that the steamer was resting upon the rock, orders were given to back the engines, with a view to getting her off, but it was discovered that she had gone right over the rock. The second officer then ordered the man at the wheel to turn the ship's head round and make for the shore. The water by this time was reported gaining on the ship forward; and seeing that it was useless to proceed, orders were given to stop the engines, and attempts were made to get the boats out. The captain and second officer then left the bridge. The mate and the surgeon were looking after the captain's wife, who was an invalid. Two boats were lowered, and a number of the crew made off in them; in fact, they were filled before they reached the water. Those remaining on board tried to get another boat down, but the water was gaining so much forwards and the vessel sinking so rapidly, that it was impossible. The second officer, seeing that all was over, jumped overboard and swam from the ship. Immediately afterwards the vessel went down, the captain, his wife, and several others being lost with her. While the second officer was in the water the bodies of the captain's wife, and of the chief officer were floating close to him. As the vessel was sinking a violent explosion took place from the water coming in contact with the boilers. The boats which made off were away some little distance, and after a time came back and picked up the second and third officers, a fireman, and a Chinaman, who were all struggling in the water close together. The vessel at the time she struck was going about nine knots an hour, with a strong monsoon, and a heavy swell against her. So sudden was the sad catastrophe that she sank within five minutes after she struck. The two boats were taken in tow by a junk, and arrived here about five o'clock this afternoon. The *Mongol* was a new vessel, built on the Clyde last year, and was one of the new fleet of the New York, London, and China Steamship Company (Limited). She had a crew in all of fifty-two, of whom fifteen have been lost. The names of those drowned are as follows:—Captain John Flamank, Mrs. Flamank, W. H. Gawthorpe, chief officer; W. F. Ring, fourth officer; — Campbell, second engineer; J. Smith, fourth engineer; J. Gentle, boilermaker; — Smith, carpenter; — Jewell, second steward; S. Bevis, mess steward; — Ludlow, fireman; — Murdock, ditto; — Lewis, ditto; — Frankenstone, and Stone, sailors; two Chinese.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 24th Dec.; the French mail from London Nov. 20 arrived out on the 22nd Dec. We take the following items of intelligence from the *Straits Times*:—

The annual examination of the pupils of the Christian Brothers' School was held at that institution on Friday evening, before a large assemblage of patrons and friends of the school. The examination was admirably conducted, and the pupils showed great proficiency in their studies. On Saturday evening they gave a public entertainment in the large hall of the school, which was attended by his Excellency the Governor, Sir Andrew Clarke, and a very large and select audience. The exercises consisted of singing and amusing dialogues, in which the pupils acquitted themselves most creditably. The members of the Philharmonic Society assisted by giving some excellent selections of music, which were sung with taste and spirit. Towards the close of the entertainment the prizes were distributed to the successful competitors at the examination, the recipient of the first prize being honoured by its presentation from the hands of H.E. Sir Andrew Clarke. After the conclusion of the exercises, a large and bountiful Christmas tree was lighted up on the platform, the presents being given to the juvenile holders of tickets previously distributed throughout the audience, after which "God Save the Queen" was spiritedly sung by a choir of the pupils, assisted by members of the Philharmonic Society, when the visitors dispersed, highly pleased with the success and ability of the pupils.

The recent expedition to Sunghie Ujong, though at one time believed by many to have been failure, has not been without effect, as is sufficiently evidenced by the arrival of the Datu Bandar and Rajah Mahmood at Singapore on Saturday, in the B.I.S.N. steamer *Moulmein*, under the guardianship of Captain Dunlop. These leaders, against whom the expedition was directed, had, as was stated, gone to the Sultan of Salangore, to whom they surrendered, and through the influence of Mr. Swettenham have come down to Singapore to negotiate a peace with his Excellency the Governor.

From the *Government Gazette* we learn that the following appointments have been made:—

Khoo Toh to be Chinese Headman in the Dinding territory and islands.

Mohamed Ariff to be Punghuloo of the Dinding territory on the mainland.

Mohamed Akib to be Punghuloo of the Dinding islands.

The leave of absence granted to Sir William Hackett, Judge of Penang, has been extended for three months from the 17th January next, and that of Mr. C. B. Waller has been also extended three months on medical certificate.

On the debate as to official salaries the *Straits Times* says:—Of all the unofficial members present Mr. Shelford would appear to have been the only one who was acute enough to have suspected that the increase of salary in this case meant something more than was apparent on the face of it, and is intended to have future consequences which may be more surprising than palatable to the public. According to his statement there would appear to be an organised combination among our high officials for taking advantage of the presence of a popular and liberal-minded Governor to obtain an increase of their salaries. That is how we understand his proposal to defer the consideration of the Attorney-General's case until the Council could have before them the petition said to have been sent in to the Governor by the officials asking for an advance. Probably the other unofficials were unaware of this little fact, and this may account for the easy and inconsiderate way in which they consented to the vote. Apart from this, however, we consider the vote indefensible on the plain ground that the old salary of £1,000 with private practice is amply sufficient, and quite on a par, to say the least, with the pay attached to the office in other colonies. In Hong Kong, which in its circumstances is exactly similar in every way to Singapore, the Attorney-General gets £1,000 a year, with private practice; the present holder of the office previously held a similar position in Queensland on £1,000 a year, without private practice, we presume. Ceylon, with a population of over two millions and a revenue of a million sterling, pays a Queen's Advocate £1,500 a year, without practice. In Mauritius, with a population of three to four hundred thousand, and a revenue of about six hundred thousand pounds sterling, the Procureur and Advocate-General gets £1,350, without practice. The colony of South Australia pays only £1,000, New Zealand £1,200, New South Wales, £1,500, Victoria £1,714, the Cape £1,200, Jamaica £740, West Australia £500, while the Minister of Justice and Attorney-General for the whole Dominion of Canada receives just £1,250. Can, we ask, the duties of the Attorney-General of the Straits Settlements compare in arduousness and difficulty to those of the occupants of the same post in any of the above colonies, except, perhaps, Kong Kong.

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Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabé, and Co. report as follows :—Our last Circular was issued on the 4th ult., and we now beg to continue our report from that date. Cotton Goods have been dull of sale, and prices have, if anything, had a downward tendency. The importations of Grey Shirtings and T-Cloths from Shanghai lately have been on rather a limited scale ; so, should any demand spring up, rates will likely advance a little. Drills are saleable in small lots, while in Spots and Brocades there will be no business done till spring. Metals.—Iron has been neglected, while the demand for Lead has been rather active, and the value has improved.

SHANGHAI.—The week had been scarcely so lifeless as the preceding one, and the various transactions recorded, although very insignificant in extent, tended to show that prices generally had not suffered much by the long prevailing inactivity. For instance, Collie's Lion and Bale and Mendal's Pillar chop Grey Shirtings had commanded Tls. 1.75 per piece, and "Green Lion" had been sold at Tls. 1.83 per piece, free of brokerage—which was close on Tls. 1.84 to the trade. Moreover, Dewhurst's Eagle H.A. had realised Tls. 1.88, and their Taeping Eagle —best—was still quotable at Tls. 1.92 per piece. 7-lbs. Red Pheasants being in special demand, had advanced from Tls. 1.43, less brokerage, to Tls. 1.47 nett, within the week, and the few in stock had been held for Tls. 1.50 per piece. The value of high-classed 64 reed White Shirtings had also been more than maintained, and Tls. 1.50 had been paid for a few Ewo Green Dragon 7-lbs. Mexican T-Cloths. Some Jeans had changed hands at reasonable rates, and the last auction sale of Camlets showed signs of improvement. The better description of 7-lbs., and more especially the Red Pheasants, were destined for Japan ; the 8¼-lbs. for Chinkiang, Ningpo and the Shanghai surroundings; the T-Cloths and Jeans for Hankow, and the Long Ells for the Soochow districts.

MANILA.—A considerable amount of business had been transacted in the markets for Plain Staples during the fortnight, but owing to continued large arrivals of these, values had not advanced. Coloured goods were in fair demand, and suitable parcels had been disposed of at good prices.

EXPORTS.

TEA.

SHANGHAI.—The following settlements had been reported during the week :—Black : 1,522 chests at Tls. 14½ to 18 ; stock, 1,300 chests. Green : Fychow and Moyune, 11,868 ½-chests, at Tls. 26½ to 34½ ; Pingsueys, 972 ½-chests, at Tls. 18 to 21½ ; stock, 97,900 ½-chests. Quotations generally remained unchanged. Export to Great Britain (exclusive of lost cargoes) :—

	1874-1875.		1873-1874.
Black	64,560,811 lbs.	against	56,829,888 lbs.
Green	8,316,090 „	„	7,637,303 „
	72,876,901		64,467,191

FOOCHOW, AMOY, and CANTON.—The market at these ports had been quiet, and nothing of importance had transpired.

SILK.

SHANGHAI.—London telegrams and Lyons advices continued gloomy. On this side about 1,200 bales had been settled ; of these fully half (600 bales Gold Lion Chop) were said to have been taken by a Continental buyer on joint account ; 100 bales Yah-kee Chop Tsatlees had been bought on similar terms for France, and about 300 bales of Re-reels had found purchasers for America. Prices in certain cases were somewhat lower than last quoted, but were still considerably above home values. Very few known silks had been bought, but the following were mentioned as amongst the settlements :—Yah-kee Chop, Nos. 3, 3½, and 4 Tsatlees, Tls. 405 per picul for No. 3 ; Gold Lion, No. 1 (lower Nos. in proportion), Tls. 375 per picul ; Ku-kee's, Chin Jan, and Kin Hock, Tls. 340 and 310 per picul ; Pagoda, No. 2, Tls. 322½ per picul. For Koo-fong-sing's Chop No. 3 Tsatlee Tls. 410 were asked, and Tls. 310 and 312½ for Red Peacock, without finding buyers. Arrivals during the week had been trivial, and the unsold stock was reduced to 12,000 to 12,500 bales. A good demand had existed for silks suitable for the American market, and fully 300 bales of Re-reels had been settled. The limited stocks of silks required, and the eagerness of buyers, had checked the downward tendency, and closing quotations were fully Tls. 20 to 30 per picul above the lowest point seen in September.

LATEST TELEGRAMS.

THE CHINESE LOAN.

HONG KONG, JAN. 18.—The Chinese Imperial Loan, contracted with the Hong Kong and Shanghai Banking Corporation, has met with great success. The applications from all quarters amount to 20,131 bonds of £100 each, or nearly seven times the number offered to public subscription.

THE HEALTH OF THE EMPEROR OF CHINA.

SHANGHAI, JAN. 20.—Rumours are current here that the health of the Emperor is in a critical condition.

POLITICAL RUPTURE IN SIAM.

(TIMES' TELEGRAM.)

PARIS, JAN. 22.—The *Mémorial Diplomatique* states that a serious conflict having arisen between the two Kings of Siam, Germany has asked England temporarily to protect its subjects, and English ships have accordingly been directed, if necessary, to watch over German interests until the middle of February, when two German ships, the *Ariadne* and the *Hertha*, will arrive at Bangkok.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Dec. 9, 1874	75547086	55878838	833615	17396163	149655732	33056
From June 1, 1873, to Dec. 9, 1873	65786797	44992742	335183	13593991	124708713	36908

TO THE CONTINENT.

	Bales.
From June 1, 1874, to Dec. 9, 1874...	4650707 29702
Do. do. 1873, to Dec. 9, 1873...	7776088 19255

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Dec. 9, 1874	35553032 3247
Do. do. 1873, to Dec. 9, 1873	37904315 3749

TO AUSTRALIA.

From June 1, 1874, to Dec. 9, 1874	13,640,546
Do. do. 1873, to Dec. 9, 1873	13,133,982

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,163,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	85,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,373,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅝d.	4s. 2⅝d.
Shanghai „	5s. 8¼d.	5s. 9¼d.	5s. 9¼d.
Canton „ ... } Hong Kong „ ... } Macao „ ... }	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d. to 4s. 2⅝d.
Singapore „	4s. 2⅝d.	4s. 2⅝d.	4s. 3¼d.
Manila „	4s. 0½d.	4s. 0⅝d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	220½
„ Hong Kong	26¾ to 27¼ dis.	—
Bar silver	Tls. 111.3.0	10½ prem.
Mexican dollars	„ 73.3.0	⅜ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 47½ per cent. discount.
China Traders' Insurance Company, $375 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 78 to Tls. 79 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $26 premium
Indo-Chinese Sugar Company, $7 per share.
Shanghai Steam Navigation Company, Tls. 79 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2½d., at Batavia F.11.72½, at Manila 4s. 0⅞d., at Singapore, 4s. 2¾d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JAN. 20.—The Messageries Maritimes steamer Meikong, with the inward mails from China and Japan, arrived here to-day at 3 P.M. She brings seventy-six passengers and a general cargo, including 261 bales of silk, 362 packages of sundries, and specie to the value of £61,245 for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 2nd of February.

INWARD MAIL DUE FEBRUARY 22.—GALLE, JAN. 22.—The P. and O. Company's steamer Peking, with the homeward China and Australian mails, leaves here for Suez to-day. Australian gold for Europe, £460,000.

The Eastern Telegraph Company announce that the Great Northern Telegraph Company's cable between Wladavostock and Nagasaki being interrupted, messages for China and Japan should be directed *vid* Falmouth.

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CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo- lbs
Aug. 25 ...	Woodlark	Shanghai ...	1,284,763
Oct. 31 ...	Coulnakyle	„ ..	756,208
Nov. 20 ...	Guinevere	„ ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Dec. 1 ...	Deucalion (str.)	„ ...	822,554
„ 1 ...	Sylvia (str.)	„ ...	58,684
Sept. 28 ...	Argonaut	Foochow ...	1,501,769
Nov. 5 ...	Duke of Athol	„ ...	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
„ 10 ...	Columbian (str.) ...	Canton ...	236,943
„ 13 ...	Falcon	„ ...	665,399
„ 25 ...	Nestor (str.)	„ ...	1,299,171
„ 28 ...	Braemar Castle (str.) ...	„ ...	1,141,684

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 3, Formosa ; 7, Omba ; Jan. 18, Sarpedon (str.), Star of Jamaica ; 19, Fleurs Castle (str.), Peri.

At HONG KONG.—From Liverpool, Dec. 15, Menelaus (str.); from London, Dec. 16, Brisbane (str.).

At MANILA.—From San Francisco, Nov. 29, Clara Bell.

At SAIGON.—From Bordeaux, Dec. 19, Ango.

At SINGAPORE.—From Cardiff, Dec. 19, Andreas Rickmers ; from the Clyde, Jan. 19, Singapore : from London, Jan. 19, Nankin (str.).

At PADANG.—From Niewe Diep, Jan. 16, Prins Hendrik (str.).

DEPARTURES.

From SHANGHAI.—For London, Dec. 2, Sylvia (str.) ; for New York, 5, Mikado ; 16, Caroline (cleared) ; for London, 16, Mathilda Atheling (cleared).

From HONG KONG.—For New York, Dec. 12, Beemah ; for Hamburg, 13, Therese.

From MANILA.—For New York, via Cebu, Dec. 2, Henry S. Sandford.

From SAIGON.—None.

From SINGAPORE.—For Boston, Dec. 22, China.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 21, at London, from Colombo, Alfred the Great ; from Bassein, Elina ; from Rangoon, Amarapoora (str.) ; off Deal, from Hong Kong, Melbrek ; at New York, from Yokohama, Samuel G. Reed ; 22, at London, from Bassein, Africano ; 20, at Havre, from Rangoon, Regina Margherita ; 23, off Deal, from Ceylon, Chacma ; from China, Thyatira.

DEPARTURES.—Jan. 21, from London, for Nicolajefsk, &c., Rowena ; for Singapore, China, &c., Hong Kong (str.) ; from Sunderland, for Anjer, J. Vinicombe ; 22, from London, for Shanghai, Conquest ; 22, from Shields, for Java, Henrick ; 21, from Newcastle, for Singapore, Pons Aolii ; 22, from London, for Singapore and Manila, Emiliano (str.).

LAID ON.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai, Nestor (str.).

SPOKEN.—Seafield, London to Colombo, Dec. 19, 21 S., 29 W. ; J. B. P. S. (Ger. barque), Amsterdam to Padang, Dec. 20, 20 S., 30 W. ; Panama (N. Ger.), Cardiff to Hong Kong, Dec. 21, 19 S., 30 W. ; Mutlah, Tyne to Singapore, Dec. 21, 19 S., 30 W. ; H. W. T. Puls, Penang to London, Jan. 1, 13 N., 35 W. ; Hindostan, London to Penang, Dec. 3, 14 S., 32 W. ; J. Q. R. H. (Woodlark), Shanghai to London, Oct. 30, 2 S., 108 E.; Stanley, Sunderland to Singapore, Nov. 26, 23 S., 29 W.; Q.C.D.R. (Dora barq.), Newport to Singapore, Dec. 6, 19 S., 30 W.; L.W.S.T. (Peru), Cardiff to Singapore, Dec. 4, 14 S., 30 W.; Gleam, London to Penang, Dec. 4, 14 S., 30 W.

MISCELLANEOUS.—Deal, Jan. 21.—The Kashgar (barque), Russell, which arrived in the Downs 19, from Middlesboro, for Hiogo, with loss of boats, &c., has left in tow for the river, reported leaky.

CASUALTIES.—Plymouth, Jan. 22.—The Royal Sovereign, Weir, from Swansea to the Philippines, has put in here leaky in topsides. Swansea.—The Eleanor Batters (str.), from Cardiff to Shanghai, has put back to Mumbles roads with machinery disabled. Sourabaya, Jan. 22.—The Batavia (barq.), of and from Amsterdam, for this port and Macassar, was aground on the Madura coast, but got off without assistance ; she will discharge part of her cargo here for survey and repairs. Lisbon, Jan 15.—The Jonge Cornelius (Dut. barq.), from Cardiff to Batavia, put in here, Jan. 11th, with slight damage to rigging. Batavia, Jan. 22.—The Leila, from New York to this port, with petroleum, has stranded off Anjer, and will become a total wreck; part of cargo will be saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANTROBUS—On the 19th Jan., at 16, Grosvenor-crescent, the wife of R. C. Antrobus of a daughter.

BULLER—On the 14th Jan., at The Vineyard, Totnes, Devon, the wife of Capt. Alexander Buller, R.N., H.M.S. *Modeste*, of a son.

CAMPBELL—On the 23rd Dec., at Ceylon, the wife of Major Sir John Campbell, Bart., R.A., of a daughter.

HITCHCOCK—On the 4th Jan., at No. 1,603, Lucas-place, St. Louis, Missouri, U.S.A., the wife of Ethan A. Hitchcock, late of China, of a daughter.

HOLBERTON—On the 18th Jan., at Hampton, Middlesex, the wife of Vaughan Holberton, of a daughter.

LOWDER—On the 8th Dec., at Shanghai, the wife of G. G. Lowder, Imperial Customs, of a son.

MCLEAN—On the 17th Jan., at Villa Massingy, Carabacel, Nice, the wife of N McLean, of a son.

STRONG—On the 26th Dec., at Tanglin, the wife of Capt. Strong, 1-10th Regiment, of a son.

TURTON—On the 19th Jan., at Pulham S. Mary Magdalene, Norfolk, the wife of Commander Ralph L. Turton, H.M.S. *Egeria*, China station, of a son.

MARRIAGES.

HILL—MCCLELLAND.—On the 14th Jan., at St. Stephen's Church, Bayswater, by the Rev. William Campbell, assisted by the Rev. Edwin Price, James Henry George, eldest son of the late James Matthew Hill, of Chumparum, Bengal, to Agnes Murdoch, youngest daughter of James McClelland, of 32, Pembridge-square, Bayswater, London.

MURRAY—INGLIS.—On the 12th Dec., at the Union Church, Hong Kong, by the Rev. James Lamont, Presbyterian Minister, John Murray, surgeon, Army Medical Department, to May Smithers, daughter of John Inglis.

DEATHS.

BRIMFIELD—On the 19th Jan., at New Cross, Walter Horace Brimfield, R.N., aged 36, after four days' arrival from the Pacific, from impaired constitution contracted on foreign service, deeply lamented.

LAMB—On the 19th Jan., at Muscovy-court, Tower-hill, John Lamb, in his 77th year.

MAITLAND—On the 22nd Dec., at Alexandra House, Cinnamon-gardens, Colombo, Mary, the beloved wife of John Maitland.

RUSSELL—On the 18th Jan., at Aberdeen, N.B., James Russell, of Aden, aged 77.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending September, 1874, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1873 :—

NEWCHWANG.—The tonnage figures, both entered and cleared, are rather higher, being 34,192, against 29,230 for the corresponding period of last year. The imports of cotton goods are higher than in 1873 ; metals are also in advance, while native sundries are higher. The exports are nearly all higher. The revenue shows a decrease.

CHEFOO.—The tonnage figures, both entered and cleared, show a decrease. The import of cotton goods is lower, as is native sundries and metals. Exports show a considerable falling off as compared with 1873. The revenue is Tls. 72,747.9.9.0, against 68,145.2.0.8 in 1873.

TIENTSIN.—The tonnage figures, both entered and cleared, are rather higher. The imports of cotton goods have increased considerably ; those of native sundries are also in advance. The exports are lower. The revenue figures are Tls. 118,354.5.8.4, against 112,785,0.1.2 for the corresponding period of last year.

HANKOW.—The tonnage figures, both entered and cleared, are higher than in 1873. The import of cotton goods is slightly lower, as are also metals and native sundries. The exports are nearly all lower. The revenue figures are, Tls. 569,042.1.7.8, against 523,203.8.8.8 last year.

KIUKIANG.—The tonnage, entered and cleared, has increased. The imports are higher. The exports have gone up. The revenue figures are, Tls. 275,354.9.5.2, against 183,014.2.0.9.

CHINKIANG.—The tonnage figures, both entered and cleared, are higher. The imports of cotton goods show an increase ; metals and native sundries are also higher. The exports are nearly all higher. The revenue figures are Tls. 58,956.7.2.4, against 45,046.7.6.7 in 1873.

SHANGHAI.—The tonnage this quarter, both entered and cleared, is rather higher than in the corresponding period of last year. The imports of cotton goods, metals, and native sundries nearly all show an increase. The exports are nearly all higher than in 1873. The revenue figures have increased, being Tls. 940,487.7.3.3, against 843,847,4.7.7 last year.

NINGPO.—The tonnage, both entered and cleared, have both slightly increased. The imports of cotton goods, metals, and native sundries are all lower than in 1873. There is no material change in the export figures. The revenue is Tls. 320,185.5.1.5, against 290,437.3.6.4.

FOOCHOW.—The tonnage figures entered are lower than in 1873, cleared 56,092, against 53,827 last year. The imports of cotton goods and metals are lower ; native sundries have slightly increased. The exports are lower than last year, as is the revenue, the figures being Tls. 828,659.1.1.5, against 847,344.9.8.7 for the corresponding period last year.

TAMSUI (FORMOSA).—The tonnage figures, both entered and cleared, are lower. The imports are about equal. The exports are lower than in 1873. The revenue figures are Tls. 36,528.0.0.9, against 47,524.4.2.4 last year.

TAKOW (FORMOSA).—The tonnage figures are higher. The imports are lower than last year. The exports have increased. The revenue is in excess of last year.

AMOY.—The tonnage figures, entered and cleared, are higher. The imports are less than in 1873. The exports are in advance. The revenue figures are, Tls. 163,661.4.3.1, against 151,691.6.7.4 last year.

SWATOW.—The tonnage is higher. The imports are slightly altered, also the exports. The figures of the revenue are, Tls. 169,734.6.4.5, against 158,769.8.5.5 last year.

CANTON.—The tonnage figures, entered and cleared, are less than in 1873. The imports are also lower. The exports are not altered to any extent. The revenue is Tls. 264,731.9.2.3, against 329,932.2.8.0 for the same period last year.

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Miscellaneous.

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THE WESTERN CHINA ROUTE.

At a meeting of the Council of the Wakefield Chamber of Commerce, held on the 13th inst., the President (Mr. W. H. Lee) called attention to the unceasing efforts the manufacturing and merchant interests of the United Kingdom had made since 1859, by memorials to Her Majesty's Ministers, to obtain from the Government of India the opening of the short land route from Rangoon across British Burmah, to the Burman Shan States of Kiang-Tung and Kiang-Hung, and the adjoining south-west frontier of China; whereon, the present position of that project for opening such promising and greatly needed new markets to British commercial enterprise having been considered, the following resolutions were duly proposed, seconded, and unanimously passed:—

"That it unfortunately resulted from Lord Salisbury's retirement from office in the face of the important fact that, in obedience to his order, the survey of half the route, to the extent of 250 miles, had been accomplished and reported of most satisfactorily.

"That during the seven years which have since passed, European and American States have been systematically and actively advancing, in different directions, for commercial objects, towards various parts of China; seeing which, the Chambers of Commerce of the United Kingdom have continued to appeal more and more earnestly to Her Majesty's Ministers in favour of the short and comparatively easy route to Kiang-Hung.

"That the hitherto adverse course of the Government of India, unduly influenced and 'almost forced' by the 'repeated solicitations' of its military agent and sub-agent in British Burmah and Burmah proper, and supported by the Council of India, composed of retired members of the Indian services, precludes confidence being placed by this Chamber in a loyal observance by the authorities at Calcutta of his lordship's renewed sanction of the survey; unless, in exercise of the supreme authority vested in him, his lordship shall have seen fit to require its prompt completion, from the point on the right bank of the Salween river where the survey of 1867 stopped.

"That this Chamber would at the same time respectfully impress upon the Marquis of Salisbury that it can feel no objection to the survey or exploration by the Government of India of any other routes between India and China, whether prompted by political, military, scientific, or Indian commercial considerations; all that is sought on behalf of the manufacturers and merchants of the United Kingdom being that their goods for the west of China shall not be subject to the lengthened period of transit and to the greatly increased charges for freight, insurances, transhipments, and agencies by the way.

"That this Chamber would take this opportunity to express their respectful acknowledgments to his Lordship for having broken through, as they trust he will continue to do on the occurrence of further vacancies, the impolitic mode—injurious alike to the best interests of England and India—of forming the Council of India exclusively of retired and pensioned members of the Indian services, to the prejudice of the general commercial development of that extensive possession, of freedom of trade between it and the United Kingdom."

The Leeds Chamber of Commerce, at their meeting held on the 20th inst., had the following notice:—That the subject of a route from Rangoon to Western China, proposed fourteen years ago by Captain Sprye, and in favour of which about six memorials have been sent up by this Chamber, has again had its attention, and a memorial has been sent to Lord Salisbury, urging the completion of the survey of the route. If practicable, the sooner it is opened up, and the sooner a market of almost incalculable capacity may be opened for our manufactures, and if impracticable, the sooner it is demonstrated to be so, the better. On all accounts it is desirable to finish the survey, and your council has the satisfaction of having received a favourable reply from his lordship. The matter, however, must not rest, and your council trusts our Parliamentary representatives will not fail to take note of the position of this subject from time to time.

THE PRESBYTERIAN MISSION TO THE FAR EAST.

At the last meeting of the English Presbyterian Mission held in the College-hall, Queen's-square, the Clerk read a letter from the Rev. Mr. Dale, resigning his charge at Singapore on account of the serious illness of his wife, who was ordered to England. He stated that he much regretted this step, but was compelled to do so; but that he intended to remain until a successor was appointed, which he hoped would be by the end of April of this year. A letter was also read from the congregation, in which a committee was named to obtain a suitable successor to Mr. Dale. The Rev. Dr. Fraser moved that Mr. Dale's resignation be accepted, and that his connection with the Presbytery continue till end of April. Dr. Fraser bore testimony to what Mr. Dale had done, and his prospects for the future. This was seconded by Mr. H. M. Matheson, and agreed to.

The Rev. Dr. Dykes reported on behalf of the committee appointed to consider the propriety of the ordination of a catechist in connection with the Singapore Mission, that, taking all the circumstances into consideration, it would be unwise to do so at present.

THE TRANSIT OF VENUS.—Professor Young writes an elaborate statement to the New York *Semi-Weekly Times* describing the voyage to Peking of the scientific parties sent out by the United States Government to observe the coming transit of Venus. The letter states:—We left San Francisco on the 28th of July and landed at Yokohama on the 23rd of August, in the midst of a gale of wind, which proved to be the edge of a typhoon by which Nagasaki had been devastated the preceding night. With this exception the weather during the whole voyage was either fine, or at the worst a little showery, and the smoothness of the water was a continual and very gratifying surprise to one whose ideas of sea-going had been derived from a little experience on the Atlantic. The loneliness of this sea is striking. From the time of leaving the coast of California until we entered the Bay of Yeddo we did not see a single sail, nor any living thing except a whale or two, with occasional schools of flying-fish and porpoises, and always the patient gulls which followed us quite across the ocean. But the ship herself deserves a good word, for the most experienced voyagers among us agreed that we never found a vessel so comfortable, so well provided, and so well managed. Poor old *Alaska*! A week or so after we left her she broke her shaft, on her way down to Hong Kong, and while lying in the harbour there, repaired and nearly ready to sail, she was caught by the typhoon of September and driven ashore upon the rocks, from which she is hardly likely to get off. After visiting the various ports we left for Peking, where we found Admiral Pennock expecting our arrival, and zealous to do everything in his power to facilitate our object. We sailed on the 3rd of September, and after a very pleasant passage reached Tientsin on the 9th. We went up the river from Tientsin to Tung Chon in the usual manner—on small house-boats—and from the latter place completed our long journey by a sixteen-mile ride on donkeys, reaching the Imperial City late on Sept. 16, very sore and weary, but grateful and happy over our safe arrival. The instruments for taking the observations have arrived without any accident.

M. GEOFFROY, the French Minister in China, was at Rome a few days ago, and was received in audience by the Pope. He was accompanied by his wife, who brought with her two young Chinamen, her own converts to Christianity, to be presented to his Holiness. M. Geoffroy is believed to have visited Rome in accordance with the Pope's expressed wish. His Holiness desired a conference on Catholic interests in China, and on the means to be adopted to extend Christianity in that country.

THE Toronto Board of Trade have made a request for the reciprocal removal of the duty on teas and coffee and the replacing of the duty on those articles from the United States.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 19.

The *Kieler Zeitung*, which is considered to be the semi-official organ of the Admiralty, publishes the following list of ships of war that are to be put in commission this year:—In April the *Niobe* for a cruise with naval cadets, the *Medusa* and *Rover* for the training of boys, and the *Musquito* for the Mediterranean station. The *Cyclop* will go to China and Japan, the *Tiger* to Wilhemshaven, as tender to the old wooden line-of-battle ship *Renown*, now used for gunnery practice. In May the gunboats *Drache* and *Delphin* will commence their hydrographical surveys and deep-sea soundings. In June a squadron will be formed for a cruise, in October the *Vineta* will go to Japan with cadets, and the *Comet* to the Mediterranean to relieve the *Meteor*. It is, however, very likely that some more vessels will be sent to the coast of Spain in consequence of the rehabilitation of the Monarchy, in order to reinforce the German squadron, which at present only consists of the *Nautilus* and *Albatros*.

There is now exhibited at the Museum of Trades in this city a very handsome and curious box of lacquered ware, a present from the Government of Japan to Captain Brock, of Hamburg, in appreciation of his humane conduct in saving the lives of a crew of Japanese sailors shipwrecked in those seas. I may here mention that the Museum was last year enriched by a valuable collection of Japanese articles of native workmanship that figured at the Exhibition at Vienna in 1873, presented by Messrs. Shioda and Hiroyama, the Japanese Government Commissioners, among which are some beautiful specimens of lacquered ware, such as are but seldom seen in Europe in such perfection; also a collection of native paper and articles made of paper, as well as their liquid varnish.

Herr von Prschewalsky, a learned Russian who has travelled for three years in China, is now engaged in preparing for publication the result of his experiences, and an account of his travels. It will be a work in three volumes. The first will contain the physical geography of those parts of the country that he visited; the second his meteorological observations, taken four times a day, with a description of the Fauna; whilst the third volume will be devoted to Botany and the Flora of the country. The maps and plans to illustrate the first part are being prepared in the Imperial Military and Topographical Institution at St. Petersburg. He hopes to be able to publish the first volume in the course of this year, but the whole work is not likely to be completed before the summer of 1877.

COMMERCIAL.

Since the re-opening of the Produce Markets Tea has been steady, but the sales were neither important nor numerous. The imports of last year (reduced to quarter-chests) were as follows:—Black teas 31,091 chests, against 42,375 ditto in 1873 and 43,850 ditto in 1872; and of green 2,213 chests, against 2,158 ditto in 1873 and 3,066 ditto in 1872. At the end of last year our stocks in warehouse consisted of 9,591 chests of black and 1,676 ditto of green. Rice is firmer, and exhibits a tendency to go up, as the stock is low and constantly getting lower from the daily sales, so that the first arrivals are likely to come to a good market. Cassia remains as before the holidays, and there is a good consumptive demand, the quotation being 66 to 67 marks for Lignea, and 110 for Flores. Pepper is in favour at 65 to 66 marks for Singapore and 61 to 62 ditto for Penang. Of Oil of Cassia 40 chests have been sold at fair prices for delivery on arrival. 300 chests of Star Annis, lately to hand, were sold as soon as landed. Gum Damar is in more favour, and rising; 5 chests of Singapore have changed hands.

SHIPPING.

ARRIVALS.—Peter Godeffroy from the South Sea Islands; Metis, from Rangoon.

The thaw has continued ever since my last letter, and the ice has mostly disappeared. The steam ice-breaker mentioned in my last did most efficient service, on one day liberating no less than seven sea-going steamers caught in the ice and embedded therein, who were thus enabled to proceed to their respective destinations without any further delay.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.

AMSTERDAM, JAN. 13.

To day is a *jour de fête* for General Van Swieten, whose admirers will present him with a golden cup, plenty of compliments, and a dinner into the bargain. His satisfaction must, however, be somewhat embittered by a letter which has been addressed to him by General Van Merlen, and published in the *Vaderland*. The following are the outlines of this epistle. "When you wired," the author says, "the Kraton is ours!" I hoisted the colours, but since I have read all the official documents, pamphlets, &c., about the second expedition, I quite agree with General Knoop that this expedition was only a "half success," and I am disappointed regarding my expectations from such a commander and such a naval and military force. I should not have meddled myself in this paper war if you had not accused all your antagonists of party spirit and want of patriotism. Such accusations are very bad arguments, and they prove nothing. Nobody doubted the bravery of our army or our navy, but we had hoped for more prompt operations. General Van Merlen goes on to detail some of the shortcomings of the Commander-in-Chief, and he concludes as follows:—"You say that the second expedition was a success. Certainly it was, if you were only charged with the capture of the Kraton; in that case you would have done your duty, which after all was not a very difficult one with such brave soldiers." General Van Swieten will not find it less easy to answer this letter than the congratulatory addresses which are forwarded to him.

The statement that General Verspyck had been appointed Commander-in-Chief of the East Indian army—which was given by the leading paper of the Conservative party—has been most positively contradicted. Nevertheless, the *Dagblad* maintains that it is correct.

The Members of the First Chamber met yesterday for the despatch of business. The greatest interest is exhibited about the elucidations which are to be given by Mr. Van Goltstein about the appointment of Mr. Van Lansberge as Governor-General of Java. I hope they will be satisfactory, but I fear such will not be the case. It creates some astonishment that another appointment causes relatively so little noise, though it was quite a surprise. Mr. Hasselman—a Conservative *pur sang*—is made a Member of the Council of State, replacing a thoroughly Liberal Member. This fact affords addition proof at that the policy of Mr. Van Goltstein is a mixture of Conservatism and Liberalism. Whilst we are waiting for the Ministerial elucidations, the following information is given by the *Arnhemsche Courant* as to the reasons that led to the dismissal of Mr. Loudon. In the last days of August Mr. Fransen Van de Putte wired to Buitenzorg that the Ministers had asked for their dismissal, and that Mr. Van Goltstein would be appointed Minister of the Colonial Department. Mr. Loudon thereupon wished at once to resign, because he knew that the new Minister had expressed strong disapproval in the Second Chamber of his conduct in the Atchin war. Mr. Van Goltstein, however, wrote a most conciliatory letter to Mr. Loudon, and perhaps this would have had a good effect if the Minister had not sent orders by telegram to stop Mr. Levyssohn Norman's commission. As soon as this telegram arrived Mr. Loudon asked for his dismissal. One of our papers—the *Standaard*—now asks if it is not necessary to alter the Java Constitution. This fundamental law dates from a time when there was no telegraphic communication with Java, and it will happen—as has happened now—that a conflict will occur between the Minister and the Governor-General, who according to this law is not obliged to obey the orders of the Minister, if he thinks it necessary to act contrary to them.

I told you in my last that the Minister of the War Department had ordered subaltern officers to be sent to the provinces to enrol young men for the East India Army. This measure has not had the desired effect. There are but very few volunteers, notwithstanding that the bounty is relatively very large.

Within a few weeks a new (English) line of steamers will be opened between Rotterdam and Batavia. Up to this moment no particulars are published.

The society to substitute cremation for interment numbers already 800 members. In some towns sub-societies have been established.

Much noise has been made in the press about the statue of Mr. Thorbecke, since the Minister Heemskerk refused to grant a few feet of ground for the site of the memorial.

AMSTERDAM, JAN. 20.

The last sitting of the First Chamber of the States General before the recess was of great interest to the public. The Colonial Budget was the subject in hand, and it was known that the Minister would give explanations about the resignation of Mr. Loudon. The Minister limited himself to the communication of the mere facts. On the 15th February, 1874, when the Governor-General was informed that the Liberal Cabinet would very soon resign, Mr. Loudon wished at once to resign, but his demand was not granted. The present Ministry, when they came into power, intended to retain him in office. But Mr. Van Goltstein was much disappointed when he opened his career as Minister, on the 27th of August, by a telegram, dated the 23rd, in which Mr. Loudon asked peremptorily for his dismissal, unless Mr. Van Goltstein would retract openly his criticism upon the Governor-General, which he had spoken in the First Chamber, and by which he stated that the Governor-General did not possess his entire confidence. This speech was delivered on the 16th of June, 1873. In answer to this telegram the Minister wrote a confidential letter, in which he demonstrated that, according to his opinion, these words needed not to be retracted, and he assured Mr. Loudon that in the meanwhile he would support his policy in the Chambers. In the month of December, however, the Governor-General asked again for his dismissal, this time unconditionally. This proceeding was called forth by the measure of the Minister, by which the mission of Mr. Levysohn Norman, who was charged to arrange for the conversion of communal property into individual estates, was stopped. Mr. Loudon wired, "My honour and my duty alike forbid me to work with your Excellency. Our opinions about the exercising and maintaining of our authority differ so much that it is impossible to come to any agreement." The two leading members of the Liberal party stated their sincere regret that Mr. Loudon had been obliged to take this extreme measure, but they considered that he had acted properly, inasmuch that the Minister had weakened the prestige of the highest functionary in our Colonies. Upon the Budget no further debate of importance took place, and it was approved of unanimously. The Minister of the War department had a hard task to defend his Chapter, in consequence of the very large sum which he requires. The Budget of the Naval department was carried by twenty-four against four votes, and contrary to the general expectation, it was defended most eloquently by the Minister, who made such a miserable figure in the Second Chamber.

Last Wednesday an extraordinary ceremony took place here in the public park. Three hundred and fifty persons had contributed to a fund in order to present General Van Swieten with a gold cup, and about one hundred were present to attend this *fête*. At half past four the General arrived, and was addressed by Mr. Gleichman, well known in financial circles. He made some excuses that the number of those who had contributed in behalf of this fund was so small; but he said no appeal had been made to the public, and his admirers would avoid fuss. If such an appeal had been made the number of subscribers would have been much larger. After this somewhat hazardous supposition, he recalled all that had been done by the General. Then the *cadeau* was handed to the General, who declared that he could not find words sufficient to thank the givers. This of course was comprehensible, but it was less clear when he spoke of his "conquering Sumatra." He further communicated the surprising fact that we are now busy erecting in Atchin a pharos, from which he concluded that when the entrance to the Malacca Straits has been made safe, people will see—of course by means of the light in the lighthouse—that Holland is still first among civilised nations. The *fête* concluded with a dinner. The Liberal papers have given the toasts in full, and those of your readers who are fond of reading agreeable nonsense I recommend to buy the *Handelsblad*. This paper and the *Nieuwe Rotterdamsche Courant* are still the thick and thin supporters of the Government policy in Atchin, but many influential Liberal papers have deserted to the camp of its opponents.

A very extended section report has been published about the Bill for the construction of railways in Java. A considerable number of the members of the Second Chamber pleaded for the system of their construction being undertaken by the State. Others, however, object to this course, and are in favour of the construction of the new lines by private enterprise. There has been also much difference of opinion about the question whether the State should manage the traffic. A mass of questions was addressed to the Minister, to which Mr. Van Goltstein answered most unreservedly. He supported most warmly the principle of constructing the line on account of the State, which also ought to manage the traffic. The Netherlands India Railway Company has forwarded an address to the Government, pleading the necessity of altering the conditions upon which concessions are granted for the construction of the lines.

I regret to record the death of Mr. W. J. Touekens. Since 1849 he had been a member of the First Chamber of the States-General.

Mr. J. L. H. A. Baron Gericke van Herwynen, our Minister for Foreign Affairs in the last Liberal Cabinet, has been appointed Ambassador at the Court of Brussels.

On the 8th of February a festival will take place at Leyden, to commemorate the three hundredth anniversary of the University. Several professors are invited to attend this ceremony, and amongst them are Mr. J. E. B. Mayor, from Cambridge, Mr. J. Heywood, from London, Messrs. J. Pentland Mahaffy and R. Atkinson, from Dublin.

As a curiosity I may mention that at a recent meeting of members of the Peace Society a proposal was made in sober earnest to establish a Society to Promote the Welfare of the Atchinese. It was urged that missionaries should be sent out in order to spread civilisation amongst the natives. *Risum teneatis, amici?*

The news that the Rev. Mr. Segers has accepted the proposal to become a professor at the Seminary of Batavia has been officially contradicted.

Some days ago the police arrested a large gang of coiners. There is much false coin in circulation.

SHIPPING.

ARRIVALS.—Jan. 14, at Brouwershaven, from Batavia, Triton, Nederland; from Macassar, Vrachtzoeker; at Texel, from Batavia, Sourabaya Packet; at Flushing, from Samarang, Copernicus; Jan. 15, at Texel, from Samarang, Helena and Henriette; at Hellevoet, from Batavia, G. H. Betz; at Brouwershaven, from Batavia, Æolus; Jan. 17, at Texel, from Batavia, Nicolaas Witsen, Bestevaer.

PASSENGERS OUTWARD.—To Java, per steamer Koning der Nederlanden: Messrs. L. C. Koster, J. Luytjes, R. W. G. van Pabst van Bingerden, A. van Schermbeek, A. J. van Marle, J. W. de Villeneuvs, W. W. C. Brederode, Last, A. Barge, Bonemeijer, Mrs. A. P. Meeussen van Viegen, Miss M. M. Heydenreich, Messrs. H. N. Grobbée, E. J. F. Tack, Sythoff, A. van Haarte, F. Hutschler, R. E. Batten, Miss J. M. Batten, Miss A. A. Beets, Mrs. Holtzapffel, Miss A. Gersen, Messrs. P. F. H. Volcke, J. Milder, J. C. Ulfers, J. C. Palm, H. L. Veerkam, J. C. Scheffer, C. J. Schotel, J. Wilhelmus, G. van der Swaagh, J. L. P. Lapra, A. A. Lammers, K. J. Prakken, P. Elenbaas, P. Dorland, J. Pasman, J. B. Lont, Voemaer, E. E. P. van der Meersch, C. de Munnik, A. J. Kerkhoff, J. Buys, A. E. de Bourbon, C. Boon, J. de Leeuw, C. H. J. Kampmeinart, J. Jongkees, J. C. T. Kroon, H. J. v. Spanje.

To Java, per steamer Madura: Messrs. R. H. F. A. Kempers, Leon Dezentje, B. A. Hildebrandt, G. H. Klosser, H. Prins, J. B. H. A. Wolff, D. J. Caminha, N. Rijnbende, D. A. Detmar, V. Kobler, C. G. Wemmerslager, C. Weintraub, A. Van Moerkerken, J. C. Parijs, J. C. G. Keedsmeijer, J. D. L. Roque, A. Schneider, L. Prochnitz, J. Maclaine Pont, W. Staal, H. Van Rijckevorsel, P. S. A. Van Dura, Sjoerd v. d. Wielen, L. Storck, J. H. Van Baar Slangenburgh, J. D. P. Soeterik, T. J. J. Peirer, J. M. E. Kunert, L. en T. Karthaus, Max von Eckenstein, Mrs, E. Van Bronckhorst, Miss J. T. de Vos, Miss A. Orree, Mrs. A. H. Wolff, Swarthoff Kok, Mrs. A. N. H. de Vogel, Miss Wanting, Miss Frantzen, Miss Alberti, Miss Bausch.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 25, 1875.

THE KELUNG COAL MINES.

IN the second part of his Report on the Foreign Trade of Tamsuy and Kelung for the year 1873, H.M.'s Acting Vice-Consul furnishes a translation from the annals of the sub-prefecture, published under the direct authority of the Chinese Government, which gives some noteworthy details respecting the history of the opening of these mines. More than a century ago, we find, "the inhabitants used to dig into "the ground, and sell the materials excavated to make em- "bankments for their fields, but as the excavations became "more extensive, it was feared that the *pulse of the dragon* "(geomantic influences) would be injured," and further operations were prohibited. From this time, about the end of the last century, there is a gap, it seems, in the official history of the mines until we come to 1847. From other sources it is known that in that year a British officer visited the mines, and reported that no difficulty was experienced by the natives in working them. In that year, however, and not improbably in consequence of the visit in question, "a further prohibition was put out, and in "1850 an application from the British Minister, request- "ing that the mines might be worked, was refused. In "1865 the Foochow Commissioner of Customs proposed "that foreigners should lease the mines;" and that year again a prohibitory notice was issued, at the instance of the sub-Prefect, gentry, and people. These coincidences are odd, and there can be no doubt that Mr. H. J. ALLEN is right in considering that, at any rate in late years, the superstitious objections of the people were directed solely against foreigners. Early in 1870, however, the shoe began to pinch at home, and the Chinese authorities wanted coal for their own purposes; and in consequence the Governor-General ordered inquiries "into the feasibility of opening "the mines at Kelung, having due regard to the wishes "and susceptibilities of the inhabitants." Three Chinese officials accordingly visited the district and made the required investigation, the result being that "in the 8th and "9th the prohibition as to working the mines was re- "moved." It is, of course, sufficiently well-known that the prohibitions above mentioned were to a great extent a mere *façon de parler*, and, as Mr. ALLEN observes in his comments on the matter, it is curious that the Commissioners sent to open the mines should have found that ninety-two mines had already been opened, for it shows that the people had overcome their fears of injury to geomantic influences. In removing the official prohibitions against coal-mining the Commissioners were careful to impose certain restrictions, probably intended to guard against *exploitation* by foreigners, for they directed that "there "being sixty-nine mines now open . . . within a tract "extending twenty *li* from north to south, and five or "six *li* from east to west, no others shall be opened." Jealousy of foreigners and foreign interference is very apparent in the rule which they made that "the lessees of "the mines, who shall be natives of the place, and shall "have their families' houses and tombs here, shall guarantee "each other, when they shall receive licences; but from "this all those in the employ of foreigners shall be ex- "cluded." Again, it was ordained that "purchases shall "be made through certain hongs, which shall be subject "to official inspection and supervision, and that whoever "refuses to deal through these hongs, but buy and ship "coal from the pit's mouth, shall be deemed guilty of a "breach of agreement;" and he would no doubt find the consequences of disobedience to be of a very unpleasant nature. Now that the Chinese are beginning to feel the urgent want of coal for their own arsenals, steamers, &c., it may be hoped that more liberal counsels will soon prevail with the high provincial authorities, and that before long it will not fall to the lot of a Consular officer to be obliged to state, as Mr. BABER was, in reviewing the trade of Tamsuy during the year 1872, that "coal-working at "Kelung is little more than a scratching of the surface in "a few places, and that the real coal-beds may be looked "upon as practically untouched." It is high time that this coal-field should be more fully developed by the aid of foreign capital and science, for it has been clearly shown that the coal is of a very fair quality for steaming purposes, and would be better if the pits were only properly worked, and even as matters now stand, it is stated that for household purposes it has no superior. To encourage production, and in the interests of commerce generally, the present absurdly high duty on native coal ought to be very considerably lowered; and on this point Mr. ALLEN thinks, and rightly too, that it is a pity that the reduction in Customs' duties from four candareens to five cash a picul, which was suggested in the Convention which Sir RUTHERFORD ALCOCK negotiated could not come into force. The present rate of taxation, he adds, is, as cannot be too often pointed out, far too onerous. Perhaps when, with the aid and assistance of foreigners, LI HUNG-CHANG has got the Chihli mines into working order, the Chinese Government will see the necessity for reform and liberality in the matters to which we have alluded, and in the meantime Her MAJESTY'S Minister at Peking ought never to lose an opportunity of urging the subject on their serious consideration.

MANCHURIA AND KOREA.

IN the discussions which have taken place with regard to the development of trade in the Far East, Manchuria and Korea have been almost, if not entirely, overlooked, and H.M.'s Acting Consul at Newchwang has done good service to the interests of commerce by directing public attention in his Trade Report to these localities, with which it may be hoped that before very long an important business will be done. In Mr. A. S. HARVEY'S opinion the attainment of this very desirable end will be materially hastened by the occurrence of two events in 1873,—the one being the establishment of a line of steamers connecting the Amoor, Port May, and Passiette with the Treaty ports of China, and the other a revolution in Korea, by which the usurping Regent, who set his face against all foreign intercourse, was deposed in favour of the young King, on whom better influences had been brought to bear. Mr. HARVEY is undoubtedly right in stating that "the more "rapidly the Russian Settlements on the Eastern coast be- "come wealthy and populous, the sooner will Manchuria "become a participator in the benefits of progress," for the Russians are not likely to allow the obstructive policy of the Peking Government to stand in their way, when it suits their purpose to turn the resources of Manchuria to profitable account. Again, in Korea the King has shown signs that he is not hostile to the admission of foreigners, or to the exchange of treaties with the nations of the West. It is, therefore, highly probable that, as Mr. HARVEY observes, the day is nearer when the country will be thrown open to foreign trade, and when this takes place, the advantages which will accrue to Southern Manchuria are sufficiently obvious. The position which that district occupies with regard to China, Korea, and Japan, is a very important one, especially when we consider that the southern portion of its seaboard is open to navigation all the year round; and it possesses two additional attractions in its great mineral wealth and the salubrity of its climate. On the latter subject Mr. HARVEY evidently entertains a very decided opinion, for, judging from his own personal experience, he considers that Europeans would enjoy as much vigour there as at home, whilst the beauty of the scenery along the ranges of the hills and the charm of sunny days and cloudless skies would make their banishment more easy to be borne. We commend this subject

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to the notice of Her MAJESTY'S Minister at Peking, and we would point out that his newly-acquired influence with the Chinese Government would be turned to good account, and he would besides earn for himself the gratitude of a large section of the commercial world, if, after persuading the Chinese to dredge the Woosung Bar, abolish the *lekin* tax, and settle a few other outstanding matters, he were to induce them to consent, without any further ado, to the complete opening of Manchuria and Korea to foreign trade.

THE TROUBLES IN SIAM.

THE news of disturbances in Siam, announced by a telegram from Singapore, given in another column, comes upon us like a thunderclap in a cloudless sky. Nothing definite is or can be known in this country at present as to the origin of the quarrel between the Major and Subordinate King. An attempt for some reason or other was made to arrest the Second King, and he fled for refuge into the premises of the British Consulate, some two miles distant from his own palace. There for the present His Majesty may safely remain, without fear of molestation. It is further announced that the Second King has declined to appeal to arms, and has disbanded his forces, and it has been assumed by at least one of our contemporaries that the Second King has a large number of troops at his disposal, and is even in some sense "the Commander-in-Chief" of Siam. This is an error; as far as trained soldiers are concerned the Second King could probably muster about 2,000 men, or rather just so many as make up the body guard who protect his person and palace. Those of our readers who have any personal recollections of Siam will probably remember that the Second King, as Prince GEORGE, is a young man, now thirty-four years of age or thereabouts, tall in stature, but mild and timid in his disposition. He is the last person of those in authority in Siam to have knowingly involved himself in a struggle or feud with the Major Monarch. Some quarrel or other there evidently is, and it is probable, therefore, that it has been forced upon the Second King. There will be no bloodshed. This we feel great confidence in predicting, from what we know already of the gentle temper of the Siamese, and because there are in Bangkok many men of intelligence and education who will have influence enough to prevent any serious riots. If we ventured on any conjecture at all we should say the quarrel is a private one between the two kings, some squabble about the relations between the two Royal families, not an outbreak dividing the nation into two hostile camps or of serious consequence to the people at large.

THE appointment of Mr. W. HANDYSIDE TAPP as Registrar of Shipping at Shanghai is gazetted. We believe that Mr. TAPP will proceed to his post by the last mail in February. The first representation on the subject of appointing a registrar was made to H.M. Government in 1867, by Mr. TAPP, through Mr. Consul WINCHESTER. The Chairman of the Chamber of Commerce also wrote on the 17th of March, 1873, as follows:—"I am informed that the "question has already been laid before the Foreign-office "in a despatch from Sir RUTHERFORD ALCOCK to Lord "CLARENDON, dated 21st of November, 1869, which en- "closed a joint communication on the same subject from "Sir EDMUND HORNBY, Chief Judge of the Supreme Court "for China and Japan, and Mr. MEDHURST, H.M. Consul, "and it is understood that the representations made by "those gentlemen were in favour of the proposal which "this Chamber desires now to advocate."

MR. CHEN LAISUN, for many years connected with the foreign trade of Shanghai, and who was engaged by SHEN PAOU CHUN—one of the foremost Chinese officials—to superintend the education of Chinese youths in America, has come to this country, for the purpose of ascertaining the working of our various schools. He has at present about ninety pupils in Massachusetts and Connecticut, and it is quite probable that he will induce the Chinese to make a trial of England. Mr. LAISUN has been assisted in his examination of the schools about London by Mr. THOMAS HANBURY, formerly of Shanghai.

DR. BUSHELL, who has been for some time in England on leave, will return to his post as Physician to the Legation at Peking—which appointment he has held since 1868—by the San Francisco route, accompanied by Mrs. BUSHELL.

ANOTHER meeting of the Anti-Opium Association has been held at the Friends' Meeting-house, in Bishopsgate-street, at which Dr. LEGGE, Mr. HANBURY, CHEN LAISUN, and others spoke.

A DENIAL is given to a rumour which has been current that the French Government was making preparations for despatching a large expedition to Tonking, in Cochin-China.

Literature.

Mr. Edward Herslet, C.B., has supplemented the work on "Commercial Treaties," commenced by his father and continued by himself, with a collection of "Treaties and Tariffs Regulating the Trade between Great Britain and Foreign Nations," and "Extracts of Treaties between Foreign Powers." The first part, relating to the treaties between this country and Austria, is now before us, and it is in every respect a valuable compilation. It is Mr. Herslet's endeavour to show which of our commercial treaties are now in force, and also what treaties affecting commerce have been made between foreign States containing clauses conferring more favourable treatment on their respective subjects, commerce and navigation, than are specially provided for in the English treaties, but the benefits of which concession are or might be enjoyed by British subjects under the "most favoured nation" clauses of the English treaties. The compiler has, in fact, waded through a multitude of volumes, written in a variety of languages, and culled from them the useful portions, which he presents in a convenient and accessible form. Treaties have hitherto been surrounded with an immense amount of mystery, and their provisions have been quite unknown, even by those British subjects residing in foreign countries for whose benefit they were concluded. The volume before us and the successive portions of Mr. Herslet's work will do much to familiarise us with our privileges as British subjects, for a study of it will convey a knowledge of the position of England as regards her commercial engagements with other nations, and will materially assist in the inviolable maintenance of commercial treaties. The work is published by Messrs. Butterworths.

The *China Review* for September and October, 1874, contains three continuations of papers which have appeared in former numbers, viz., Mr. H. A. Giles's "Translation of the Hsi Yuan Lu, or Instructions to Coroners," Mr. C. F. R. Allen's "Tales from the Liao Chai Chi Yi," and Mr. J. G. Kerr's "Benevolent Institutions of Canton." The place of honour is assigned to an interesting article on "Audiences granted by the Emperors of China to Western Envoys," written apparently to disabuse people at home, as well as not a few in China, of the idea that the audience of June 29, 1873, was the first ever granted to European ambassadors. The writer has collected together a considerable amount of information on the subject, beginning with the mission of the Portuguese, Thome Pires, who landed at Canton in 1517, and was kept waiting there for three years. Much as we should like to do it, the space at our disposal precludes the possibility of following the writer through the curious details which he has brought together with much care, respecting missions, the history of which is, we doubt not, a *terra incognita* to a large number of his readers. In concluding his paper he makes an observation, in reference to the last audience in 1873, which the foreign envoys will do well to bear in mind in the future, if they wish these audiences to have any good effect on the Empire at large, where a strict attention to ceremonial observances is everything. Having pointed out that the Purple Pavilion (or Tsze-Kuang Ko), where Messrs. Vlangaly, Wade, &c., were received, is only just within the palace grounds, he remarks:—"The Grand Audience Hall is in the centre of the inner quadrangle, where there are fine waiting halls for all ranks; and it is here that our Ministers should have been received, and not in the place of reception for outer tribes and tribute-bearers." This number of the *China Review* also contains a paper on the Noble Art of Self-Defence in China, founded on a *brochure* printed at Canton, and accompanied by some grotesque woodcuts; and Mr. George E. Stent, whose *Jade Chaplet* we noticed same months ago, contributes the first instalment of a poetical account of Meng Cheng's Journey to the Great Wall, of which we hope to say more on a future occasion. M. Gubler's Report upon the Materia Medica of the Chinese completes a very good number of the Magazine. There is a paucity of "Notes" this time, but the Rev. Joseph Edkins contributes a very interesting one on the Present Aspects of Chinese Philology in Europe.

The Rev. A. Wylie, of Shanghai, has completed, in three books, a second edition of the translation of Professor Herschel's Out-

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lines of Astronomy, revised and enlarged. The work must have been a laborious one, and reflects the greatest credit on Mr. Wylie, and we trust will be adequately appreciated by those for whose benefit it is intended. It is by such works that we shall gradually break down the ignorance and arrogance of the Chinese. In the prefaec Mr. Wylie says:—Chinese characters have been substituted throughout at a considerable expense for the English on the original plates, which have been obligingly furnished by Messrs. Longman and Co., the publishers. This will render the work much more in accordance with native taste and convenience. The engraving of the Chinese characters in London has been kindly superintended by Mr. Thomas Jenner, to whom the writer is greatly indebted for the care and trouble he has taken in the matter. Without such a friend it would have been very difficult to secure the accuracy that may now be relied on. Since the first Chinese edition was published the eminent author of the original work has finished his labour on earth, and it has seemed to the translator peculiarly appropriate that a life spent so greatly to the profit of his fellow-men should not pass without some record being appended to this re-issue of his most popular work among the numerous inhabitants of the middle kingdom. A short memoir has therefore been prefixed, the materials for which have been drawn chiefly from the extended obituary notice in the annual report of the Council of the Royal Astronomical Society, for which the writer is indebted to the kindness of Mr. John Williams, the esteemed Assistant Secretary; some particulars have also been gleaned from the memoir in the *Leisure Hour*, the proprietors of which have liberally permitted the use of their pictorial illustration, and these have been generously presented to the enterprise at the expense of Mr. Jenner. It may impart confidence to know that the whole of the manuscript has been submitted to the revision of Le Shen-lun, the collaborator in the original translation, who is now Professor of Mathematics in Peking College.

MARINE LOSSES IN 1874.

The *Shipping Gazette* gives a review of the most prominent occurrences relating to steam navigation during the past year. In the first place, there was a large falling off in the emigration trade to America, in consequence of the financial difficulties in the United States and the diminished demand for labour. This decline in the passenger trade has been aggravated by a severe competition between the steam navigation companies. Freights have been lower, generally, than ever known before, and the attempts made to bring about a better understanding among those directly interested have had no beneficial effect. A decrease in passengers and goods, with lower rates, must have told disastrously on the earnings of the companies; and the high price of fuel and provisions has tended to increase the expenditure. Fortunately, however, the year has closed without any such disastrous shipwrecks as those to which we had occasion to refer in our summary of the 1st of January, 1874. There have been some lamentable losses of life at sea in 1874, but none to equal the calamity which resulted in the stranding of the Atlantic (s.) near Halifax, when 586 persons perished. The past year, however, has not been free from losses in the Transatlantic lines. The Europe (s.), from Havre for New York, was abandoned, but the four hundred passengers and crew on board were timely rescued. The Amerique (s.), from New York for Havre, was also abandoned, but was fallen in with and towed safely into Plymouth. The Court of Admiralty was called upon to award salvage for the recovery of this derelict, and the Judicial Committee of the Privy Council reviewed the judgment of Sir R. J. Phillimore. The Mississippi (s.), from Liverpool for New Orleans, got ashore on the coast of Florida, near the Fog Rocks; but, after considerable exertions made to float her, she was eventually got off and taken into Key West. The Viking (s.), from Liverpool for Montreal, stranded near Farther Point and filled. The Trojan (s.), from Glasgow for St. John, sailed and has not been heard of. These casualties were not, however, so fatal to life as those which occurred in 1873; and, as regards the American trade, there is every prospect of better times for 1875.

The trade with India, the Straits, China, and Japan, through the Suez Canal, received considerable development during the past year, but the increased dues have been felt from the fact that the scale of freight has not corresponded with the heavier imposts. With respect to casualties to vessels in this trade, there were a few reported; but, looking to the large tonnage engaged, the losses were inconsiderable. The Arcturus (s.), from Liverpool for Calcutta, grounded on Gindurah Rock, and became a complete wreck; the Amelia (s.) was sunk in Lake Timsah, after colliding with the Annie Ainslie (s.); the Good Hope (s.), on her voyage from Calcutta, stranded at Ras Metamer, forty miles from Suez, but was got off; the Woosung (s.) was wrecked on the Kolamele Reef, twenty-five miles from Jibbel Teer, and became a total loss; the Firenze (s.), of Genoa, stranded seventy-eight miles from Suez; the Queen Elizabeth (s.), on her homeward trip from Calcutta to London, got on to the coast of Tarifa, and twenty persons were drowned—the ship broke up and became a complete wreck; the Calcutta (s.) was run into by the Galatea (s.) in the Hooghly, and was so badly damaged as not to be worth the cost of raising; the City of Carthage (s.) grounded on the Ras Shi-ikans Reef, in the Red Sea, but got off after jettisoning a portion of her cargo; the Dhoolia (s.) also stranded in the Red Sea, and subsequently floated off; the Canton (s.), from Foochoofoo for London, was lost on Min Reef; the Wyberton (s.), from Southampton for Java, collided with the Spanish steamer Buena Ventura, was cut down, and sank about twenty miles from Suez; the Tenasserim (s.), from Rangoon for London, stranded five miles north of Ras Hafoon, and became a complete wreck; the Gordon Castle (s.), tea laden, from China for London, got on the Birlings, floated off, then stranded at the Cascaes, but was ultimately got into Lisbon; the Clive (s.) got aground at Getettar, but was got off after jettisoning 300 tons of cargo; and the Ennerdale (s.), from Liverpool for Bombay, got aground near Ras Gharib, but got off with damage to her hull.

Among the losses also reported in our maritime intelligence were the Marley Hill (s.), which stranded on New Year's night on the north shore of Whitehaven; the Columbine (s.), near Oosima, Japan; the Ormesby (s.), from Cardiff to Constantinople; the Union (s.), sunk off Dundee; the Adelaide (s.), sunk at the entrance to Glenarm; the Ellen Constance (s.), from Porman for Hull, was run into and cut down by the Spanish ironclad Vittoria, and three men were drowned; the John Fenwick (s.), from Nicolaieff for Altona, was wrecked off Vlie, and ten persons drowned; the Ravensworth Castle (s.), from Baltimore for Leith, was wrecked at Craster; the Woolsington (s.) was lost near Stavanger, and all hand perished; the Netherton (s.) stranded near Cape Grisnez on a voyage from Newcastle to Boulogne, and was a total loss; the Relief (s.) was wrecked near Hirado in Japan; the Shamrock (s.) sank in the Humber; the Cambridge (s.) foundered in the North Sea, on her passage from Uddewalla for London; the Enterprise (s.) stranded off Brouwershaven and became a total wreck; the Sidra (s.), from Malta for Newcastle, has not been heard of; the Sunfoo (s.) stranded thirty miles from Hong Kong; the Akola (s.), from Kustendje for Lynn, went ashore on the Kentish Knock and broke in two; the Constance (s.) was abandoned near Paimbœuf; the Blende (s.) is supposed to have foundered at sea, between Douglas and Swansea; the Tacna (s.) upset off the Pacific Coast, and eight lives were lost; the Anthony Musgrave (s.) was wrecked on Unkomas Bar; the Monte Video (s.), from the River Plate for Rangoon, was totally lost; the Osprey (s.) was damaged and sunk in the ice; the Cornubia (s.), from Cardiff to Palermo, was wrecked at Santo Petro; the Clifford (s.), from London for Palermo was abandoned at sea; the Thistle (s.) was completely wrecked near Helvoet; the Bordelaise (s.) sank at Scilly and parted amidships; the Furness Abbey (s.), from Swansea for Garston, struck on the South Bishops Rocks and went down; the Liberia, African mail steamer, and the Barton (s.), from Glasgow for Sicily, were missed about the same time, and there is reason to believe they came into collision about two hundred miles to the S.W. of the Land's End, and both foundered with all hands; the Anna (s.), from New York for Rotterdam, sailed and has not been heard of; the Bonita (s.), of London, from Brazils, struck off Vigo Islands and filled; the Manchu (s.), from Nagasaki for Shanghai, coal laden, foundered in a gale, the coal bunkers having given way when the vessel was in the trough of the sea; the Wave (s.), from Sulina for United Kingdom, was run ashore near Muros, to prevent her from foundering, after have struck on a sunken rock; the Fairholme (s.), from the Clyde for Limerick, with coals, struck on a rock near Tory Island and disappeared, drowning five hands; the Nellie (s.), from Cardiff for Brindisi, foundered in the Bay of Biscay; the whaler Tay (s.) got nipped in the ice and sank; the Hankow (s.) collided with the Milbanke (s.) off Dungeness, and the latter sank, carrying down with her 14 persons; the Rosedale (s.) lies sunk in the North Sea, having been in collision with the Onega (s.); the Corinth (s.), from New York for Liverpool, struck on the rocks near Galley Head and broke up; the Marion (s.), with coals, took the ground in going up the Elbe and became a total wreck; the Camila (s.), from London for Oporto, which stranded at the entrance to the Douro, had to be blown up; the Red Sea (s.), from Cyprus for Liverpool, foundered off the Smalls, after colliding with the Xema (s.); the Liffey, mail steamer, was wrecked near the River Plate; the Chusan (s.), in putting back to the Clyde, was overtaken in the storm, and, in making for Ardrossan got on the Crinan Rock, broke in two, and one half drove in and partly blocked the passage to the harbour; the Mary (s.), from Glasgow for Trinidad, broke in two and foundered at sea with loss of three men; the Viceroy (s.) left Hull for Cronstadt, and has not been heard of; the Scorpio (s.), from Cardiff for Charente, went down in St. George's Channel; the Warree (s), from Liverpool for Africa, was lost on the rocks off Sestress; the Morena (s.), from the Brazils for Havre and Antwerp, struck on an island off Rio de Janeiro and filled; the Olinda (s.) was wrecked near Pernambuco; the John Dixon (s.) was sunk at Malta through a collision with the Queen Anne (s.), from Port Said; the Richmond (s.), from Sunderland for Burghead, stranded on Halliman's Skares; the Annsbro (s.), from Swansea for the Mersey, sprang a leak and foundered off Strumble Head; the Gomos (s.), engaged in laying a submarine cable, stranded south of Rio Grande; the Oliphant (s.) and the Laptek (s.), both laden with sugar, foundered the same day off Keelung; the Amelia (s.) was wrecked at Crow Rock; the Alsaska (s.) sank at Hong Kong; the Bayo (s.) was run into and sunk at Tarifa; the Leckwith (s.) stranded on Bilbao Bar; the Stad Brugge (s.) of London, from Cronstadt, has not been heard of since leaving Copenhagen; the Woodlark (s.) went ashore off Helvoet; the Mabel (s.), from Cronstadt, was sunk through a collision; the Rouen (s.), from Blythe for Havre, foundered off the Dudgeon, having been in collision with another steamer; the Tom Bell (s.), from Galatz for Rotterdam, got on the Monscar Reef; the Despatch (s.), from Alexandria for Hull, struck on a rock off Alumel-room and was wrecked; the Emma David (s.), from Kertch for Antwerp, shifted her cargo, capsized, and foundered; the La Plata (s.), foundered in the Bay of Biscay and fifty-seven persons were drowned; the Louise of Lorne (s.) got ashore off Withernsea; the Precursor (s.) foundered forty miles west of Gozo; the Tyne (s.), from Shields for London, stranded in Robin Hood's Bay; the Violent (s.), of Glasgow, from Nicolaeiff, with cargo shifted, foundered thirty miles south of the Lizard; the Orion (s.) struck on a rock off North Heligoland, and filled; the Clifton (s.), from Algeria, was abandoned in the Bay of Biscay. Among other casualties, the Affondatore, ironclad, struck the Zest (s.) at Palermo, and made a hole nine feet by eight.

The dreadful loss of life through the fire on board the Cospatrick, from London for Auckland, and the sacrifice of over 400 souls, makes the subject of fires of more than usual interest; we therefore give the accidents of this character happening to steamers in 1874. The Neptun (s.) was damaged; the Japan (s.), when at Calcutta, received

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damage, as also the Wallachia (s.), at Almeria; the Kilarney (s.) was damaged at Terneuse; the coal bunkers of the County of Sutherland (s.) took fire at Batavia; the Glaucus (s.) at Boston, took fire, and was submerged; the Delambre (s.), from Liverpool for the Brazils, when at Lisbon, had fire in her bunkers; the Borneo (s.), when at Samarang, had to take assistance to cool down the coal; a fire broke out in the hold of the Timsah (s.) at Kurrachee, but was extinguished; the coals on board the Calypso (s.) were on fire at Messina, but the crew succeeded in preventing danger; a fire on board the China (s.) at Hong Kong did very little damage to the vessel; a fire in the hold of the Transit (s.) at Grimsby injured some cargo, but not the hull of the vessel; the Ballina (s.), when in the Clarence Dock, Liverpool, had a fire break out in the forecastle, but it was soon got under; the Windsor (s.), at Leith, had some woollen goods burnt; the Duke of Lancaster (s.), from Barrow for London, was slightly injured by fire; the Guinevere (s.), at Glasgow, took fire, but the flames were conquered by the floating engines; the Lion (s.), at Pernau, had some bobbins of flax injured by fire; the Yorkshire (s.) from Calcutta for London, put into Algiers with her cargo and coals on fire; the Rothesay Castle (s.) was destroyed by fire at Point du Chin; the bunkers of the Arch Druid (s.), at Bombay, had to be flooded; the coal in the bunkers of the Eastby (s.) in West India Docks, became heated; the Arbitrator (s.), caught fire in Brunswick Dock, Liverpool, but the damage was slight; the Queen (s.), on the Murray, had to be scuttled; the Ravenscraig (s.) succeeded in getting into Lerwick when the fire was growing serious; mats caught fire in the hold of the Mavis (s.) at Taganrog; cotton bales in the main hold of the Ohio (s.), from Philadelphia for Liverpool, were damaged by fire; the Windsor Castle (s.), from London for the Cape, put into Corunna, fire having broken out in the forehold from combustion; the Jeddah (s.), from Sydney for Melbourne, was scuttled in Twofold Bay in order to extinguish the fire; the St. Louis (s.), from New Orleans for Liverpool, had to be put aground at Tybee to extinguish the fire among the cotton; the Linda (s.), from Liverpool for St. John (N.B.), was on fire, and her crew were taken off by the Circassian (s.); the Darien (s.), from New Orleans for Hamburg, had to be put back in consequence of fire; the Black Diamond (s.) had to be scuttled at Belfast by the fire brigade; and the Ontario (s.), from Boston for Liverpool, had some bales of cotton destroyed by fire on the steerage deck.

The old year has not been without its regular average number of explosions. The boiler of the Chrysolite (s.) burst in Penarth Roads, and two men were killed; the Student (s.) put into Lisbon, with her master, chief engineer, and three firemen killed; the boiler of the Little Nell (s.), from Georgetown for Launceston, burst, and eight men were killed; an explosion on board the Tigress (s.), Polar expedition vessel, destroyed twenty-one persons; the boiler of the Curuzu (s.) exploded on the Amazon; the Oriana (s.), from Newcastle for Taganrog, burst her boiler and killed two men; the boiler of the Belisa (s.) burst on the Volga, killing three and wounding thirty-nine persons; the Apollo (s.), coal-laden, from Cardiff to Gibraltar, had her hatches blown off, but got into Falmouth with one man injured; the superheated pipe of the Winsloe (s.) burst, and killed two men, after which the vessel was towed into Falmouth; the Commandant Franchette (s.), from Sunderland for Bordeaux, burst her boiler and scalded two men; the Meuse (s.), from Cardiff for Port Said, put into Algiers through explosion of gas in her bunkers—one man killed, two badly hurt; the Cid (s.) exploded her boiler in leaving Belfast; the Moolgewaukie (s.), of Adelaide, blew up, two men being killed and several injured; one of the valves of H.M.S. Invincible burst, and scalded three men severely; an explosion of gas took place in the fore hold of the J. H. Lorentzen (s.), at Sunderland, but no serious damage was done.

One feature in the steam tonnage for 1874 will be disclosed when the returns are published in the *Mercantile Navy List*, 1875. From the 1st of January to the end of August in 1873 no less than 379,528 tons of steam shipping had been built in the United Kingdom. Down to the end of October in 1874 the tonnage added was 361,713; so that there has been a falling off in the shipbuilding trade. From the number of vessels which have been wrecked, in addition to thirteen now lying in the Thames, Mersey, at Dunkirk, and elsewhere, and have to be recovered, it is evident that the tonnage supply will not equal the demand, if the country is favoured with peace and prosperity. The year just closed has been marked by parliamentary proceedings respecting the gross and register tonnage of steamers, and we shall no doubt hear more of these matters in the coming session.

PUNCH TO THE KING OF SIAM.

FAIR greeting, Courteous Cousin mine. You are the King of Siam,
And *Punchius Rex* the mighty, monarch of Fleet-street I am.
No need, I'm sure, of further ceremonious introduction,
For *Punch* is doubtless known and read with rapture and instruction.
As constantly in far Bangkok as 'tis in near Balmoral.
I (let us, Cousin, drop, *pro tem.*, the old Imperial plural.)
Read with pleasure, whose expression cannot be too *prononcé*,
That very friendly letter signed by BHASHAKARAWONGSE.
(I hope, with all my heart, that I have spelled and scanned precisely
The something prolix name of one who turns *our* tongue so nicely.)
Effulgency! your proffer is enlightened as 'tis handsome,
And from the courteous Sovereign of a distant Eastern land, some
Who think themselves much nearer to the civilised meridian
Might take a profitable hint. 'Twould tax an Art Ovidian
To sing the metamorphoses these demiurgic Sciences
Have wrought with all their wizard spells and wonderful appliances.
But Science, Cousin Siam, your true Cosmopolite is;
And wide as Nature in its sphere its broad benignant flight is,
And, like that often quoted "touch of Nature," kins us truly
From here to distant Siam, as from there to farthest Thule.
Much sneered at for its prosiness, but with its own Romance, it
Has just been watching warily Dame Venus at her transit;
And is about to send a stoutly-armed but peaceful legion,
To circumvent the icy guards of the circumpolar region.
Punch favours undertakings of this brave and blameless genus,
And, though he's heard some hints that slippery Sol and tricksy Venus
(As might have been expected) have been plotting to befog us,
And in a maze of merely bogus calculations bog us,
Yet, spite of solar shifts, or interlunar plots and pranks, it
Is plain that Science means to win at last. KING PUNCHIUS thanks it.
And now, by way, no doubt, of an agreeable variety,
The pundits of our Royal Astronomical Society,
And other learned bodies, have made up their minds to follow
The little game that's coming off 'twixt Dian and Apollo.
With Camera, and Spectroscope, and FOUCAULT'S Siderostat,
They mean to keep an eye upon the point the pair have crossed at;
And solve the secrets,—stiffish stuff for long and learned papers,—
Of chromosphere and corona, of spectra, beads, and vapours.
Punch warmly wishes them good speed. And now, most courteous Cousin
Of Siam, comes your amicable offer—worth a dozen
Palavers or State protocols, as genuine links to bind us
And put the bad old days of white exclusiveness behind us.
Punch promptly drinks your royal health in a stoup of right good Stingo,
And though our people may not understand each other's lingo
So well as we might wish perhaps, yet genuine love and liquor
Are of no land or lexicon. It makes the blood run quicker
To think that Saxons may *drink hael* as far as far Chinese land,
With such a brick as you must be, Lord of the Siamese land!
Punch wishes *his* observatory (fixed so much farther west
Than Bangkok's latitude) allowed *himself* to be your guest:
But he must keep his perch, although with sympathies sporadic,
For Nature's Nobs (*you'll* understand), must not be too nomadic.
No doubt, in that particular, we are but brother yokesmen,
Yet be assured that Britons, through their very first of spokesmen,
Return you hearty thanks. Accept? By Jove, they'd better do it,
Or certain swells shall hear of it. Good DE LA RUE would rue it
If such a chance were slighted, and 'twould be a trifle comical
If asinine punctilio ruled in matters astronomical.
But *Punch* has not the slightest doubt the Royal men of Science
Will be but too delighted to remit a prompt compliance.

Legal.

CHARGE AGAINST A MERCHANT.

Johann Frederick Heindrick Trautmann, carrying on business in Great St. Helen's, late of Shanghai, appeared before the Lord Mayor on the 21st inst. upon a summons which charged him, under one of the sections of the Debtors Act, with having obtained goods upon credit from Messrs. Burkett and Co., by false and fraudulent pretences, in connection with an American railway called the Illinois, Missouri, and Texas Railway. Mr. Besley opened the case at some length. The learned counsel stated that in the year 1871 the railway in question appeared to be in difficulties, and they mortgaged all their property for the purpose of raising a sum of £300,000 to go on with the works of the railway, and it was proposed to raise this sum by the issuing of 1,500 bonds for £200 each, and the bonds were to bear interest at the rate of 7 per cent. per annum, payable half-yearly in January and July. The attorney or agent for the railway in England was a Mr. Herrington, and it appeared that the defendant had entered into a contract with this gentleman for the purchase of the whole of the bonds at seventy-five discount, or at the price of £125 for each bond. The defendant was then represented to have applied to the committee of the Stock Exchange for a settling day for the bonds, and a prospectus was issued, in which it was represented that sixteen miles of the railway were actually opened, that there was a thriving Dutch and German population living close to it, and that there was also a large quantity of lead and iron ore ready for carriage upon the railway. A map and picture of the railway of a very flattering kind was also published with the prospectus, and it was represented that the bonds were issued for the purpose of completing the railway. The next step that appeared to have been taken by the defendants was to apply to the committee of the Stock Exchange for a settling-day to be named for the shares, and according to the rules of the Stock Exchange in this respect, with reference to dealings in foreign bonds, it was necessary that proof should be given that a certain number of the bonds had been dealt in and subscribed for by the public or in some other way, and the defendant wrote to Mr. Slaughter, the secretary of the Stock Exchange, asking for a settling-day to be named, and representing that 700 shares had actually been placed at their full nominal value among his own friends. Before a settling-day could be named it was necessary that an actual bargain in the bonds should take place upon the Stock Exchange, and it was alleged that by some arrangement made by the defendant one or more bonds were sold, and eventually a settling-day was named, and the bonds were quoted in the official list at the price of 140 to 160 per bond. When this had been done the defendant appeared to have applied to the prosecutors and represented that he was largely engaged in shipping shirtings and similar goods to China, and he proposed to make an arrangement for the purchase of 200,000 pieces of shirtings, and it was eventually arranged that the goods supplied by the prosecutors should be paid for by one-third in bonds of the railway, and two-thirds in cash, and he at the same time said that the railway was likely eventually to turn out a great success, but that his firm had invested more money in the undertaking than they ought to have done, and that their capital was locked up for the moment, and this was the reason why he proposed to pay partly in bonds for the goods that he was purchasing from the prosecutors. Under this agreement the prosecutors seemed to have supplied a very large quantity of goods to the defendant, and they were paid for in the way proposed, namely, one-

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third of the amount in bonds and the remainder in cash. Things went on in this way until last year, when it appeared that the Hong Kong and Shanghai Banking Company, who had advanced money upon the security of some of the bonds that had been deposited with them as collateral security, felt it to be their duty to send an agent to see the real position of the railway, and according to his report the representation that sixteen miles of the railway were actually opened was not true, and the condition of the undertaking was very unsatisfactory. This report was brought to the knowledge of the prosecutor, and he in consequence refused to accept any more of the bonds in part payment of his goods, and from further information he received the present charge was preferred against the defendant.

M. Jacob Burkett, the prosecutor, was examined, and he proved the transactions he had entered into with the defendant, and which went to corroborate the above statement. It appeared in the course of his examination, however, that very shortly after the contract for the delivery of the goods had been entered into with the defendant he received a letter from him, in which he stated that he was acting in the matter on behalf of the company, but he said that he did not at the time take notice of the fact. Before the examination in chief of the defendant was concluded the summons was adjourned, and the defendant was permitted to depart upon his entering into his own recognisances in £100 to appear at the next examination.

SALVAGE CASE.—THE "KROONPRINS DER NEDERLANDEN."—On the 20th inst. a case came before the Court of Admiralty having reference to salvage services rendered to the Dutch steamer *Kroonprins der Nederlanden*. It appeared that on the morning of the 7th of May, 1873, the *Calliope*, a screw steamship of 1,124 tons, and bound from Newcastle-on-Tyne for Alexandria, with coals, was in the Mediterranean Sea, off Cape Rosa, when signals of distress were observed from the Dutch steamer, which was bound for Java, with passengers and troops—150 in all—and a general cargo. Her engines had broken down. The *Calliope* took her in tow, and after a somewhat difficult towage, during which the *Calliope* received damage to the extent of about £1,300, she succeeded in getting the other ship into Valletta Harbour. The value of the property saved was about £150,000. The Court awarded the sum of £4,000, with costs.

THE EUROPEAN ASSURANCE SOCIETY.—The Right Hon. Sir W. M. James, one of Her Majesty's Lords Justices of Appeal, has consented to act as interim arbitrator of the European Assurance Society Arbitration.

Naval and Military.

It seems a trifle strange (writes a correspondent) that nearly every Navy List that has been published lately has understated the number of medical officers who have resigned. This past quarter only one is shown as having thrown up his commission, but I am told that the late surgeon of the Cadmus, recently serving in China, was granted permission to resign on the paying off of that vessel. There is, however, nothing in the Navy List to confirm this, but on the contrary, the name of the officer still figures on the active list. If this is done purposely it is a move unworthy of so large a department. I think we may put it down to the usual want of correctness.

The Undaunted, 31, wooden frigate, 4,020 (3,039) tons, 2,503 (600) horse-power, fitting out at Sheerness as flag-ship for Rear-Admiral Macdonald, the new commander-in-chief for the East India station, is fast progressing towards completion. As the Undaunted's service will be in a hot climate, great attention has been paid to the system of ventilation on board.

An order has been issued by the Naval Commander-in-Chief at Devonport, Sir H. Keppel, that any of Her Majesty's ships lying alongside the dockyard shall have a suitable boat hoisted at the davits ready for immediate use in the event of a man falling overboard or other sudden emergency. Such a boat is to be kept exclusively for such service.

Captain Colley, of the 2nd Queen's, who served throughout the China war of 1860, including the taking of the Taku Forts, the actions of August 12 and 14, and September 18 and 21, and the advance on Peking (for which he received a medal with two clasps), is meutioned for promotion to an unattached majority.

Mr. Henry G. Stembridge, assistant-paymaster of Her Majesty's ship Invincible, has been tried by court-martial at Malta on three charges of embezzlement and making false entries in wine accounts. He was found guilty, and sentenced to six months' imprisonment, and to be dismissed Her Majesty's service with disgrace.

Mr. Richard Williams, paymaster, R.N., is the officer selected by Rear-Admiral Reginald Macdonald, the newly-appointed Commander-in-Chief fol the East India station, to accompany him as his secretary. Mr. Williams was previously secretary to Vice-Admiral Farquhar, when Commander-in-Chief in the Pacific.

Intelligence has been received of the progress of Vice-Admiral Ryder, the new commander-in-chief on the China station. He left Suez on the 8th ult. in his flagship Audacious, reached Aden on the 19th, and was to sail thence for Galle, after having coaled.

The Home-office has under consideration a proposition made by the Admiralty for the employment of police of inland towns as recruiting agents for the Royal Navy. A bounty is to be granted for each eligible boy thus sent afloat if this system should be adopted.

The death of Major E. Ward, of the 107th Regiment, who served in the campaign in China in 1860 with the 15th Punjab Infantry, is announced, at the age of thirty-eight.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received on the 20th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £459,500; Bombay, £210,000; and Madras, £30,500. Tenders on Calcutta and Madras at 1s. 10 3-16d. will receive about 60 per cent., and on Bombay at that price in full. These results show a somewhat increased demand for remittances to the East.

Messrs. Rothschild have issued the prospectus of the new Five per Cent. Brazilian Loan. The amount is £5,000,000, in bonds of £100, £500, and £1,000 each, and the price is 96½ per cent., payable in instalments up to the 2nd November. The first half-yearly coupon is payable on the 1st July next, and the redemption of the loan will be effected by a sinking fund of 1 per cent. per annum, the operations of which will commence on January 1st, 1877. The lists were opened on the 20th inst., and will be closed this day.

We understand that private transactions are taking place in the Chinese Government Loan at 2½ to 3 premium.

The report of the Imperial Bank (Limited) exhibits an available total of £41,074, and recommends the payment of a dividend at the rate of 8 per cent. per annum, free of income-tax, for the half-year, adding £10,000 to the reserve fund.

The directors of the National Bank have declared a dividend of 11 per cent. per annum, or 33s. per share, free of income-tax. The dividend paid this time last year was 10 per cent. per annum, or 30s. per share.

The report of the London and South-Western Bank for the six months ending the 31st Dec. recommends a dividend at the rate of 8 per cent. per annum.

The directors of the London Joint-Stock Bank have issued their report. The net profit amounts to £134,126, and a dividend is recommended at the rate of 15 per cent. per annum, with 10s. 6d. per share bonus, being together equivalent to 11 per cent. for the half-year.

The report of the Eastern Telegraph Company for the six months ending the 30th September last shows an available balance of £99,432. An interim dividend of 1¼ per cent. was paid in October last, and a like amount on the 14th inst. The balance to be carried forward is £1,007.

The directors of the New Zealand Trust and Loan Company (Limited) have resolved to declare a dividend of 5s. per share, free of income-tax, being at the rate of 10 per cent. per annum, at the meeting on the 27th inst.

The directors of the Manchester Fire Assurance Company declare a dividend for the half-year ended on the 31st December last of 5 per cent., making, with an interim dividend paid in July last, 10 per cent. per annum, carrying forward £17,000 to the reserved funds.

John Crossley and Sons (Limited) announce a dividend of 10s. per share, making, with that paid in August, a distribution of 16 per cent. per annum. The sum of £15,551 is carried to reserve.

Messrs. Turquand and Harding, the liquidators of Overend, Gurney, and Co. (Limited), have issued a statement of affairs to the 31st December last. A sum of £41,496 13s. 6d. has been realised during the past year from the assets, and a further return made of 10s. per share. These assets have produced £1,515 5s. 3d. in excess of the values put on them, and £3,757 15s. 11d. has been obtained in dividends in respect of items to which it was impossible to attribute any definite value. The payment to the shareholders during the year, with previous returns, makes £3 per share. The sum now in hand is £6,515 6s. 9d., and no period can at present be mentioned when any further return will be made.

Underwriters have increased rates to Australia to 25s. f.p.a.—and 27s. 6d. in tin cases.

It has been announced by the Dutch Indian Railway Company that the repayment at par of the outstanding bonds of the Five per Cent. Loan, 1871, will take place on April 1, 1875, after which date interest will cease. The bonds are payable in Amsterdam at the offices of Messrs. Lipmann, Rosenthal, and Co., and Messrs. Wertheim and Gompertz, and in London at the offices of Messrs. Samuel Montagu and Co.

Bar silver has been sold at 57½d. per oz., the market having slightly receded, but we quote 57⅝d. per oz. at the close. Mexican dollars have maintained their value, and have been sold at 56½d. per oz.

ARTICLES OF IMPORT.

An important fall in the value of money has not apparently had any beneficial influence upon the Produce Markets, and although several leading articles have undergone some recovery from the previous depression, there is a general want of animation. Tea is in heavy supply, but is fairly firm. Silk continues very quiet. Sugar has been dull, and with some pressure to sell brown East Indian kinds, prices have given way 3d. to 6d. per cwt. The rapid recovery in Coffee has not been sustained at the

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close. Rice has become dull, and prices have given way. Sago and Black and White Pepper have further declined; small Nutmegs are 1d. lower. Other Spices unaltered. Cutch, Gambier and Hemp quiet at previous rates; Galls have declined. Other articles continue quiet, without change in prices.

TEA.

There have been heavy supplies offering, with, however, less pressure to sell; in fact, some importers refrain from showing their holdings; and as regards Congous, at 1s. 4d. to 1s. 7d. per lb., they are fully justified, there being room for 1d. to 1½d. per lb. advance, without doing harm to buyers. Dealers must be making large profits on their late purchases, for during the pressure to sell at the opening of the year some cheap teas were secured. The export from all China from 1st June to 14th inst. is 154,750,000 lbs., and we quite expect it will reach to 160,000,000 lbs. by 30th May, this difference being made up of Greens from Shanghai, and Common Scenteds and Tayshan Congou from Canton. Looking at the foregoing, the increasing home consumption, and every probability of a large Spring export trade, there is little doubt of a favourable reaction as regards red and black Congou, many classes of which rule at a reasonable figure, and nearly all show loss on cost. There is no improvement in scented Teas; the consumption of Caper, though showing a large total, had sold during the greater part of the season at heavy loss to importers. Oolong is selling at low figures. Green: With advices from New York of a further and decided advance, in some cases as much as 5c. per lb., this market, as regards common lines, shows an improvement of 1c. to 1½c. per lb. from the lowest point of the market, say during December. Medium to fine grades have not participated, as there are large supplies available, with a large amount on the water and close at hand. Indian leaf rules firm, and a good business doing.

Deliveries from London, from 1st to 18th inst. inclusive, or fifteen days of 1875, 8,931,002 lbs., against fifteen days, 1874, 8,830,587 lbs. Imports, deliveries, and stocks in London, from 1st Jan. to 31st Dec.:—

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
163,409,104	158,007,875	164,311,554	169,529,596	88,619,672	77,808,856

SILK.

The market has been very quiet, business having been checked by the announcement of public sales without reserve; these commenced on the 19th, and are not yet finished. China Silk is most in favour, and rates are well maintained. Canton Silk also commands fair prices. Japans are to a great extent neglected, and those in the sales realise very low prices. Deliveries 1st to 20th inclusive:—China, 2,471 bales; Canton, 240; Japan, 558; total, 3,269 bales.

COCOANUT OIL.—Sales by private contract have been unimportant, and there has been no change in prices, but a good quantity was offered by auction and partly sold. Of 196 casks Ceylon 26 pipes good, tare 19 per cent., sold at £38, and 21 hogsheads, tare 22 to 23 per cent., at £39, the remainder bought in, good to very fine in pipes at £38 to £39, good in puncheons at £38 10s.

CHINA MATTING.—In auction 413 rolls were sold, white at 33s. to 46s., red check 39s. to 49s. 6d. per roll.

CAMPHOR.—Nothing doing.

CUTCH and GAMBIER are quiet, but previously quoted rates are firmly maintained.

GALLS.—At auction 232 cases China were bought in at 59s., but since partly sold at 56s., and subsequently 179 boxes good partly broken sold at 55s., being a reduction of about 4s. per cwt. since the 7th inst.

HEMP.—The market for Manila has been very quiet, with only moderate sales at about former rates. Privately 160 bales fine Quilot have been sold at £48 to £49. In auction of 1,341 bales about 650 bales sold, good roping at £35 10s. to £35 15s., fine at £37 10s. to £37 15s.

GUMS.—*Benjamin* unchanged. *Copal* firmer and again higher, large trade up to 33s. for fine. *Damar* firm and again higher, fair trade at up to 64s. for fine. *Gamboge* steady; value unchanged.

ISINGLASS.—The monthly public sales embraced 22 cases Penang, only 8 of which were sold. Leaf middling to fair at 2s. 1d. to 3s. 1d.; Pipe, dark to middling at 2s. 3d. to 3s. 3d.; purse 1s. 5d., being barely former rates.

MUSK.—The sales have embraced 54 caddies Tonquin; two-thirds sold at 41s. 6d. to 42s. 6d. for good even well-shaped pods; 18s. to 19s. rough and bally; and 26s. wet pickings. Of 60 caddies Yunan, half sold; fair at 31s. to 34s., damp and rough 20s. to 25s.; 6 tins grain retired.

OILS.—Aniseed quiet, small sales only at 8s. 7½d. *Cassia* continues dull and very plentiful; small sales at 4s. 4d. to 4s. 6d. *Nutmegs* quiet; good sold at 8d. *Lemon Grass* firm. *Cinnamon* scarce, and fine still wanted; good sweet sold at 6s. 2d. to 6s. 6d. *Citronelle* is firm; sales afloat at 1 15-16d., spot at same figure. *Lemon Grass* firm, and rather higher.

PEPPER.—*Black* quiet; only moderate trade; sales at 6d. for Singapore, and in sale, fine sold at 6 1-16d.; good 6d.; Penang at 5¾d. *White* easier; fair sales at 8¼d. down to 8d.; in auction, a few bags fine sold at 8¾d.; 200 to 300 bags fair at 7¾d. to 8d.

RICE.—The demand has subsided, and prices in all positions have given way about 3d. per cwt. In auction 6,562 bags Necransie per Oceana were sold, middling to good at 8s. 6d. to 9s. The private sales on the spot comprise white Bengal, ordinary to good middling at 10s. 6d. to 11s. 6d., old Rangoon at 9s., new ditto at 9s. 6d., and 4,000 mats Japan at 10s. 4½d. For arrival 700 tons new Raree Ballam, December to February shipment, have been sold at 9s. 9d. to 10s., and several cargoes, including two cargoes of new Burmah for arrival, one of 800 tons at 8s. 9d. if Rangoon, and 8s. 6d. if Necransie, and one of 1,000 tons Rangoon, February-March shipment, at 8s. 10½d. open charter.

RHUBARB.—Market for China steady; of 100 cases offered half sold, good bold selected at 2s. 11d., fair 1s. 5d. to 1s. 6d., low and ordinary 3d. to 9d.

SAGO and TAPIOCA are steady, and prices are firm, without alteration.

SHELLS.—*Mother o'Pearl:* The monthly public sales held on the 12th inst. included, of Manila, 62 cases, only 9 of which were placed at £12 2s. 6d. to £12 5s. per cwt. for fine bold in sorts, being fully the previous value. Macassar are very scarce, and high prices would be readily obtainable. *Tortoise:* The auctions presented 13 cases Singapore, which were all but one sold; selected fine mottle of medium and large size at 30s. per lb.; good to fine in sorts on the string at 22s. 6d. to 25s.; ditto with more or less dull or thin intermixed at 18s. to 21s. 6d.; small, 17s.; pickings, good, 15s., being fully the previous value. *Japan Ear Shells:* Of 414 cases, &c., 25 tons loose Silver 330 cases and 6 tons were disposed of at dearer rates, medium and broken at £16 15s. to £20, bold to good bold untrimmed £25 to £35, fine (of new import) at £35 15s. to £37 5s.

SPICES.—*Cinnamon:* Ceylon is steady at unchanged rates. *Cloves:* Penang are scarce and firm; sales at 2s. 2d. to 2s. 2¼d. *Mace:* 62 cases Penang, &c., met a steady demand, and 47 cases sold at the former value; middling at 3s. 4d., middling old (30 cases Singapore, import 1873) at 3s. 3d., ordinary dark and low middling at 2s. 7d. to 3s. 1d., pickings at 1s. 10d. to 2s. 1d. per lb. *Nutmegs* are about 1d. per lb. cheaper; 200 cases, &c., sold—77's to 75's at 3s. 8d., 115's to 105's at 2s. 10d. to 2s. 11d., 125's at 2s. 9d.

SAPANWOOD, STICKLAC, SOY, STAR ANISEEDS.—The market for these articles is without alteration, but little business having been done

TOBACCO, &c.—Owing to the failure of the American crop last year the prices of American leaf tobacco have advanced to very high figures, but manufacturers seem to be of opinion that, considering the enormous stock of tobacco in this country, the present prices are not justified. At public sale Thursday, 236 bales Japan realised 5¼d. to 7½d.; 219 bales ditto country damaged, 5¼d. to 7d.; 5 bales repacked, 3¼d.; 9 bales sea damaged, 3½d.; 306 bales China fetched 7d. to 8½d.; 158 bales country damaged, 5½d. to 6¾d.; 3 bales sea damaged, 3½d.—*Cigars:* 8 cases Manila sold at 4s. 9d. and 5s. 3d.; 1 case ditto sea damaged, 4s. 3d.

STRAW PLAIT.—In auction 275 bales China chiefly sold at £9 7s. 6d. to £25 5s. per bale.

TIN has been dull; a few parcels have been pressed for sale, and as there is not much speculation at present quotations have gone back The current rates are:—Straits on the spot £93, afloat £92 10s. to £93, Banca £101, Billiton £95 per ton, being 20s. to 30s. decline from last mail's quotations.

WAX shows some decline; at auction of 2,417 cases Japan 1,580 cases sold at a decline of 3s. to 4s., middling yellow saucer at 48s. to 49s. 6d., good thin to fine bold white ditto (of which the bulk consisted) at 50s. to 51s., a few extra bold at 52s., middling yellow cakes 49s. to 50s. 6d., good to fine white bold ditto 51s. to 51s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan.14	Viceroy (s.)	Murdock	Colombo, &c.	London
14	Lauderdale	True	Shanghai	Do.
14	Nederland	Mahne	Java	Brouwershaven
14	Lammershagen	Pauls	Batavia	Liverpool
14	Odin	Nilson	Java	Greenock
11	Waterloo	Steevert	Batavia	Texel
12	Ernestine	Zollia	Do.	Do.
Nov28	Providencia	Izaurreta	Hong Kong	Callao
28	Fray Ventos	Zulle	Do.	Do.
	Otac Miho	Gatticich	Manila	New York
	Annie E. Elliot	Elliot	Sourabaya	Boston
Jan.16	Helena & Henrietta	Heiner	Samarang	Texel
15	Eolus	Verbeck	Batavia	Brouwershaven
	Don Ricardo	Harris	Java	Queenstown
	Felix Mendelssohn	Barker	Manila	New York
	Water Lily	Reddie	Hong Kong	Do.
	Zingra	Williams	Batavia	Boston
16	Elly	De Jong	Penang	London
16	Georgeville	Gonbert	Batavia	Falmouth
16	Navigator	—	Batavia for Rotterdm.	Do.
16	Aurora Australis	Barber	Singapore	Liverpool
16	Java	Almgren	Sourabaya	Clyde
14	Sourabaya Packet	Rolff	Batavia	Texel
14	Noach II.	v. Schelven	Do.	Helvoet
14	Vrachtzoeker	Vellenga	Macassar	Helvoet Roads
15	Triton	Oostrum	Batavia	Brouwershaven
	Calcutta	Tanton	Ilo Ilo	Sandy Hook
17	Glaucus (s.)	Wilding	Singapore, China, &c	London
17	Trident	Heinrich	Java	Bristol
17	Margaret Caithness	...	Akyab	Off N. Forcland
18	Eliza Shaw	Gaye	Foochow	Off Dover
17	Nicolaas Witsen	Dryver	Batavia	Texel
17	Bestevaer	Plas	Do.	Do.
18	Sydney	Kromer	Sourabaya	Queenstown
Dec.16	Crested Wave	Renouf	Canton & Hong Kong	Buenos Ayres
Jan.19	Nimroud	Moulton	Maulmain	London
19	Lavagna Secondo	Cancey	Rangoon	Do.
21	Halloween	Watt	Shanghai	Do.
16	Dante (s.)	Buchanan	Colombo	Marseilles
	Swiftsure	Beadle	Zebu	Sandy Hook
7	Aradus	Arend	Batavia	New York
	Julie	Cherpion	Padang	Do.
5	Hazard	Karstens	Batavia	Boston
6	Janet Ferguson	Ritchie	Manila	Do.
20	United Service (s.)	Strahlindorff	Singapore, &c.	London
20	Linda (s.)	Bass	Colombo	Do.
21	Hawkesbury	Sayers	Foochow	Do.
	Ambassador	Prehn	Hiogo, &c.	New York

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Comete	Rosseau	Singapore	Greenock
14	Lotus (s.)	Gray	Singapore and China	London
14	Cawdor Castle (s.)	Greig	Singap., &c. via Cardiff	Do.
16	Bengal (s.)	Douglas	Singapore, China, &c.	Do.
18	Rajpootana (s.)	Templeton	Colombo, &c.	Do.
14	Svanen	—	Java	Shields
14	Honigby	—	Cheribon	Newcastle
16	Aleda	—	China	Shields
13	Falia	Alma	Saigon	Royan
19	Wallace	—	Samarang	Shields
7	Mindoro	Bray	Manila	Boston
8	Glyde	Cloutman	Singapore	Do.
20	Sibylla (s.)	Williams	Colombo, &c.	London
19	Pernambuco (s.)	Hyde	Singapore, &c.	Do.
19	Duke	—	Do.	Newcastle

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Venice. For Penang, Singapore, Hong Kong, and Shanghai: Ægean. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff. For Singapore, Hong Kong, Yokohama, and Hiogo: Riga. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Glenfalloch. For Colombo, &c.: Sibylla, Lorne, Viceroy, W. H. Atkinson, Duke of Sutherland.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Yokohama: Oleander. For Nagasaki: Sing Tai. For Hong Kong: Balgownie, Golden Spur, Kaisow, Hervatska. For Shanghai: Scindia, Forward Ho, James Shepherd, Undine, Lauderdale, Eliza Shaw. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: East Lomond.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Hong Kong: Queen of the Seas. For Batavia and Sourabaya: Argo, Wein Hohenfelde. For Batavia: Doris Eckhoff. For Shanghai (via Cardiff): Robert Boak. For Singapore: Sea, Bolden, Cyclone. For Singapore and Manila: Aurrera (str.). For Anjer: Tarquin. For Macassar: Beatrice Havener, Viceroy.

At GREENOCK.—For Singapore: Birdston.

At GLASGOW.—For Batavia and Sourabaya: Salak (str.). For Singapore, Hong Kong, Shanghai, and Yokohama (via London), Viking (str.).

SPOKEN.

THORBECKE, Batavia to Amsterdam, Nov. 28, 32 S., 32 E.
HUMBOLDT, Hamburg to Batavia, Nov. 28, 19 S., 31 W.
THYATIRA, Foochow to London, Dec. 29, 1 N., 29 W.
ST. ANDREW'S CASTLE, London to Hong Kong, Nov. 26, 22 S., 27 W.
ALEXANDER (N. German ship), Java to Queenstown, Dec. 8, 7 S., 16 E.
M.P.R.D., Liverpool to Japan, Dec. 19, 8 N., 26 W., 21 days out.
VERONA, Newcastle to Amoy, Nov. 10.
ANTIPODES, Ilo Ilo to London, Dec. 11, 6 S., 15 W., 176 days out.
HERSCHEL, Java to Queenstown, Dec. 21, 6 S., 26 W., 84 days out.
H.I.P.R. (Indian Empire), Cardiff to Japan, Dec. 18, 1 S., 28 W.
WEGA, Cronstradt to Japan, Dec. 12, 2 N., 30 W.
QUEEN OF THE LAKES, Clyde to Galle, Dec. 6, 18 S., 29 W.
GLEAM (barq.), London to Penang, Dec. 6, 18 S., 29 W.
R.C.W.K. (Friedeburg ship), Java to Queenstown, Dec. 19, 6 N., 25 W.
HINDOSTAN (barq.), Newcastle to Penang, Dec. 3, 14 S., 32 W.
ETTA STEWART, Liverpool to Chittagong, Dec. 3, 14 S., 37½W.
FORTUNE, Manila to Boston, Nov. 10, 36 S., 36 E.
PHILOMENE (Dut. ship.), Java to Queenstown, Nov. 19, 34 S., 16 E.
INDIA PACKET (Dut. ship), for Batavia, Nov. 13, 10 S., 26 W.
M.P.R.C., Liverpool to Japan, Dec. 20, 6 N., 25 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern Ports are without material alteration since our last issue. Ready ships are in request, but are in somewhat better supply. Coal freights rule firm.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meast. To Hiogo: 70s. weight, 65s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 40s. weight or meast. To Colombo: 40s. weight or meast.

Per SAILING VESSELS.—To River Amoor: 80s. To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 25s weight, 22s. 6d. to 25s. meast. To Penang: 27s. 6d. weight or meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25 to £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 32s. 6d. To Shanghai: 35s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai. 27s. 6d. To Singapore: 20s.

The Admiralty have invited tenders for the conveyance of 47 tons 26 feet of stores for Singapore.

MISCELLANEOUS.

NEW YORK, JAN. 4.—Advices from Japan, of Dec. 4, state that the four boilers have been recovered from the wreck of the America (str.), which was burnt in August, 1872, on her voyage from San Francisco to Yokohama, and was beached at Kanagawa; the boilers were taken to Yokoska. Divers had been at work on the wreck for five months. An effort was to be made to raise the hull next spring.

ROTTERDAM, JAN. 18.—The Helena and Henriette, Heiner, arrived at Nieuwe Diep, from Samarang, reports having experienced heavy gales, during which the vessel laboured heavily, and the pumps had to be kept constantly going.

CASUALTIES.

The Sydney (Swed. barque), Kroner, which arrived at Queenstown Jan. 18, from Sourabaya, with sugar, was in collision with a German brig, and had bulwarks on port side, one boat carried away, and fore rigging damaged.

ROTTERDAM, JAN. 16.—A telegram announces that the Jonge Cornelis, from Cardiff to Batavia, which put into Lisbon on or before 14, was damaged.

MANILA, SINGAPORE, JAN. 16.—The Lord Macaulay (barq.), from Hong Kong to Ilo Ilo, put in here; she was caught in a typhoon, and grounded on Sambales, and will go to Hong Kong for repairs.

DEAL, JAN. 19.—The Kashgar (barq.), Russell, from Middlesboro' to Hioge, has anchored in the Downs with loss of boats, &c.

TRIAL TRIP OF THE S.S. "LANGKAT."—On the 9th inst. a trial trip of this handsome steamer was made on the Thames, and notwithstanding the boisterous nature of the weather a speed of 11¼ knots was attained. The vessel left Cubitt Town at 11.45, and proceeded down the river to the measured mile in Long Reach, where the speed mentioned was obtained, and then proceeded as far as Sea Reach, when she was turned round, and returned to her moorings, arriving at four o'clock. The vessel and machinery have been constructed by Messrs. J. W. Dudgeon, of Millwall and Cubitt Town, under the special survey of Lloyd's, in which register she is classed 90 A. She is 322 tons B.M., and 275 tons gross register, 60-horse power nominal, twin screw compound engines, length 150ft., breadth 21ft., depth 13ft. 6in., schooner rigged. She is fitted to carry twelve first-class passengers in the after cabin, and has every convenience, particular attention having been paid to the ventilation, which is everything that can be desired for a hot climate. She has also been fitted with 'tween decks in fore and after holds, for the purpose of conveying ponies from Deli, on the east coast of Sumatra, to Penang, large numbers of which are annually imported. Her upper deck is of teak, and awnings are fitted fore and aft. During the whole of the run there was no occasion to ease the machinery on account of the usual complaint of tight or loose bearings, but the engines and boilers continued to work at full speed from the time the vessel left until she returned to her moorings. This is the second vessel that has been built for the owner, Mr. Lee Pee Chuan, by these builders, through Messrs. Friederichs and Co., of London and Penang, whose senior, Mr. F. H. Friederichs, was on board during the trial trip. Mr. Lee Pee Chuan is one of the most enterprising Chinese merchants in Penang, and already owns several large steamers running on the coasts of Burmah, Malacca, and Sumatra.

The Halloween, Captain Watts, owned by Messrs. John Willis and Son, has made another quick passage from China, having left Shanghai on the 21st Oct. and arrived off the Isle of Wight on the 19th inst.—ninety days—with a full cargo of about 1,500 tons tea and silk, at a freight from 70s. to 80s. The round voyage from London to Sydney, Shanghai, and home was accomplished in nine months seven days, of which seventy-eight days were used in port.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of this Company will be held at the CITY TERMINUS HOTEL, CANNON-STREET, in the City of London, on THURSDAY, the 4th day of Feb., 1875, at Two o'Clock in the afternoon.

The Transfer Books will be closed from Monday, the 25th day of Jan., to Saturday, the 6th day of Feb., 1875, both days inclusive.

(By Order) ALFRED TOZER, Secretary.
Dated this 20th day of Jan., 1875.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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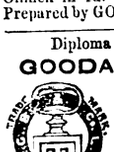
GOODALL'S QUININE WINE.



THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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WALL LIGHTS AND LUSTRES FOR
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KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

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LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

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FIRST-CLASS English Family Hotel.
Highly recommended.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York.
Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

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AN old-established and thoroughly comfortable Hotel, in a central position. Large Dining aloon, Restaurant, Reading Rooms, &c.

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Agent for the *London and China Express*.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy	Jan. 31	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho	Feb. 14		
Meikong	Feb. 28		
Sindh	Mar. 14		
Djemnah	Mar. 28		
Anadyr	Apr. 11		

The Steamers of the 14th Feb., 14th March, and 11th April connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 31st Jan., 28th Feb., and 28th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Malwa ...	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Indus	3,478	500	Feb. 4	Mediterranean, Aden, Bombay.
*Deccan ...	3,400	550	Feb. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Surat	3,142	530	Feb. 18	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Feb. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	2,120	330	Jan. 26
Glenfalloch	100 A1	2,126	275	To follow
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. Yokohma & Hankow ...	Viking, s.s....	A1 100	S.W.I.D.	Feb. 15
Do., except Yokohama	Tchihatchoff. s.s, ...	B in A1	S.W.I.D.	To follow
Do.....	Russia. s.s.	A1 100	S.W.I.D.	To follow
Shanghai ...	Forward Ho	A1 17 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HANKOW.—The magnificent, new, extra-powered steamer VIKING, A1, 100; last shipping day, 15th February. Passengers will be carried at moderate rates. The accommodation is supurb, replete with every comfort.

Apply to ROBERTSON and Co., No. 5, Newman's-court, Cornhill, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas.Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Eliza Shaw ..	A1 17 yr.	E.I.D.	To follow
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing.,Hg.Kg. Yoko., and Hiogo ...	Riga, s.s.	100 A1	W.I.D.	Feb. 5
Pen., Sing. H. K., and Shanghai ..	Devonhurst..	100 A1	S.W.I.D.	Feb. 20
HongKong	Balgownie ...	A1 9 yr.	E.I.D.	With des.
	Hervatska ...	A1 12 yr.	E.I.D.	To follow
Yokohama ...	Oleander.....	A1 10 yr.	E.I.D.	With des.
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 5th February. The favourite full-powered Screw Steamer RIGA, 100 A1, 1,433 tons gross, 918 nett, 200-h.p. nominal; J. M. CLARKE, Commander; South West India Docks. This fine steamer is well and favourably known in the China Trade, and has splendid accommodation for saloon passengers.

For Freight or Passage, apply to the Owner, D. R. MCGREGOR, Esq., Leith; SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers, via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 20th February, the splendid full powered screw steamer DEVONHURST, 100 A1. 1,065 tons register, 200-horse power nominal; J. MCNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Venice ...	100 A1	2036	V.L.D.	Jan. 30
Yokohama & Hiogo	Ægean ...	AA1	1072	V.L.D.	Feb. 10
Pen., Sing., H.K.,Yoko., & Hiogo ...	Africa	95 A1	2279	V.L.D.	Feb. 20

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal, last shipping day, 10th February, 1875.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steamship ÆGEAN, AA1, 1,109 tons gross register, 862 tons register, 150-horse power, nominal 750-orse power effective; S. SPOWART, Commander; Victoria Docks. This fine high-classed steamer is well known in the Indian trade for speed and sound delivery of cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Scindia ...	*AA1	894	S.W.I.	With des
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	Tofollow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 23rd January.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent full-powered screw steam ship, VENICE, 100 A1, 1,963 tons gross register, 1,271 tons register, 180-h.p. nominal, 900-h.p. effective; J. H. WATSON, commander, late of the s.s. Trafalgar; Victoria Docks. This splendid high-classed steamer, built in 1874 by Messrs. Charles Mitchell and Co., of Low Walker-on-Tyne, is confidently expected to make a very rapid passage.

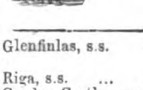
For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CASTLE LINE OF STEAM PACKETS from LONDON, via Suez Canal.—For JEDDAH and SINGAPORE, via Cardiff (last shipping day from London, 3rd Feb., and Cardiff 13th Feb.), the magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-h.p. nominal, 1,500-h.p. effective; A. MARSHALL, Commander.

For Freight, apply to THOMAS SKINNER and Co., 5, East India-avenue.

CASTLE LINE OF STEAM PACKETS from LONDON.—To follow the "Glamis Castle."—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent Clyde-built steamship GORDON CASTLE, 1,930 tons register, 255-horse power nominal, 1,250-horse power effective, —, Master, will shortly be at a loading berth in the South West India Dock, and have prompt despatch. The attention of shippers and passengers is directed to this splendid steamer, which has been thoroughly repaired, and had her engines overhauled by the Thames Shipbuilding Company (Limited). She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage, apply to THOMAS SKINNER and Co., No. 5, East India-avenue; GEO. SIMPSON, 63, King-street, Manchester.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenfinlas, s.s. ...	2,120	M'Gregor, Gow, & Co.	Jan. 26
Riga, s.s.	1,433	Norris & Joyner...	Feb. 5
Gordon Castle, s.s. ...	1,930	Thos. Skinner&Co.	Jan. 28
East Lomond	595	Wright Bros. &Co.	Jan. 30
LIVERPOOL.			
Ulysses, s.s. ...	1,250	Alfred Holt ...	Jan. 26
Nestor, s.s.... ...	1,414	Alfred Holt ...	Feb. 11
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —
Viking, s.s.	1,932	Do. do.	Feb. 16
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	M. FAUQUE.
Hamburg	R. CARL.
Bremen...	G. STEINMEYER.
Holland—Rotterdam..	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
Berlin	ASHER and Co.
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Venice	GAETANO FERRI, Piazza de Leoni, 316.
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Brindisi	G. RIVELLI.
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Point de Galle ...	T. M. BARKER, Oriental Hotel.
Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	W. G. HALE and Co.
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 25, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 596.] LONDON, MONDAY, FEB. 1, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Jan. 30.
JAPAN—Yokohama	Oct. 23	Dec. 13	Dec. 15
Yedo			
Osaka and Hiogo	—	—	„ 11
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 6
Tien-tsin	—	—	„ 10
Chefoo	—	—	„ 10
New-chwang	—	—	Nov. 25
Hankow	„ 16	„ 11	Dec. 13
Kiu-kiang	—	—	„ 9
Chin-kiang			
Shanghai	„ 30	„ 15	„ 18
Ningpo	—	—	„ 20
Foochow	„ 30	„ 13	„ 20
Formosa	—	—	„ 5
Amoy	—	—	„ 21
Swatow	—	—	„ 23
Hong Kong	Nov. 13	„ 21	„ 24
Canton	—	—	„ 23
Macao	—	—	„ 23
PHILIPPINES—Manila	Oct. 23	„ 4	„ 19
COCHIN-CHINA—Saigon	Nov. 6	„ 13	„ 22
SIAM — Bangkok	„ 6	„ 18	„ 21
BORNEO—Labuan	—	—	„ 18
Sarawak	—	—	„ 20
JAVA — Batavia	„ 13	„ 17	„ 25
Samarang	—	—	„ 19
Sourabaya	-	—	„ 21
MALACCA STRAITS—Singapore	„ 27	„ 27	„ 31
Penang	„ 27	„ 25	Jan. 2
CEYLON—Galle	Dec. 11	Jan. 3	„ 9
Colombo	„ 11	„ 4	„ 7

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday last, the 30th ult., being two days early. The next inward (French) mail, with advices Yokohama 22nd, Shanghai 25th, Hong Kong 31st Dec., Singapore 8th Jan., which is due, *via* Marseilles, on Monday next, the 8th inst., arrived at Suez on the 26th ult., three days in advance of its due date.

The Great Northern Telegraph Company's cable between Wladavostock and Nagasaki is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. Steamer *Teheran*, arrived Jan. 27.—None. To Venice.—From Singapore: Mr. T. Slaiter. From Penang: the Bishop of Labuan.

To Southampton, per P. and O. steamer *Khedive*, expected Feb. 8.—From Yokohama: Mrs. Brunton, Mr. C. D. Yates. From Singapore: Two second-class passengers.

PASSENGERS OUTWARD.

Per French steamer *Irawaddy*, Jan. 31.—To Yokohoma: Mr. Hotoshi, Miss Cullifford. To Shanghai: Six missionaries, Mr. F. Lanekin, Mr. Ermonet, Miss Colomb. To Hong Kong: Mr. Pustau, Mr. Chen Laisun. To Galle: Mr. Young, Mr. Marshall, Mr. Carey. Sister Mary Xavier. To Saigon: Mr. Galles. To Singapore: Mr. Hill, the Hon. B. and Mrs. Plunket, Mr. and Mrs. Martin, Miss Murrell, Miss Martin, Mr. Blumer, Mr. Watson, Mr. Moffatt. To Batavia: Mr. Schroder.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. Guillemin, Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch. To Singapore: Mr. Adam.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Per French steamer *Sindh*, March 14.—To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Fairhurst.

Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Shanghai: Mr. H. de Bastide. To Hong Kong: Mrs. Armstrong, Mr. and Mrs. S. G. Bird. To Singapore: Mr. J. D. Vaughan.

Per P. and O. steamer *Nizam*, from Venice, Feb 5.—To Singapore: Mr. Miller.

Per P. and O. steamer *Surat*, from Southampton, Feb. 11.—To Yokohama: Capt. and Mrs. McDonald. To Hong Kong: Sub Lieut. Cameron, Surg. Major Ferguson, Mrs. Ferguson, Mr. D. R. Crawford. To Singapore: Mr. R. Lirde. To Ceylon Mr. W. Ropers, Capt. and Mrs. Clarke.

Per P. and O. steamer *Baroda*, from Venice, Feb. 19.—To Singapore: Mr. R. B Parr.

Per P. and O. steamer *Baroda*, from Brindisi, Feb. 22.—To Hong Kong: Mr. and Mrs. F. W. Mitchell. To Ceylon: Mr. Livan, Mr. J. M. Robertson, Jun.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup. To Singapore: Mr. and Mrs. Innes.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Galle: Mr. Anthony Trollope.

Per P. and O. steamer, from Southampton, March 11.—To Hong Kong: Mrs. Maclean and party.

Per steamer *Ulysses*, from Liverpool, Jan. 27.—For Suez: Mr. Sharpe. For Shanghai: Mr. and Mrs. Penfold, Capt. Bassett, Capt. Hawthorne.

Per Pacific mail steamship *Great Republic*, from San Francisco, Jan. 2.—For Yokohama: Dr. A. R. Platt and wife, H. Vinay, Mrs. M. E. McClean, H. P. McIntosh, U.S.N. Rev. Mr. Borchard, Shioda, Ishizawa. For Shanghai: Miss Georgie Garland, Mrs. Colby, the Master of Blantyre and servant, Houstoun Boswall, B. Brenan. For Nagasaki: F. Hillyer and wife. For Hiogo: I. S. Shann. For Hong Kong: L. Van W. Van Vliet, Richard S. Shepard, Isaac F. Shepard, H. C. Wodehouse, Bing You, 298 Chinese.

Summary of News from the Far East.

JAPAN.

Our usual advices from the Japan Ports have not come to hand by the present mail.

CHINA.

PEKING AND TIENTSIN.

The Imperial audience granted to the Ministers from Japan and the United States took place at Peking on the 29th Nov., at the usual early hour. The Japanese Minister, as being the earliest arrival in China, was received first, and Mr. Avery immediately afterwards. H.E. Yanagiwara left for Japan on the following day, his interpreter, Tei, remaining in charge of the Legation for the winter. We understand that Yanagiwara was, while on his way towards Tungchow, assaulted in the person of one of his retainers, who was struck on the head by a stone thrown at him by a Chinese. Tei, who is in charge of the Legation at Peking, forcibly represented the case to the Tsungli Yamen. That body expressed much regret at the occurrence, and sent an escort to accompany the Minister and his suite for the remainder of the journey. At Tientsin the wounded man was visited by the Taoutai; and the Tsungli Yamen have sent a letter of apology to Yanagiwara, announcing at the same time the capture of the offender. While at Tientsin Yanagiwara called on the Governor-General and the Customs Taoutai, and his call was returned by those high officials at the United States Consulate.

On the 2nd Dec. H.E. General Raasloff, Danish Minister to China, arrived at Tientsin, and called upon the Governor-General next day. On the 4th Li Hung-chang returned the call at the residence of Mr. Twinem, the Acting-Commissioner of Customs. General Raasloff has since left Tientsin for Peking by road. The river being frozen over in many of the reaches, even near Tientsin, where the influence of the tides keeps it open longest, traveling in barges is impossible.

The weather at Tientsin was very mild and pleasant, without any wind, but the Chinese were expecting a change to cold stormy weather about the 7th December.

SHANGHAI.

The present mail brings advices from this port to the 18th December; the P. and O. mail from London October 30 was received on the 15th December The following summary of news is from the *North China Herald*:—

The North China Branch of the Asiatic Society has held its second meeting, when there was again rather a small attendance. A. Wylie, Esq., Vice-President, occupied the chair. The Rev. G. D. B. Miller, Messrs. W. Chrystall, W. A. Turnbull, E. Hamilton, E. P. Hague, W. V. Drummond, and A. Goetz, were

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elected resident, and Messrs. A. Fauval and G. Barton non-resident members. Messrs. E. J. Caldbeck and W. Daniel (resident), and Mr. Harry Hicking, of Hong Kong, were then proposed and admitted as members. The Chairman mentioned that the Society had been invited to appoint two delegates to represent it at the approaching Congress of Geographical Societies in Paris, and the Council suggested Sir Rutherford Alcock and Père David. The nomination requires to be confirmed at next meeting. A letter from M. Mesney, late of Kweichau, accompanying the presentation of a number of articles for the Museum, was then read, and a special vote of thanks was awarded to that gentleman. Mr. Cordier read a very exhaustive paper, historical, geographical, religious, and political, on Tongking and recent events there. Dr. Macgowan, taking into consideration the lateness of the hour, gave only an abstract of his Notes on Chinese Toxicology, referring solely to Arsenic in this his first of the series of Notes. To both gentlemen cordial votes of thanks were passed.

A numerously-attended meeting of members of the Shanghai Volunteer Corps was held on the 14th Dec., at the Lyceum Theatre. The chair was occupied by Mr. Purdon, Chairman of the Municipal Council, and Civil Commandant of the Corps. The meeting was called expressly to elect a captain and adjutant-general, in the room of Captain Brewer, resigned. It was, however, thought probable that he might be induced to reconsider his resignation if again elected, under certain modifications in the management of the corps. Captain Cann therefore proposed, and Captain Rice seconded, that Captain Brewer be elected, Mr. Waller moving, and Mr. F. A. Groom seconding, the appointment of Captain Hart, of No. 1 Company. The ballot was in favour of the last-named gentleman by forty-six to twenty-one votes, seven declining to vote. This result was doubtless mainly owing to the uncertainty as to whether Captain Brewer would consent to resume the duty. The necessity of engaging the services of a professional drill-sergeant was next discussed, and the matter will be laid before the Municipal Council for consideration. The band lastly claimed attention, it being represented that the nineteen members of which it is composed have attained a high degree of efficiency, but that unless more funds were forthcoming at the end of the present month they must dissolve. It is understood that the members of the Corps will be invited to make up the amount necessary, and should that plan fail in procuring the whole sum, the Council will probably provide the remainder. The meeting separated with the usual vote of thanks to the Chairman. The appointment of Captain Hart to be Commandant, with the rank of major, has been officially notified; and Captain Brewer has since been elected to the command of No. 1 Company.

It is satisfactory to find that the agitation has already resulted in practical evidence of a revival of interest in the Volunteer movement. About thirty members of No. 2 Company attended the company drill called by Captain Cann, which shows an encouraging increase. The Shanghai Rifle Club has held its first competition, when Captain J. J. Tucker won the prize offered, with a Metford rifle.

The late missionary difficulty at Hoochow has, we are glad to hear, been successfully adjusted by H.M.'s Consul, a sum of $200 having been paid as an indemnity for the personal losses of Messrs. Meadows and Douthwaite, a proclamation issued, and a promise given that other premises will be provided as a preaching place as soon as the ill-feeling against the missionaries has somewhat subsided. The amount paid as indemnity does not quite come up to that claimed, the Chinese authorities having declined to pay anything on account of the property lost by the Mission or its Chinese adherents, on the ground that they had no official knowledge of the existence of the chapel, and that the natives brought the trouble on themselves by permitting the premises to be employed for a different purpose than that declared in the lease. But it is at any rate satisfactory that something in the way of redress has been effected, and it is an encouraging consideration that this result has been arrived at by means of friendly negotiation alone.

The Japanese troops having now all retired from Formosa, the remainder of the sum to be paid under the convention has been handed over by the Chinese to the Japanese authorities here.

The whole of the cargo of the *Conqueror*, which took fire lately when about to sail, tea-laden, for New York, has been discharged into the godowns at Hunt's Wharf. The amount damaged has not yet been correctly ascertained, but is, we believe, less than was anticipated.

We hear that the steamer *Leven* has become the property of the Chinese Merchants' Steam Navigation Company, and that her special employment will be lightering the company's steamers at the Taku Bar. It is stated that the company intend to increase the number of their fleet very considerably.

The Municipal Rifle Range is now being put to a very serviceable use. Parties of from twenty-five to fifty of the crew of H.M.S. *Modeste* are practising daily, under charge of Mr. Weatherdon, chief gunner's mate, for the annual prize offered by the Government to the best small-arm shot of every crew in Her Majesty's naval service.

There has been a paper hunt from a point opposite Overweg's bungalow, round by Sicaway, till within half a mile of the Bubbling Well. The day was lovely, and the turnout of spectators immense, particularly at the finish, where a double, and in some places treble, rank of carriages occupied the road for nearly a quarter of a mile. There was a full field of hunters, and the run was a very good one, but long, with a check or two which made the finish ten or fifteen minutes late. The three first ponies took the last jump together, Mr. Walker, on Apollyon, narrowly wresting light-weight prize from Mr. Lang, while Mr. How carried off the honours for the heavies. When the concourse of carriages began to move off, the sulky temper of the Chinese pony led to several smashes. We saw two carriages which had come to grief, and a pair of lamps in such a position, lying deserted by the wayside, as to suggest that a third trap had been taken across country.

The excellent amusement of football, which flourished a couple of winters ago, but has since been neglected, is to be revived in connection with base ball, one subscription of Tls. 10 per annum admitting members to the privileges of both clubs. It is intended to open the football campaign on an early day.

On the 12th Dec. pumps were kept at work on the *George Washington*, the shoal water to which she had been moved enabling this to be done with effect; and having thus been lightened, she rose with the assistance of the pontoons. The scuttle holes were then stopped, and she was towed to the Honkew side and moored at Messrs. Farnham and Co.'s new wharf. The water having been further pumped out, some bales of cotton were removed, and the injuries she had sustained by the fire which broke out in her just three weeks ago were partially ascertained. She proves to have been badly burnt on the port side, by the main hatch, along the under side of the deck beams and ceiling. The cargo proves to have suffered very little by three weeks' immersion. Except at the outside of the bales, the cotton is perfectly clean, and dries readily. The deck and rigging of the vessel present rather a wrecked appearance, but the hull, which has now been pumped dry, is reported by competent authorities to be in wonderfully good order. It is probable the ship as well as cargo will be put up to auction, for the benefit of the concerned.

BURNING OF THE "HORATIO."

The American ship *Horatio*, Capt. Hardy, which arrived at Shanghai on the 1st Dec. from New York, with kerosene oil and general cargo, has been totally destroyed by fire in the harbour. The fire is supposed to have been caused by the carelessness of a Chinese tinsmith who was repairing some kerosene tins on deck. Only a small quantity of oil remained on board at the time. The captain and chief officer were severely burnt. The *North China Herald* supplies the following account of the disaster:—

The outbreak was discovered, as we were informed, near the galley on deck, at about 12.40, an hour at which the Captain, with Mrs. Hardy, their child and its nurse, who was also stewardess of the vessel, and the first mate, Mr. Crownshields, were at dinner; the second mate, Mr. Randall, having charge of the deck. On the alarm being given, it was at once seen by those on board that the chance of saving the vessel was almost nil, from the fact that a number of the cases containing kerosine were then on deck, some empty, others leaky and being repaired. In a few seconds the fire had caught these, the wind rapidly sending it aft. The application of water would have been of no use, for the kerosine when brought in contact with it would only have spread, to carry destruction still wider. Captain Hardy's first thought, therefore, was the safety of his wife and child and the stewardess; and during the few minutes that elapsed in the happily successful endeavour to lower them into a sampan alongside, the fire, which had now become flame, had made its way right aft to the cabin, and so round to the taffrail, along the top of which, as well as the adjacent bulwarks, it was seen running and flickering in a way to show experienced eyes that in a few moments the upper works of the ship would burst into flame. Smoke in dense black volumes began to ascend from the cabin, and from the kerosine oil cases near the waist of the ship, betokening how surely and rapidly the fire was gaining ground. This, however, did not deter Captain Hardy from re-entering the cabin, which, differing from ordinary deck-houses, was built the whole width of the ship, and was, in fact, a short poop. His object was to recover some cherished articles belonging to his wife, as well as three valuable chronometers. Mr. Crownshields followed him to render aid, and also to try and save the ship's insurance papers, but the danger had become too imminent, and they had hastily to escape over the side, as a fierce body of flame leaped full at them, burning them severely on face and hands. Rendered thus helpless, they were pulled into a sampan by Mr. Randall, who had got down before them, and removed to the U.S. corvette *Hartford*, one or two of whose boats arrived alongside very soon after the ship took fire. Mrs. Hardy, child, and the stewardess were also taken on board the *Hartford*, having been unable to save a single article of clothing beyond what they wore. The deck around the mainmast, the mizzen-mast, cabin, and taffrail, were now one mass of fire, which, seizing hold of the lower standing and running rigging, leaped from rope to rope with great speed and intensity, until both the main and mizzen tops were in flames and burning furiously, presenting a scene that in the darkness of night would have been one of much grandeur, and was even lurid and awe-inspiring in face of the noonday sun.

In the meantime the fire-alarm bells were clanging ashore, and the members of the various volunteer fire companies, with their engines, the police with hose-reels and extincteurs, and a large number of spectators were hastening from all points to the scene of the conflagration. It was, however, soon perceived that water, unless the burning ship

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were scuttled, would be of no avail in such a fire; and the vessel being moored nearly in mid-stream rendered nugatory all efforts from the shore. Many of the firemen—the Mih-ho-loongs being conspicuous by their red shirts and white helmets—went afloat in sampans and other craft, hoping to be of some use, but no help could be rendered in the way of extinguishing the flames, which each minute rose higher and higher, until the whole after part of the ship was ablaze from deck to tops. About half-a-cable's length astern of the *Horatio* lay the *Laju*, another large ship, with all her sails shaken out to dry. Her position was apparently one of some danger, from the possibility that burning fragments from the *Horatio* might be carried amongst her rigging, the wind blowing in her direction and the great body of fire being at the after part of the *Horatio*. However, the possibility of such a fatality was soon removed by the determination to slip the cables and tow the *Horatio* over to the Pootung shore, with the view of placing her on the mud, and so preventing her wreck from becoming an obstruction in the fair way. The steam-tug *Rocket* performed this duty, and succeeded in towing the ship to a position close to Pootung. This was afterwards felt not to be altogether judicious, however, as to sink the blazing wreck, which now began to be contemplated, it would be necessary to haul her off again into deeper water. The tug *Sampson* therefore hauled her out a little way, but even after again making the ship fast, it was found that she would not be far enough from the shore. By this time the surface of the river for hundreds of yards around was covered with small craft of all sizes,—boats from the U. S. corvette *Hartford*, H.M.S. *Modeste*, the Russian, French, and German men-of war, and from the Chinese gunboats (the latter looking creditably trim and sailor-like), the merchant vessels, the Harbour-master's hulk, the various landing jetties, and sampans innumerable, each with its living freight; while advantageous points ashore for witnessing the spectacle were crowded with people.

While the *Rocket* was slowly towing her to the shore, the mizzen-mast, top, and upper rigging were all on fire, and at about 1.45 the whole mass went over the quarter into the river with a hiss and splash loud enough to be heard at a considerable distance. The fire still raged aft, and there being now even less possibility of extinguishing it, it was resolved to riddle the hull with cannon shot, and the *Hartford's* launch went within a few yards of her side and fired charge after charge, till nine large holes were made, none of them, however, being near enough the water's edge to be of service unless the ship could be taken into deeper water, and this was now deemed impossible. The flames were raging with momentarily increasing fury fore and aft, and the foremast rigging was soon burnt through in its turn, as the others had been before it, the fire also extending to the bowsprit and the foretop, again leaping and running from clew-line to bunt-line, from stay to lanyard, in manner marvellous for its swiftness, and painfully suggestive of the horrors of such a catastrophe at sea. About three o'clock the flames had nearly done their destructive work on deck, and extending downwards to the lower parts of the ill-fated craft, reached the magazine, which blew up with a flash brilliant in the extreme as seen against the comparatively dull red of the conflagration around it. The burst of smoke which followed the explosion was of a sickly green, while that from the blazing wood, hemp, pitch, and oil presented varied hues, from dead black to light grey, the volumes being of great bulk and sailing away grandly against the half-clouded sky. At 3.45 the foremast went by the board, falling over towards the Pootung shore, and throwing up the most sparkling coruscations, while from the forecastle there shot up for some distance flames and blazing fragments so large and fierce as to cause a shudder at the thought of what was going on below deck. The hull was so secured as to prevent all probability of the fire doing any further damage, the large concourse of spectators both ashore and afloat began to depart, and the fire was left to burn down until it met with the water which had been let in.

As to the outbreak of this destructive fire, the steward of the vessel states that a Chinaman on board was engaged near the galley soldering up some of the leaky kerosine cases, for which he had at hand a brazier of lighted charcoal, being at the time surrounded with other cases of the inflammable oil. It is not now known how the oil took fire, though it is believed that either a spark or burning cinder from the brazier must have fallen upon the deck, the rapidity with which the flames travelled forbidding any attempt at extinction. What became of the Chinaman is not known, but as he was surrounded with the cases, most of which were in a blaze in less than a minute, there are some fears regarding his fate, especially as no one saw him afterwards. It is possible, however, that frightened at the mischief he had done, he bolted over the side, and has gone into hiding. There were only a few members of the crew on board, and they had leisure to escape forward, the flames at the outset travelling aft.

SWATOW.

The correspondent of the *China Mail*, dated 10th Dec. says:—The British vessel *Albert Victor* arrived here, bringing ten men and one woman, the former Chinese and the latter Siamese, picked up at sea eighty miles south-east of the Shantung Promontory. They were found floating in a huge water-tank. They informed the captain of the *Albert Victor* that they had left Newchwang on the 21st November, in the Siamese barque *Contest*, which foundered the next day near the Shantung Promontory. The captain of the *Contest*, by name Kramer, had taken refuge in the water-tank before the Chinese now saved entered it, but, on seeing their approach he left it, and was not seen again. The *Contest* went down half an hour after the boats, which are supposed to have been made use of for safety by the Malay crew, were entered, but, owing to the darkness, nothing is known by those who are rescued by the *Albert Victor* as to the fate of either officers or crew. The water-tank floated about for six days with its living occupants, who during that time had no other provisions than a fowl and a salt fish. They state that they had no water to drink the whole time, and that they had made up their minds to kill and devour the pretty and young Siamese female who was sharing their fate in the water-tank. They were all so exhausted that they had to be carried on board the *Albert Victor*. One of those rescued is the supercargo of the *Contest*.

HONG KONG.

Our advices by the present mail extend to the 24th December; the French mail from London 6th November was received on the 18th December, and the following P. and O. mail of Nov. 13 arrived out on the 21st Dec. The following items of news are from the *China Mail*:—

An extraordinary meeting of the shareholders in the Union Insurance Society of Canton took place at Hong Kong for the purpose of authorising certain alterations in the Articles of Association with regard to the reserve fund. A considerable amount of discussion took place, it being held by some of the shareholders that the resolution proposed pressed somewhat unfairly upon non-contributing shareholders, who ought, as their proportion of the profits is much less, to be credited with interest on their proportion of the amount held back for the reserve fund. Ultimately the proposed resolution was passed, the Chairman promising that the views of the dissentient shareholders should receive full attention.

The Chinese pagoda in Rangel's Labyrinth, which was partially destroyed by the typhoon of 22nd-23rd September last, is now being repaired. A new pagoda, dedicated to some high personage of Buddhistic mythology, is being constructed for the gratification of the votaries who are expected to throng the building during the New year's festivities, which commence on the 6th February next.

In connection with the wood case recently tried by Mr. Justice Snowden, we learn that for the wrecked ship burnt by some Chinese wreckers at Cow-e-chow in order to strip her, the agents put in a claim against the Chinese Government through H.B.M. Consul at Canton. The mandarins thereupon exacted an indemnity of $5,000, the amount claimed, from the inhabitants of the island. This sum was made up by contributions, and was handed over to the agents, who generously remitted $1,000.

In the Supreme Court, Captain Finch came up for his final discharge in bankruptcy. His Lordship (Sir John Smale) observed that he understood that there was no opposition to the bankrupt's discharge. After a slight pause he observed that he signed the discharge with much satisfaction, because the bankrupt was the victim of circumstances, and left the Court without the slightest imputation on his character.

A submarine torpedo was very successfully fired off the Naval Yard. As many people are aware, efforts have for some time been in progress towards removing some rocks lying between the Dockyard jetty and the Commissariat pier, and the torpedo fired this afternoon was the second of a series which will probably include some five or six. The arrangements were most satisfactorily made under the superintendence of the Gunnery Lieutenant of H.M.S. *Iron Duke*, and upon the electric connection being made, a column of water and spray rushed upwards into the air for some sixty feet, presenting a most interesting appearance. The results of to-day's operations will not, of course, be known until the rock has been examined by divers. Another torpedo was very successfully exploded on the 18th Dec., off the Naval Yard; an equally high column of water, but with more mud, was thrown up as on the former occasions. The crew of a passing junk were nearly scared out of their senses as the water rushed up, and their bewilderment created much amusement to those watching the proceedings.

Among the passengers for Europe by the French mail was H.E. Viscount San Januario, ex-Governor of Macao.

The Grand Lodge of China Annual Masonic Banquet was held on the evening of the 18th Dec., and was attended by sixty Masons. The dinner, provided by Mr. Dorabjee, of the Hong Kong Hotel, was good, and a very pleasant evening was passed.

The British West Indian Emigration Agency at Canton is about to be closed, or, at least, the present agent, Mr. Sampson, is about to resign his office.

The second section of the telegraph line between Foochow and Amoy is now completed, and remains intact. We think that the company's agent, Mr. Henningsen, ought to be complimented upon having so far carried out the work entrusted to him, despite much underhand opposition. The Shanghai papers advise us of General Raasloff's departure for Peking. As his Excellency has been specially instructed by the Danish Government to enforce the fulfilment of the alleged agreement between the Chinese Government and the Great Northern Telegraph Company, his advent will put matters in a clearer light.

An ordinance, enacted by the Governor of Hong Kong, with the advice of the Legislaive Council, to render personation, with intent to deprive any person of any property, felony, has been published. The penalties for this offence range from three years to life penal servitude, or imprisonment for a term not exceeding two years' hard labour.

His Excellency the Governor is pleased to direct that the 24th,

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Christmas Day, and Saturday, the 26th instant, as also New Year's Day, and Saturday, the 2nd January, shall be kept as holidays throughout the Government Departments.

We find a notification in the Chinese version of the *Government Gazette* directing that in the transaction of all business with the Government, the Chinese are only to use the names given to them at their birth, so as to avoid the confusion that may be caused by the use of aliases. We observe, however, the absence of any translation of the proposed Registration Ordinance, but this will not cause much inconvenience, as one has already appeared in the *China Mail*.

Energetic measures are being taken to raise the wrecked steamers *Albay* and *Leonor*. The hulk *Celestial*, belonging to the Dock Company, and a dismantled barque, are lying one on either side of the *Leonor*, and chains will be passed under her to raise her up. It is nearly time the two wrecks were taken out of the way of the boat traffic to the wharf.

Our old friend the *Fort William* was disposed of by public auction the other day for some $14,000, the purchasers being, we believe, Chinese, who intend to break her up, and for this purpose she will be towed to Whampoa. The *Fort William* came to this colony in 1844 with a cargo of cotton, and from 1845 she had been the constant receiver of overland goods, the *Lady Mary Wood* being, we believe, the first carrier that went alongside her. The *Fort William* was burnt nearly to the water's edge in 1850, but was rebuilt. The Chinese believe that the lining will be found to contain a large quantity of stolen property, hastily stowed away in openings by stevedore coolies, and of course lost in the unexpected gap between the inner and outer skins. Hence the large price given for her.

The trade assignee (*Re* Geo. Glasse, bankrupt) saying that he was satisfied with supplementary accounts filed, and had no question to ask the bankrupt, the bankrupt passed his final examination. The Registrar certified that all proper forms had been passed through. The order to come up and obtain certificate of discharge was made for the 2nd January.

A correspondent writes :—

Reports of trade both here and from the ports point to a persistent dulness, and I hear rumours of the financial difficulties of several well-known firms. Messrs. Bourjau and Co., of Hong Kong and Shanghai, well-known merchants, have failed for a large sum. Mr. Stanschild has been appointed to liquidate their estate, the exact liabilities and condition of which are not yet fully known.

The Hon. R. Rowett, member of the Legislative Council, and one of the respected firm of Holliday, Wise, and Co., retires from business at the end of the year. He will return to England very shortly, and the probability is that China will know his presence no more. He will be much missed, both in public and private life. In the former he was always known as the bold advocate and staunch supporter of popular measures. In the latter he had the character of an honest and industrious man of business, a faithful friend and genial companion.

Mr. N. B. Dennys, the editor of the *China Mail*, and well-known both in Europe and America for his contributions to Anglo-Chinese literature, has been rewarded by a *German* recognition of his talents and services. Perhaps the old proverb holds good in Mr. Dennys' case—whose name, by-the-by, I mentioned a few weeks ago, when he completed and published a Manual of the Cantonese dialect. He has found more honour in another country than his own. The University of Rostock has conferred upon him the degree of Doctor of Philosophy, a distinction which we in China, at least, are willing to admit is well deserved.

THE NAVAL HOSPITAL.

The last mail brought to Hong Kong Deputy Medical Inspector-General Morgan, R.N., who has, we understand, this day taken over charge of the Naval Hospital at Wanchi from Deputy Inspector-General Loney. The present occasion is therefore *apropos* for a few remarks regarding an institution of which Dr. Loney has been the chief director since 1872—primarily afloat, and latterly in the convenient premises purchased from Messrs. Jardine, Matheson, and Co.

The present Naval Hospital building—lately the "Seaman's Hospital," Wanchai—was built by Messrs. Jardine, Matheson, and Co., in 1862, Dr. Adams being the first house surgeon. The building is admirably adapted to the purpose for which it was designed, and the grounds are well laid out. New drainage works, planting, turfing, and other improvements (partly rendered necessary by the lapse of time) have been extensively undertaken, and when the works now contracted for are complete, nothing will remain to be done to render the hospital one of the best in the Far East. Dr. Morgan in fact finds much of his work done to his hand.

Until a very recent period the accommodation for the sick of the Squadron on this station has been found afloat. In December, 1841, H.M.S. *Minden* was selected for a hospital ship, and was followed by the *Hercules*. She in turn was replaced by the *Melville*, which vessel was sold and broken up in 1873, soon after the transfer of the Hospital to the shore. This latter event took place on the 28th of May last, when Deputy Inspector-General Loney took charge of the buildings on Mount Shadwell. The following day he moved over from the *Melville* with the officers, other *employés* of the establishment, and sick; and by two o'clock the same afternoon the hospital was fully established on shore with stores sufficient for present use. A grant of £3,000 from the Admiralty was subsequently obtained for the construction of surgeon's quarters, store rooms, and a guard wall with gateways, and these necessary works are now fast approaching completion.

Judgment has been given by Chief Justice Smale in the case of Robinson *v.* Bell and others, commonly known as the Hong Kong Distillery. His lordship having gone fully into the matter came to the conclusion that there was no actual ground of fraud against the defendants, and therefore gave judgment in their favour.

LOSS OF THE PACIFIC MAIL STEAMER "JAPAN" BY FIRE.

On the 17th Dec. the fine steamer *Japan* was totally destroyed by fire at sea, about one hundred and thirty miles from Hong Kong; part of the crew and passengers were picked up and conveyed to Swatow, and thence took passage per steamer *Yesso* to Hong Kong. The following is the report of Captain Warsaw, made at Hong Kong Dec. 19 :—

The P.M.S.S. Company's steamer *Japan*, 4,351 22-100 tons, E. R. Warsaw commander, left San Francisco on Saturday, November 14, 1874, at noon, with twenty-four cabin passengers, five European steerage, eight Japanese, 422 Chinese, 975 tons cargo, 168 boxes treasure, value $358,508, twenty-one packages mails; had pleasant weather with variable winds during passage to Yokohama; arrived Dec. 10, 10 A.M., landed twenty-two cabin passengers, four European steerage, eight Japanese, 400 tons cargo, sixteen packages mails. Received on board one European steerage passenger, three Chinese, forty-five tons cargo, 600 tons coal, one bag mails, stores, &c. Sailed from Yokohama, Dec. 11, 1874, at 4 P.M., for Hong Kong. Experienced pleasant weather up to noon, Dec. 17, when the wind freshened into a strong breeze from N.E. with rough sea. At 9 P.M. passed Lamock Light, distant five miles, ship under sail and steam. At 11.25 P.M. Breaker Point bearing West ¼ South, distant twenty-six miles. Strong N.E. monsoon with rough sea. Fire first discovered, engines stopped, ship headed in shore, ventilators turned from wind, all fire engines working in perfect order, every effort made to subdue the fire, at same time officers detailed to swing all boats preparatory to saving life. All efforts to save the mails proved useless. Finding it impossible to subdue the fire, abandoned the ship with last boat at 1 o'clock A.M., December 18th, the ship then being enveloped in flames amidships, directly in engine and fire rooms, all communication being cut off between forward and aft part of the steamer. Remained until noon in the vicinity of the wreck, saving life. Engaged a fishing junk to assist. Cruised in the vicinity of the wreck, and succeeded in saving 117 souls from boats and water. Seeing no more life stood in for Cap Chi point. At 6.30 P.M. intercepted English steamer *Yottung*, Captain Kock, who kindly took us on board, and conveyed us to Swatow; thence transferred to steamer *Yesso* for Hong Kong. I beg to convey on behalf of my officers, crew, and self, our sincere thanks to English and American Consuls at Swatow, Captain Kock, and officers of steamer *Yottung*, and Captain Ashton and officers of the steamer *Yesso*, for their kindness in rendering every possible assistance.—

(Signed) E. R. WARSAW.

The *Hong Kong Times* gathered the following information from Dr. V. B. Gates, surgeon of the *Japan* :—

I was aroused at about 11.30 P.M. on the night of the 17th by an alarm from the ship's bell. My cabin, which was abaft the smoke-stack, was full of smoke. I had only time to put on the first garments to hand, and secure my watch and sword and three ten-cent pieces. The intensity of the smoke was such that it put the lamp out. I was compelled to rush out immediately to get a little fresh air. I have lost my surgical instruments, worth $650, medical and surgical books to the value of $350, and $200 locked up in my trunk, which I had not time to open and remove. I remained on board about one hour. A short time after I was roused I perceived flames coming up from the centre of the vessel, blown forward. All hands went to work and worked hard. Three streams of hose were immediately used, and then eight others, but without avail. It was a bad night, pitch dark, with a rough sea. The exertions of the captain were untiring, and I thought he would sustain personal injury from too close proximity to the flames. My impression is that the fire arose from spontaneous combustion. There was something peculiar about the coals, which were shipped at Yokohama. They were so ignitable, and burned so furiously. At about one P.M. on the 18th, with Dr. Tyndal and ten Chinese, we secured a boat and made from the ship as fast as possible.

The *Hong Kong Daily Press* says :—

Early on the morning of the 19th instant the community was startled by the intelligence that the magnificent steamer *Japan*, belonging to the Pacific Mail Company, had been completely destroyed by fire on the high seas. The first news was brought by an open boat, which arrived at 4 A.M., containing the chief engineer, Miss Stott, a passenger, and seven Chinese. Later in the morning—namely, about nine o'clock—a second boat arrived, containing the baker, stewardess, and six Chinese. This boat was picked up by a fishing junk, which took it on board, and brought it, together with the inmates, to Hong Kong. Finally, yesterday the *Yesso* arrived, containing Captain Warsaw and the remainder of those who were saved from the wreck. It appears that the total number missing by the sad accident is 389 Chinese, one European steerage passenger, and the cook. The steamer had a general cargo on board, and treasure to the amount of $358,508. The history of the conflagration will, it is to be feared, remain involved in obscurity. None of the accounts which have been given explain fully the first cause of the accident, but they concur in showing that the conflagration spread with the most frightful rapidity. From Captain Warsaw's account, it appears that the fire was right amidships, and that it raged in a very short time with such awful fury that it was impos-

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sible to communicate from one part of the vessel to the other. Under such trying circumstances, it is easy to understand that any thoroughly concerted measures were impossible, and it was soon evident that those on board must endeavour to save themselves from the flames. On this becoming apparent nothing was left but to take to the boats and such other life-saving apparatus as were on board, among which was a raft which could carry as many as 150 people. It is not certain whether, in the terrible confusion which took place, it was possible to float the raft. The *Japan* is one of the finest steamers belonging to the company. The means of extinguishing fire, and the life boats and life-saving apparatus, were ample, and would probably have been found quite sufficient to deal with any ordinary accident in the way of fire; but from all accounts the present catastrophe appears to have occurred with unheard-of rapidity.

Mr. Praed, M.P., who was at one time supposed to be on board the *Japan*, left Hong Kong by the present mail. Lord Claud Hamilton, M.P., who arrived at Yokohama on Nov. 26, was not a passenger by her.

The following gives the details of those saved and lost, so far as known when we go to press:—On board upon leaving Yokohama: 128 crew, 2 cabin passengers, Mr. Crocker and Mr. Tindall, 2 Europeans, steerage, 425 Chinese, steerage; total, 557. Saved so far as known: 106 crew, 2 cabin passengers, 1 steerage (Miss Stott), 34 Chinese, steerage; total, 143.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 31st Dec.; the P. and O. mail from London Nov. 27 arrived out on the 27th Dec. We take the following items of intelligence from the *Straits Times*:—

An interesting question has been raised in the Legislative Council as to the legality and the effectiveness of the so-called blockade of Klang by Tunku Dia Oodin, the Viceroy of Salangore, in connection with the seizure some time ago of the British steamer *Sri Malacca*, owned by a Chinese British subject in Malacca. The owner petitioned the Executive Government under the late Administration, without obtaining any satisfaction, and therefore applied to the Legislative Council by means of a petition presented through the Hon. Mr. Shelford, who argued the case with great ability; and though he met with considerable opposition from the Official side, has been so far successful that, by a resolution of the Council on the 24th Dec., the petition was referred to Government for consideration. It was, of course, impossible that the Legislative Council could afford the petitioner any relief, or do more than give publicity to the matter. The Council has held four meetings during the fortnight, but it has been found impossible to close the Legislative work during the current year, and as several important measures yet remain to be passed, the Council now stands adjourned to the 4th January. The main business of these four meetings has been the consideration of the estimates, and the unofficial members deserve the thanks of the community for the searching inquiry they have made into the items of expenditure and their efforts to keep it within bounds.

The question of altering the constitution of the Singapore Municipal Commission is now under consideration by the Council. The measure is very simple, providing merely for the withdrawal of the Colonial Secretary, who is President ex-officio, and giving the Governor power to nominate two members instead of one, who, with three elective members, will constitute the Board, which will choose its own President. This alteration in its constitution will have the effect of removing the Commissioners from Government control, though giving them at the same time the advice and assistance of two Government officials.

The results of the late expedition to Sunghie Ujong fully justify the decision of Sir Andrew Clarke to make a display of force, although the immediate object of the expedition had been previously attained without its assistance. The Datu Bandar and Rajah Mahmood had, as reported, made their way to the Sultan of Salangore, but afterwards came to Singapore, under the escort of Captain Dunlop, to make terms with the Governor. This action on their part augurs well for the future peace of the petty States; and though at the outset there may be a few petty disturbances, it is probable that after the first two or three instances the necessity for armed expeditions will cease to exist.

The *Government Gazette* contains two circular despatches from the Secretary of State for the Colonies,—the first providing for the intermediate custody in a colony of soldiers sentenced by court-martial to penal servitude, and the seconding providing that when a Governor appointed to a colony does not proceed direct to the colony after embarkation, he shall only be allowed half salary for the time that would have been incurred in a direct journey. Thus, a Governor coming from Europe to the Straits or Hong Kong, *via* Bombay or Calcutta, would have to make the *detour* at his own time and expense.

The Government is calling for more volunteer police constables to serve in Perak, and, with an eye to secure good men for that service, stipulates that they shall be unmarried Mohammedans, able to read and write. No doubt it is desirable that a good class of men should be obtained for Perak, but it is also necessary for the peace and good order of the colony that its police force should have drill and local experience, instead of having its best men constantly drained for service in the Malay States, while we have to be content with raw recruits, who know nothing of their duties. The *morale* of the force has already been materially weakened by this means, and we regard the prospect of further drafts from the ranks of the constables with serious misgivings.

The constant banging of large crackers and fitful discharge of fireworks throughout the town is becoming a serious nuisance and a chronic source of danger. A few nights ago some unskilful person unknown let off a large sized English signal-rocket, which, instead of going up in the air as it should have done, flew straight into Dr. Rowell's compound on Prinsep's hill, where, after ploughing up a deep furrow, it buried itself to the depth of a foot and exploded with a report like a cannon. The whole neighbourhood was startled by the terrific report, but after the first alarm had subsided the place was examined, disclosing the shell of a signal-rocket of the most approved make, though how or where it was obtained will probably not be easily discovered.

The Governor has, we learn, to encourage the undertaking, become patron of the Singapore Rifle Association, and presented them at the outset with a prize of $20 for competition. The third competition, which was a very lively one, began on the 12th and was concluded on the 19th Dec., at the rifle range on the race course. Ten prizes were competed for, amounting in all to the value of $50. The competitors numbered eighty-five, who had each five shots at each range of 200 and 400 yards. The first prize was closely contested for, the result being a tie between Private Somers of the 10th and Mr. T. Davidson of the S.V.C., but in the final test between these two of three shots at 400 yards, Somers proved the winner by one point, his competitor therefore obtaining the second prize.

The news from Atchin so far received is not encouraging. The neighbourhood of the Kraton has been flooded, and after the water subsided the exhalations from the wet mud had seriously affected the health of the Dutch troops, no less than 1,100 of whom were under medical treatment on the 10th inst. H.N.M.S. *Watergeus* had been despatched to the West Coast with an ultimatum to the refractory petty States there, which are nominally under the Dutch flag, but returned to Great Atchin on the 16th December, with an unsatisfactory report of the results of her mission. The latest Batavia papers received give a continuation of Colonel Pel's diary down to November 23. From this it appears that the Atchinese still continue their plan of skulking about singly or in scattered bodies in the neighbourhood of the forts held by the Dutch, and taking shots at them from behind bushes and banks or the adjacent jungle whenever they have an opportunity; they also now and then discharge random shots from lillas in the direction of these forts. Their workers at bentengs and breastworks, &c., continue to occasionally assemble and be again dispersed by a shell or two falling amongst them, as usual. Colonel Pel, by all accounts, purposed to employ the latest arrived reinforcements sent from Java to Atchin in a general advance against the enemy and their fieldworks on the 13th and 14th Dec., but was prevented by the occurrence of unusual floods, which subsided in a few days, but left much wet behind; the Atchin river had risen, overflowed its banks, and caused much damage both to the Hollanders and their foes. Until the mud caused by this overflow in some measure dries up or settles down, field operations cannot conveniently take place, at least, on the scale proposed by Colonel Pel, who means, it would appear, to beat up the enemy's quarters to some purpose.

The Christmas and New Year holidays are being duly observed. The Tanglin Club have issued invitations for a Ball, and there will be the usual New Year Sports on the Esplanade and a regatta in the harbour.

A gang of ten Chinese from Campong Glam attempted a gang robbery at Pulo Dammar, but were frustrated by the Malays living there, who turned out in a body and gave the ruffians a severe mauling, and afterwards handed them over to the police.

Monsieur Nicolas de Maclay, the well-known Russian traveller, who has lately been on a visit to the Maharajah of Johore, left Lingga on the Moar River for the interior of Johore on Thursday last.

The German war steamer *Ariadne* anchored in the roads on the 25th Dec. She comes last from Galle, which port she left on the 7th Dec.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—There had been no improvement in the state of the Piece Goods market. Grey Cottons alone commanded any attention. There had been a steady though small demand for Shirtings, and 7-lbs. T-Cloths had been taken to a rather larger extent. Prices generally showed but little alteration.

SHANGHAI.—The market had continued quiet, the principal feature being a slight improvement in Camlets, but with this exception there

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had been little change. Cotton Goods were slightly lower; there had been some enquiry for Japan early in the fortnight, but it had subsided. T-Cloths had been only in limited demand, but prices were unchanged. White Shirtings quiet, and without alteration. Drills somewhat lower. Velvets also rather lower and quiet. Fancy Cottons: Business unimportant, but no change in prices. Woollens.—Camlets had been in better enquiry, and prices had advanced. Long Ells had only been dealt in to a moderate extent, and prices were slightly better. Spanish Stripes were without alteration.

FOOCHOW.—The sales reported are:—Grey Shirtings, 8 lb., 1,200 pieces at $2.45 to 2.50 per piece. Lead, small sales at $8.50 per picul against tea.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Hankow, Lyeemoon, Menelaus, Ajax, and ship Lord Macaulay, bringing full supplies of manufactured goods for this market and the North. There had been more life in the import market during the week than had been exhibited for some time past. The Chinese had been contracting more freely for goods which they would not probably take delivery of until after their New Year holidays. Importers were willing sellers, and had met the demand freely, but there had been no improvement in prices.

CANTON.—There had been no sales of Lead, and, consequently, quotations were nominal. LB., $8.45 to 8.50, and WB., $8.55 to 8.60. Quicksilver had been dealt in to the extent of 20 flasks at $225, less 1 per cent., but deliverable at Hong Kong.

BATAVIA.—There had been little if any alteration in the market. Values of English staples were still drooping. A moderate business had been done in Grey Yarns, but Coloured Yarns continued to be difficult of sale.

SINGAPORE.—Messrs. Boustead's Circular says:—There is little change to note in Piece Goods, and the market keeps quiet for most articles. 8¼ lbs. Grey Shirtings have continued in fair request at late rates. A forced sale has been made at a decline. 6 lbs. and 7 lbs. only saleable to a small extent. There has been a little more inquiry for 7 lbs. T-Cloth, and as stock is now small, prices are firmer. 6 lbs. quiet at last quotation, light weights neglected. A moderate inquiry has been experienced for fine qualities of 36-inch White Shirtings, but low and medium kinds are quiet. 45-inch White Cambrics, 15/16 keep in limited demand, and prices are weak; low qualities neglected at present. Grey Yarn of all counts keep very dull, and sales can only be made at a decline. Coloured Yarns keep very dull indeed. Iron is very quiet, and in the absence of any important business prices are mostly nominal. Copper Sheathing is neglected and quotations are unaltered. Yellow Metal meets with very little inquiry, but prices are a shade firmer, owing to the late favourable advices from England.

PENANG.—The market had been very dull, business had been very trivial, and values were generally unchanged. It was not expected that any improvement in demand would take place until after the Chinese New Year.

EXPORTS.

TEA.

HANKOW.—No business had been done during the fortnight. Export of Hankow district teas to Dec. 12, 1874, 54,009,353 lbs.; ditto, 1873, 54,350,047 lbs.; decrease, 1874, 340,694 lbs.

KIUKIANG.—Two small lots Kiukiang packed tea had been settled at Tls. 16½. Export from the commencement of season to Dec. 9, 1874, 21,890,000 lbs.; ditto 1873, 19,849,105 lbs.; increase, 1874, 2,040,895 lbs.

SHANGHAI.—Black: There had been no change in the market, an unimportant business had been transacted at about previous prices. The market was almost bare of stock. Settlements for the fortnight 1,982 chests, stock, 1,011 chests. Green: Business continued on about the same scale as during the previous fortnight. Quotations had not been changed, although a slightly easier feeling was perceptible at the close, which was most noticeable in medium and common chops. The following were about the prices paid: For Country tea, 24,532 half-chests at Tls. 23½ to 35 per picul; Pingsuey, 756 half-chests at Tls. 21½ to 29 per picul; settlements, 25,288 half-chests; reshipments, 1,122 half-chests; stock 99,632 half-chests.

FOOCHOW.—An unimportant business had been transacted. Congou: Settlements 2,450 chests at Tls. 12½ to Tls. 15½, teamen being more willing sellers at a slight concession on previous quotations; arrivals 500 chests. Souchong: No settlements or arrivals. Oolong: Settlements 300 half-chests at Tls. 16½; arrivals nil. Scented Teas: No settlements or arrivals. Flowery Pekoe: No settlements or arrivals. The exports to Great Britain, the Continent of Europe, and the Cape of Good Hope amounted to 58,761,856 lbs., against 50,594,258 lbs. at same time last year. To America, 1,629,232 lbs., against 3,140,598 lbs. To the Colonies, 13,395,547 lbs., against 12,216,531 lbs. last year.

AMOY AND FORMOSA.—The Amoy market continued quiet up to the 10th Dec., when a concession on the part of Teamen of about one dollar per picul induced some business, and 9,300 half-chests had since been settled at the decline mentioned, leaving a stock of 8,500 half-chests. The German barque Taikun had been chartered for New York at £3 3s. per ton, and was loading; her cargo will consist mostly of Formosa Ooloong. A great part of the Teas lately purchased still continued to be shipped off *via* Hong Kong, where the vessels Chinaman and Chattanooga were receiving it at a through rate of £3 per ton of forty feet. At Formosa the season was considered at an end, the export of Formosa Ooloongs to date to the China coast being 3,124,354.

CANTON.—Messrs. Deacon and Co.'s Report says:—There is barely anything to relate about markets since the issue of our last printed circular under date Dec. 7. In consequence of the advanced state of our season for both Tea and Silk, and there being no likelihood of a large business doing in either article, we purpose from now, until the commencement of our next year's yield, to compile our Circular once a month. During the fortnight the only settlements have been Scented Capers, which show no change whatever in price. The commoner class of this description is much mixed with last season's leaf, and in appearance and cup is undesirable.

SILK.

SHANGHAI.—After the departure of the last P. and O. mail some considerable settlements of Tsatlees of well-known chops were made for Europe, which, combined with a good enquiry for Re-reels amongst American buyers, caused a decidedly improved feeling to prevail for a few days, notwithstanding adverse news from the home markets. Buying, however, was restricted to a few, and the market had since relapsed into its previous state of quietude. The settlements for Europe during the fortnight amounted to about 1,500 bales, in which were comprised Gold Lion chop on the basis of Tls. 375 for No. 1; "China-jan" at Tls. 340; "Kin-hock" at Tls. 315; No. 2 "Pagoda" at Tls. 322½, and 100 bales of Yakee chop Nos. 3, 3½, and 4 at Tls. 405, 380, and 355, on joint account with the Chinese. For America, 361 bales, mostly re-reeled Tsatlees and Hainings, had been taken at prices ranging from Tls. 320 to 350, and Tls. 315 to 410 respectively. Settlements for the fortnight, Chinas, 1,800 bales. Total settlements since 1st June, 56,300 bales; against, 1873-74, 46,300 bales; 1872-73, 46,800 bales. Comparative unsold stock, 1874, 11,500 to 12,000 bales; 1873, 5,500 bales; 1872, 3,500 bales.

CANTON.—Business had been almost neglected during the fortnight, and transactions had been confined to a narrow compass, settlements for French mail were 71 bales and since then 90 bales had changed hands. There was no quotable difference in prices ruling previously, and little likelihood of a decline in rates till after Chinese New Year (in February next). No. 4 Tsatlee was still held for $340 to 345 per picul. Stocks had hardly been added to.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Aug. 25 ...	Woodlark	Shanghai ...	1,284,763
Oct. 31 ...	Coulnakyle	„ ..	756,208
Nov. 20 ...	Guinevere	„ ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Dec. 1 ...	Sylvia (str.)	„ ...	58,684
Sept. 28 ...	Argonaut	Foochow ...	1,501,769
Nov. 5 ...	Duke of Athol	„ ...	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
Dec. 17 ...	Agamemnon (str.) ...	„ ...	973,029
„ 17 ...	Sea Gull (str.)	„ ...	1,637,636
Nov. 10 ...	Columbian (str.) ...	Canton ...	236,945
„ 13 ...	Falcon	„ ...	665,399
„ 25 ...	Nestor (str.)	„ ...	1,299,171

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d. to 4s. 2⅜d.	4s. 2⅜d.	4s. 2⅛d.
Shanghai „	5s. 8¼d. to 5s. 8⅜d.	5s. 9¼d.	5s. 9⅜d.
Canton „	4s. 2⅜d.	4s. 2⅜d.	4s. 2⅜d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅛d.	4s. 2⅜d. to 4s. 2⅝d.	4s. 3d.
Manila „	4s. 0⅛d.	4s. 0⅜d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302⅛	221⅛
„ Hong Kong	26⅛ to 27⅛ dis.	—
Bar silver	Tls. 111.2.0	10 prem.
Mexican dollars	„ 73.4.0	⅛ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 3 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $400 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 11 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 78 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $25 premium
Indo-Chinese Sugar Company, $93 dis.
Shanghai Steam Navigation Company, Tls. 79 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅛d., at Hong Kong 4s. 2⅛d., at Batavia F.11.7½, at Manila 4s. 0⅛d., at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	144 ...	6 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	80 ...	4 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	5 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$527½	$58 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.360	Tls.80 p.sh
North China Steamer Company	100 ...	100 ...	8 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$610 ...	7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom.	$265 p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	$1,475	$200 p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.78 ...	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125 ...	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.81½	... 4 p.c

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 11, Crocus (str.), Glenlyon (str.); from Liverpool, Dec. 11, Achilles (str.); from New York, Dec. 12, Star of the West; from London, &c., Jan. 28, Priam (str.).

At HONG KONG and CANTON.—From London, Dec. 9, Hankow (str.); Dec. 11, Ly-ee-moon (str.); from Liverpool, Dec. 19, Ajax (str.); from Glasgow, Dec. 18, Ocean (str.); from New York, Dec. 21, Game Cock; from London, &c., Jan. 27, Nankin (str.); 28, Scotland (str.).

At MANILA.—From Liverpool, Dec. 10, Yrurac-bat (str.).

At BATAVIA.—From Holland, Dec. 15, Sumatra.

At SINGAPORE.—From London, Dec. 26, Montgomeryshire (str.); 28, Gunga (str.); from Shields, Dec. 29, Douglas Castle; from Liverpool, Dec. 29, Leon (str.); from Glasgow, Dec. 17, Leyte (str.); from Cardiff, Dec. 19, Chas. H. Southard; 25, Oliva Speciosa; 29, Therese; from Hamburg, Dec. 17, Madagascar (str.); 24, Cassandra (str.).

At PENANG.—From London, &c., Jan. 25, Benledi (str.); Hector (str.).

At BANGKOK.—From Rio de Janeiro, Dec. 14, Constance.

DEPARTURES.

From SHANGHAI.—For London, Dec. 12, Agamemnon (str.); for New York, Dec. 5, Mikado; 12, Lady Louisa.

From FOOCHOW.—For Falmouth, f.o., Dec. 7, Courier; 8, Schwan; 16, Sea Gull; for New York, Dec. 6, Taitsing.

From HONG KONG and CANTON.—For London, Dec. 18, Mathilda Atheling; 21, Agamemnon (str.); for New York, Dec. 18, Caroline; 21, Hans; for San Francisco, Dec. 19, Frederick Tudor; 21, Ferdinand Bumm.

From MANILA.—None.

From BATAVIA.—For Channel f.o., Dec. 21, Flevo; 22, Stavers; for Holland, Dec. 13, Tromp; 19, Dahlia (str.); 20, Utrecht; 22, Dordrecht; 11, for New York, Dec. 18, Sea Belle; 23, Gijsbertus Hermanus, Mendosa.

From SINGAPORE.—For London, Dec. 8, Sylvia (str.); 19, Alice Ritson; for Liverpool, Dec. 20, Zeeburg; 29, Lochleven Castle.

From PENANG.—For London, Dec. 22, Asterope; 31, Agamemnon (str.).

From BANGKOK.—For Marseilles, Dec. 5, Banda; Rio Grande do Sul, Nov. 24, Johannes.

VESSELS LOADING.

At SHANGHAI.—For London, Glenearn (str.), Achilles (str.), Omba, Laju; for New York, Inverness, Sooloo, Mary Whitridge.

At FOOCHOW.—For London, New York.

At HONG KONG and CANTON.—For London, Kinfauns Castle, Titania, Ardent; for New York, Chinaman, Chatanooga, Alden Besse.

At BATAVIA.—For Holland, Java Packet, Maria, India, Cornelius Smit, Otto, Hampton (str.).

At SINGAPORE.—For London, Celæno, Guiseppina N.; for Marseilles, Nola; for Hamburg, Gustav and Marie; for New York, Marie; for Boston, Olive.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At SHANGHAI.—For London, steamer, £3 10s. per 40 ft., and for sailing vessel, £3 per ton of 50 ft.; for New York, £2 10s. per 40 ft.

At FOOCHOW.—For London, by steamer, £3 per 40 ft., by sailing vessel, nominal; for New York, nominal.

At HONG KONG and CANTON.—For London, general cargo, £3 per ton of 50 ft.; for New York, £3 per ton of 40ft.

At SINGAPORE.—For London, £3 for tapioca and sago, £4 for measurement, £4 10s. to £5 for pepper, and £6 for gutta.

At PENANG.—For London, per steamer, tin, £2 10s., tobacco, £4, measurement goods, £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Dec. 11, Amsterdam, from Singapore, to Liverpool; 19, Pelikan, from Foochow, to Hamburg.

LATEST TELEGRAMS.

THE DUTCH WAR IN ATCHIN.

THE HAGUE, JAN. 26.—An official despatch has been received from Atchin, dated 15th January, which states that on the 10th the Dutch occupied a point north of Missigit-Longbattah, without sustaining any loss. The sanitary condition of the troops is less favourable than at last advices.

THE MALAY STATES.

SINGAPORE, JAN. 30.—Sir Andrew Clarke has assigned residences to Datu Bandar of Sunghie Ujong in Rochore, and to Rajah Mahmood in Gaylang. The Malay Peninsula is quiet. After the celebration of the Chinese New Year considerably increased activity in trade with the protected Native States is anticipated.

DEATH OF THE EMPEROR OF CHINA.

(TIMES TELEGRAM.)

SHANGHAI, JAN. 25.—The Emperor of China died on the 12th of January. His successor is a Prince of five years of age. Everything is quiet.

(REUTER'S TELEGRAMS.)

PARIS, JAN. 29.—The French Government has received a despatch confirming the news of the death of the Emperor of China. He died, it is stated, from an attack of small-pox, which is making great ravages in Peking, after eleven days' illness. The help of foreign doctors had been persistently refused, and the Emperor was attended only by his chief physician.

SHANGHAI, JAN. 29.—Rumours are current of disturbances at Peking concerning the succession to the Throne.

THE POLITICAL RUPTURE IN SIAM.

SINGAPORE, JAN. 29.—The position of affairs in Siam is unaltered, and anxiety is felt at the persistence of the Second King in remaining at the British Consulate. Both parties are understood to be anxious for the mediation of Sir Andrew Clarke, who, it is presumed, however, cannot act without authority from the British Government.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 23, at London, from Colombo, Gertrude; 26, off Dungeness, from Java, for Amsterdam, Aria en Betsy; 28, at Liverpool, from Manila, Trinidad; at the Clyde, from Java, Friedeburg, Vigilant; from Akyab, Achilles; at Queenstown, from Ilo Ilo, May Queen; Jan. 4, at Havana, from Saigon, Aurora; 14, at Boston, from Batavia, Zingra; 28, off Falmouth, from Batavia, for Rotterdam, Twe Gezusters; 29, off Deal, from Colombo, &c., Eldorado (str.); 28, at Bristol, from Java, George's Ville; 26, at Brouwershaven, from Batavia, Lichstraal; 22, at Barcelona, from Manila, Nuevo Lantaro; at Boston, from Singapore, Western Chief.

DEPARTURES.—Jan. 28, from London, for Shanghai, Scindia; for Singapore, China, &c., Glenfinlas (str.); Dec. 18, from Callao, for Philippines, Bartolomeo Padre; 28, from Liverpool, for Batavia and Sourabaya, Wein Holenfelde; Jan. 27, from Antwerp, for Hong Kong, Ernest; from Havre, for Saigon, Bluche; 30, from London, for Nicolajefsk, Genitiv; 22, from Liverpool, for Cardiff and Shanghai, Robert Boak.

SPOKEN.—Don Quixote, Manila to New York, Jan. 4 (?), at Anjer; Papa (German barque), Hong Kong to Monte Video, Nov. 14, 22 S., 70 E.; Petronella, Amsterdam to Macassar, Dec. 3, 23 S., lon. 27; B.H.C.B. (Dutch barque), Padang to New York, Nov. 22, 27 S., 6 E.; Indus, Pasaroeang to Falmouth, Dec. 22, 1 S., 21 W.; Cameo (barque), Singapore to London, Dec. 1, 82 S., 14 E; A.M.E., Amsterdam to Sourabaya, Jan. 22, 40 N., 8 W.; Ariadne (North German barque) for Amoy, Jan. 5, 1 N., 25 W.; Cotherstone (barque), Sunderland to Singapore; Rota (Danish ship), Java to Sylt Island, Jan. 15, 25 N., 36 W.; J.L.V.B. (Chingtoo), Sunderland to Anjer, Dec. 24, 6 N., 25 W.; Black Prince, for Japan, Nov. 20, 41 N., 42 W.; Dewsbery (barque), Cardiff to Singapore, standing S.S.E., Paul Thornmann, Newcastle to Java, Jan. 6, 1 N., 27 W.; Agra, Singapore to New York, Nov. 19, 50 N., 91 W.

CASUALTIES.—East London, 15th Dec.—The Nuova Abele, of Genoa, Francisco, from Pasaroeang to London, with sugar, drove ashore 6th, during a gale, about 300 yards W. of the Karlezha; crew saved. The vessel is a total wreck, and none of the cargo will be recovered.

HAMBURG, JAN. 28. — The Venezuela (3-masted schr.), Kroncke, which sailed hence, 21st, for Wladiwostock, was in collision near Freiburg, with the Castor (Germ. brig); she sustained sertous injury to stern, and put back here this morning.

SINGAPORE, JAN. 27.—The Calabar has not arrived.

FALMOUTH, JAN. 28.—The Antipodes, Williams, from Ilo Ilo, with sugar, has arrived here, leaking badly.

The May Queen arrived at Queenstown Jan. 28, from Ilo Ilo, and reports having experienced very severe weather during the passage; on the 24th, in lat. 49 N., lon. 17 W., carried away lower maintopsailyard, and split lower maintopsail.

The Calabar steamship, Captain Hutchison, which left London Nov. 11, Suez Dec. 2, for Singapore and China, has not since been heard of, and the premium at Lloyd's is now 60 to 80 guineas. The Oberon has arrived from Geelong in 74 days.

MISCELLANEOUS.—At St. Helena, Dec. 25, Argonaut, Cameron, from Foochow, for London; 26, Ellen Browse, Runciman, from Padang, for New York; 28, Beautiful Star, Biltos, from Hong Kong, for London; 30, Ville de Bruxelles, from Bangkok, for Marseilles; Jan. 1, Gravenhage, de Vries, from Batavia, for Rotterdam; Louise, Vogelyang, from Java, for Amsterdam; D.M.C.B. (Parke barque), Young, from Batavia, for Falmouth. Off St. Helena, Dec. 26, Jupiter, from Batavia, for Amsterdam; 30, Princess Louise, from Java, for Cuxhaven; 31, Anita, from Amoy, for New York; Jan. 2, Mary Nelson, from Penang, for London; Anna (Austrian barque), from Singapore, for New York; 8, Johanna, en Margarethe, from Batavia, for Rotterdam.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JAN. 27.—The P. and O. Company's steamer Teheran arrived at 5, and the mail left at 5.30 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JAN. 26.—The P. and O. Company's steamer Khedive left Port Said at 3 P.M. for Southampton, where she may be expected on the 7th Feb.

NEXT INWARD MAIL.—SUEZ, JAN. 26.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, arrived here to-day, and will leave to-morrow for Port Said and Marseilles, at which latter port she may be looked for on the 4th Feb.

INWARD MAIL DUE FEBRUARY 25.—GALLE, JAN. 27.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Suez and Marseilles.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JAN. 26.—The P. and O. Company's steamer Peshawur, with the heavy India, China, and Australian mails, arrived here to-day. She brings ninety-eight passengers, specie to the value of £684,765, and 9,279 packages of general cargo. She left Calcutta on the 17th of Dec., Madras the 21st, Galle the 25th, Aden the 3rd of Jan., Suez the 10th, Port Said the 11th, Malta the 15th, and Gibraltar the 20th.

OUTWARD MAIL OF JANUARY 1.—GALLE, JAN. 27.—The Messageries Maritimes steamer Ava, from Marseilles, 3rd inst. left here to-day for Singapore.

OUTWARD MAIL OF JANUARY 15.—SUEZ, JAN. 25.—The Messageries

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Maritimes steamer Hoogly, from Marseilles 17th inst., left here to-day for Aden.

OUTWARD MAIL OF DECEMBER 11.—SHANGHAI, JAN. 27.—The P. and O. Company's steamer Hydaspes, with the London mails of the 11th December, arrived here to-day.

OUTWARD MAIL OF JANUARY 22.—SUEZ, JAN. 29.—The P. and O. steamers Venetia and Cathay, with the outward India and China mails of 14th-22nd inst., left here to-day for Bombay and Calcutta respectively.

DUTCH OUTWARD MAIL.—PADANG, JAN. 16.—The Netherlands Steamship Company's steamer Prins Hendrick, from Southampton on the 15th ult., arrived to-day.

BIRTHS, DEATHS, AND MARRIAGES.

BIRTHS.

ANNESLEY—On the 23rd Jan., at Devon Cottage, Blackheath-park, Kent, the wife of Henry Arthur Annesley, of a son.

DALLAS—On the 19th Jan., at Dunain, Inverness-shire, the wife of A. G. Dallas, of a son.

FERGUSSON—On the 13th Dec., at Shanghai, the wife of R. Fergusson, of a son.

GUBBAY—On the 22nd Jan., at Eastbury, Watford, Herts, the wife of A. M. Gubbay, of a daughter.

HUNT—On the 26th Jan., at the Admiralty, Whitehall, the wife of the Right Hon. George Ward Hunt, M.P., of a son.

MACTAGGART—On the 28th Jan., at Blackheath-park, the wife of William Mactaggart, of a daughter.

MULLER—On the 14th Dec., at Shanghai, Mrs. F. W. Muller, of a son.

PIKE—On the 25th Jan., at Ellerslie, Sydenham-hill, Mrs. John B. Pike, of a son.

SHARP—On the 26th Jan., at 29, Ladbroke-square, London, the wife of Captain W. Granville Sharp, Madras Staff Corps, of a son.

SPENCE—On the 18th Jan., at Dunedin, N.Z., the wife of Edwin John Spence, late of Yokohama, Japan, of a son.

WHITTALL—On the 20th Dec., at Hong Kong, the wife of the Hon. J. Whittall, of a son.

MARRIAGES.

GRANT—HODGSON.—On the 21st Jan., at Stratford-on-Avon, Cardross Grant, of Swatow, China, to Emily, second daughter of Arthur Hodgson, of Eton Vale, Queensland, and Clopton, Warwickshire.

GREENHAM—PARSONS.—On the 21st Jan., at St. Mary's Church, Bridgewater, by the Rev. Prebendary Bullar, Vicar of Over Stowey, assisted by the Rev. W. G. Fitz-Gerald, Vicar of Bridgwater, and the Rev. A. E. Parsons, Vicar of Haydon, Dorsetshire, uncle of the bride, Richard Greenham, of Trieste, to Elizabeth Ada, only daughter of John Parsons, F.R.C.S., of Bridgwater.

INNES—ROBERTSON.—On the 28th Jan., in Canterbury Cathedral, by the Lord Bishop of Dover, assisted by the Very Rev. the Dean of Canterbury, James Innes, Treasurer to the Government of Sarawak, son of the late Cosmo Innes, of Edinburgh, advocate, to Emily Anne, youngest daughter of the Rev. J. C. Robertson, Canon of Canterbury.

LAKING—MANSELL.—On the 26th Jan., at St. James's Church, Piccadilly, by the Rev. Dr Francis Hessey, Vicar of St. Barnabas, Kensington, Francis Henry Laking, M.D., of Cleveland-row, St. James's, to Emma Ann, second daughter of the late Joseph Mansell, of Addison-road, Kensington.

MITCHELL—CARMAN.—On the 21st Jan., at St. George's, Camberwell, by the Rev. Samuel Smith, Francis Williams, eldest and only surviving son of F. W. Mitchell of Hong Kong, to Lottie, eldest daughter of P. L. Carman, of Camberwell.

SMITH—DAREY.—On the 21st Jan., at St. Giles's Church, Camberwell, by the Rev. Clement Smith, brother of the bridegroom, assisted by the Rev. E. A. Causton, brother-in-law of the bride, Frederick Burgess Smith, of Canton, China, eldest son of the late Henry Smith, of the War-office, to Maria Victoria, youngest surviving daughter of the late Thomas Darey, of The Grove, Camberwell.

DEATHS.

BOYD—On the 16th Jan., at the First Free Manse, Forfar, Mary Tower, widow of the late George Hay Boyd, of Ceylon, and daughter of the late Dr. James Tower, of St. Thomas, West Indies.

BULMER—On the 22nd Jan., at the residence of his son, Munstone House, Hereford, the Rev. Edward Bulmer, Rector of Moreton-on-Lugg, and Senior Minor Canon of Hereford Cathedral, aged 82.

HOWELL—On the 10th Dec., at Shanghai, Mr. R. W. Howell, aged 23 years.

JENKINS—On the 21st Jan., at 131, Highbury New-park, Bessie, the beloved wife of D. J. Jenkins, M.P. Her many friends will kindly accept this intimation.

MACLEAN—On the 2nd Dec., at East London, British Kaffraria, Colonel John Maclean, C.B., late Governor of Natal, aged 64.

SILLAR—On the 22nd Jan., at Cefn-y-Coed, Carnarvon, David John, infant son of John Charles and Jane Ellen Sillar, aged twenty-six days, having survived his mother twenty-one days.

Legal.

THE CHARGE AGAINST A MERCHANT.

Mr. Johann Frederick Heindrick Trautmann, carrying on business in Great St. Helen's, late of Shanghai, again appeared before the Lord Mayor on the 27th ult. upon a summons which charged him, under one of the sections of the Debtors Act, with having obtained goods upon credit from Messrs. Burkett and Co., by false and fraudulent pretences, in connection with an American railway called the Illinois, Missouri, and Texas Railway. The charge was withdrawn, the prosecuting counsel admitting that circumstances which had transpired since the adjournment rendered that course absolutely necessary. All imputations against the defendant were also withdrawn. —Mr. Poland said the defendant had been brought to the Court under a complete misapprehension of the circumstances, and there was not the slightest foundation for the charge.—The Lord Mayor said it was a proper case for enquiry, and he was glad that it had resulted in the defendant entirely freeing himself of the charge made against him. He dismissed the summons.

ADMIRALTY COURT.

COLLISION.—THE "INDUS" V. THE "ABBOTSFORD."

This was a cross cause of damage, the first being brought on behalf of the P. and O. Company, the owners of the *Indus*, against Mr. John Williamson, of Liverpool, the owner of the *Abbotsford*, trading between Antwerp and New York. The facts of the case, as stated on behalf of the *Indus*, were, that that vessel, with a crew of 150 hands, on the 24th of November last, was on a voyage from London to Bombay, bound for Southampton, with a general cargo of merchandise, and shortly before 1.10 A.M. had arrived nearly abreast of Dover. At this time the weather was fine and clear, and there was a full moon; the wind was a light breeze from the N.W., and it was about two hours after high water. The *Indus* was in charge of a duly licensed Trinity Pilot, and was under steam, steering S.W. by W. ½ W. magnetic, and going at the rate of about ten knots an hour. She had her masthead and side lights properly burning, and a good look-out was kept. At this time the *Abbotsford*, which was two or three points before the beam on the starboard side of the *Indus*, and had been for some time previously going in a parallel direction with, and from a quarter to half a mile inshore of her, crossed her bows when right ahead about two miles distant. The *Indus* continued her course. There were several ships inside the *Indus*, which passed outside of all of them, and the *Abbotsford* appeared to be inside of several of them. The lights of the *Abbotsford* at this time were not seen, but her red light was visible a minute or two before the collision, about three points before the starboard beam of the *Indus*. No other light was noticed, and she was heading stem on directly for the bridge of the *Indus*, under a starboard helm. Dover was then about N.N.E. from the *Abbotsford*. The pilot on board the *Indus* seeing there was a danger of collision, ordered "Starboard helm," and then "Hard a-starboard," and her engines were kept on ahead, and the *Abbotsford* was hailed to port her helm and go astern, but the *Abbotsford* with her stem and port bow struck the port quarter of the *Indus*, doing her very considerable damage. The *Indus*, under a starboard helm, had altered about four points to the south, and was heading at the time of the collision about S.S.W. The *Abbotsford* was heading S.W. After the collision she went away astern of the *Indus*, under a starboard helm, and both vessels proceeded on their respective courses. The blow was described to be on the starboard quarter, between thirty and forty feet from the taffrail, and of about twenty-nine feet in length.

It was contended on behalf of the *Indus* that the collision was solely attributable to the negligent navigation of the *Abbotsford* by passing inside the line of ships in the harbour of Dover, and, after she had landed her pilot, coming out under a starboard helm upon the *Indus*, which had never ported her helm, but was under a starboard helm, at the time of the collision. She was the seaward vessel, and the *Abbotsford* could not have come into collision if she had not come round under a starboard helm to cross the bows of the *Indus*. For the defendants it was urged that the *Indus* caused the collision by not keeping out of the way of the *Abbotsford*, and not keeping a proper look-out, she going ten knots an hour and the *Abbotsford* from two to four knots, the two vessels, before the landing of the pilot, having been proceeding in a parallel course as overtaking vessels, it being the duty of the sternmost ship to keep out of the way of the other which was ahead.

Sir R. J. Phillimore, after giving an elaborate summing up of the evidence, pronounced judgment in favour of the P. and O. Company. A question of law as to whether, there being a compulsory pilot on board the *Indus*, his jurisdiction extended beyond Dungeness, was reserved for consideration hereafter.

COLLISION.—THE "CONSUL PLATEN" V. THE "SATSUMA."

This was an action instituted on behalf of Carl Kahl and others, of Stralsund, in Germany, the owners of the *Consul Platen*, a barque of 301 tons English measurement, against Mr. Abbray, the owner of the *Satsuma*, a barque of 356 tons register, belonging to the port of Sunderland. From the evidence, which was of great length, it appeared that the *Satsuma* left London on Dec. 28, bound for Yokohama, with a general cargo. At about 5 P.M. on the following day she was in the English Channel, the South Foreland Light bearing about W.N.W., under all plain sail, close-hauled on the port tack, heading about S.W. by S., and was proceeding at the rate of about five knots through the water. At this time she observed three vessels, two being directly ahead of her, and the third (the *Consul Platen*) about a point on her starboard bow, about a mile off. The *Satsuma* kept her course, watching the *Consul Platen*, which, when close upon her, opened her red light. Thereupon the *Satsuma* ported to pass under the stern of the *Consul Platen*, but, being unable to clear her, the two vessels came into collision, the port side amidships of the *Consul Platen* striking the jibboom and starboard bow of the *Satsuma*, carrying away the jibboom and head gear, and doing other damage. For the plaintiffs it was contended that the *Satsuma* was on the port tack and going free; therefore, it was her duty to look-out which the evidence proved she did not do. It was not denied that the *Consul Platen* had her lights burning, and they ought to have been seen by the *Satsuma*, under whose bows she was beating up Channel, and in stays. She was heading in to the shore on the port tack, and her lights ought to have been seen. The argument for the defendant was that if the *Consul Platen* was on the port track, as alleged, the *Satsuma* never could have seen her red light until she got into stays. The defendant's case was that the vessels were proceeding in the same direction, and that the *Consul Platen* was one point upon the starboard bow of the *Satsuma*, and, therefore, she could not have seen her red light until she came about. The *Consul Platen* had no right to go into stays with the *Satsuma* close to her. The case of the *Consul Platen* was that the *Satsuma* was first seen between a quarter and half a mile, and nearly on the port beam; and if so, and she was still shooting ahead, the *Satsuma* could not have struck her on the starboard side. The truth of the case was that the *Consul Platen* was not careful, and went about, which she ought not to have done; hence the collision.

The decision of the Court was in favour of the plaintiffs, and therefore against the *Satsuma*.

The Correctional Court of Appeal of Paris tried last week a libel case, the defendant in which was Father Perny, formerly Vicar-Apostolic and Superior of a Roman Catholic Mission in China, and now director of the Seminary for Foreign Missions in Paris. The libel complained of was contained in an anonymous pamphlet, published against M. Hervey de St. Denys, who succeeded to the Professorship of Chinese Language and Literature, vacated, in the College de France, by the death of the celebrated Chinese scholar, Stanislas Julien. This pamphlet, the title of which was *Literary Quackery Unmasked* (Le Charlatanisme litteraire devoile) contained the most virulent attacks against the qualifications and character of the new Professor. The

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authorship of it was traced to Father Perny, who seems to have ambitioned for himself the inheritance of Stanislas Julien. However, he denied it, and tried to fix the responsibility of the libel on another man's shoulders. But the Tribunal de Versailles found him guilty, and sentenced him to six months' imprisonment, besides a fine. On appeal, the Court of Paris, taking into consideration the grievous character of Father Perny and the services rendered by him to Chinese studies, reduced the penalty to two months. Father Perny was one of the hostages in the hands of the Commune, and narrowly escaped from being shot. He was one of the most conspicuous witnesses in the trial of the murderers of the Archbishop of Paris and other hostages.

Naval and Military.

Rear-Admiral Robert Coutart M'Crea died last week at Guernsey, When a lieutenant in 1834 he was appointed to the Zebra. That sloop when on the coast of New Holland, was thrown on her beam ends and compelled to part with her guns; and she was also, when in the Straits of Malacca, struck by lightning and dismasted. In April, 1837, her commander, who had been advanced to post rank on the 10th of January preceding, succeeded in forcibly removing the ex-Rajah of Quedah from his abode at Bruas, on the coast of Perak, in the Straits of Malacca, and carrying him prisoner to Penang. In the performance of this service the boats of the Zebra, under the personal direction of Captain M'Crea, had to sustain a severe action, continued for one hour and a-half, with a brig and a powerful stockade, defended by a numerous band of Malays, more than sixty of whom were killed or wounded. To mark their estimation of Captain M'Crea's conduct, the East India Company presented him with a piece of plate of the value of 100 guineas. He paid off the Zebra in 1838, from which date he ceased to be actively employed.

The death of Brevet-major J. Sweeny, of the Royal Artillery, is announced. He served in the China Expedition of 1840-43, including the capture of Chusan, the attack on Chuenfee, the capture of the Bocca Tigris Forts, the storming and capture of the heights above Canton, of Amoy, Chusan, Chinhae, Ningpo, the repulse of the night attack, the attack and capture of the enemy's entrenched camp on the heights of Segoan, of Chapoo, Woosung, Shanghai, and Chin-Kiang-Foo, and the landing before Nanking.

Colonel A. T. Cadell, R.H.A., has been appointed to the command of the Cannanore Division of the Madras Army, with the rank of brigadier-general, in succession to Brigadier-General Macintire, whose period of service has expired. Colonel Cadell served throughout the China expedition of 1840-42, including the capture of Chusan, attack on Chuenpee, capture of the Bogue forts, attack on heights of Canton, and capture of Shanghai and Chin-Kiang (medal).

A subscription has been opened at Portsmouth, the object of which is to raise a memorial to the officers and men who were killed during the Ashantee campaign, or who died from the effects of the deadly climate. The nature of the memorial, which will depend in a great measure on the amount of subscriptions raised, will be decided at a future date by the committee of management, which is under the presidency of Sir Garnet Wolseley.

Captain Francis William Sullivan, C.B., at present in command of the Resistance, attached to the Channel Squadron, will be flag-captain to Admiral George Elliot, Commander-in-Chief elect at Portsmouth. Mr. James W. M. Ashby, C.B., will retain his appointment as Admiral's Secretary, and Lieutenant Harry F. H. Hallett, at present serving in the Devastation, will be flag-lieutenant. Admiral Elliot will hoist his flag on March 1.

We regret to learn that Navigating Sub-Lieutenant John Lawrence Veitch, of the Hornet, son of Commander Harry T. Veitch, R.N., has died of dysentery at the Naval Hospital, Hong Kong, deeply regretted by his commander and shipmates. This is the second of his sons Commander Veitch has lost whilst in the service of their country, his eldest having died of fever, when lieutenant of the Magpie, in the Persian Gulf.

The Coast Guard Retirement Pension of £30 a-year, vacant by the death of Retired Commander Peter P. Inskip, R.N., on the 3rd inst., has been filled up by the promotion of Retired Commander John Steddy, R.N., from the £20 list; and the vacancy thus created on the £20 list has been awarded to Retired Commander Robert A. Mowbray, R.N.

In consequence of the numerous desertions from the Navy, the Lords of the Admiralty have issued a circular, stating that men who break leave or desert to avoid foreign service shall invariably be sent abroad to their ships after punishment. While awaiting their passage they are to be kept in close confinement.

The defenceless state of many of our foreign naval depots and Government establishments is engaging the attention of the authorities. Arrangements have already been made for the defence by torpedoes of Halifax, Bermuda, and Malta, and the re-armament of Trincomalee is under consideration.

We learn that the Admiralty have it in contemplation—if their lordships have not already actually decided to grant the boon—to allow the privilege of wearing plain clothes to the officers of the Fleet when on shore and not engaged on any duty connected with the Service.

The two captain's naval pensions of £80 a year, vacant by the promotions of Retired Capt. C. R. Johnstone and Retired Capt. Richard B. Beechey on the 1st inst., have been conferred upon Retired Capt. Montagu B. Dunn and Retired Capt. Macleod B. Cockcraft, R.N.

Staff Surgeon Colan, M.D., who served during the China War in 1860, when he was present at the capture of the Taku forts, and was actively employed in the Peiho river, and also in the Ashantee war, has been appointed senior medical officer of the Arctic Expedition.

A representative meeting of the officers, clerks, and workmen in all branches of the Royal Laboratory Department has been held, to make arrangements for erecting, by subscription, a memorial to the late Colonel Milward over his grave in Chatham Cemetery.

The gunboat Rainbow, lent to the Royal Naval Artillery Volunteers for drill purposes, having completed her fittings and taken in her guns, two 68-pounders, at the Royal Arsenal, has been towed up by a steam-tug to her moorings opposite Somerset House.

Captain Henry Frederick Nicholson, 1869, has been selected by the Admiralty to succeed Captain Hugh Campbell as Captain of Greenwich Hospital, on the latter officer commissioning the Undaunted, as flag captain to Rear-Admiral Macdonald.

A large quantity of old war stores returned from the Ashantee Expedition and other useless war *matériel* has been sold by auction at the Royal Arsenal, Woolwich.

A tablet to the memory of Lieut. Eyre, who fell while leading the assault on Coomassie, has been placed in St. Michael's Military Church by his brother officers.

The death of Deputy-Inspector General R. T. C. Scott, who served in the Hastings, flagship, on the China station, is announced. He was ill only three days.

Lieutenant Edward McDougall S. Claremont, 1870, will accompany Rear-Admiral Reginald Macdonald to the East India Station as flag-lieutenant.

It is currently reported that the forthcoming Navy Estimates will show an increase on those of the current year of about a million sterling.

Lieutenant C. S. Blake, Royal Artillery, has been appointed Assistant-Inspector of Warlike Stores at Ceylon.

Miscellaneous.

THE OPIUM TRADE IN CHINA.

(MORNING POST.)

In the accounts of the trade of China lately received from our Consuls at the different treaty ports we notice a large increase in the importation of opium at every one of those places except Chefoo. Opium smuggling is extensively practised at nearly every port, and probably quite as much of the article is passed in illicitly as is entered through the custom-houses. At Canton in 1873 about 823 piculs (nearly 110,000 lbs.) passed through the custom-house, the greater part of which was manufactured at Malwa and the remainder at Patna. At Chefoo the imports from India by the Bombay houses was less than in 1873. At Foochow, Ningpo, and Hankow the imports of the Persian drug shows a considerable falling off. At Foo-chow-foo, where a remarkable diminution in the quantity of the Patna opium imported was noticed in 1873, the increased production of the China-grown drug is assigned as the cause of the slackness of the trade. This may be the case, as in that district the cultivation of the poppy was more successful in 1873 than in 1872. The general opinion of the authors of these reports appears to be that though there is a large increase in the manufacture of opium throughout China it is not likely to influence the demand for the Indian drug to any appreciable extent. The latter is in general used only when mixed with foreign opium, being considered by many as prejudicial to health when smoked by itself. In Newchwang the consumption of the China-grown drug is confined to the very poor people, or to those who reside at a distance from the "towns and main highways of traffic." The opium trade amongst the Chinese producers in its present state is utterly unproductive to the State. In the province of Szechuen, notwithstanding the issue of edicts more or less severe against the manufacture and sale of opium, it is produced in large quantities and almost universally consumed. The drug of native manufacture is smuggled to a great extent, as well as the foreign. In the province of Hankow the amount of smuggling in 1873 was known to have been unusually large. In the province to which Ningpo belongs, throughout the whole of which, as well as in the adjoining prefecture of Tai-chow, the native drug is extensively manufactured. Yet the import trade in foreign opium increased from 5,000 chests in 1870 to 7,500 in 1873. The duties paid to the Chinese Government on this latter quantity came to 220,000 taels, and future years will in all probability see this revenue considerably augmented, for the province, having now recovered from the evils of the Taeping rebellion, is growing in population and prosperity, and the demand for opium is not likely to decline. Our consul at Ningpo looks upon the probability of an increasing sale for the article with considerable interest. At the commencement of these remarks we spoke of the prevalence of smuggling, which is principally attributable "to the heavy imposts laid upon the drug," which are not designed to check the importation of opium, but simply to get the largest duty possible out of it. As long as the opium is in the hands of foreign traders a certain duty (30 taels per picul) only can, under treaty arrangements, be levied upon it; but when once it is in the possession of the subjects of the empire it is no longer in the tariff, and the authorities raise the duty from forty to fifty per cent. A little less greed on their part would remove the great inducement to smuggling, and ensure them a better harvest; but, as the consul at Canton remarks, the celestials "have their own ideas on political economy, and a great objection to try experiments;" consequently they persevere in their mistaken policy, though the folly of it has frequently been pointed out to them, and whilst contraband trade in opium "flourishes to an extent scarcely credible," the Government loses a very considerable amount of revenue annually. In the same way the manner in which the production of the native drug is treated is so absurdly vacillating that a trade which might be immensely profitable fails to be so.

JAPANESE AND FOREIGNERS.

The Japanese (remarks the *Globe*) are not satisfied with the way in

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which their country is treated by European nations. They especially claim what they call "equality of rights between foreigners and ourselves," meaning either that Japanese abroad ought to be under Japanese laws, or that foreigners in Japan should be judged by these laws. The *Japan Mail* calls attention to a volume of essays in the Japanese language in which this view is upheld. Our contemporary has no difficulty in showing that the claim could not, under existing conditions, be entertained. Suppose Englishmen in Japan were to be placed under Japanese law, would they have complete assurance that their rights would be respected? No one who knows anything of that country would say so. It possesses no settled system of law; tribunals are capricious in their decisions, and not always above influences supposed long ago to have become powerless in Europe. If, therefore, Europeans were placed on a level with the natives almost as much harm would be done to the latter as to the former, for no European in his senses would invest capital in a country in which, at any moment, he might be deprived of the fruits of his enterprise and skill. Neither England nor any other Power desires to discourage a rising State; but before Japan can be treated as an equal she must first become an equal. She must acquire some knowledge of jurisprudence, and obtain judges capable of administering impartially a body of just laws. This is not so easy of attainment as ardent Japanese probably imagine; but there is no reason why the end should not be gained by patient advance in the path Japan has already, although too precipitately, entered. As regards the proposal that Japanese abroad should be tried by their own laws, nothing could be more absurd, and the sooner its absurdity is realised the better. There is no hardship in the existing system, for Japanese in England, Germany, and France are certain to be equitably treated—which is more than can be said of Japanese in Japan. Probably this demand is merely advanced from a vague notion that the honour of Japan requires it, not because it is considered really necessary or likely to be conceded.

FUNERAL OF LADY CARNARVON.

On Saturday, the 30th January, Lady Carnarvon was buried, in the presence of a large and sorrowing assemblage of all classes, and amid manifold tokens of the deepest respect, in the cemetery in Highclere-park, some five miles from the town of Newbury. During the greater part of Friday, and until midday on Saturday the body of the Countess lay in State in the library, which was hung with black cloth. The inscription on the coffin plate ran thus:—"Evelyn Georgina Katherine, wife of Henry Howard Molyneux Herbert, fourth Earl of Carnarvon, only daughter of the sixth Earl of Chesterfield, born 3rd November, 1834; died 25th January, 1875." The late Countess was wholly averse from anything like ostentation, and it was her desire to be laid in the open cemetery, beside the graves of those who had been devoted and faithful in the service of the family. Her last wishes were lovingly obeyed, and her remains rest in a plain brick grave near those of the nurse of the present Earl, and of the housekeeper, Mrs. Laverick, one of the victims of the Shipton accident, who was buried little more than a month ago. At twenty minutes to two o'clock the funeral procession emerged from the Castle, and moved slowly along the winding road to the cemetery in the following order:—The Earl's Newbury tradesmen, the Mayor of Newbury (Mr. Adey), the ex-Mayor (Mr. Hickman), and other members of the Town Council; the principal tenantry, agents, and stewards of Lord Carnarvon; the officiating clergymen, the Rev. E. T. Waters, rector of Highclere, and the Rev. G. Raymond Portal, chaplain to Lord Carnarvon. The pall-bearers were the Rector of Newbury (Rev. James Leslie Randall), the Rev. N. G. Ridley, the Rev. F. C. Gosling, the Rev. L. Owen, the Rev. C. Young, and the Rev. D. Moore. The mourners were the Earl of Carnarvon, the Hon. Alan Herbert, the Hon. Auberon Herbert, Lady Gwendolen Herbert, the Earl and Countess of Portsmouth, Miss Ogilvy, the Hon. and Rev. Canon Forester, Colonel the Hon. H. Forester, Viscount Lymington, General the Hon. Robert Curzon, Lord Newport, the Earl of Ducie, Earl Beauchamp, the Earl of Donoughmore, Lord Londesborough, Lord John Manners, Sir Robert Peel, M.P., Hon. J. K. Howard, Mr. William Chatteris, Mr. W. Kingsmill, Mr. W. Fox, Mr. W. B. Beach, M.P., &c. The servants of the household followed. Arrived at the gates of the cemetery the tradesmen and tenantry formed a close line on each side of the roadway, and the body was borne into the mortuary chapel, followed by the mourners. From the chapel to the grave was but a few steps, and here Lord Carnarvon deposited upon the coffin a wreath of camellias sent by the Countess of Chesterfield, who had been in close attendance upon her daughter throughout her illness. His Lordship also placed upon the coffin other floral designs from friends of the late Countess. The bells of the Newbury churches tolled, and the tradesmen partly closed their places of business in the afternoon. On Sunday morning, at the Chapel Royal, Savoy, the Rev. Henry White, the chaplain, in the course of his sermon, made special reference to the late Lady Carnarvon, who for many years had been a member of the congregation.

LAUNCHES.

On the 21st ultimo Mr. Kinlock, of Yarmouth, launched a vessel from his yard named the Lord Macduff, owned by Captain M'Donald. Between perpendiculars she is 160 feet, her extreme breadth is 30 1-10 feet, the depth of the hold is 17 9-10 feet. She is to be employed in the Eastern trade—chiefly, in all probability, in traffic with China.

On the 27th ultimo Messrs. Caird and Co. launched from their shipbuilding-yard at Greenock a screw steamer of the following dimensions:—Length, 165 feet; breadth (moulded), 22 feet; depth of hold, 11 feet; tonnage, about 391 B.O.M. The vessel is built for the Burmah Steam Navigation Company, and is the third constructed for that company by the same firm. The vessel was named the Pyah Pekhet.

SHIPOWNERS AND LEGISLATION.—A meeting of London shipowners, called by Messrs. Donald Currie, Money Wigram, and Green, was held at the offices of the first-named firm, to consider the course which shipowners ought to adopt in view of probable legislation in the coming Session upon the subject of merchant shipping. The firms represented in the room were Messrs. Anderson and Anderson, Shaw and Maxton, Rankin, Gilmour, Strang and Co., the P. and O. Steam Packet Company, Devitt and Moore, G. Marshall and Sons, G. Thompson, jun., H. and R. Green, Donald Currie and Co., and Money Wigram and Co. Messrs. Daniells and Co., Messrs. Blythe and Green, the Royal Mail Steam Packet Company and others had expressed a general adhesion to the course which was ultimately recommended. Mr. Donald Currie, having been asked to take the chair, proposed the following resolution:—"That this meeting of shipowners in the City of London desires to express to the President of the Board of Trade its conviction of the necessity for the introduction in the ensuing Session of Parliament of a wise and comprehensive Government measure affecting British shipping. It recognises the necessity for regulations to prevent undue risk to life at sea, to procure a better supply of seamen, and their proper treatment and control, and generally for such legislation as will secure these objects without undue restrictions on trade."

COLONEL GORDON'S EXPEDITION.—Much satisfaction will be felt by those who either heard or read the report of the address delivered by the Rev. H. Waller at the Society of Arts. There are not a few who have continued to entertain doubts as to the *real* object which the Khedive of Egypt has had in view in sending out such expeditions as those headed by Sir H. Baker and Colonel Gordon. Not a few also had grave doubts as to the honest purpose of the Sultan of Zanzibar in professing to oppose slavery. Mr. Waller, however, was in a position to remove all doubts, and we are assured not only of the honesty of purpose of both rulers, but, what is better, of practical results which give us reason to hope that the slave-trade in that portion of Africa has received its death-blow. Colonel Gordon has won over one whole tribe, through whose instrumentality 1,600 slaves have been saved from the "market." The Sultan of Zanzibar will be the greatest loser by the cessation of the traffic; but he is represented to be "hand-and-glove" with our representatives in putting a stop to it. It is sad, however, to learn that a supposed civilised and Christian State has to acknowledge as citizens men of whom it can be said:—"The Portuguese have been the greatest slave-dealers on that [the Zanzibar] part of the coast; and the traffic in slaves with them is now more active than it has been for years." And these are called Christians!

THE ORDER OF ST. MICHAEL AND ST. GEORGE.—The Queen has appointed Sir Hercules George Robert Robinson, K.C.M.G., now Governor and Commander-in-Chief of the Colony of New South Wales and its dependencies, to be an Ordinary Member of the First Class, or Knights Grand Cross of the Order of St. Michael and St. George, and Mr. William Edward Frere, lately senior member of two commission of inquiry into the condition of the Indian labours in the colony of British Guiana and the Island of Mauritius, to be an Ordinary Member of the Third Class, or Companions of the said most distinguished Order.

THE untimely death of the Emperor of China is believed by the *Mémorial Diplomatique* to be the result of some dark plot, hatched within the walls of the Imperial Palace. The same paper remarks that Western interests are not likely to suffer from the event, as the late Sovereign was thoroughly hostile to foreigners. In that respect he was in strong opposition with his uncle, Prince Kung, the former Regent, who is very friendly to Europeans and European progress, and whose life, on that account, would be in danger should the retrograde party get now the upper hand in the government of China.

WITH reference to the death of the Emperor of China, Mr. C. R. Low writes to *The Times* to state that the "Almanach de Gotha" is mistaken in its account of his age, he having been born in the year 1850, and not 1856. Mr. R. K. Douglas writes in reply, stating that the young Emperor was, according to our system of calculation, between five and six years old in 1861, and it is fair therefore to assume that he was born in 1856, as stated in the "Almanach de Gotha."

M. FERDINAND DE LESSEPS has addressed to the Czar a long letter on his scheme for a railway to India. The communication was referred to a special commission, including several of the Ministers and General Kaufmann, and this body has decided, almost unanimously, that the project is impracticable, and that, in the present state of commercial relations with Central Asia, it is even hardly worthy of consideration.

MR. THOMSON delivered a lecture at the rooms of the Society of Architects, Conduit-street, on "China and the Far East." Some photographs brought home by Mr. Thomson were shown by the lime-light, which made the lecture both interesting and amusing.

THE Eastern and Australian Mail Company's steamer *Normanby* arrived at Singapore from Brisbane on the 27th ult. The company's steamer *Singapore* left Singapore on the same day for Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JAN. 27.

Political news since my last letter has been very scanty. The members of the Second Chamber are still in recess, and it is not yet known when they will re-assemble.

The King has taken the initiative in the movement to erect a memorial to those who lost their lives in the Atchin expeditions. He has contributed a large sum, and has invited Jhr. T. V. A. de Stuers to endeavour to realise the project. Of course it will be successful, and perhaps it will induce young men to join the East India Army. Up to this moment they seem to be of opinion that it does not pay.

You will remember that a fortnight ago a gold cup was presented, with much ceremony, to our illustrious general, Van Swieten. This proceeding was generally sharply criticised, and it created much surprise when a statement was made that Lieut.-General G. M. Verspyck, the sub-commander of the second Atchinese expedition, had consented to accept a sword of honour, with an inscription. The story, however, proved to be a hoax.

I have several times alluded to the trouble about the statue of the late Mr. Thorbecke, which could not be erected in the Hague. As a curiosity I may add that some schoolboys have forwarded an address to the King, protesting against the behaviour of the Minister Heemskerk in this matter.

The Grand Cross of the Leopold Order has been conferred by the King of the Belgians on Mr. Van Lansberge, the new Governor-General of Java.

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JOINT-STOCK BANK DIVIDENDS, 1874.

The dividends declared of the following Banks are as follows :—

	Per Ct.	Per Ct.		Per Ct.	
London and Westminst. r...	11	making 21 for the year, against		22	in 1873
London Joint-Stock ...	11	,,	21	,, ,,	22½ ,,
Union	7½	,,	15	,, ,,	15 and 2½ bonus ,,
City...	5	,,	10	,, ,,	10 ,,
Imperial	4	,,	8	,, ,,	8 ,,
Alliance	4	,,	8	,, ,,	7½ ,,
Consolidated	5	,,	10	,, ,,	9½ ,,
Metropolitan	4	,,	8	,, ,,	6½ ,,
London and South-Westrn.	4	,,	8	,, ,,	6½ ,,
City and County	3½	,,	7	,, ,,	—

The decline of dividends is thus confined to the largest and most prosperous banks, and forms, after all, but an infinitesimal part of their great profits ; while, on the other hand, in the case of the smaller banks, the dividends have either been as good as in 1873, or have advanced. The experience of the Discount Companies has been much the same as that of the Joint-Stock Banks, and Mr. Chaytor, chairman of the National Discount Company, was saying to his company on the 20th inst. much the same as Mr. Sellar, who occupied the chair at the meeting of the London and Westminster, was holding forth to his constituents at the same hour. "The increase in the Bank rate," Mr. Sellar remarked, "from 2½ in July to 6 per cent. in December, had not been caused by the demands of commerce, but by the demand for gold from France and Germany. This was the principal cause of the decline of the dividend of the Bank, because there were large deposits on which they had to pay a high rate of interest, whilst the power of investing the money was less." Mr. Chaytor had a precisely similar reflection to offer :—"The praiseworthy efforts," he said, "of the Bank of France to resume specie payments, and the German coinage, had impaired the amount of specie in the Bank of England, and money for these purposes had been more valuable than money employed in commerce. Since the termination of the Franco-German War, a great number of powerful establishments connected with all the principal foreign countries had formed their head-quarters in London, and, holding as they did a large amount of securities, had the power to press them on the London market when a demand came at home, and so gold was taken away from this country. The drafts of bullion from these causes, taken necessarily (though not directly) from the Bank of England, had had the effect of driving up the rate of the Bank for the purpose of protecting the position ; and the result was, that whilst this and similar companies had to allow a high interest on deposits, yet the rate of money for commercial purposes and for the discount of bills was of a much inferior value." There can be no doubt that this is the exact situation, and we think it is a situation not likely soon to be materially changed. The London market must be prepared to give out gold when, in the course of transactions, gold is demanded for foreign purposes.

The Times on this subject says :—

Nowadays 10 per cent. is counted only the first step forward, and banks below that standard, as well as some others, appear to sacrifice reserves and to pinch on every hand in order to give big and ever bigger dividends. Some banks err in this way more flagrantly than others, but the sin is more or less one of all the banks—great or small. The earned reserves of even the greatest of them are not what they ought to be in view of the business they often do, the risk they run, and the liabilities which they have. This question of reserve funds is, indeed, one of very much wider significance than at first sight may appear, because their augmentation forms probably the ultimate channel through which something like stability will be given—if it ever be given—to the rates for money in the discount market. Under the present system of banking in England—a system not likely to be speedily changed—it is only through its reserve fund that a bank can increase without direct loss that hoard of unemployed capital which is essential to sound business. The Joint-Stock Banks of this country make their large dividends by using their deposits. Their paid-up capital is comparatively quite insignificant, and it is by borrowing enormous sums from the public at a cheap and lending them at a dearer rate that they earn what seem at first sight such huge and disproportionate profits. But, having only small capitals and borrowing thus largely, it is evident that they cannot afford to let much of their money lie idle. Only the Bank of England, which gives nothing for what is lent it, and perhaps some old-fashioned private banks, can afford to keep great stores of unused cash by them. It would almost ruin some banks to try to keep any but the narrowest margin. There is a certain competition, too, among them for the money of the public, so that the price given for it is often close upon what is got for relending, and this increases the difficulty. A kind of prescription is current among money-dealers that the rate given for deposits must be so much and no more below the Bank of England *minimum* than will allow a fractional profit ; and when, as has happened within the last six months, that *minimum* is fictitiously high for the business doing, banks and lending institutions generally may have a hard task to get the prices they pay. This tempts them into taking dangerous business for the sake of the extra profit, and all these things together make it almost impossible for a Joint-Stock Bank to keep a store against a pinch.

If this be so, it follows clearly that no possible re-adjustment of the currency could remedy the uneasy feeling that the want of such astore is perpetually producing. What matters it, supposing there should be a national currency of unlimited paper down to notes for 5s., if all that paper currency is in use—all, at least, that the banks can scrape together ? There will then be no greater store of money to meet a time of difficulty than there is now. Unlimited paper would mean merely lowering of values, not greater security; that can only be produced by large reserves of unused loanable capital, which paper is not. The Money Market would be just as uneasy when bullion went away in small sums, supposing we had a great national paper currency to-morrow, as it is now so long as all available resources that lending institutions can lay hands on are kept in use. There can be nothing clearer than that fact, and, therefore, the remedy for the present undoubtedly unsatisfactory state of the English Money Market is not to be found in tinkering the paper currency. That currency may not be perfect, bu it is, at least, safe, which it was not before 1844, and its imperfection have little or nothing to do with the troubles of the Money Market. I all the gold kept in Scotland against the excess note issue there, and all the gold in the vaults of the Bank of England held as security for the convertibility of its notes, were available for international trade tomorrow, it would be all lent, sold, employed in some fashion, to promote new ventures and widen commerce, until we should stand practically where we were before, except that values might have for a time declined.

It comes back to this, therefore,—that if the Money Market is to be steadier and easier than it as been the banks and discount houses must lay by against a rainy day just as other people do ; and the one way for them to effect this is by means of their reserve funds—their surplus savings. These savings are the only part of the capital they work with that costs them nothing. The larger they are the easier will it be for them to keep much money idle. It is impossible now to get rid of the habit of paying for deposits, although the London and Westminster sets a good example, as its high standing enables it to do, in paying less than many institutions do ; and these deposits must be employed, however little be given for them. The only practical means for getting large stores of unused money, therefore, seems to be to pay smaller dividends and lay by larger slices of the yearly profits. This race for high dividends is one of the most pernicious features of modern English banking, and is more than anything else the cause of the frequent disturbances from which our Money Market suffers ; and it is a race that benefits comparatively very few. Some original or early shareholders get larger returns on their investments, but, as the subjoined table will show, the great mass of buyers in the market of to-day get but very ordinary dividends on their money. So eager are people for investments in good banks that prices of shares are forced up until they yield very little, if anything, more than, say, Indian or Colonial Government stocks. In fact, the higher the dividends the less they are likely to yield to present buyers. This, it will be urged, is one great preventive against banks retracing their steps. If they declared lower dividends they would depreciate the value of their shares and cause the public to lose money. There is force in the objection, but only if it be supposed that the saving we advocate is necessarily accompanied by decreased dividends in future. To us it does not at all seem so, for, as has been said, the evil of banks is that they are racing after higher and ever higher dividends. The question really comes to be—Should banks pursue this course of continually augmented dividend-paying, or should they pause and seek to lay by at a greater rate than now ? They need not go back, but should they go on ? Only one answer can be given to that question by those who deprecate the continual fluctuations of the Money Market. It would be the soundest policy, and, in the end, the most profitable, to cease this scramble after extravagant dividends, and be content to save as well as spend. The first aim should be to lay by, after dividends of an ordinary kind have been realised. Before so great a change in banking habits can be carried out, however, a change in public sentiment is necessary. Just now the public are more to blame for the fever in the Money Market and the straining of the banks after profits than the banks are themselves. We are assured that it is no uncommon thing for a bank to lose some of its customers should it pay less any year than the year before by a half per cent., or fail to show the desired increase. High dividends are, therefore, bids for more customers, and necessary conditions of keeping those a bank already possesses. Under these circumstances it is quite natural that officials should feel strong anxiety never to fall behind, but rather, if possible, to score a mark higher each successive year, and under such a system we can well understand why a decline of one per cent. in a leading bank, with dividends at twenty or twenty-two, should give cause for lamentation and condolence.

The remedy lies, therefore, in the end, with the public. When moneyed men and business people come to see that in the long run they lose more than they gain by using up their resourses to the very utmost, and by compelling the banks to do so as well, in the fashion now prevalent, they will support the banks in a thriftier, more rational line of policy. Until they do this, the question of reserves against panics and all the evils of a bare Money Market will exist as they do now, discuss and doctor as we may. The evil lies in the habits of modern business and in the immoderate desires of modern investors, and no currency panacea can do any good till these radical causes of harm are removed. We have followed a short-sighted policy in this matter, and in consequence it is difficult for the banks to keep a reserve of £8,000,000 of unemployed money in the Bank of England ; they do it grudgingly, and, as they say, at a loss. But had the banks and discount houses on the list given below even placed a third more annually to their reserves, which now amount to only £3,650,788, they might by this time have been able to keep 10 or 12 millions idle without suffering from it. Some of these banks could not have done this, perhaps, with ease : but others could, and neither shareholders nor they would to-day have been the losers.

The subjoined table shows the position of some of the principal Banks and Discount Houses in London as to Dividend, Reserve, &c.:—

Name.	Paid-up Capital.	Reserve Fund.	Dividend per cent. per annum.	Yield per cent. at present price.
Alliance...	£800,000 ...	£180,000 ...	8 ...	£6 0 9
City	600,000 ...	170,000 ...	10 ...	7 2 10
Consolidated	800,000 ...	112,000 ...	10 ...	5 12 3
General Credit and Discount...	1,500,000 ...	200,000 ...	10 ...	7 17 11
London Joint-Stock ...	1,200,000 ...	514,989 ...	21 ...	6 0 0
London and South-Western	166,180 ...	9,000 ...	8 ...	7 2 3
London and Westminster	2,000,000 ...	1,014,799 ...	21 ...	5 9 1
National	1,500,000 ...	500,000 ...	11 ...	4 17 1
National Discount ...	800,000 ...	500,000 ...	14½...	6 18 1
Union	1,395,000 ...	450,000 ...	17½...	5 19 3

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The London & China Telegraph.

LONDON: MONDAY, FEB. 1, 1875.

DEATH OF THE EMPEROR OF CHINA.

IT was only on January 21 that news reached this country from Shanghai to the effect that the health of the Emperor of CHINA was in a critical condition, and now, without any further preparation, we are told that the eighth monarch of the Ta Ching Dynasty has been gathered to his fathers. This event, which, in accordance with Chinese ceremonial usage, will plunge the whole Empire into mourning as if for a parent, took place at Peking on January 12. Although the youth, who has—to quote the usual Chinese phraseology,—ascended on the dragon to be a guest on high (for in China an Emperor never *dies*), has been on the throne for thirteen years and five months, there is not much to be said of his career and his reign, for with one solitary exception it has been marked by no event of striking importance. This monarch, who has reigned under the style of TUNG-CHIH, succeeded to the Dragon Throne at the early age of seven, on the death of his father in August, 1861, and for some years but little was heard of him, except that his education was being carefully attended to under the eyes of the Empresses Dowager. His name first came into prominent notice on the occasion of his marriage, October 16, 1872. On the 23rd of February in the following year he formally assumed the reins of power, and on the 29th of June, 1873, occurred the event by which his brief reign will be best remembered in the future; we allude, of course, to the reception of the foreign Envoys by the Son of Heaven without the observance of any humiliating ceremony on their part. Of the character of the young EMPEROR little is known, but, judging from some rumours which reached us about a year since, there is reason to fear that he was given to habits of dissipation, and it is possible, though we hope we may be wrong, that to this cause, as in the case of his father, may be attributed his premature decease. That his nature was petulant and still childish there can be no doubt from the foolish way in which he treated his uncle and best friend, the Prince of KUNG, in September last. His intellect was apparently not of a high order, for at the time of his marriage it was currently said of him by the Chinese at the capital that he was dull and stupid, and very backward in his literary attainments. Although he had exercised the supreme power for almost two years, he has done nothing for which foreigners have to be grateful, except in yielding to the force of circumstances in the matter of the Audience. With regard to his successor the telegraphic news is conflicting; the Peking telegram of Jan. 13 says, "Heir uncertain;" while the Shanghai correspondent of *The Times* telegraphs, under date of Jan. 26, that the "successor is a Prince of five years of age," but does not mention who he is. Under these circumstances, and as the EMPEROR is supposed to have the absolute disposal of the succession, it would be idle to hazard a guess as to who is now the occupant of the Dragon Throne, and we must wait patiently for further and more certain intelligence, though of this fact there can be little doubt, viz., that the Vermilion Pencil will be again put into commission for some years to come.

THE negotiations for the formation of a company to lay down a railway between Saigon and Camboja have not yet resulted in anything definite.

THE DISTURBANCES IN SIAM.

DISPUTES for the succession, and the intrigues of rival factions for supreme power, have been the curse of nations since civilisation began. What bloody deeds have not the armies of contending rajas wrought in India in bygone days, what throes of anguish have for months past convulsed unhappy Spain as the followers of DON CARLOS or the standards of Madrid were alternately successful? In France, the strife of parties, each persistently setting one selfish end above every other interest, has envenomed society, brought the Government to a dead lock, and made the political liberty of the country over to the perilous keeping of a single soldier. And now, from remote Siam, we hear of disturbances—born, if we mistake not, of the same fruitful mother of troubles—which have driven the one Monarch in fright from his palace, and transformed the amiable boy who wears the First King's crown into the pitiful exemplar of a jealous Asiatic despot baulked in his unworthy ends. The First and Second Kings have fallen out; this much is undoubtedly true. We also know that the subordinate Monarch, on an attempt being made to arrest him, fled to the British Consulate; and there Mr. NEWMAN doubtless discovered him seated under the flagstaff, like HANNIBAL in old time, "a great and wondrous refugee." Now how—in the absence of precise information—are we to unriddle this perplexing and unexpected intelligence? Whence the origin of the strife? The origin, if we mistake not, is to be traced to a dispute as to the succession in the event of the major King's demise.

The young Monarch—he is but twenty-two years of age—is alleged to be consumptive; anyhow his health for some time past has been so critical that the gravest apprehensions are entertained as to the probable duration of his reign. He has several younger brothers, all of them still minors, and one son a few months old. Now if there be any meaning at all in the institution of a second King we take it to be this, that on a vacancy to the supreme throne occurring there should be some successor ready, marked out by a special title and by previous solemn consecration, to take the deceased Monarch's place. Our own plan is to constitute the maxim that "the king can never die," one of the cardinal doctrines of our constitutional law; and by statute to tie up the succession to the Crown in one family strictly in tail; but in Asia a queen regnant is unknown, and the Brahminical system from old times has been either for a reigning sovereign to make one of his sons secure of the succession by getting him inaugurated as a Yuva-raja (junior king), or else a major king and a junior king,—a king regnant and a king elect,—have been crowned and enthroned with simultaneous though independent rites. This is what we see in the two Kings of Siam. The Siamese monarchy does not necessarily devolve in the strict line of hereditary descent. The succession is indeed confined to the members of a single family, both in the case of the First King and the case of the Second King; but when a vacancy to the throne occurs the Senabodi, or Supreme Council, meet and decide as to the particular successor. Having thus in secret council settled who is to be the man, they go through the ceremony of submitting the chosen prince's name to the assembled host of general nobility, and if they approve also, the succession is settled. In an autograph letter written by the present supreme Monarch, shortly after his accession, he says, "I have the pleasure to mention that our Go-"vernment in Council has elected me to assume the reins "of government, notwithstanding my juvenility." A declaration against interest, to use a legal phrase, that the control over the succession in Siam rests with the Council of State. The present sovereign, however, as we understand it, has lately abolished the old Senabodi or Supreme Council, formed of the six most powerful nobles, and replaced it by a somewhat youthful body of Privy Councillors to the number of fifty or thereabouts. Now it is—we fear—under the influence of some of the leaders in this Privy Council, who dread lest their own power, and the advantages which power brings with it, might pass from them if their sovereign died and the sceptre changed hands, that an attempt has been made to induce the Second King to give up his reversionary claim to the supreme throne. Of course the Second King would not agree; he would hardly be expected to sacrifice the interests of his own family; and, besides this, he might well

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plead that both he and his Royal colleague would be overstepping their constitutional functions if they attempted to alter the line of succession, and to take from the Supreme Council the prerogative which has been very properly entrusted to its control. This would be the natural course of the dispute; and if we have given a correct interpretation of the case, if the First King and his party have been trying by pressure on the Second King to retain the supreme throne in the former monarch's own family, then we cannot but hold that an unwise and reprehensible step was taken when by a violent arrest it was endeavoured to extort a concession which force of argument had failed to secure.

Siam is a small country, of but little interest to the world at large. Hitherto, like a good boy, it has always been treated with special leniency and indulgence, and *its true interest lies in keeping quiet*, without giving outsiders trouble, or requiring Germans, French, English, and Americans to hurry up gun-boats to the Menam river for the protection of foreign residents. During the recent changes in the organisation and constitution of the Government the old Regent and his family seem to have been somewhat under a cloud. They have probably purposely held aloof from the innovations. As for the Regent, he is known to have been away in the interior when the actual disturbances began, and he perhaps hopes that when, for lack of experienced heads, matters have got to a dead-lock, he and his friends will descend in triumph on the stage as the saviours of the country, and, as the phrase goes, "put things through." This may be the ex-Regent's "little game," and if it is, the Major King and his advisers by an unsuccessful appeal to force have played up to their opponents' hands. Actual bloodshed, as we said in a previous issue, we do not anticipate, though if the Siamese once get to fighting they are as cruel as they are uncontrollable, and we might hear of dreadful atrocities. He will therefore have much to answer for who shall strike the first blow. Disturbances and disquietude, of course, frighten away capital, and do much harm to trade; this makes us all the more anxious for peaceful news; but besides, there might be real danger if the Chinese, for their own ends—for plunder, in fact—banded together in their secret societies and began to riot. There are 30,000 Chinamen in Bangkok, perhaps more, and they occupy some of the most difficult and important localities in the capital. They are not without leaders of their own, too; they are always on the watch for opportunities to get the upper hand, and a regular Chinese outbreak would on every ground be a real disaster for the Siamese.

Since the above was in type we understand that Lord DERBY has intimated that no steps will be taken by our Government in support of the claims of the Second King. The despatch of the gunboat from Singapore was simply for the protection of British subjects and property in the event of any danger growing out of the affair, but up to this moment nothing further has been communicated. This confirms the views we expressed on receipt of the first telegram. With the suspicious nature of all Orientals the First or reigning King was apprehensive that Mr. KNOX, our Consul General, would influence the conduct of our Government. Fortunately the private views and wishes of individuals do not sway the Councils of our Foreign-office.

THE "WAR" IN ATCHIN.

A FRENCH general, spectator of the charge at Balaclava, remarked with *sang-froid* to a bystander, "c'est magnifique mais ce n'est pas la guerre." Of the position till recently of the Dutch in Atchin we cannot even say so much as the Frenchman did of our own cavalry escapade. It has been neither "magnifique," nor in any proper sense "la guerre." War we must indeed call it for want of any more convenient term, but it was in reality a sort of military occupation, and may be compared to a disease in the human body which has passed into the chronic phase. The pains and peril of the acute attack are over, but the sufferer has reached a stage in his malady which no drugs can permanently cure. His constitution is being slowly undermined, and he is doomed to sink inch by inch to his grave. We have been expecting that a melancholy fate such as this is reserved for the Atchinese; they have lost their independence, and it is not likely, in spite of all their efforts, that they will be able to retrieve their position. Sooner or later the end must come; but several items of intelligence have been recently published which are a little more cheering than those that for some months back have simply described the ill-health of the Dutch troops in the Kraton, or the submission of some petty potentate on the sea-coasts. Among other things we learn that Mr. LANSBERGE has succeeded Mr. LOUDON as Governor-General of the Dutch East Indies, and a more important point still is the rumour, *which comes to us from Holland*, that the English Cabinet has notified the authorities at the Hague that affairs in Atchin cannot be allowed any longer to remain as they are. Of course there is no doubt of the accuracy of the first announcement; there is, indeed, a great outcry against Mr. LANSBERGE, partly due to religious prejudices (for he happens to be an Ultramontane), and partly because he is not known to be anything more than an experienced diplomatist; but for our part we fail to see that Ultramontanism has much concern with the government of twenty million Mahommedans; and if success in diplomacy is not a recommendation for a Colonial Governor's post we should like to know what is. Perhaps the dissatisfied Dutch would like to give away the berth by competitive examination?

The reported interference of the English Foreign-office sounds too good to be true. We are the most powerful nation perhaps in the whole world, but certainly in the East; our commercial relations are very seriously affected by the never-ending hostilities in Sumatra; our pepper-markets are starved, and our carrying trade, great and small, in many respects is materially interfered with. Who, then, has so good a right to make their voice heard as we have? And this truth comes home with all the greater force to us when we consider that it was we ourselves who made over Atchin to the Dutch. We it was who, in defiance of a long-established treaty, handed over the Sultan and his subjects *nolentes volentes*, to the tender mercies of the Hague. Hence, not merely on the grounds of commercial expediency—though these are of great importance—but in tardy reparation of the indefensible policy we pursued, we shall only have done what common sense dictates if we have really urged Holland to make some haste in settling her differences with Atchin. It is not impossible when Parliament reassembles that some papers relating to this question may be laid upon the tables of the Legislature. We should hail their appearance gladly; Lord DERBY will have gone a long way towards redeeming the disastrous policy of the late Administration if he has really recognised the right of Great Britain to protect the interests of her subjects and her commerce in the East. The standing point of Lord CLARENDON and his successor was a most detrimental one, wholly misunderstood by the Chinese, but for all that taken advantage of, not in China only, but wherever in Asiatic waters there was a Power whose own interests differed from ours. Let us hope that the tide has turned. If England is seen to be something more than a passive geographical expression by those various authorities who are in power in the East, our merchants will find the current with them in their commercial transactions, instead of having, as for the past seven years, to pull steadily against the stream, to steer their ships in the teeth of the wind. However this may be, there is good ground for believing that the Dutch have a more vigorous policy now in view.

WHEN noticing the Order in Council constituting Shanghai a port of registry we observed in regard to the clause on certificates of mortgage or sale that it should extend to Japanese ports. We are informed that this provision does extend to any port out of the country in which the port is situate under the Merchant Shipping Act, 1854, but sales under these certificates could not be effected by them in China, the country in which the port of registry is situated, unless specially provided for in the Order. Hence the object of the clause. In reference to the powers of the Minister in Japan, the port of registry (Shanghai) being situate in China the Minister in Japan has no jurisdiction over the Registrar, but care has been taken to give full

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power to the Minister in China to deal with any case concerning a ship registered at Shanghai. The *Morning Post*, in noticing this appointment, says :—"For a considerable "period British shipowners resident in China and Japan "have been subjected to great inconvenience and uncer- "tainty in the matter of registering their title, and by "parity the nationality of the ships they became possessed "of. This blot has at last been removed by the constitu- "tion of Shanghai as a port of registry for British ships, "and we find by the *London Gazette* that Mr. W. Handyside "Tapp, with whom the project originated, and who for many "years has urged the desirability of adopting this important "measure, has been appointed the Registrar of Shipping at "Shanghai. Mr. Tapp has been over ten years in the Con- "sular service at Shanghai, and has, as may be expected, an "intimate knowledge of the local requirements, besides "being thoroughly conversant with the various complicated "phases of mercantile marine law, the procedure of re- "gistry, and the other duties connected with merchant "shipping."

In the course of this month shipments of about 200 tons of bronze coinage will be made to Bangkok on behalf of the Siamese Government. The coins, which have been made by Messrs. Watt and Co., Birmingham, are very neat; the larger represents 1-32 of a tical, and corresponds in size and value to our penny. The smaller coins are halves and quarters. The introduction of this coinage, which will be an immense boon to the Siamese, in place of the paper currency, is due to Mr. Mason, the Consul in London.

A decree of the President of the French Republic, dated 21st ult., establishes a bank of issue, loan, and discount for the French colonies of Cochin China and India, under the style of "Bank of Indo-China." The privilege is conceded for twenty years to a joint-stock company. The Bank of Indo-China is empowered to make advances on the security of merchandise and crops, as under the law of 24th June last on colonial banks, and submitted to the control of the commission on colonial banks instituted by the said law.

A pamphlet has been issued to members of Parliament and others on the "Hong Kong Blockade Question," with a circular from Mr. Granville Sharp, who acted as secretary to the meeting held at the City Hall in Hong Kong. This subject is still under the consideration of Government.

The Royal Geographical Society and the Astronomical Society have decided that they will not despatch a special mission to Bangkok to observe the sun's eclipse next April, but will co-operate with the Royal Society in their mission.

The Russian Councillor of State and Chamberlain, M. Charles de Struve, Charge d'Affaires and Consul-General of Russia in Japan, has been appointed resident minister.

Captain von Eisendecker has been appointed German Minister-Resident and Consul-General in Japan.

Literature.

Report of a Journey into the Interior of Formosa. By T. L. Bullock, of H.M.'s Consular Service.

Embedded in the last batch of Consular Reports from China we find an interesting account by Mr. Bullock of a journey which he made into the interior of Formosa in the latter part of 1873, in company with the Rev. W. Campbell, of the English Presbyterian Mission, and Mr. J. B. Steere, Collector in Natural History for the State Museum of Michigan, U.S. We could wish that other Consular officers would follow Mr. Bullock's example, and draw up concise and intelligible reports of holiday excursions which they may make in the little known districts of the Chinese Empire, as the information which they are able to collect is often of considerable value.

Starting from Taiwanfoo, Mr. Bullock and his companions travelled for three days in a north-easterly direction, until they reached the foot of the hills; thence, striking east, they reached in a day and a half a small lake called Tsui-sia-hai, whose shores are inhabited by a tribe of "water savages." After a stay of some days they went due north, through the mountains to Posia, or Po-li-sia, a small plain entirely surrounded by hills, which is the abode of a large number of the Sek hwan (Shou fan), or civilised aborigines. During their fortnight's stay the party made a three days' excursion into the country of the Che hwan (Sheng fan), or wild savages. "The flat country of Formosa," says Mr. Bullock, "was almost everywhere capable of cultivation, and was cultivated with the greatest care. The principal crop was rice, but there were large tracts of sugar-cane, and sweet potatoes, and small patches of peanuts, indigo, and areca palms. . . . Mr. Steere, whose travels in tropical countries give weight to his opinions, said that we passed through some of the most fertile land he had ever seen." The Sek hwan who inhabit the Posia plain number some 4,000 or 5,000; they are as fair as the Chinese, but differ markedly from them in feature; the men wear their hair after the fashion of the Ming dynasty. They are nominally under the Lok Khang (Lu Chiang) magistrate, but are practically allowed to manage their own affairs by means of headmen elected by the tribe and the several villages. They pay no taxes at all, and seem to be visited by a Chinese official only about once a year. A Protestant Mission has been at work at Posia with considerable success, for "in three of the villages there are chapels built by the inhabitants at their own cost, with native preachers paid by the Mission; the chapels are also used as Mission schools."

Mr. Bullock's party found some difficulty in getting a guide and interpreter to accompany them to the nearest village of the wild savages, but at length they secured the services of a trader. The village which they visited belonged to a tribe called the Boo hwan, and was "situated a long day's journey nearly east from Posia, exactly at the watershed, on the top of the central ridge, but at a comparatively low part of the mountain chain." They met with a friendly, but not a cordial, reception, the savages being evidently suspicious of the objects of their visit. "The Boo hwan are a red-skinned, slightly-built, under-sized race, and, with the exception of the calves of their legs, singularly wanting in muscle; the features of some of them are regular and quite handsome." After the manner of savages, the men and women are all tattooed, and their manners and customs generally appear to be very primitive, but they had plenty to eat and were all fat and well-fed. "They grow a plant having the appearance of a gigantic nettle, from which the women weave a strong cloth, much resembling canvas; they also make a small quantity of very coarse cloth from the hair of some animal. . . The women possess some skill in embroidery. They distil a weak kind of spirit, which they drink to excess on certain occasions. A portion of the cloth and embroidery, and of the produce of their hunting, is bartered to traders for salt, gunpowder, hardware articles, and ornaments." As an illustration of the position occupied by the wild savages *vis á vis* the Chinese, we may mention that there is a reward of $60 given on the border for one of their heads.

The water savages, mentioned before, who live on the shores of the Tsui-sia-hai, "are chiefly worthy of notice because, though so small a tribe, they are yet distinct from any of their neighbours. The Chinese never class them amongst either the savage or the civilised aborigines, but invariably speak of them as 'water savages.'" From various indications they seem to be a small relic of a separate race, which is fast dying out. Those Chinese, says Mr. Bullock, who have settled among them have large plantations of tea, and profess themselves very desirous of opening a direct trade with foreigners in both tea and camphor. If such really be the case, surely they ought to find no difficulty in gratifying their wish. With regard to the languages of the three classes of savages of which we have spoken, Mr. Bullock expresses the same opinion as that held by Mr. Taintor in his *brochure*, which we noticed a few weeks back, viz., that they are undoubtedly of Malay origin. It is pleasing to have to record that Mr. Bullock's party, during their journey, met with no signs of ill-will on the part of the Chinese. They were extremely inquisitive, and not very polite, but, he thinks, not intentionally rude. The party met with only one instance of unfriendliness, and in three different places they were lodged and entertained by well-to-do Chinamen, who would accept no payment for their kindness.

The *Rajahate of Sarawak*, which has already appeared in the *Oriental Magazine*, is now issued in the form of a pamphlet, and concludes with the following remarks :—If we are inclined to enlarge upon the scheme it would be easy to show how much England loses and has lost in prestige and influence by the stupid fear of responsibility, which seems to tie the hands of successive Ministries. This pusillanimity has borne its fruits in the Eastern Archipelago and elsewhere. The petty wars of Ashantee, Sumatra, and even of Abyssinia, may all be traced to the absence of that commanding position which such a nation as England may at any time assume, without offence to the dignity and interests of other nations. Should she continue to neglect to reap the advantages which are within her grasp the day may not be remote when she will find her trade in the Archipelago pass entirely into other hands. She would have nothing to fear in the shape of wars with the people; neither would the Rajah Brooke, if Labuan was transferred to his exclusive rule; for it has been shown in the various campaigns forced upon him and his predecessors by some of the Dyak tribes—who are far more

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warlike than the subjects of the King of Ashantee—that with a native following, such as he has, jungle warfare is much less hazardous than it would be with European soldiers.

The American Board of Foreign Missions, in their report, state that in Japan two churches have been organised with more than twenty members, and more than half of these wish to become preachers of the Gospel to their own people. Mr. Leavitt, writing from Osaka, on the 14th September, says of one native convert, nineteen years old, who occasionally conducts the religious service :—"His development has been wonderful. I cannot but feel, when with him, that he is a veteran in the service—so modest, so wise, so self-possessed, and so capable as a preacher. When he is to take a service he prepares his discourse either from a text of his own choosing or one which we give him. He studies his authorities upon it (reading English quite well), and comes prepared for a presentation better than any of the missionaries here can give at present."

At the last sitting of the French Académie des Inscriptions et Belle-Lettres, on the 22nd inst., two memoirs, one on Formosa and Lin-kin Islands, the other on the Ethnology of Central and Southern China, were received from M. Hervey de St. Denys, the well-known Chinese scholar and Professor at the Collége de France. M. E. Renan presented to the Academy the first French-Cambodgian dictionary ever published. Its author, M. Aymoins, is a young officer in the French army, stationed at Saigon. It is, according to M. Renan, a conscientious work, and calculated to supply useful materials to philological science.

Mr. Charles G. Leland has in the press a work entitled "Fu-Sang, or the Discovery of America by Chinese Buddhist Priests in the Fifth Century." It will be published in London and New York simultaneously.

THE PRESS ON THE DEATH OF THE EMPEROR OF CHINA.

(THE SPECTATOR).

"The Viceroy of India and the Emperor of China govern half the human race" with absolute political authority; and in Europe, which like Rome calls and thinks itself "the world," no man outside a minute circle cares to study or to know anything of the personality of either potentate. The former is known in England a little, for Anglo-Indians are numerous and talkative, and have a keen interest in watching the dispenser of patronage; but the latter is, except to four or five men in St. Petersburg, a mere name, a figure so little realised that there is question as to his age—one expert contending that the *Almanach de Gotha* is all wrong, and that he was twenty-five instead of nineteen—dispute as to his position in the Empire and doubt whether his character is of any importance to living being,—whether an Emperor of China is not necessarily a *Roi fainéant*, hemmed in, like a Grand Lama, by inexorable ceremonial laws, in whose name a Council of State controls the vast and civilised population, of whom not one in ten thousand have ever seen a European. The very law of succession followed at Peking is not understood, and no one can say at this moment definitely whether it was or was not the interest of any one to get rid of the lad whom nearly four hundred millions of men accounted semi-divine. And yet one would think, apart altogether from the question whether Europeans are, as they fancy, the only human beings in the world, there was enough in the position of the Emperor of China for his death to excite some passing interest in Western mankind. The inner life of the Court of Peking is to a certain extent a mystery, the system of government implying a semisacredness in the person of the Emperor as the Father of China, and as the being who alone can represent the whole Empire before the Supreme—he, for instance, alone can offer the propitiations required by earthquake, or famine, or flood—which necessarily involves a careful seclusion of his individuality from ordinary eyes; but enough is patent to show that the Emperor, when he pleases, is as absolute as a Sovereign can be who is bound by certain traditional principles. He cannot legislate at will, any more than the Sultan can; but the hierarchy of the "Services" who govern and administer the Empire ends in him, and if he pleases and has the mental force, he can impose his policy on his people as fully as any other sovereign, the Mikado of Japan, perhaps excepted. It is true affairs can go on without him, the Council of Six acting like a Cabinet, and with more direct authority; and this has been the case for a long time, Hienfung, the Emperor whom we defeated in 1860, having been a worn-out debauchee and drug-eater, guarded like an idol from the external world; and his successor, first a child controlled by an overbearing Minister, and afterwards a lad just beginning life, and as is asserted, with a tendency towards his father's debilitating vices. It is true, too, that the group of nobles and statesmen immediately around the throne have in the long interregnum of thirteen years possessed themselves of the springs of power to a degree formerly unknown; that Toungchi, the lad just dead, failed in a most extraordinary manner in a desperate effort to emancipate himself from Prince Kung, whom he dismissed and degraded one week for disrespect to the throne, and next week was compelled to reinstate in all his honours and offices; and that it may be the policy of the Council to endeavour, during a succession of minorities, to perpetuate their power. But no expert in Chinese politics doubts, we believe, that the keystone of the Chinese system is still the Emperor; that the millions recognise no other rightful Lord; that if he is of full age, and willing to give orders, he must be obeyed; that his will alone would outweigh that of all the statesmen around him; that, for example, if he inclined to a warlike policy, China would sooner or later go to war. The ceremonies which hedge him in are not more severe than the ceremonies which hedge in a Pope, and which leave the personality of the Pope still all-important, nor is there any proof that, his order once passed, it could till recalled be disobeyed. Still less will any one doubt that a change in the succession leaves room for a vast number of ambitions, and may completely change the character and policy of the scarcely known Junta which for thirteen years has controlled the policy of China. New men, and above all, new women, must obtain influence. and may exercise it in ways of grave importance to European interests,

The soul of this Junta is supposed to be Prince Kung, and it is obvious that he is necessary to it, or the extraordinary effort which induced the late Emperor to recall his decree of degradation would not have been made, and it is nearly certain that he will for the present return to power. The force which coerced Toungchi will coerce the "grandson of Prince Tung, now five years old." The disturbing element, the Emperor just arriving at manhood, and clearly anxious to emancipate himself by sacrificing Kung and his allies, has gone, and the Governing Committee is once more free to pursue the policy which it has for thirteen years so persistently followed up. What that policy is is another question, one party of Europeans in China declaring strongly that Prince Kung's name is synonymous with peace and "civilisation," and another that he never concedes anything till he is compelled, but of its results there can be no question. Very steady hands, with very far-reaching designs, have governed during that time the Chinese Empire. When they took power the Empire seemed to be going to pieces from internal dissensions, but now the Peking Government is as well obeyed throughout its enormous territory as that of Calcutta. Prince Kung, if he be the dominant spirit, has, as we read the recent history of China, determined to temporise with Europe until he can reinvigorate the Monarchy, and has granted every request strongly urged by the resident Envoys, except free entrance into the interior of the Empire. He has used the skill of the barbarians in finance until he has credit enough to raise a loan, and has money not only for the daily expenses of the Administration, which are supplied from the provincial fiscs, but for war-like purposes; has formed an army, or two armies, which can move, and fight, and conquer; has stamped out the embers of the dangerous Taiping movemen; has not only crushed but extirpated the Mohammedans of the West; has alarmed Nepaul into some transactions of which the India-office probably has the key, but which suggest submissions; has attacked the new ruler of Kashgar, risking thereby Russian interference; and has on the Eastern side so reorganised the Chinese forts, artillery, and military arrangements that European residents think the next war will be most formidable, and have become liable to accesses of panic. A war with Japan, which would have interrupted these measures and have given Europe an invaluable ally in the Far East, was avoided by concessions which must have galled Chinese pride intolerably, and which, but for a serious purpose, would scarcely have been made; and the interference of the Emperor, who wanted to rule for himself, was in some way, it may have been by a harem intrigue, it may have been by a threat which he knew could be fulfilled, overcome by means which for the first time in centuries exhibited the semi-sacred Emperor to his subjects as a person whose will could be set at naught. The theories prevalent in China to explain these occurrences are many, the most prevalent being the existence of two parties in the inner cabinet, one hostile and one friendly to the foreigner; but the facts, the few undeniable and known facts, all point one way—to the existence in Peking of a committee, which includes Prince Kung, which is not divided, which is resolute, patient, and able, which has resolved to consolidate the central authority, to crush down all rebellion, whether provincial or general, whether stirred up by fanaticism or only by discontent, and to keep off the intruding foreigner even at the hazard of war, and which hitherto has succeeded in all its designs except the subjugation of Kashgar. Whether, as some observers think, the designs include the isolation of China by the expulsion of Europeans we cannot tell, but the facts that China is governed by strong men with a definite object, that their Government has lasted thirteen years, and that the death of Toungchi will protract it for fifteen years more, seem to us to suggest the only explanation of all that has occurred, and it is not a pleasant one. If the governing power in China can form a strong army—and the evidence points that way—and can maintain a persistent and courageous policy, a contest with China would be, either for Russia or England, a formidable and expensive affair; and the date of that contest would not rest with the Foreign-office, either of St. Petersburg or London. The Governing Committee of Peking can, if that is part of their plan, force on a struggle in any year and at almost any moment, merely by hinting to their Satraps and their Generals that, on the whole, the hour for a struggle has arrived. Russia could not sit quiet and see Kashgar occupied, or Great Britain bear the seizure of Khatmandoo—which has happened once before—or Europe generally endure the summary extinction of the whites in the Treaty ports. We pretend to no special knowledge of dynastic politics in Peking, and doubt if any European quite understands the governing ideas of her Cabinet, or the reason for passing over grown members of the Imperial House; but to assert that a change in the depositaries of power in an Empire situated like that of China, which can drag half Europe to war at its own discretion, is a matter of no importance, is unsound. China is too near to Russia, Great Britain, Portugal, Holland, and all European Powers with commerce for that kind of indifference, and we may yet find that the death of the secluded lad whose end was announced by telegraph on Tuesday is the event of the year. The Emperor of China matters little to London, but the policy of China matters a good deal, and that policy may be seriously modified by an event which for half a generation will leave China without the ruler whom her people are accustomed to obey. However weak the throne, the person whose signature is necessary to all acts will never be without a real influence on affairs.

(THE TIMES.)

To the nations of Europe the Emperor of China is but a dim image of distant barbaric splendour, personally not even a name, for hardly one out of ten thousand Englishman could have told yesterday how the ruler of the most populous Empire in the world was called, or what was the name of his father before him. To-day some interest in the subject may be created by the announcement that the young Emperor

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Toung-chi, died at Peking on the 12th of January. He succeeded in infancy to a throne, his heritage was faithfully guarded for him, he married in early youth, he took upon himself a few months after the administration of his mighty Empire, and he is now suddenly cut off. His name will be added to those of the many Princes over whose early fate their subjects may mourn and generously persuade themselves that death cut short the development of the highest virtues. It is possible that in after times the period of this young Emperor's reign may have a great historical interest—not, indeed, for anything he has done, but as the period when old things began to pass away in China and a new age opened. The last twenty years have seen the relations of China with the outer world transformed. The movement had commenced some time before. The Chinese Government had never recovered the effect of the war of 1840. Its supposed power as commanding unnumbered millions of the human race, the mysterious grandeur that surrounded it, the belief that it could for ever maintain, in spite of all the world, its system of morose isolation, were shattered by the victories of the British. It became evident that a European Power with the command of the sea, and with the means of providing and transporting a sufficient army, could at any time burst the feeble barriers of Chinese exclusion, and, in fact, make indefinite conquests in the country. The effect of this on the great maritime nations was that they began to watch each other—pretty much as the European Powers watch each other in their dealings with the Turkish Empire. England had, it is true, stipulated for advantages for her neighbours as well as for herself, and this unselfish and judicious policy has given a friendly character to the relations of the various Powers with each other in Chinese affairs. But, when anything important is to be done, each one likes to be well represented on the spot, from a vague misgiving that its rival may obtain some advantage through the inherent weakness of the Chinese Government. Of the effect produced on the Chinese themselves by the War of 1840 we must speak with less certainty, but it is said that the internal disorders which succeeded—the most remarkable of which was the insurrection of the Taepings—were due in a great measure to the shock which the Imperial system had received. Tien-teh and his followers aspired to overthrow the Mantchu dynasty, which had shown itself incapable of protecting the Empire from the "outer barbarians." However, the old system held its ground essentially unbroken. The foreigners were content with their trade, and through the great port of Shanghai they could communicate with the wealthiest regions of the land. The intercourse between the maritime nations and China was considerable, but little in comparison with what it was destined to become. Year by year, however, new forces came into existence, and pressed on the social and political fabric of the Empire. Year by year the authority of the European nations increases, and the old exclusiveness melts away, as far as the people themselves are concerned, under the influence of interest. The Chinese Government has acknowledged the superiority of European civilisation in many ways, and not least by placing its forces under an Englishman in the war of life and death which it waged against the rebels. A more complete recognition of the rank and authority of foreign nations is to be found in the personal reception of the Ambassadors by the Emperor which was conceded some time since. We are on the verge of still greater changes, all in the direction of increased intercourse and the breaking down of the barriers which prevent free travelling and free settlement in the Chinese Empire. It would be wrong, however, to represent China as a mere inert body which only receives the impressions which the European races make upon it. On the contrary, there is reason to think that very remarkable events may possibly be in store in Asia through the vigour of which the Chinese race is capable. The humiliations of the Government seem to have been the cause, or the opportunity, of new and unexpected movements. Chinese energy has taken the forms of rebellion and emigration; if the Government recovers its authority, the same energy may carry the Imperial power into regions of Asia where it has hitherto been only nominal. The impulse, indeed, is said to have already commenced. When the time comes that Europeans can freely travel where they please, they may be able to contemplate a power far more extensive and complete than that which their fathers reverenced forty years ago.

(DAILY NEWS.)

The young Emperor of China has not long enjoyed the dignity to which he succeeded under somewhat melancholy circumstances. In his nineteenth year he has, to adopt the official language in which the death of a Chinese Emperor is notified to his subjects, "ascended on the Dragon, to be a guest on high." In this country we felt a somewhat peculiar interest in the Prince who has died thus young. We had a sort of acquaintance with him. For some years the Western World concerned itself but little about the Emperor of China. A sort of intercourse, hedged around and chilled as far as it could possibly be by Chinese etiquette and aversion to foreigners, began to spring up between the Western nations and China through diplomatic relationship and through commerce. It was interrupted every now and then by some outbreak of Chinese fanatical hatred like the massacre of Tientsin, but there was a general impression that the new Emperor was not so bitterly set against friendly relationship with the West as most of his predecessors had been. A little personal interest was awakened in him among Western readers when it became known that the youthful Emperor was about to be married. The general arrangements and conditions of the Imperial marriage, its subjection to the orders of the stars and the astrologers, its ceremonials, its etiquette, and the mystery in which so much of its pomp was sought to be shrouded, formed a subject as curious and as interesting as ever occupied the pen of a newspaper correspondent.

The young Prince came formally to the Imperial Throne in the following year. That year was made somewhat memorable by the settlement of the long-disputed and evaded question as to the reception of Ambassadors from foreign States by the Emperor. According to the long-established usage in China a Minister received in audience by the Emperor must perform the "Ko-tow," that is, he must go down on all fours three times, and knock his forehead nine times against the ground. It is needless to say that a Western Ambassador would no more be likely to perform this ceremony in our day (it is doubtful whether it was not got through in a slurring sort of way by Western Envoys in other times) than the English sailors long ago could be induced to trample on the crucifix as a means of escaping from Eastern cruelty. The Treaty of 1860, which gave the right of residence in Peking to the representatives of the foreign Powers, undoubtedly specified that the Envoys of the States making the Treaty should not be required to use any other forms at an audience but such as are recognised in European Courts. Still this did not bind the Emperor to give audience to the Ambassadors, and year after year had passed away without any opportunity arising of putting the question to a test. It was believed by many observers that the young Emperor would never be allowed, even if he were inclined, to yield so much to the exactions of the pushing and detested Western nations. The matter, however, was settled in June last, when the Emperor received the representatives of Great Britain, the United States, Russia, France, and the Netherlands, and no one except Prince Kung went on his knees to the Sovereign. When the audience question had been thus disposed of the Emperor of China passed almost entirely out of the thoughts of people in Europe. The news of the poor youth's immature death will revive a sort of interest in one who, little more than a phantom to the vast majority of his own subjects, became associated with our history somewhat peculiarly on more than one occasion. An Emperor of China is indeed so walled up from the world by prescription, routine, and custom that he is little more than a name to the living. His death can call forth even in his own country hardly more emotion than is to be awakened by the knowledge that one of a line of Imperial shadows has faded away, and that another is dimly to be seen in its place.

(STANDARD).

What will be the effect of the Emperor's death upon the course of affairs in China it is not possible at this distance and with our present information to conjecture. The Heir to the Throne, we are told, is a child of five. But for the moment it would obviously be of more importance to know who will be Regent. On that point, however, we get no information. The father of the Sovereign just deceased left four brothers, of whom Prince Kung was second. We presume that the new Emperor is son of the eldest of the four, Prince Tun. Will Prince Kung again become Regent? At the accession of the deceased Emperor he made himself master of the government by a kind of *coup d'état*. The little Emperor was detained at the place where his father had died by the chiefs of the old Chinese party, who, in possession of the Sovereign's person, felt that they would have the real power in their hands. But the Emperor's mother favoured Prince Kung, and by her aid he was able to bring back the Emperor to Peking. To make his victory secure the Regent brought his discomfited rivals to trial before a tribunal of which he was himself president, condemned them to death, and had them executed. If vigour and resolution will now restore him to power his antecedents warrant us in saying that they will not be wanting, But in 1861 Prince Kung, in addition to the confidence of the Empress-Mother, was practically Regent before his brother's death, having been left by the Emperor, on his flight from Peking, with very extensive authority. Now he is out of office, and may not have the support of the new Emperor's mother, who will, of course, be his guardian. But if merit and the interest of China decide, there can be no question that Prince Kung ought to be Regent. The world has not often seen a more signal example of the regeneration of an empire than that presented by China under the Prince's Regency. Instead of the universal anarchy that prevailed in 1861 there is now everywhere unquestioning obedience to the Throne. The Taepings have long since been utterly crushed; the Mohammedan kingdom which the Panthays built up in Yunan has been utterly subdued, the wild tribes of the north have again been brought under subjection, and Eastern Turkestan alone still sets Chinese arms at defiance. Nor is it merely that the integrity of the empire has been maintained. Prince Kung had wisdom enough to recognise the superiority of European civilisation, and to try to make it his friend. He did not, indeed, like the Japanese Government, attempt to crowd into a lifetime the progress of centuries. But, at least, he kept faith with foreign Powers, and he adopted such foreign inventions as seemed likely to aid in restoring the Empire to vigour. Of course there must have been a large reserve of vitality in the Chinese people or the policy of the Regent could not have been so successful. The ablest surgeon cannot galvanise a dead limb to life. But this fact in nowise detracts from the merits of Prince Kung.

Everything is quiet, we are told. As the announcement was thought necessary, it may be that disturbances were apprehended. Should they break out, the healing, unifying policy of Prince Kung may speedily be undone, and we may witness other insurrections as formidable as those of the Panthays and Taepings. But if order should be preserved, and if the wise statesmanship which effected such wonders since 1861 should rule the Empire for another dozen years, it is impossible to avoid speculating as to the result to the rest of the world. The population of China is estimated at about 450,000,000, or, say twice the population of India. These numbers are a mere estimate, it is true, but there can be no doubt at all that the population is enormous. The experience we have of Chinese, not only in their own country but in the Straits Settlements, in Australia, and the United States, proves them to be excellent workmen, industrious, patient, frugal, and persevering, while we need but refer to Gordon's "Ever Victorious Army" to prove that with proper discipline they make admirable soldiers. The Empire, too, produces so many articles that Europe and America are glad to buy that its trade is capable of indefinite increase; and with its trade so also its revenue. The installation of an enlightened Government could hardly fail enormously to develop this trade, to open new ports to us, and, what would be of still more importance, to open to India communication with Western China and Thibet. To England more particularly, therefore, it is of great importance that the new Regent, whoever he may be, shall not belong to the party hostile to foreigners. On the other hand, it is impossible not to look forward with some apprehension to the time when this enormous population, which already from Thibet looks down upon the plains of Bengal, and at Yunan is within a hun-

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dred miles of our Burman possessions, shall be in possession of the arms and the mechanical appliances of Europe.

(THE HOUR.)

It would be premature to speculate on the results which may flow from the early death of the Emperor. For all we know at the present moment he may have named his infant son his successor, just as he in his turn had been nominated by his father. But it may be doubted whether, in the existing condition of national Chinese feeling, a long regency is likely to be accepted, or even tolerated. There have been rumours of risings, though successfully suppressed, in more parts than one of the Celestial Empire in the course of the last six months. There are revolutionary spirits abroad that must be promptly subdued by the strong hand of a central authority. Nor has China only her internal troubles to cure. She has her Imperial ambition to gratify. It is notorious that the improvements which the Mikado has recently introduced into Japan have directed the attention of China to similar efforts at self-development. As a first step towards achieving these we hear of a Chinese army being organised upon a scale hitherto undreamed of. The arsenals of Europe have been taken stock of by Chinese observers, and guns and ammunition are being bought up in Germany and England for the better protection of the "Land of Flowers," and for the speedier fulfilment of what has now evidently become a deeply-seated national determination. Ideas march rapidly, and the Chinese are a quick-witted people. They cannot be, and they are not, blind to the strength of the position of their country. They know how favourably it is placed for commerce; they know that it must continue to be, as it is, one of the great trading centres of the world. Why, they may ask, shall their own resources contribute to the fortune and prestige of foreigners? The first step in national progress in this enlightened age is the creation of a national debt, and China commenced the creation of that nucleus a few weeks ago. It is true that it is a small one—less than a fleabite in comparison with the liability of any well-established European State. But still it is a beginning, and a beginning which is at least significant of the spirit which animates the new Chinese policy, and which may at any moment assert its influence in the counsels of the Imperial Government. It would be absurd to suppose that England has anything to fear from China. Only, in the face of facts like these, it may be just as well that England should preserve an attitude of increased vigilance; and at a conjuncture so critical as this in the history of the nation it manifestly is a very important matter who and what manner of man the successor of T'Oung-Che will be.

(DAILY TELEGRAPH.)

His poor little Majesty, Toai-shun Ai-sin Kioh-lo Tung-chi, Emperor of China, has departed this life. If we could hear this event with Chinese ears, it would be perfectly simple to comprehend and explain why the weather has of late been so gloomy and unpleasant. His Majesty was Tientsye, or Son of Heaven, and, as even foreign devils must be aware, First Cousin of the Moon and Brother to the Sun. It would not be unnatural, therefore, for pigtailed people to ascribe the absence of the solar orb day after day, and the frantic conduct of the elements, to deep concern at the demise of one who stood in such close relation to the powers of the universe. The subjects of his late Majesty will indubitably think that the cyclones which devastated the China coast towards the close of the year 1874 were symbols of the coming disaster—signs that Ai-sin Kioh-lo Tung-chi, eighth in descent from Shun che, first of the Mixg dynasty, was about to join his great relations in the realms above.—[The remainder of this article is written in the same style, and though doubtless appreciated by the readers of the *Daily Telegraph*, scarcely calls for reproduction in these columns.—ED. *L. and C. E.*]

(THE GLOBE.)

The sudden death of the young Emperor of China will scarcely affect the interests of the vast Empire over which he ruled more than the occurrence of a similar event would in constitutional countries. Although nominally an autocrat among autocrats, and regarded by his subjects as semi-divine, the potentate who sways the destinies of the most populous nationality in the world is hedged in with numberless restrictions that serve to limit his apparently boundless power within rather narrow lines. Tradition is, in reality, the monarch of the Celestial Empire, and custom her prime minister. Possessing the most conservative instincts of any people on the face of the globe, the Chinese offer a desperate resistance to innovations of all sorts. Yet, although this contentment with things as they are still continues to exercise great influence with the masses, being sedulously fostered by the mandarins, there seems no question that during late years old things have been gradually giving place to new, even in that stagnant Empire where civilisation seemed fated to remain in a fossilised condition. Although the admission of foreign trade was resisted in every way by the mandarin class—who, no doubt, saw in it the thin end of the wedge which would eventually open the Chinese mind to a conviction of misrule—the conquering arms of the "outer barbarians" have succeeded in gaining by force that which no amount of diplomacy could win. Every year the external commerce of China increases, until now it has reached such dimensions that the mandarins dare not attempt its destruction for fear of creating discontent among the mercantile classes. Whether power will gradually pass from the hands of an oligarchy of learned men into those of a great middle class of merchants and traders, only time will show. According to the opinion of Europeans who have resided at the great ports, this tendency is beginning to display itself wherever external trade has introduced foreign ideas and theories of government. But too much weight must not be attached to the state of opinion at such exceptionally situated centres of population. Their leading merchants may entertain the most profound contempt for the mandarin class, and may even hold the Emperor himself in derision, without in any way influencing opinion among the myriads who people the interior. To them the Emperor still remains a semi-divine abstraction, whose orders are no more to be questioned than the ethics of Confucius, and the mandarins, as the executive of this all-powerful monarch, are regarded as little less infallible. Nevertheless, the outer crust of resistance to external civilisation having been broken through, it becomes possible to hope that, as years roll on, China will gradually throw off the sleep of centuries, and take her proper position among the civilised Powers of the world.

(PALL MALL GAZETTE.)

After a short but eventful reign, the "great Emperor Tung-chi has become a guest in heaven." Born in the year 1856, he was only five years old when his father, the Emperor Hien-fung, tottered into his grave a worn-out, decrepit man of but thirty years of age. By the will of Hien-fung the Prince of I, Su Shun, and others, all of whom were zealous partisans of the anti-foreign party, were nominated as Regents, to the exclusion of Prince Kung and others, on whom had fallen all the responsibility of the negotiations with the representatives of England and France at the conclusion of the war. The crisis was one of extreme danger to the Empire. Had the Council of Regency continued to hold power, the foreign treaties would have been thrown to the winds, and the difficulties already caused by the march of the allies on Peking and the progress made by the Taeping rebels would have been increased tenfold by the presence for the second time of an invading foreign force on the soil of China. Happily, however Prince Kung, with the support of the Dowager Empress, was equal to the occasion; and while the members of the Regency were escorting the body of the Emperor from Jehol, where he died, to Peking, ere even they reached the capital, they were seized, and, on charges which at such times in Eastern countries are held to be sufficient, were thrown into prison. Su Shun paid the penalty of his crimes on the scaffold, and to the Prince of I was sent a silken cord, with which he put an end to his existence. This revolution having been effected, the Dowager-Empresses were appointed Regents, and Prince Kung undertook the practical administration of affairs. The politic course pursued by the Administration served to strengthen the position of China with foreign Powers, and to mitigate the evils under which the Empire was suffering. The Taeping rebellion, which had devastated the richest provinces of China for years, was at last suppressed; the leaders were either taken or slain, and their strongholds were recovered. Through the instrumentality of the foreign Customs, the revenues of the Empire were largely increased; a college was established in Peking for the instruction of natives in foreign sciences, and European drill-instructors and engineers were lent to the Government to reorganise the army, and to establish arsenals and dockyards. These and similar progressive undertakings occupied the attention of the Regency during the twelve years which elapsed between the death of the Emperor Hien-fung and the assumption of supreme power, in February, 1873, by his youthful successor. In accordance with custom, his coronation was preceded by his marriage in October, 1872, with the Empress Alute and three wives of the second class, whose numbers, had he lived, would have been supplemented by 116 other ladies. In June, 1873, the Audience question, which had for years been in dispute between the Chinese and foreign Governments, was settled by the Emperor receiving in audience the Japanese and European Ambassadors. Little or nothing is known of the private life of the Emperor Tung-chi. The training of youthful heirs to Oriental thrones is not such as is likely to prove favourable to the development of any great individuality of character, and the accession of Tung-chi to the Throne does not seem to have modified in any way the policy pursued by the direction of the State.

THE HONOUR AND INDEPENDENCE OF THE PRESS, AND "THE TIMES" IN PARTICULAR.

The extraordinary libel case, Rubery *v.* Grant and Sampson, has at length been brought to a close. Baron Grant has been absolved by the jury from all responsibility in the matter, and Mr. Sampson has been cast in damages £500. Mr. Rubery is therefore vindicated, and another lesson has been given on the responsibility of the Press. Still, public opinion will always support newspapers in their laudable efforts to expose fraud, and in this instance it is universally felt that *The Times* was rendering a great public service in frustrating an attempt to practise a colossal imposition. The jury, however, are of opinion that in associating Mr. Rubery with this attempt at fraud *The Times* did the complainant a wrong, and they have marked their sense of this wrong by awarding substantial damages. *The Times*, true to the magnanimity for which it has always been conspicuous, says—"The verdict is to us a light matter. A barefaced fraud was stopped in its inception by our action, and if in the protection of the public we did any wrong to Mr. Rubery we are ready to recompense him tenfold. The importance of the case arises out of the relations between the defendants that have been brought to light." The action which *The Times* has taken throughout this painful investigation has been dignified and liberal. It made the charge against its late City Editor its own, and defended it at great cost, reporting in its own columns the whole of the voluminous evidence, the addresses of counsel, and the summing-up of the judge, a determination being manifest from the beginning not to suppress a single fact bearing on the case. It did not forsake its old *employé* in this critical time, even though their mutual relations had previously been severed under circumstances which it is now asserted justified the proprietors in pressing for a resignation. But the real importance of the case arises, as has been justly observed, from the disclosures which it brought about concerning the relations between the two defendants. The verdict sheds little light on the opinion of the jury in this respect, and outside opinion is not unanimous as to how far the evidence given in open Court favours the conclusion that there were such corrupt relations between the two defendants as to warrant *The Times* to confess to a "feeling of profound and unalloyed mortification." But every right-minded man must admit that there is great propriety in the following remarks:

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—"Whether Baron Grant hoped for anything and whether he got anything, we do not inquire. But this much we do feel at liberty, and, indeed, under the necessity to say, that in allowing himself to enter into such relations of obligation to a financial agent, Mr. Sampson betrayed the unbounded trust that had been reposed in him, and that had any knowledge of these transactions reached us, there would have been long since a change in the authorship of the Money Articles of *The Times*. The honour and independence of this paper must ever be above suspicion, and the humiliation we have suffered is hard to bear—a hardship compared with which the damages that have been awarded to Mr. Rubery are as a feather in the air." There is, in fact, something more than propriety—there is ring of genuine dignity in this declaration, which is not only worthy of the leading journal, but which ought to be accepted as enunciating the only sound principles on which a free and independent newspaper can deal with the great financial interests of the country. The temptations to a man in the position of the City Editor of a first-class paper are great, but in proportion to the extent to which he proves himself incorruptible, will be his authority and usefulness. Great confidence is reposed in the British Press, because it is believed to be above sinister influences, and one of the most unfortunate results of this *cause célèbre* will be the creation of a distrust—more or less permanent—in the disinterestedness of the financial advisers in which the public have been accustomed to confide. We have no wish to follow Mr. Sampson in his retirement with any personal remarks, and even had we stronger views of his indiscretion than those which we actually entertain, we should have been unwilling to add to the severity of the penalty which has already overtaken him. We have ourselves, on various occasions, exposed frauds and abuses of a flagrant character, and have incurred no little odium thereby; but we have steadily endeavoured to avoid all personalities, and have felt that we were thus all the stronger to launch our bitterest invectives against the *systems* of fraud and corruption which have fastened like parasites on our commerce and finance. By these bold and independent utterances we have, however, won the esteem and confidence of an influential clientelle, and we mean to abide by the same rule, and retain, unimpaired and unimpeachable, the proud distinction of daring to be honest and truthful.

MARINE INSURANCE.

The following letter, signed "C. G.," and dated from Genoa, having reference to the case of "Sassoon *v.* Harris," recently tried in the Court of Queen's Bench, has been published in the *Shipping Gazette*:—

I cannot help making a few observations on the decision of the jury at the trial, awarding the plaintiff £30,000, and the consequences thereof. Sassoon and Co. have insured £30,000 on *Delta* and other steamers from Bombay to a port in China not north of Shanghai. According to these facts, any single chest was insured for about £70 17s. 7d., whilst their real value was about £149 18s. 11d., so Sassoon and Co. were not covered for £79 1s. 4d. on each chest. They, therefore, had not insured the whole amount, nor is it to be seen from what is published that the £30,000 insured was to be for that particular lot of 223 chests which was lost, and I am justified in concluding that they intended to insure £70 17s. 7d. on every chest of opium, which is as near as possible 47·296 per cent. of their real value, whilst they ran the risk on 52·704 per cent. of the value of the opium. Had the *Delta* with all the 423 chests been lost, the Underwriters would have had to pay £30,000, and Sassoon and Co. would have sustained a loss of £33,430, equal to 52·704 per cent. of the whole value. However, as only one steamer, with 213 chests, has been lost, the loss is about £35,000, and if the Underwriters should have to pay £30,000, Sassoon and Co. would only sustain a loss of £5,000, equal to about 14·3 per cent. Now is it reasonable that Sassoon and Co. should not be liable throughout the whole voyage for the same percentage or share? Have not the Underwriters run the risk on the 200 chests which arrived safely, and are they not entitled to consider a part of their liability at an end on that account? It is not likely that any Underwriter would consent to a condition which imposes upon him the payment of the whole sum insured on a parcel of goods, if only one half of the parcel is lost, for the result of such a clause or condition would be, that in the above case f.i., the Underwriters run twice a risk of £30,000—£60,000 from Hong Kong to Ningpo, receiving the premium for £30,000 only, or that, in case of particular average, amounting to 50 per cent. on the whole lot of 423 chests, the Underwriters would, in the above instance, have to pay £30,000, which is equal to a total loss, although the goods arrived. If this last hypothesis is denied—that is to say, if it is pretended that no total loss would be paid, but only a proportional sum—then I am at a loss to account for paying a total loss, or, rather, the whole sum insured, when only a part of the insured objects have been lost, as is the case with Sassoon and Co.'s goods. Just put the case that the first lot of 200 chests reaches its destination with a damage of 25 per cent., and the Underwriters, according to the above rule, are required to pay all the damage, because it does not exceed £30,000—say £7,107 10s. Could any one, in case of the loss of the second steamer with the 223 chests, pretend the rest of the insurance money equalled £22,892 10s., on the ground that the sum insured is £30,000, and that the Underwriters are implicitly liable up to that amount? This inference would be the consequence of the decision in the case of Sassoon and Co.; but, according to my humble opinion, the Underwriters have run a risk on the 200 chests, which arrived with a damage of 25 per cent., and that risk was in the proportion of 200-423 of the whole sum insured. They, therefore, have an undoubted right to be held responsible only for 223-423rds of the said sum for the lot sent in the second steamer, and they should not have to pay £30,000 on that lot, but only the above-mentioned proportion thereof, which would be £15,815 12s. No Continental Underwriter would settle otherwise, and it is difficult to understand how any other way of settlement could be fair and just, unless there be circumstances in the case which are wholly unknown to me. Being in no way interested in the case of Sassoon and Co., I certainly have no interest one way or the other, and I offer these few reflections only for the purpose of broaching a point which certainly deserves the consideration of the Underwriters in a very high degree.

THE PACIFIC MAIL COMPANY INVESTIGATION.

The Ways and Means Committee of the American House of Representatives resumed the hearing of evidence in this inquiry on the 6th ult.

Charles Abert said he was agent or attorney for the Pacific Mail Company from 1860 until September, 1873; in this capacity he commenced application for increased subsidy in December, 1871, and managed the case until the first part of February, 1872, when he was superseded by Irwin, but thereafter acted as Irwin's counsel and disbursing agent. The disbursements were made between the 2nd of February and 1st of July, and aggregated between $100,000 and $125,000. Witness received $100,000 of this amount from Irwin personally in New York, May 27, 1872, in a cheque signed either by Bellows or Stockwell. The witness's agreement with Stockwell was verbal and related only to witness's professional services. For these he received $1,000 cash, and was to receive $30,000 more in case of success, but being superseded he could make no claim, and considered he had none for this latter amount. He subsequently received from Irwin between $5,000 and $7,000 for services as counsel. Disbursements were made by witness under Irwin's direction in Washington to fifteen or twenty different persons, some of them residents of Washington and some not, and mostly strangers to witness; these payments were made after Irwin left New York for California; witness took receipts for all his payments, and sent these receipts to Irwin in California; witness, in view of his relations to Irwin as counsel and of Irwin's refusal to answer similar questions, said he felt compelled at present to decline to give names of persons to whom he made these payments under Irwin's directions. He desired to state, however, that not a cent of the amount disbursed by him was paid with any agreement or understanding or expectation that it would ever reach any member of Congress. The question was therefore waived *temporarily*, and witness was directed to hold himself in readiness to reappear whenever notified.

COMMITTAL OF MR. IRWIN.

Irwin was brought before the bar of the House in the custody of the Sergeant-at-Arms. The Speaker, addressing him, said: It is my duty, under the order of the House, to address to you this question:—"Are you ready to answer the questions which have been addressed to you by the committee, and which you have heretofore refused to answer?" Mr. Irwin: "I am not, Mr. Speaker." He then proceeded to read a statement to the House, denying that he was in contempt of that body, and declining to give any further information. When Irwin had completed the reading of the statement, Mr. Dawes offered a resolution directing the Speaker to propose to the witness the following questions:—"First, give the names of the persons whom you employed to aid you in procuring the subsidy from Congress in 1872 for the Pacific Mail Steamship Company? Second, what was the largest sum paid by you to any one person to aid you in procuring that subsidy?" The resolution was adopted, and the Speaker proceeded to put the questions to Irwin. To the first question Irwin replied: "Mr. Speaker, I am compelled to decline doing so for reasons which I have already stated." To the second question he replied: $275,000.

Mr. Dawes then offered the following resolution, which was adopted:—Resolved—That Richard B. Irwin, having been heard by the House, pursuant to the order heretofore made, has failed to show sufficient cause why he should not answer, and that he be considered in contempt of the House. A long discussion then ensued on a resolution offered by Mr. E. H. Roberts of New York, directing the Serjeant-at-Arms to keep Irwin in custody in the common jail of the district of Columbia. Finally the resolution was modified so as to read:—Resolved—That Richard B. Irwin be remanded to the custody of the Serjeant-at-Arms, to abide the further orders of the House, and while in such custody he be permitted to be taken by the Serjeant-at-Arms before the Committee of Ways and Means, if he shall declare himself ready to answer such questions as may be lawfully put to him, and while he shall so remain in the custody of the Serjeant-at-Arms he shall be kept in the common jail of the district of Columbia. The resolution was adopted.

On the 8th ult. Mr. Parsons appeared before the committee, and read a statement of his connection with the Subsidy business. It seems he wrote arguments, collated statistics, checked off the rolls of the House and Senate, so as to designate the votes that were for the Subsidy and those that were doubtful, and helped to get the material for this check list by personal conversations with Members and Senators. For all this work he received $13,500. He swore that he knew nothing about any persons that were employed in corrupting Members of Congress, and that he made no disbursements of money to members or others.—John G. Schumaker then appeared. The substance of what the committee got from him, after a wearisome examination, was that he took his $275,000 cheque to the Brooklyn Trust Company, and, by direction of some client, who it is supposed was Irwin, got it broken up, as he says, into smaller cheques, and he ordered it to be sent by the Trust Company to certain other clients in the City of New York. He claimed to have received only about $10,000 for his own services, and to have had the rest distributed to his "clients" in New York. He admitted having drawn the cash for one of the $50,000 cheques, and he distributed it by direction of his "client." The two $50,000 cheques which passed through Jay Cooke and Co.'s Bank he says he did not collect. He is not sure whether he will refuse to disclose the names of various parties to the transactions, though he

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thinks he will not do it unless he is compelled to. He urged the relation of client and attorney as excusing him from testifying.—Representative Randall, of Pennsylvania, was then sworn. As this investigation originated with Mr. Randall, who offered the resolution in the House for the purpose, he was asked as to his knowledge of any improper means being used to influence the passage of the Subsidy, when he replied that, from conversations, he believed a member of Congress was approached directly and offered a consideration to vote for the Subsidy. The member was Mr. John B. Storm, of Pennsylvania, who was offered $1,000 for his vote. He had this information in two ways—one from Mr. George W. Morgan, and the other from Mr. Storm himself. It was due to Mr. Storm to say that he never indicated any purpose to vote for the Subsidy, nor did he vote for the Bill. Mr. Storm did not tell him from whom the proffer came, but related the fact as if to strengthen his (Mr. Randall's) energy in opposition to the Bill.

On the 11th Mr. Charles Abert was re-examined. The Chairman asked: "To whom did you distribute the $106,500 belonging to the Pacific Mail Steamship Company, according to the direction of Irwin?" Mr. Abert read a preliminary statement explanatory of his position, saying he found no reasons to prevent him from answering, as he was agent or steward, and acted according to Irwin's direction. If any money had been paid improperly it had been without direction from him. Reverdy Johnson gave him another opinion on Saturday, after a further explanation, to the effect that he (Mr. Abert) acted in a merely financial character, and not as counsel, and therefore he could answer the question as to whom he paid the money. The following is the list of payments made by Mr. Abert, as stated by himself:

R. C. Parsons	$1,500	J. M. Morris	$1,500
H. G. Fant	11,000	Donn Platt	5,000
A. W. Randall	6,500	Charles H. Sherrill ...	500
J. McFarland	25,000	William Moran	200
W. B. Shaw	15,000	Charles Abert	7,000
A. B. Corwine	3,100	Chittenden	5,000
J. G. Berrett and Samuel Ward	7,000	J. G. Berrett	2,500
		Cormick	500
O. J. Averill	9,000	Ingram	5,000
John H. Hersey	11,000	John Boyd	4,500

making an aggregate disbursement of $120,800, between the dates of March 6 and September 6, 1872.

Irwin is ordered to be kept within the limits of the jail, not being allowed to walk outside. He is confined in the same room in which General Sickles was put while on trial for the murder of Key. Irwin *still insists* that the chief object of the committee is to suppress testimony which he desires to give.

CAUSES OF THE LOSSES OF PACIFIC MAIL COMPANY'S STEAMERS.

Within a brief period no less than eleven fine steamers—most of them first-class—belonging to the Pacific Mail Steamship Company, have been totally wrecked or burned, involving in several cases a serious loss of life, and crippling the company almost to the uttermost verge of insolvency. It is scarcely within the bounds of possibilities that so many conglomerated *accidents* should befall a single company in comparatively so short a time, and several of the prominent New York journals, including the *Nautical Gazette* and the *United States Economist*, entertain the opinion, which largely prevails here, that the majority of those disasters were not "accidents" at all, but the legitimate results of premeditated intention. The *Nautical Gazette* talks after this wise: "We have not quite the faith to believe that the loss of the Pacific Mail steamer *Japan* by fire was the result of accident, nor have we ever believed that the *America* was burned by reason of accident. We believe that their destruction is but a part of the damnable plot to effect, if possible, the ruin of the line." Captain Osbon, the bluff, straightforward, thoroughbred veteran seaman, who holds the helm of that journal and directs its course, never uses the subjunctive mood. He never indulges in such sentences as "It is rumoured," "It is said," "We hear," etc., but comes at once to the point, and lets his readers know just what he thinks in the plainest and most direct language. Of the same sort is the *United States Economist*, a prominent, sound journal, whose utterances are always well weighed and carefully considered. Speaking of the misfortunes that have befallen the Pacific Mail Company, it says:—Of course all the loss of life and property to the company's vessels at sea is due to the system that has so long wrecked its affairs on land. The affairs of the company are not carried on on business principles, and never were. Pacific Mail has long been regarded as a fancy stock, securing a large influence on the stock market to the lucky individuals who may control it. It seems to be always furnished with an available supply of funds for stock or other purposes. Half-a-million dollars seems to be a mere bagatelle in its transactions. First, the personal concerns and interests of the President and Managing Directors were considered, and the interests of the company seemed to be the very last matters thought of. Contracts were made for rickety breakdown vessels at fancy prices, the bulk of which went into the pockets of the managers. Then, by a natural law of attraction the ships were officered accordingly. No attempt was made to obtain able and capable men. For many years it has been a subject of derision on the Pacific Coast respecting the incapable persons sent out to officer the ships. The only wonder is that there is a single one left.

The *Nautical Gazette* also states its belief on what it deems good grounds, that "attempts have been made to injure and destroy some of the new iron steamers recently built by the company." It is certain that several of them, including the *City of Peking*, which should have arrived here long ago, have unexpectedly met with disasters, and this constant recurrence of serious calamities to a single line is not to be accepted as the results of accident in a majority of cases. We agree with Captain Osbon's opinion when he says, "We do not by any means claim that the company's management is without fault, but we do believe that it is not entirely shorn of its integrity and honesty." In the meantime, the entire business community is anxiously awaiting some more reasonable definition of the disasters that have occurred to the company than the mere plea of "accident."

THE EASTERN TELEGRAPH COMPANY, LIMITED.

The fifth half yearly general meeting of this Company was held on the 29th ult., at the Cannon-street Hotel; Mr. JOHN PENDER, M.P., in the chair. The directors' report was taken as read. It stated that the revenue for the six months ending 30th September last amounted to £176,806 18s. 6d., from which are deducted the ordinary expenses of the company, £46,323 4s. 8d., leaving a balance of £130,483 13s. 10d.; of this amount £30,222 1s. 11d. is absorbed by special expenditure during the half-year, as shown in the accounts, and £828 13s. 1d. by income-tax, leaving the sum of £99,432 18s. 10d. net profits. An interim dividend of 1½ per cent., paid on the 14th of October last, and a further interim dividend of 1½ per cent. paid on the 14th inst., amounting together, with interest on debentures, to £98,425, leaves a balance of £1,007 18s. 10d. to be carried forward.

The CHAIRMAN said that the directors had at last succeeded in getting a concession from the French Government for the use of a direct line through France, which would enable them to utilise the Marseilles Malta cables, thus securing a more efficient line to Egypt. He referred to the regret with which the directors had received the retirement of Sir George Elliot, Bart., M.P., whose services to telegraphy were so well known. Referring to the accounts, he stated that, during the past half-year, the revenue was less by about £2,000; but it was a matter of almost universal notoriety that in that period Eastern trade had not been satisfactory, and the amount of telegraphic communication was consequently somewhat less. It was an encouraging feature that so far the falling-off had been confined to the Trans-Indian system; the falling-off had amounted to something like £10,000 on that system, but the Mediterranean and Australian systems had almost made up for that deficiency. From the opening of the Brazilian line, the increase on the other parts of this company's system had amounted to £8,000, so that the decrease was reduced to about £2,000. Owing to the depression of business in Eastern trade, the merchants who used the telegraph now, for the sake of economy, put as much in half-a-dozen words as they formerly put in twenty, consequently the amount of traffic which was going was quite as large, if not larger—in fact, there were something like 2,000 more messages sent, and something like £10,000 less taken. When Eastern trade was in a better condition, no doubt the company's traffic would return. He had always contended that telegraphy could not go backwards, but must go forwards. Referring to the increase of £21,643 in the expenses, he explained that the increase was owing to the screw steamer *Chiltern* having been engaged nearly all the half-year in repairing and relaying portions of the Lisbon cable, and the extra expense was for stores, &c., for that vessel, and also for fitting out the steamer *Hawk*. He did not anticipate that those expenses would be at the same rate in future. The London expenses had somewhat decreased; amongst other items, there had been a decrease of £1,000 in the directors fees, in accordance with what he stated at the last meeting. The reserve fund of the company was invested in Government securities, which could be put upon the Exchange and realised to-morrow if necessary. Referring to the threatened competition by certain parties who had obtained a concession from the French Government, and who were endeavouring to raise money by a syndicate for the purpose of laying a cable to Egypt, he was prepared to show that such an undertaking could not be attended with a fair amount of profit to shareholders who might invest their money in it. He said it might be asked how it was that gentlemen could be found willing to promote such a company, and he pointed to the fact that there were five telegraph construction companies in existence at the present time, who, as long as they could secure contracts, probably did not much care whether the shareholders in the telegraph companies got a profit, or not, out of the cables which they had laid. He believed that the Eastern Company was now so strong that it was impossible for any competition to succeed. Referring to the Indo-European Company, he said that up to the present time no arrangement had been come to with the company. He moved the adoption of the report and accounts.

SIR CHARLES WINGFIELD, K.C.S.I., seconded the resolution.

A discussion took place, in which Mr. STEWART, Mr. FINLAY, Mr. HAYWARD, Mr. W. ABBOTT, and other gentlemen took part, and, in answer to questions,

The CHAIRMAN said that this company's cables had been made by the Telegraph Construction and Maintenance Company, and he believed the Construction Company had given this company the best cables which could be made. As regarded the Lisbon cable, it was laid by the Government chart, but it was afterwards found that the soundings marked on that chart were in many cases fallacious; the cable was now relaid in soundings where it was believed it would last a much greater length of time. He had always stated to the shareholders that submarine telegraphy was more or less of a speculation, and though they were disappointed in not receiving the amount of dividend which he had referred to as probable at one or two previous meetings, still he was prepared to justify every statement he had ever made relative to the probable amount of dividend which they might expect to receive. As to any increase in the expenses, they must bear in mind this important fact—that, whilst there was a clamour, even amongst the shareholders, for a reduction of the tariff, yet, the more they reduced the tariff on submarine telegrams —say from twenty to ten words—even if they got the same amount of returns out of the ten words, yet they must get it at a very largely increased expense to what they paid on the twenty words. Therefore hey must not suppose that the expenses could be largely reduced; at the same time, the directors would exercise every economy consistent with efficiency. As regarded the £700 paid for medical charges, it must be borne in mind that there were twenty-five stations, so that the amount paid for attendance at each was very small, and it was absolutely necessary that the young men employed should have proper medical attendance when necessary.

The report was then adopted.

The retiring directors, Baron Emile d'Erlanger, Colonel Glover, R.E., and Lord William Hay, were re-elected; and the auditors, Mr. John Ball and Mr. H. Dever, were reappointed.

A vote of thanks to the chairman and directors closed the proceedings.

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Monetary and Commercial.

Late telegrams from Japan report business very dull, and freights falling. The Government have started a weekly line of steamers to Shanghai, *via* Hiogo and Nagasaki.

The subjoined letters have appeared in *The Times* on the subject of six months' bank bills. An "Anglo Indian Banker" writes:—

"There is no physical impossibility in the way of assimilating the usance in India to that in Australia. If the value of Eastern produce is subject to such frequent and violent fluctuations, that is surely the best reason why the risk of advancing upon it should be lessened, and that the profit should be in proportion. Of late years, however, the case has been notoriously the reverse. It is quite true we have not the same control over the usance in India that we have in Australia—that is to say, so long as Rothschild and Baring allow themselves to be drawn on at six months there will be a difficulty; but it is the only difficulty in the way of reducing the usance. Nor are they likely to make any move in the matter so long as a suffering public shows no signs of impatience. But, as they can very well dispense with this long date, it is very improbable they would allow business to go past them in order that houses of an inferior standing might have an opportunity of ruining the trade for themselves and others.

"If a bill be perfectly good and discountable at the lowest rate of the day, it is of little consequence to the holder that it is not upon a firm whose wealth is 'beyond the dreams of avarice.' What has been done once may be done again. The usance in the East has already been reduced from ten months to six months, and we can most of us recollect when the par of exchange between Edinburgh and London was thirty days, whereas the charge for remitting money thence has now about reached the vanishing point. The world goes round on its axis, and big folks, as well as small, must go round with it. Your correspondent should have known that I spoke only of Anglo-Australian Banks, not purely Colonial Banks, whose head office is in the colony and whose proprietary are mostly colonial. Of course they must draw on a London banker in order that their bills may have free vent in the discount market."

"Australian" replies as follows:—

"It would, of course, be satisfactory if the usance on bills in the East could be assimilated to that in the Australian colonies, where the currency is sixty to ninety days' sight, but I cannot agree with 'An Anglo-Indian Banker,' whose letter appears in your Money Article of this morning, when he says 'What suits the Antipodes should apply equally to India and China.'

"The circumstances are, I submit, different. The produce which forms cover for bank drafts issued in Australia consists mainly of wool, and gold in the shape of bullion and sovereigns minted in Sydney and Melbourne. Nothing can be more satisfactory than such cover—the gold requires no comment; but, as regards wool, I can say that during my connection of a quarter of a century with Australian banking, I have never had experience of loss arising out of the hypothecation of this article.

"I doubt if any Indian banker can say as much for cover provided by Eastern produce, the market value of which is liable to frequent and violent fluctuations. In dealing with it an Indian bank requires, therefore, more time to turn round.

"But the Indian banks do not possess that control over the usance which is enjoyed by Australian banks. A large portion of their buying business consists in the purchase of clean bills drawn under the six months' sight credits of leading mercantile houses in London, and as long as these houses continue their issue so long will Indian banks be compelled to maintain the present usance. They cannot purchase at six months' and issue at sixty days' sight."

The directors of the London and County Banking Company have decided to recommend at their meeting on the 4th February the payment of a dividend of 10 per cent. for the half-year ended the 31st December last, after appropriating £15,000 to the reduction of premises account. This, with the June payment of 10 per cent., will make 20 per cent. for the year 1874. The amount to be carried forward will be £18,936. This compares with a similar dividend last year.

The Universal Marine Insurance Company (Limited) has issued its report for 1874, and from it we learn that the net premium income of the year was £264,679, while losses falling to be paid for amounted to £236,895. A second dividend of 5s. per share has been declared, making 10s., or 10 per cent., on the year.

The directors of the Ouvah Coffee Company (Limited) announce a dividend for the half-year at the rate of 10 per cent. per annum on the share capital, being at the same rate as that declared at the corresponding period of last year.

The Bombay Sugar Refinery Company (Limited) has been formed, with a capital of 750,000 rupees (or £75,000), in shares of 150 rupees (or £15), for establishing a sugar factory in Bombay or its neighbourhood. One thousand shares are to be allotted in England.

The failure is announced of Malcolm M'Donald, sole partner of the firm of Malcolm M'Donald and Co., merchants and manufacturers, West Nile-street, Glasgow, and St. Louis, United States, with liabilities of nearly £34,000. There is a realisable dividend of 4s. 5d. in the pound, without allowing for the expense of sequestration.

The Market for Bar Silver has not continued quite so firm, and some transactions have been done at 57½d. to 57⅝d. per oz. There have been no transactions in Mexican dollars.

The bullion per P. and O. steamer *Malwa*, from Southampton, Jan. 28, was in gold, to Galle, £1,432; in silver, to Singapore, £6,800; to Hong Kong, £1,200. Total in gold, £1,432; in silver, £8,000.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¾ to 9
25	Bank of Egypt	All	49 to 51
20	Chartered of India, Aust., and China	All	15⅝ to 16⅛
25	Chartered Merc. of India and China ...	All	24¼ to 25¼
20	City	10	13 to 14
100	Colonial	30	57 to 59
500fr.	Comptoir D'Escompte de Paris	All	562½ fr.
Th.200	Deutsche	All	Th.168 x d.
£28¼	Hong Kong and Shanghai	All	27 to 29
50	Imperial	15	18 to 19
50	London and County	20	65 to 69
50	London Joint-Stock	15	52 to 53
100	London and Westminster	20	76½ to 77½
25	Oriental	All	45½ to 46½
50	Union of London	15	44¾ to 45½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7¾ to 7⅞
10	Eastern Telegraph	All	7½ to 7¾
10	Great Northern	All	10⅜ to 11¼
25	Indo-European	All	16½ to 17
10	Mediterranean Extension	All	3¾ to 4
12	Telegraph Construction Company ...	All	27¾ to 28
20	India-rub., Gutta-perc., & Teleg. Works	All	22 to 24
8	Reuter's	All	11½ to 12
	INSURANCE COMPANIES.		
20	British and Foreign Marine	4	
50	Commercial Union	5	4⅝ to 5⅛ pm.
20	Globe Marine	4	1½ to 0⅝ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¾ to 1¼ pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	28½ to 29
25	Ocean Marine	5	4 to 5 pm.
20	Thames and Mersey	2	3⅝ to 4¼ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 4¼ pm.
	TEA COMPANIES.		
50	Assam	20	42 to 44
20	British Indian	All	7½ to 7⅝
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	3⅝ to 4
20	Jorehaut, Limited...	All	48 to 50
20	Do.	14	16 to 17 pm.
10	Lelong	All	14 to 15
10	Upper Assam	All	1⅛ to 1⅜
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 14
20	Do.	10	6½ to 5½ dis.
20	Do.	5	4 to 3½ dis.
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	2¾ to 3¼
10	General Credit and Discount	7½	9½ to 9⅞ pm.
21	Hong Kong Gas	All	
10	International Finance	5	1½ to 1⅝
25	National Discount	5	10½ to 11
500fr.	Messageries Maritimes of France ...	All	585 fr.
£50	P. and O. Steam	All	57 to 58
50	Do. Do. 1867	10	¼ dis. to ¼ pm
100	Royal Mail Steam...	60	79 to 82
402fr.	Suez Canal	—	506¼ fr.
£98	Japan Loan, 9 per cent.	All	110 to 112
92½	Do. 7 per cent....	All	96 to 98

ARTICLES OF IMPORT.

A general tone of quietude has continued to be the ruling characteristic of the Produce Markets during the week, and the business done has again been very limited in extent. Tea and Silk, although dull, have been fairly firm, and Coffee has maintained the advance established last week. Pepper and Spices have been steady, with some business doing, but all other articles, especially Rice, have been and continue very dull.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Privately the market has been very quiet during the week, but a larger quantity has been offered at public auction than for some time back, a large proportion consisting of Canton Scented Teas. Prices for all good kinds of Congou have been fairly maintained, but Canton Capers have given way about ½d. per lb. for common to fair kinds. The public sales have comprised 28,000 packages, all offered, and sold without reserve, about 16,000 packages being Canton Scented Teas. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	3,238,035	2,054,481
Coastwise	861,713	858,173
Exports	669,770	328,742
Total delivered	3,769,568	3,241,396

Congous.—Red-leaf kinds: Siftings have not been so readily saleable, and prices show a slight decline for the commoner qualities. Broken-leaf kinds show no material change. Fair to good common have sold about ¼d. to ½d. per lb. lower at public sale. Fair to good medium Kaisow and Saryune kinds show no alteration. Good to fine Kaisows remain firm. In finest transactions have been few at about former rates. Pak Lin kinds remain as last week. Black-leaf kinds: Old season's common sold, at public sale, at 9½d. to 9⅝d. per lb. In fair to

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good common prices show no alteration. Fair to good medium have been sold to a moderate extent at last week's prices. Good to fine remain firm. In finest sales have been limited. New make Canton kinds have been freely offered, and prices fo fair quality have been barely maintained. Oolongs maintain the improvement recently noted. In Souchongs, fair to good have been difficult of sale; fine remain as before. Scented Teas: Canton Capers have been freely offered, both privately and at public auction, at the latter about 11,000 boxes have been sold without reserve, chiefly at prices ranging from 10d. to 11½d. per lb. for common to good fair kinds, showing about ½d. per lb. decline. About 5,000 boxes of Canton Orange Pekoe have also been sold without reserve, chiefly from 10d. to 1s. 1½d. per lb., being also easy rates. Foochow kinds: Capers show no improvement; business in Orange Pekoes has been moderate at about previous rates. Green Teas: There has been a rather better market, owing to enquiry for export, and last week's rates have been fully maintained.

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Circular says:—The public sales which commenced on the 19th ult. were concluded on the 22nd. The total quantity offered was:—China, 3,590 bales; Canton, 228; Japan, 516; Bengal, 61; total, 4,395 bales, of which the greater portion was printed without reserve, or taxed at prices which ensured its sale; there was a steady but not active competition for all such Silk, and the demand was chiefly for Tsatlees, prices of which have fully established the rates previously ruling by private contract; say 12s. to 12s. 6d. for common and inferior Tsatlees, 12s. 9d. to 13s. 6d. for fair to good Nos. 5 and 4¾, 14s. to 14s. 6d. for fair to good 4½, 14s. 8d. to 15s. 1d. for Red Peacock, 15s. for Ku Kee Kin Hock, and 16s. to 16s. 6d. for Ku Kee Chin Jan; a few parcels of 3½ and higher grades were also sold without reserve, but part was damaged; the prices realised were from 16s. to 19s. 8d. Kahing Taysaam of the better kinds were not much wanted; but the lower sorts sold at 10s. 10d. to 11s. 6d., and 9.12 moss at 11s. 1d. to 11s. 2d., Skeins 10s. 9d. to 11s. 1d. Of Canton Silk the quantity was very small, and readily taken at 11s. 7d. to 12s. 1d. for ordinary to good No. 4 Tsatlee. Japan Silk was neglected, and sold only at low prices.

The general market is quiet since the public sales, but there is nevertheless a steady inquiry for China Silk at the full rates of last week, with a decided tendency to higher prices, Tsatlees still continuing in most favour, and the lower grades being more specially in demand. Canton Silk is unchanged, 12s. being difficult to get for good No. 4, while some old common parcels have found buyers at 11s. to 11s. 3d., price being the object. Japans and Bengals are both very quiet. The deliveries of China Silk are very satisfactory. Deliveries from 1st to 29th instant:—China 3,456, Canton 346, Japan 642, Bengal 166 bales. Total bales, 4,610.

COFFEE.—The demand has been well sustained, and the sales have gone off with spirit at the extreme of last week's rates to 1s. per cwt. advance. Closing prices are: Plantation Ceylon, bold 105s. to 108s. 6d., middling to good middling 101s. to 103s. 6d., rather small and low middling 94s. 6d. to 99s., small grey 90s. to 92s., peas 119s. to 122s. 6d., triage 80s. to 92s. Native, good ordinary 93s. The sales have included 312 bags Singapore pale mixed with blacks, realising 78s., one lot 78s. 6d. per cwt.

CIGARS.—In public sale 2 cases Manila were quitted at 5s. 6d., and 13 cases Manila cheroots at 5s. 9d.

CHINA PRESERVES.—An offer of 597 cases Ginger was bought in at 7d., but 55 casks were quitted at 5¾d. per lb.

COTTON.—The market has shown a stronger tendency, and a good business has been done on the spot at full prices, viz. Tinnivelly, 5½d. to 5¾d.; Western Madras, 5½d. to 5⅝d.; Bengal, 4¼d. to 4⅜d.; Western Madras, 5 3-16d. for good fair, landing.

CANES.—500 Malacca sold, mouldy and retied at 1¼d.; 26,740 Borneo at ⅞d. to 1⅛d. and 10,000 ground Rattans at 1½d.; 65,000 Tonquin out at ⅜d. to ½d., 6,695 Penang Lawyers at 2¼d. to 5¼d.; 1,500 Dragon sold at 3d. each.

GAMBIER meets a steady sale at previous rates; 1,128 bags cubes in auction were chiefly sold, free pale at 40s. 6d., and slightly run at 40s. per cwt.

PEPPER.—A small supply of Black brought forward; 1,412 bags chiefly sold at rather firmer prices, viz.:—219 bags grey West Coast Penang at 5⅞d. to 6d.; 281 bags Saigon at 6d., one lot at 6⅛d. for good clean, and 5⅞d. to 5⅞d. for unsifted; 531 bags Singapore at 6d. to 6⅛d. for good, and 6d. per lb. for greyish; 200 bags dull Singapore were bought in at 6d. Of *White* there has been no Singapore or Penang in the sales.

SUGAR.—There has been only a limited business during the week in East Indian kinds, prices showing little or no alteration. On the 22nd ult. 2,520 mats and 1,294 bags Penang chiefly sold, cane at 19s. to 20s. 9d., and low to good brown and common date at 17s. On the 25th 1,500 tons old landed Taal and Zebu were sold at 16s. On the 26th 100 baskets low date Penang (out of 2,448 baskets offered) sold at 15s. On the 28th 1,900 bags sun-dried Ilo Ilo were sold at 19s. per cwt.

SPICES.—*Cinnamon:* All offers bought in, viz., 54 bales 1 parcel 2 boxes Ceylon at 3s. for firsts, 2s. 6d. for seconds, and 2s. 3d. per lb. for thirds. *Cassia Lignea* has gone rather cheaper, but 1,000 cases offered were all sold at 56s. to 57s. per cwt. for fair unworked. *Cloves* are dearer; 30 cases Penang sold at 2s. 2d. to 2s. 2½d. per lb. *Mace* has brought late value, and of 84 packages about four-fifths sold, good red Penang at 3s. to 3s. 3d., middling at 2s. 9d. to 2s. 10d., common at 2s. 6d. to 2s. 8d., chips and packages 1s. 9d. to 1s. 10d. *Nutmegs* have met a steady demand at late rates; of 103 packages Singapore and Penang catalogued 75 packages sold, fine brown, averaging 61 nuts to the lb., at 4s. 4d., 64s to 66s at 4s. 1d. to 4s. 2d., 74s at 3s. 9d., 73s to 76s at 3s. 8d., 77s to 79s at 3s. 7d., 85s at 3s. 5d., 110s and 113s at 2s. 9d. to 2s. 10d., and 126s at 2s. 8d.

SAGO is dull; 1,224 bags were offered and chiefly bought in, 70 bags good large selling at 18s., and a few lots small at 17s. to 17s. 6d. for brownish to good small. *Flour:* Of 267 bags Singapore offered 40 bags fair pinky sold at 14s. 3d. The sound of 1,067 bags Borneo was bought in at 14s. 3d., the damaged selling at 10s. to 13s. 6d. per cwt.

TAPIOCA.—The market appears rather quiet, but good qualities support their value. Of 1,561 bags flake offered the greater part sold somewhat slowly, good Penang at 2½d. and small to good bold Singapore at 2¼d. to 2½d. per lb. *Pearl* went barely up to late rates; 560 bags partly sold, fair bold medium at 21s. 6d.

TOBACCO.—At public sale 249 bales China were partly sold at 5d. to 8d.; 56 boxes ditto damaged at 2¾d. to 4d. Of 1,490 bales Japan, a large portion was placed at 6d. to 8¼d.; 1 bale ditto repacked damaged at 3d. Two bales repacked damaged Java sold at 3d.

TIN.—For consumption there is a fair amount of business doing, and there are some transactions for forward delivery. The large arrivals this month have kept prices in check. The bi-monthly sale of Banca took place in Holland on the 27th inst., when 22,600 slabs were sold at average 56.10, equal to £98 per ton in London. The current quotations are Straits on the spot £92 10s., afloat £91 10s., Banca £98, Billiton £95 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Quietness has become the characteristic feature of the Manchester Market, and the demand for both Yarns and Goods has been of a limited character. Up to the 26th ult. the attitude of producers was firm, and their quotations unaltered, but the weaker tone of the Cotton Market has brought out more disposition to accommodate in respect of prices, more particularly where orders have run out; and where distinct offers have been made, sellers of both Goods and Yarns have been willing to make slight concessions, without at all pressing sales, and these reductions apply only to medium and ordinary goods.

QUOTATIONS FOR CHINA GOODS.

Grey Shirtings	...	39 in.	...	7	...	14×13	...	37	...	6/6	... 7/4½
Do.	...	...	,,	...	7	...	14×13	...	38	...	8/0 ... 8/3
Do.	...	...	,,	...	8 4	...	16×15	...	39	...	7/9 ... 8/10½
Do.	...	...	,,	...	8 4	...	16×15	...	40	...	9/6 ... 9/9
Do.	...	...	,,	...	9	...	19×19	...	41	...	11/1½ ... 11/7½
Do.	...	...	,,	...	10	...	19×19	...	42	...	12/4½ ... 12/7½
T-Cloths	...	...	32 in.	...	6	...	14×14	...	43	...	5/1½ ... 5/4½
Do.	...	...	,,	...	6	...	15×15	...	44	...	5/6 ... 5/7½
Do.	...	...	,,	...	7	...	15×15	...	45	...	5/9 ... 6/0
Do.	...	...	,,	...	7	...	16×16	...	46	...	6/3 ... 6/6
Mexican	...	...	,,	...	7	...	18×18	...	47	...	6/4½ ... 7/0
Do.	...	...	,,	...	7	...	18×18	...	48	...	7/6 ... 7/9
Do.	...	...	36 in.	...	8	...	18×18	...	49	...	7/6 ... 8/0
Do.	...	...	,,	...	8	...	18×18	...	50	...	8/7½ ... 8/9
Spots	...	...	White.	...	—	...	—	...	51	...	10/0 ... 10/9
Brocades	...	...	,,	...	—	...	—	...	52	...	10/3 ... 11/0
Drills	...	...	30 in.	...	15	...	—	...	53	...	3¾d. ... 3½d.
Do.	...	...	,,	...	15	...	—	...	54	...	3¾d. ... 4d.
Jeans	...	...	,,	...	8	...	—	...	55	...	8/6 ... 8/10½
Do.	...	...	,,	...	8	...	—	...	56	...	9/0 ... 9/4½

Water Twist. 16/24 28/32

Good Seconds 10¾ 12

Best ditto ... ... 13 ... ... 13½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 21	Alfred the Great	Lawson	Colombo, &c.	London
21	Elina	Vio	Bassein	Do.
21	Amarapoora (s.)	Steward	Rangoon	Do.
22	Melbrek	Pierce	Hong Kong	Do.
	Saml. G. Reed	White	Yokohama	New York
22	Africano	Ballestra	Bassein	London
20	Regina Margherita	Carboni	Rangoon	Havre
23	Ce-are Beccaria	Pastorino	Bassein	London
23	Unione (s.)	Ozeglia	Rangoon	Do.
23	Chacma	Gallicham	Colombo	Do.
23	Cora Linn	Glazebrook	Sarawak	Do.
23	Thyatira	Mackay	Foochow	Do.
20	Esperanza	Eilbeck	Singapore	Hamburg
21	Thorbecke	Klasen	Batavia	Texel
25	Deucalion (s.)	Butler	China, Singapore, &c.	London
21	Galatea (s.)	Taube	Singapore	Hamburg
21	India (s.)	Fougt	Colombo, &c.	Venice
	Fortune	Taylor	Manila	Boston
23	Duchess	Smith	Panaroekan	Falmouth
23	Electra	Landweer	Batavia	Texel
23	Anna Elizabeth	De Greeve	Do.	Do.
	Benefactor	Haydorn	Yokohama	New York
	La Plata	Bray	Do.	Do.
14	J. R. Worcester	—	Shanghai	Off do.
13	Annie E. Elliott	Elliott	Sourabaya	Boston
26	Pride of the Ocean	Welsh	Batavia	Plymouth
27	H.W.M.	Fjebbes	Singapore, &c.	London
27	Braemar Castle (s.)	Marshall	Japan, China, &c.	Do.
27	G. H. Soule	Gray	Maulmain	Holyhead
27	Herschel	Fredericks	Java	Clyde
24	Beatrice	Windsor	Batavia	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 21	Rowena	Bowden	Nicolajefsk. &c.	London
24	Hong Kong (s.)	Comley	Singapore, China, &c.	Do.
20	J. Vinicombe	Macpherson	Anjer	Sunderland
23	Conquest	Hutchinson	Shanghai	London
22	Henrick	—	Java	Shields
21	Pons Ælli	—	Singapore	Newcastle
23	Duke of Sutherland (s)	Cox	Colombo, &c.	London
23	Balgownie	Brown	Hong Kong	Do.
23	Emiliano (s.)	Mendezona	Singapore and Manila	Liverpool
	County of Sutherland	Auld	Batavia	Clyde
21	Venezuela	Kroncke	Wladiwostock	Hamburg
26	Forward Ho	Wade	Shanghai	London
56	Cawdor Castle (s.)	Greig	Singapore	Cardiff
27	Zehlima	Moore	Penang	London
25	Torrington (s.)	—	Java	Maassluis
22	Deux Freres	Gillard	Batavia	Bordeaux
27	Ulysses (s.)	Bryne	Singapore, China, &c.	Liverpool
27	Boldon	Lashbrooke	Singapore	Do.

See Shipping Postscript and Correspondents' Letters.

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LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.— For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Venice, Africa. For Penang, Singapore, Hong Kong, and Shanghai: Ægean, Craigforth. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff. For Singapore, Hong Kong, Yokohama, and Hiogo: Riga. For Singapore, Hong Kong, and Shanghai: Glenfalloch, Gordon Castle. For Colombo, &c.: Eldorado South Tyne: Lorne, Viceroy, W. H. Atkinson, Duke of Buccleuch. For Singapore &c., (via Cardiff) Braemar Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Yokohama: Oleander. For Nagasaki: Sing Tai. For Hong Kong: Golden Spur, Kaisow, Hervatska, Melbrek. For Shanghai: James Shepherd, Undine, Lauderdale, Eliza Shaw, Elmstone. For Batavia, Samarang, and Sourabaya: Nicola Tommaso, Dr. Merzger. For Singapore: East Lomond.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.). For Hong Kong: Queen of the Seas. For Batavia and Sourabaya: Argo. For Batavia: Doris Eckhoff. For Singapore: Sea, Cyclone. For Singapore and Manila: Aurrera (str.). For Anjer: Tarquin. For Macassar: Beatrice Havener, Viceroy, Sampo.

At GLASGOW.—For Batavia and Sourabaya: Saluk (str.). For Singapore, Hong Kong, Shanghai, and Yokohama (via London), Viking (str.). For Singapore and Penang: Antipodes. For Singapore, Birdston; Viceroy.

SPOKEN.

SEAFIELD, London to Colombo, Dec. 19, 21 S., 29 W.
J. B. P. S. (Ger. barq.), Amsterdam to Padang, Dec. 20, 20 S., 30 W.
PANAMA (N. Ger.), Cardiff to Hong Kong, Dec. 21, 19 S., 30 W.
MUTLAH, Tyne to Singapore, Dec. 21, 19 S., 30 W.
H. W. T., Pulo Penang to London, Jan. 1, 13 N., 35 W.
HINDOSTAN, London to Penang, Dec. 3, 14 S., 32 W.
J. Q. H. R. (Woodlark), Shanghai to London, Oct. 30, 2 S., 108 E.
STANLEY, Sunderland to Singapore, Nov. 26, 23 S., 29 W.
Q. C. D. R. (Dora barq.), Newport to Singapore, Dec. 6, 19 S., 30 W.
L.W.S.T. (Peru), Cardiff to Singapore, Dec. 4, 14 S., 30 W.
GLEAM, London to Penang, Dec. 4, 14 S., 30 W.
M.P.R.C.L.V., for Japan, Dec. 21, 5 N., 24 W.
RED RIDING HOOD, Shanghai to Din, Dec. 5, 34 S., 25 E.
JAN PETERZON, Batavia to Falmouth, Dec. 6, 34 S., 23 E.
QUEEN OF THE COLONIES, Batavia to Falmouth, Jan. 12, 25 N., 42 W.
R.F.Q.G. (Brit. barq.), Newcastle to Galle, Dec. 8. 19 S., 29 W.

FREIGHTS AND CHARTERS.

There is no alteration of importance to report in rates of freight to the East since our last issue; the berths are fully supplied with tonnage. Homeward chartering is quiet.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 55s. meast. To Hiogo: 70s. weight, 65s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 40s. weight or meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 25s. weight, 22s. 6d. to 25s. meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £24. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. to 24s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

The Duchess, Smith, arrived at Falmouth, Jan. 23, from Panaroekan, with boat smashed, and bulwarks carried away.

BATAVIA, JAN. 22.—The Leila, from New York to this port with petroleum, has stranded off Anjer, and will become a total wreck; part of cargo will be saved.

YARMOUTH, JAN. 24.—The Duke (barq.), of North Shields, bound to Singapore with coal, was in collision in the roads, and lost bowsprit and received other damage. She arrived at Gravesend, 26.

ROTTERDAM, JAN. 23.—The Thorbecke, Klasen, from Batavia to Amsterdam, grounded on the Harsens while entering from Nieuwe Diep.

Advices from New York, 13th Jan., state that the Flying Spur (ship), of London, Croot, arrived there, 12th, from Manila, reports:—Oct. 29 was struck by a heavy sea, which damaged rails, bulwarks, decks, and stove boats, &c.; Jan. 9, forty miles S.E. of Sandy Hook, experienced a heavy N.W. gale, and the next day a frozen vapour drift set in, which lasted 12½ hours; a severe frost at the same time caused the vessel to be completely icebound as high as twenty feet above the deck, and prevented anything being seen at twenty yards; several of the crew had their hands badly frostbitten.

RYDE, I.W., JAN. 26.—The Queensberry (barq). Herring, from London to Colombo, anchored yesterday, with loss of sails and some head gear.

The Pride of the Ocean, Welsh, from Batavia, arrived at Plymouth Jan. 26, with loss of jibboon and part of bulwarks.

FALMOUTH, JAN. 26.—The Ella, Christie, from Cardiff to Hong Kong, with coal, has put in here with decks started, and making a little water.

BREST, JAN. 26.—The authorities at Conquet telegraph that the Queen of the Colonies (ship), from Batavia to Falmouth, with sugar and coffee, has anchored in distress on the Pierres Noires, and request that a Government steamer may be sent to her assistance. The Souffleur has been despatched to the Pierres Noires to assist the Queen of the Colonies and tow her here; weather foggy. Jan. 27th.—The Queen of the Colonies was stove in and sunk near Beniguet, last night; the vessel lies, it is said, on sand, with upper works uncovered at low water; little hope of salvage; heavy sea. CONQUET, JAN. 27.—The Queen of the Colonies is a total loss in Brest Bay; all the crew saved.

MISCELLANEOUS.

At MAURITIUS.—Dec. 19, Ephrem, Vaujoyeux, from Colombo.

DEAL, JAN. 26.—The Edelina, Chalmers, for Singapore, which put back to the Downs yesterday, is detained owing to crew being refractory.

The James Vinicombe, Macpherson, from Sunderland to Anjer, anchored off Deal, Jan. 27, with part of crew refractory.

NOTICES TO MARINERS.

Japan—Nipon, East Coast.—Revolving Light on Inuboye Saki.—The Japanese Government has given notice, that from the 15th November, 1874, a light would be exhibited from a lighthouse recently erected on Inuboye Saki, east coast of Nipon. The light is a *revolving* white light, showing a bright flash once *every half-minute*, elevated 168 feet above the level of the sea, and in clear weather should be seen from a distance of nineteen miles. The illuminating apparatus is of the first order. The lighthouse, 105 feet high, is a circular brick building, painted white. Position, lat. 35° 43′ 30″ N., long. 140° 53′ 30″ E. The light is obscured towards the land over an arc of 104° or between the bearings of E.N.E. and S. ¾ E.—Hydrographic-office, Admiralty, January.

Strait of Tsugar.—Harbour Light at Awomori.—The Japanese Government has given notice, that from the 1st November, 1874, a *fixed* white harbour light would be exhibited from a staff placed about 100 yards from the high water mark, in front of the town of Awomori, Strait of Tsugar. The light is elevated forty-five feet above the sea, and in clear weather should be seen from a distance of six miles. Position, lat. 40° 51′ 45″ N., long. 140° 45′ 15″ E.—Hydrographic-office, Admiralty, January.

Malacca Strait.—Red Pier Light at Malacca.—The Master Attendan at Singapore has given notice, that from the 7th November, 1874, a *red* light would be exhibited on the pier head at Malacca. In clear weather it should be seen from a distance of six miles.

SPECIAL MANUFACTURE

Of medicinal Lozenges, Pills, and Granules. Large and small Capsules prepared with gelatine or gluten. Silvered or plain Pills under various covers and marks. Preparations of the pharmaceutical formulary and Medicines known made to order.

NOTICE TO IDLE STOMACHS.

Depot of Seltzifer Lozenges, P. & Co.'s Patent. These Lozenges, prepared with the substance of Seltz Water, generate carbonic acid, the most active remedy for indigestion. Price, 2 francs a bottle of 100 Lozenges.
Apply to the Society of Improvement, **PROTIERES & Co.**
Orders may be sent through the China and Japan Agency.

SELTZIFER LOZENGES
Dragées
Digestive principle of
SELTZ WATER.
P. & Co.'s PATENT.
23, RUE DES ECOUFFES,
PARIS.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.
Seventy already sold—fifty now on the register.
ALEX. BROWN Kandy.

ALEXANDER BROWN.
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

NERVA, MARCHAND, & Co.,
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
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NURSERY GOVERNESS.

A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.
Address, H. E., *London and China Telegraph*, 2, Cowper's-court, Cornhill, E.C.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.
A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

CHINA AMAH.

A LADY can recommend a CHINA AMAH to any one returning to a China or Straits port. She can speak English, and is a good sailor.
Address, B., *London and China Telegraph* office, 2, Cowper's-court, Cornhill, London, E.C.

NOTICE.

MR. J. J. RIECHMANN has been admitted a partner in our Firm.
A. MARKWALD & Co.
Bangkok, 18th Nov., 1874.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.

MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1875.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 6d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the Fakirs that I was a doctor, and that I had the best medicines at the service of the sick, with advice gratis. In a short time I had many applicants, to whom I served out a quantity of Holloway's Pills. These are most useful to an explorer, as, possessing unmistakable purgative properties, they create an immediable effect upon the patient, which satisfies him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

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BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (vin S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Peiho ...	... Feb. 14	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Meikong	... Feb. 28		
Sindh ...	... Mar. 14		
Djemnah	... Mar. 28		
Anadyr	... Apr. 11		

The Steamers of the 14th Feb., 14th March, and 11th April connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 28th February and 28th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN.

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DES DEUX MONDES,

PARIS, 8, RUE D'ANTIN.

FIRST-CLASS English Family Hotel.
Highly recommended.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL ANGLETERRE, NAPLES.

THIS Hotel is most pleasantly situated in front of the Royal Gardens, and can be highly recommended to passengers per Messageries steamers to and from India, China, &c.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

T. W. JACKSON,

COMMISSION AGENT
SAN FRANCISCO.

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OVERLAND ROUTE

and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p	...	...
Indus	3,478	500	Feb. 4	Mediterranean, Aden, Bombay.
*Surat.....	3,400	550	Feb. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Deccan ...	3,142	530	Feb. 18	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Feb. 24	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.

—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb 16
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Gleneagles	100 A1	2,120	330	To follow
Glenfinlas	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

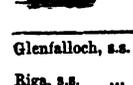
Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. Yokohma & Hankow ...	Viking, s.s....	A1 100	S.W.I.D.	Feb. 15
Do., except Yokohama	Tchihatchoff. s.s.	B in A1	S.W.I.D.	To follow
Do.....	Russia. s.s.	A1 100	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HANKOW.

—The magnificent, new, extra-powered steamer VIKING, A1, 100; last shipping day, 15th February. Passengers will be carried at moderate rates. The accommodation is supurb, replete with every comfort.

Apply to ROBERTSON and Co., No. 5, Newman's court, Cornhill, E.C.



FOR Tanjong Pagar, SINGAPORE.

—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenfalloch, s.s. ...	2,126	M'Gregor, Gow, & Co.	Feb. 16
Riga, s.s.	1,433	Norris & Joyner...	Feb. 5
Gordon Castle, s.s....	1,930	Thos. Skinner&Co.	Feb. 5
East Lomond	595	Wright Bros. &Co.	Feb. —

LIVERPOOL.

Nestor, s.s.... ...	1,350	Alfred Holt ...	Jan. 26

GLASGOW.

Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —
Viking, s.s.	1,932	Do. do.	Feb. 16
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

SHORT SEA ROUTE to AUSTRALIA,

via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.

The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing.,Hg.Kg. Yoko., and Hiogo ...	Riga, s.s.	100 A1	W.I.D.	Feb. 5
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	Feb. 20
HongKong...	Hervatska ...	A1 12 yr.	E.I.D.	To follow
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO.

Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 5th February. The favourite full-powered Screw Steamer RIGA, 100 A1, 1,433 tons gross. 918 nett, 200 h.p. nominal; J. M CLARKE, Commander; South West India Docks. This fine steamer is well and favourably known in the China Trade, and has splendid accommodation for saloon passengers.

For Freight or Passage, apply to the Owner, D. R. McGREGOR, Esq., Leith; SMITH, SUNDIUS, and Co., 38, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI,

taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 20th February, the splendid full powered screw steamer DEVONHURST, 100 A1 1,065 tons register, 200-horse power nominal; J. McNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA.

THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas.Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CASTLE LINE OF STEAM PACKETS from LONDON, via Suez Canal.—For JEDDAH and SINGAPORE, via Cardiff (last shipping day from London, 3rd Feb., and Cardiff 13th Feb.), the magnificent Clyde-built steamship BRAEMAR CASTLE, 100 A1, 2,182 tons register, 300-h.p. nominal, 1,500-h.p. effective; A. MARSHALL, Commander.

For Freight, apply to THOMAS SKINNER and Co., 5, East India-avenue.

CASTLE LINE OF STEAM PACKETS from LONDON.—To follow the "Glamis Castle."

—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent Clyde-built steamship GORDON CASTLE, 1,930 tons register, 255 horse power nominal, 1,250-horse power effective, ——, Master, lying in the South West India Docks. Last shipping day, Feb. 8. The attention of shippers and passengers is directed to this splendid steamer, which has been thoroughly repaired, and had her engines overhauled by the Thames Shipbuilding Company (Limited). She has excellent accommodation for a limited number of cabin assengers.

For Freight or Passage, apply to THOMAS SKINNER and Co., No. 5, East India-avenue; GEO. SIMPSON, 63, King-street, Manchester.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Venice ...	100 A1	2036	V.L.D.	Feb. 3
Yokohama & Hiogo	Ægean ...	AA1	1072	V.L.D.	Feb. 10
Pen., Sing., H.K.,Yoko., & Hiogo ...	Africa	95 A1	2279	V.L.D.	Feb. 24
Pen., Sing., Hg.K., and Shanghai ...	Craigforth	AA1	1109	V.L.D.	Mar. 5

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, February 3.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent

full-powered screw steam ship, VENICE, 100 A1, 1,963 tons gross register, 1,271 tons register, 180-h.p. nominal, 900-h.p. effective; J. H. WATSON, commander, late of the s.s. Trafalgar; Victoria Docks. This splendid high-classed steamer, built in 1874 by Messrs. Charles Mitchell and Co., of Low Walker on-Tyne, is confidently expected to make a very rapid passage.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal, last shipping day, 10th February, 1875.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-

built screw steamship ÆGEAN, AA1, 1,109 tons gross register, 862 tons register. 150-horse power, nominal 750-orse power effective; S. SPOWART, Commander; Victoria Docks. This fine high-classed steamer is well known in the Indian trade for speed and sound delivery of cargo.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 24th February, 1875.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent

Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 250-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander. Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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,, Amsterdam...	MACKAY, BOOMKAMP, and Co.
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Vienna...	G. SCHONBERGER.
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Venice	GAETANO FERRI, Piazza de Leoni, 316.
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Brindisi	G. RIVELLI.
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Aden	COWASJEE DINSHAW.
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Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	W. G. HALE and Co.
Bangkok	S. J. SMITH.
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Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOTZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
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Foo-Chow	REDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 1, 1875.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 597.] LONDON, MONDAY, FEB. 8, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 6.
JAPAN—Yokohama	Oct. 30	Dec. 18	Dec. 23
Yedo			
Osaka and Hiogo	—	—	„ 14
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 6
Tien-tsin	—	—	„ 10
Chefoo	—	—	„ 21
New-chwang			
Hankow	„ 16	„ 11	„ 20
Kiu-kiang	—	—	„ 16
Chin-kiang			
Shanghai	Nov. 6	„ 25	„ 25
Ningpo	—	—	„ 23
Foochow	„ 6	„ 23	„ 27
Formosa	—	—	„ 10
Amoy	—	—	„ 28
Swatow	—	—	„ 29
Hong Kong	„ 13	„ 21	„ 31
Canton	—	—	„ 29
Macao	—	—	„ 30
PHILIPPINES—Manila	„ 6	„ 15	„ 24
COCHIN-CHINA—Saigon	„ 20	„ 26	Jan 5
SIAM — Bangkok	—	—	Dec. 27
BORNEO—Labuan	—	—	„ 24
Sarawak	—	—	„ 26
JAVA — Batavia	„ 27	Jan. 1	Jan. 3
Samarang	—	—	Dec. 25
Soerabaya	-	—	„ 27
MALACCA STRAITS—Singapore	Dec. 4	„ 6	Jan. 8
Penang	Nov. 27	Dec. 25	„ 2
CEYLON—Galle	Dec. 18	Jan. 12	„ 14
Colombo	„ 11	„ 4	„ 13

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Saturday last, the 6th inst., being two days early. The next inward (P. and O.) mail, with advices Yokohama 29th Dec., Shanghai 1st, Hong Kong 7th. Singapore 14th Jan., which is due, *via* Brindisi, on Monday next, the 15th inst., will leave Suez to-day, being its due date.

The Great Northern Telegraph Company's cable between Wladavostock and Nagasaki is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived Feb. 5.—From Yokohama: Mr. Van der Tak. From Shanghai: Lord Claud Hamilton, Mr. Amos, Mr. DeCordova. From Hong Kong: Messrs. Jacobs, Bruce, Pistorius, Dulcken, Clayton, Captain Edwards. From Saigon: M. Lamotte, M. Devos, M. Lalande From Batavia: None. From Singapore: Messrs. Von Behl, Buhler, Corneille, Miss Gieger. From Galle: Lieut.-Col. Hudson, Mr. Morris.

Per steamer *Agamemnon* (Holt's line), arrived in London Feb. 8.—From Shanghai: Mr. P. Orme, Mrs. Richards, Captain Russell, Mr. J. Barclay, Mr. J. Jamieson, Mr. G. H. Campbell. From Hong Kong: Captain Le Bas, Mrs. Rogers. From Singapore: Mrs. Waller and child, Mr. Wallan.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Shanghai: Mr. H. de Bastide. To Hong Kong: Mrs. Armstrong and child, Mr. and Mrs. S. G. Bird, and one second-class passenger. To Singapore: Mr. J. D. Vaughan and two second-class passengers. To Ceylon: Mr. Huxley, Mr. H. Macnais, and two second-class passengers.

Per P. and O. steamer *Nisam*, from Venice, Feb 5.—To Singapore: Mr. Miller. To Ceylon: Mr. W. Law, Mr. J. Martin, Mr. A. Nicol. From Suez—To Yokohama (via Bombay): Mr. F. Binney.

Per P. and O. steamer *Nisam*, from Brindisi, Feb. 8.—To Ceylon: Mr. N. Buchanan.

Per P. and O. steamer *Surat*, from Southampton, Feb. 11.—To Yokohama: Capt. and Mrs. McDonald. To Hong Kong: Sub Lieut. Cameron, Surg. Major Ferguson, Mrs. Ferguson, Mr. D. R. Crawford. To Singapore: Mr. R. Lirde. To Ceylon: Mr. W. Rogers, Capt. and Mrs. Clarke.

Per P. and O. steamer *Baroda*, from Venice, Feb. 19.—To Singapore: Mr. R. B. Parr.

Per P. and O. steamer *Baroda*, from Brindisi, Feb. 22. To Hong Kong: Mr. and Mrs. F. W. Mitchell. To Ceylon: Mr. Livan, Mr. J. M. Robertson, Jun.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup. To Singapore: Mr. and Mrs. Innes.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Galle: Mr. Anthony Trollope.

Per P. and O. steamer, from Southampton, March 11.—To Hong Kong: Mrs. Maclean and party.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. Guillenim, Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch. To Singapore: Mr. Adam.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.

Per French steamer *Sindh*, March 14.—To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Fairhurst.

Per steamer *Venice*, to leave London Feb. 10.—For Hong Kong: Mr. A. Steinmitz. For Yokohama: Mr. Otto Bottiger.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail Company's steamer *Colorado* arrived at San Francisco on the 21st ult., with advices to the 22nd December. An account of her detention *en route* will be found in another column. The following summary of news has been telegraphed to New York :—

The final argument in the *Maria Luz* case in Japanese, in course of arbitration by the Emperor of Russia, is now being prepared at the Japanese Foreign-office, under the direction of E. P. Smith. The existing arrangement is found to be unsatisfactory to both sides. One detail of the dispute, on the part of the Chinese, which remains to be adjusted, is the towing of junks from the Foo Choo Islands to the province of Fu-Kien. Hitherto the junks have had to pay an annual sum for commercial privileges. The Japanese Government orders that this be discontinued, and asks that the system be abolished by the Chinese authorities.

Arrangements had been completed for beginning the new postal system on the 1st of January. All the preliminaries were satisfactorily settled, except for the reception of letters from Yokohama in Hong Kong, which point was overlooked by the United States Government. The Japanese Government will undertake the mail delivery at Hong Kong until the deficiency is made good.

Much comment has been excited in Yokohama by the extraordinary disposition of a case made by the Consul-General of the United States. A sailor belonging to the United States steamship *Lackawanna* was brought before the Consular Court, charged with drunkenness and assault. On being questioned as to the place of his nativity he replied that he was born in Liverpool. Thereupon the Consul-General sent him before the British Court, where he was fined. The same man had been previously tried and punished for a similar offence by the Consul-General of the United States, whose refusal to exercise jurisdiction in the present case is attributed to a quarrel with Captain McCaulay, of the *Lackawanna*.

A Government decree for the relief of the poor throughout the Empire announces that any pauper, permanently incapacitated to work by accident, or any invalid over seventy years of age, shall receive annually ten bushels of rice. Persons without family, temporarily incapacitated, shall receive one pint of rice daily. Orphans under fifteen, and all persons over seventy, shall receive annually three and a half bushels of rice.

The last of the Japanese troops left Formosa in the latter part of November, and arrived at Nagasaki in the first week of December. General Saigo was expected in Yedo on the 27th of December, when a grand demonstration was to be made in his honour.

Several applications for naturalisation have recently been made

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the Japanese Government. At present there is no authorisation for a change of allegiance.

The Japanese Government has appropriated $1,600,000 for the construction of wharves in the harbour of Yokohama. The work is to be commenced immediately.

A new Japanese mission will proceed to Korea in January or February, with instructions to bring an envoy from that country to the Court at Yedo.

The new Austro-Hungarian Minister, Chevalier Von Schaefler, arrived at Yedo, and presented his credentials to the Mikado on the 18th of December.

Machada, formerly an officer in the Department of Education, has been appointed Commissioner from Japan to the Centennial Exhibition at Philadelphia.

CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 25th December; the French mail from London November 6 was received the day this mail left. The following summary of news is from the *North China Herald*:—

The *Horatio* has been burnt to within a few feet of the water's edge, and but for the intervention of the copper, would have been burnt still lower. At the sale of the wreck the following prices were realised: the anchors and chains in the stream Tls. 125, Lots 2 and 3; the hull and coals, Tls. 2,660, Farnham and Co.; anchors and chains on board, Tls. 110. The masts, yards and gear, &c., Tls. 180; total amount realised, Tls. 3,075. We regret to learn that Mr. Crownshields, the chief officer of the *Horatio*, who was very badly burned during the destruction of the ship, has died at the Hospital.

At a meeting of the North China Insurance Company, term 1875-77, Mr. J. A. Maitland in the chair, the representatives of Messrs. Adamson, Bell, and Co., Gibb, Livingston and Co., Gilman and Co., Turner and Co., and Thorne Brothers and Co. were elected directors, and Messrs. Rowley Miller and Peter Maclean auditors. It was announced that a dividend of Tls. 300 per share would be payable in January, and that the business done by the old company had proved very satisfactory. So far as is known, the company lose only the small sum of $700 by the burning of the *Japan*.

In the Supreme Court the case "Chaya Yahichi (a Japanese), appellant, *v.* Walter Mourilyan and Charles Adolph Heimann, trading as "Mourilyan, Heimann and Co.," respondents, was heard before Sir Edmund Hornby, Chief Judge. It was an appeal from the judgment of the provincial Court at Hiogo, in a case wherein the appellant, then plaintiff, sued the defendants, as agents of the steamer *Wasshi*, for the sum of $2,369, for breach of charter-party. Mr. Hannen appeared for the respondent, the appellant being unrepresented professionally. His lordship characterised the case as being a very important one as between natives and foreigners, and reserved judgment upon the points raised.

The Supreme Court, R. A. Mowat, Esq., sitting as Registrar, with Messrs. A. J. Little and M. Coryell as Assessors, has heard arguments on reference, in the case of the sinking of the *St. Francois*, French barque, while lying at the Shanghai and Hongkew Wharf, by the *Cawdor Castle*, steamship. Mr. Robinson appeared on behalf of Captain Simon and the owners of the barque; and Mr. Wainewright for the owners and agents of the *Cawdor Castle*. The arguments of the learned council extended to considerable length, and involved on both sides much technicality of marine law. The Registrar, at the conclusion, briefly intimated that the Court sustained the contention on the part of the brig, which was that, as the steamer was the wrong-doer, the owners of the brig had a legal right to refuse to receive back their vessel, even after she had been raised and repaired by the defendants, and to claim compensation by payment of her full value. The Court afterwards proceeded to hear evidence on the three items of the value of the vessel, her stores, and freight.

At a meeting of No. 1 Company, S.V.C., Lieut. Sim in the chair, it was unanimously resolved, on the motion of the Chairman, seconded by Private Milsom, to recommend the appointment of Capt. Brewer to the Municipal Council, as Captain of the Company. The Chairman, in making the nomination, referred in complimentary terms to Capt. Brewer's past services in connection with the Corps, and remarked that the rather small attendance at the meeting—one-third of the Company—was to be accounted for by the fact that the members regarded Capt. Brewer's election as a foregone conclusion. It was then suggested that the sergeants should ascertain, by circular among the members, what hours and what days it would be most convenient to have drill. The new uniform of the Company, it was mentioned, is to arrive by the next French mail.

The new steamer *Hankow*, consigned to Messrs. Siemssen and Co., has arrived alongside the Shanghai and Hongkew Wharf. She is a very fine specimen of naval architecture, being 2,400 tons register, 407 feet in length, and 42 feet beam, with 28 feet depth of hold. She was built by Messrs. C. Mitchell and Co., of Newcastle-on-Tyne, and is fitted with compound engines of 500-horse power by Messrs. R. and W. Hawthorn and Co. The cylinders are 52 and 96 inches in diameter, and the engines have all the latest improvements, including steam reversing gear, condensers, &c. The saloon accommodation is of the highest class. Among other comforts each cabin is provided with an electric telegraph to the pantry, to summon the steward or attendants, the particular cabin being indicated by a number. On the poop is a very comfortable smoking room. She has accommodation for seventy-two first-class passengers. In the wheel house a novelty is to be seen in Cameron's patent steam steering gear. By means of this, the helm can be put hard over each way with a very trifling exertion and movement of the wheel, which is not more than two feet in diameter. She is also fitted with steam winches and windlass. The average speed of the vessel is 10½ knots per hour on a consumption of thirty-eight tons of fuel per day. The passage from London was made in fifty-five days eight hours steaming, and the total consumption of coal was 1,890 tons, the number of revolutions made from Gravesend to Woosung being 2,820,670. The *Hankow* was detained three days at Woosung, and had to discharge a large quantity of cargo before she could be got over the Bar.

Capt. Thomson, of H.M.S. *Modeste*, has taken leave of his officers and crew, on departing for Hong Kong, to take command of H.M. surveying and discovery ship *Challenger*. The crew were all mustered aft, when Capt. Thomson announced the termination of his command of the *Modeste*, and expressed the regret he felt at severing a connection which had been to him one of uninterrupted satisfaction. In the evening the ship was illuminated with blue lights, and, amidst the loud cheering of the crew and the music of the band, Captain Thomson, escorted by the whole of the officers off duty, proceeded to the *Bangalore*. The cheering was renewed again, and was supplemented by that of the crew of the British merchantman *Northampton*, which also exhibited a blue light and sent up rockets. The *Modeste*, under Captain Thomson's command, has been what is significantly termed amongst British blue-jackets a happy ship, and general regret is felt at losing so popular a commander, while at the same time the men feel a degree of pride that he should have been selected for so important a command as the *Challenger*.

On the 18th Dec. two firemen, named Thomas Redmond and Alexander Kehoe, belonging to the steamer *Achilles*, after a few hours' leave on shore, went off to their ship in a sampan, taking with them a camphor wood chest, which had been purchased by Redmond. The third officer, Mr. Duggan, hearing a disturbance alongside, went to the gangway to ascertain the cause, and saw a man, who afterwards proved to be Redmond, in the water. Mr. Duggan ran down the gangway ladder, and succeeded in grasping and, with the assistance of the quartermaster, hauling him on to the ladder. Redmond then said that he wanted to get his chest on board himself, and also to help his companion on board, and in order to do this he jumped rather suddenly into the sampan, the consequence of which was that all went overboard together. Kehoe never rose again, but Redmond managed to keep afloat by paddling. Mr. Anderson, chief officer, who had been attracted by the noise, got into a sampan, and endeavoured to rescue Redmond, but he sank within two yards of the proffered help. The sampan was allowed to drift with the tide near to the floating chest and a hat belonging to Redmond, but nothing was seen of either of the men afterwards.

A case of some suspicion happened on the river on the 17th Dec. A marine named Edward Carpenter, belonging to H.M.S. *Ringdove*, visited an acquaintance on board H.M.S. *Modeste*, and got into a sampan in order to return on board his own vessel, about ten o'clock. He did not report himself on board, and as he was also missing from next morning's parade, every place was visited which men-of-war's men are known to frequent, but without avail. A sequel to this mysterious affair is, that neither the sampan man nor sampan have since been seen, although the boat was in attendance on the ships above named.

The Concordia Theatre was crowded on the 23rd Dec. with the guests of the Club Liedertafel and Theater Verein, and the entertainment provided by the courteous hosts was very enjoyable and therefore successful. It consisted of a one-act farce, *Carlchen's Erste Liebe*—Young Carl's First Love—and a short and particularly droll comedy, *Herr Meidinger und sein Contrabass*"—Mr. Meidinger and his Double Bass. The more prominent characters in both pieces were admirably taken, and the subsidiary ones were fairly filled. Before the rising of the curtain and between the plays the audience were regaled with some charming pianoforte duets, and the few accompaniments called for during the performance were neatly and tastefully given by the same talented amateurs.

Pedestrians who take their evening walk in the direction of Yangtsepoo, and who enjoy the bracing effect on the muscles of climbing the Alpine heights of Hongkew bridge, will learn with regret that the Municipal Council invite tenders for lowering that admirable structure which forms the only eminence of any note in Shanghai. It is another instance of the levelling ten-

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dencies of the age; but we are glad to make the announcement, because we sympathise with the jinricksha coolies, for whose benefit doubtless the change has chiefly been resolved on. Had the community generally been worthy of consideration, it would have been carried out long ago.

We desire to call the attention of the Municipal Council to a growing evil, in the hope that at the forthcoming meeting of landrenters in May next something may be done to suppress, or at least reduce it. Under the existing regulation there seems to be no limit to the number of licenses issued to wheelbarrow coolies, and at the present moment the settlement is infested by no fewer than 2,000 of them. During the past six weeks or two months they have increased by nearly 400, and the cry is still they come! The police cannot stop them, and are powerless to prevent the nuisance and danger they create in the public thoroughfares. The bund and other leading thoroughfares are crowded with them, and they enter into brisk competition with the jinricksha coolies in soliciting almost every well-dressed passer-by to take a ride. They are troublesome to pedestrians and dangerous to drivers. The present tax of 200 cash per month each on barrows is not sufficiently high to prevent still further accessions to this not altogether desirable class, and the questions may be asked, where do they come from, and what are they? A little inquiry shows that they are chiefly field-labourers, who come from various parts of Kiangsu, whose rate of wages is about 1,000 or 1,500 cash per month, but who, hearing of the El Dorado of Shanghai from friends who have returned home with cash enough to enable them to rent or buy a little land on their own account, hasten hither with their barrows from distances of fifty, a hundred, and in some instances a hundred and fifty miles, in the hope of doing likewise. Hence the great increase of this immigration, to which we wish to draw attention. To limit the number by hard and fast line would perhaps be considered impolitic; but it is possible so to raise the monthly tax, both on wheelbarrows and jinrickshas, as to keep the traffic within narrower limits, without interfering with the advantages which the public receive from competition, even among coolies.

A serious riot has occurred at Taichow, in the Teentai district. In consequence of the tax on rice having been increased, the people rose *en masse*, to the number of ten thousand, about twelve days ago, and attacked the Chehsien's yamen. They were opposed by the guard, but these, it is reported they either killed or compelled to fly. The gentry came to the assistance of the officials, but as usual with the Chinese when they get thoroughly excited, the rioters had become perfectly reckless and uncontrollable. A leading gentleman and the son of the Chehsien were killed, and the district magistrate himself narrowly escaped sharing their fate, having been rescued only after he had received cuts on the head, shoulders, and leg. Soldiers have been sent to Taichow from Ningpo and other places to the number of 1,500 or 2,000 and it is said that some six or eight executions of rioters have taken place already. The ringleaders, with a numerous following, have fled to the hills, however, whence it will be almost impossible to dislodge them if they are provisioned to stand a siege.

The *Peking Gazette* contain official reports by the Governor of Kwangtung and the Customs' Taoutai at Canton, upon the great typhoon of 22nd September. Although these reports come rather late in the day, they will be read with some degree of interest. They refer chiefly to the loss of life among Government servants and the damage likely to result to the revenue from the destruction of tax stations and the disturbance of trade. The joint memorial (No. 3 of Nov. 30) reads somewhat as if Hong Kong and Macao were regarded as legitimate centres for the collection of Chinese revenue, instead of ports under foreign Governments.

NINGPO.

The *North China Daily News* states that instances of interference with missionaries have again to be reported from the Chekiang province. At Ping-gan-hsien, a city in the prefecture, and to the south of Wanchow, the Rev. Mr. Stott and another gentleman, who had recently established a Mission station there, have been compelled to retire to the prefectural city, where they remain, having claimed the protection of the Chifu. The two missionaries had rented a house in Ping-gan, with the full knowledge and tacit consent of the local authorities; but though no preliminary opposition was offered, they had no sooner got into their new quarters than a popular outcry was made, just as at Huchow; a mob congregated, wrecked the premises, and compelled the Missionaries to withdraw. On complaint being made to the Chifu at Wanchow, he ordered reparation to be made and the issue of a proclamation setting forth the objects and the rights of the missionaries, and enjoining respectful treatment of them. The recurrence of these outrages, however, tends to show that something more than simple reparation for the actual damage done will have to be insisted on. The rowdies, instigated by the *literati*, seem to regard an attack on missionaries as an exciting kind of amusement. Although the immediate satisfaction offered may be accepted in the meantime, it is hoped that the matter will be further represented at Peking, with the view of impressing strongly on the Chinese the gravity that such outrages acquire from the frequency with which they occur in this province.

Fears are said to be entertained regarding the safety of the Church of England Mission at Szchee, about ten miles from Ningpo. A dispute had arisen between a resident in Szchee and the head of the native Christians in the district; and as demonstrations of ill-feeling against the Christians were being made, the Taoutai has sent an officer, in company with an officer from H.M. Consulate, to endeavour to settle the difficulty.

HONG KONG.

Our advices by the present mail extend to the 31st December; no later mail from London had arrived out. The following items of news are from the *Hong Kong Daily Press*:—

An extraordinary general meeting of shareholders of the Union Insurance Society of Canton was held on the 28th Dec., to confirm the resolutions passed at the meeting held on the 11th Dec. There were present:—Messrs. Pyke (Chairman), Sassoon, Hon. J. Whittall, Messrs. Lowcock, Hoppius, Hon. R. Rowett, Messrs. Ede (Secretary), Andre, Karberg, Landstein, Cairns, Alabor, and Nelson. The Chairman proposed that the resolutions passed on the 11th December be now confirmed. Mr. Nelson seconded. The resolution was passed unanimously, and the meeting then terminated.

A very large tiger has been entrapped in a pit over on the Kowloon side, about twenty miles inland. The Chinese who caught the animal came over here to invite some Europeans to go and shoot it, to enable them to make medicine out of it. Two Europeans accordingly set out, but one of them broke down five miles off the place, and the other went on. On his arrival at the spot, seeing the tiger was such a fine specimen, he at once struck a bargain and bought it. It will shortly be brought over to Hong Kong to be exhibited.

On the 30th Dec. the three prisoners charged with complicity in the *Spark* outrage were again brought before Mr. May, the magistrate. Mr. Brereton appeared to prosecute on the part of the Chinese Government. Some further evidence having been given as to the identity of the accused, Mr. Brereton put forth his points of application for rendition. These were cited at considerable length. After a considerable amount of argument as to the powers of the magistrates to commit the prisoners for trial, or to make a report to H.E. the Governor, and remand them to jail pending instructions, it was ruled that they had power to do both, and, accordingly, after discharging the third prisoner, the other two were told they would be committed for trial at the criminal sessions of the Supreme Court, and were asked if they chose to make their defence here. They made answer they would make it here. Mr. Brereton objected to the course taken by the magistrates to send the case to the Supreme Court. The prisoners then made the subjoined statements:—

The first prisoner said he had been thirty-three years in this colony and had never been out of it. He was eighteen years of age when he first came to Hong Kong, and had been master of a pullaway boat for thirty years. On the sixth moon of last year (July 1873) the witnesses Chun Ng Mui, and Chun Ayuet, asked him to take them to Stonecutter's Island. There were three other men with them. He refused to take them as it was 6 P.M. They abused him, and threatened to take him into custody. He told them to do so. After some angry words one of the five men said, "never mind, we will take a passenger boat." They then left. He believed this false charge was brought in consequence of that. He had witnesses.

The second prisoner said he had been three years in this colony. He was a fisherman from Toongkoon, and had a licensed boat. In the summer he fished at Shung-wan and in the winter over at Yow Mah Tee. He had never been away from the colony. He did not know any of the witnesses. He did not do anything to them. He did not know why they brought this charge against him. He believed they did it for the reward offered.

Inspector Horsepool said none of the witnesses pointed out the prisoners. The man who pointed them out had never been seen since their apprehension. The second prisoner said he never saw who pointed him out, as when he was arrested he was asleep. The evidence of five witnesses for the defendants was then taken, all of whom testified that the prisoners were in the Colony on the day of the piracy.

The defendants were then committed for trial. In the course of the proceedings two witnesses were charged with having given false evidence. One was acquitted and the other remanded for further investigation.

We understand that Colonel Loring, the American Vice-Consul here, has received a communication from the United States' Consul at Swatow, stating that he had sent a messenger to the wreck of the *Japan*, and that its exact locality had been ascertained. He also mentions that the bodies of two Chinamen, with upwards of $2,000 in gold upon them, had been picked up.

The sunken steamer *Leonor* has been successfully removed from the old spot in front of the Insurance Engine-House, and has been towed down near the New Pier, at Wanchi, for the purpose of beaching her.

THE BURNING OF THE "JAPAN."—OFFICIAL ENQUIRY.

The official enquiry into the loss of the *Japan* has been held at the American Consulate. The Court comprised:—H. S. Loring, Esq., Vice-Consul, President; Commander Lewis, U.S.N. *Yantic*; Lieut. Gillpatrick, U.S.N. *Yantic*, and Captain Clough

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(mercantile marine), American ship *Malay*. The principal points of the evidence adduced were as follows :—

John Henry Cosgrove stated : I was chief engineer of the *Japan*. I have been chief engineer of different ships between seven and eight years. I have been in the service of the P.M.S.S. Company since 1856. The fire originated about half-past seven o'clock on the night of the 17th Dec. The first intimation I had of it was the sounding of the engine-room, going to stop the engine. At the moment of the first alarm I was in my room. I was not on duty. I went directly to the engine-room te see what was the matter. I next went to the steam-pumps. I had a great difficulty in getting to the pumps. I could not get to the amidship pumps on account of the fire and smoke. After starting the forward pumps and getting two or three streams of water to bear on the fire, I succeeded in reaching the amidship pumps. I was calm and collected at this time. All the outward discharges were attended to. The third assistant and the first assistant engineers were in charge when the alarm was given. I asked if the pumps were started, and being told "no," I went to them myself. Not two minutes had elapsed from the time of the first alarm till the starting of the pumps. The room was full of smoke when I got there, and all the lights were out but one. Fire was coming through the forward bulkhead, dividing the engine-room from the freight deck. I do not know what freight was stowed there. I saw that all pumps and gear were in proper working order. I made an inspection in San Francisco, and found everything in proper working order, and reported to the captain. I made an inspection of everything on the night of the fire at eight o'clock, and all was in proper order. I first saw fire at the bulkhead mentioned, and then saw flames coming through a door near the engine-room. I next saw the engine-room all on fire, and flames were coming up both fire room skylights. Every man was at his post, and all orders were obeyed, so far as I know. The conduct of the officers and men in my department was very good, all working well and doing their best.

James Henry stated : I am an engineer, and have been in the employ of the P.M.S.S. Company since 1850. I was third assistant engineer on board the *Japan*. I believe the fire broke out at twenty-eight minutes past eleven P.M. on the 17th inst. The first intimation I had of the fire was that I saw smoke coming from the freight deck on the port side through a coal bunker. I was in the engine-room on duty, and had full charge there. When I saw smoke I called out "Fire," and the gong to stop the engine was sounded in less than half a minute afterwards.—Michael Jordan stated : I was employed on the *Japan*, and had made ten voyages in her. I was a water tender. The first alarm of fire was given about twenty-five minutes after eleven. I was in the fire-room, and perceived the smell of wood burning. I called out that there was wood burning somewhere, and the gong was sounded and the engine stopped almost immediately. I was on watch at the time. I then pulled down the dampers and opened the smoke and fire doors.

Henry Harrison Andrew stated : I was second officer on the steamer. The fire occurred about half-past eleven P.M. When I heard the alarm I was officer of the deck, and I rang the fire-bell. I was relieved by Quartermaster Harris, and went aft and called the chief officer and the third officer. Cleared away all the boats aft. I left the ship in the last boat with the captain and chief officer. We saved some ten or fifteen passengers and crew and lay by the ship all night. Next morning about eight o'clock we came across a fishing junk.—David Fulton said : I was second assistant engineer on board the *Japan*. When the first alarm of fire was given I was asleep in bed. I first heard the gong sound for the engine to be stopped. My station in case of fire is at the fire pumps amidships. I proceeded to my station immediately on hearing the alarm. I opened the steam valve and the sea valve, and set the water running, and then started the water through the hose to the deck. I then started to go on deck, and the flames, which seemed to be coming from the freight deck, nearly cut me off.

Harry Lester stated :—I was employed on board the *Japan*, and was on board when she was burned. I was steerage watchman. On the steerage deck I smelt something burning. I went into the forward donkey-room on the steerage deck, and not seeing anything there, I rushed up the ladder and gave the alarm. I then saw smoke issuing from round the forehatch. I called to the deck watchman, and closed the ports in the steerage. The smoke was then issuing from holes in the lining of the ship, and I directly afterwards saw flames coming out there. I started to report that, and saw the bulkhead between the fire-room and the steerage in flames. I went to report that to the captain, and I went on the hurricane deck, but could not find him, but I reported it to the chief officer. I went below again to where I saw fire, and got an axe. I cut a hole in the bulk head right under the fire. The flames were coming up through the stock-hole, where a port had been taken off, and I remained here for ten minutes directing two streams on it. I then went to the fore-hatch, where there was a hole and a hose inserted, and I cut another hole and put in another hose. I then got some wet blankets. It then got very hot, and about fifteen minutes afterwards the water supply became weak. I went to the captain, and he told me to cut a hole in the forward steerage on the port side, and I and the steerage steward did so. The flames then burst out there at once. I looked fore and aft the steerage then and could not see a soul, and we then went on the main deck and found we could not pass the engine-room for the flames. I think the fire originated amidships on the port side, in or around the fire room, or in the bunkers.

John Rooney stated : I was purser on board the steamer *Japan*. My duty in case of fire is to assist the surgeon in allaying excitement among the passengers. In case of abandoning the ship, my first duty is to save the mails. I made an attempt to do so on the night of the fire, but was not successful, on account of the smoke. I went with the painter, and we brought out six bags of mails. My light was then extinguished by the smoke. In trying to find my way on deck I was knocked down, and I dropped the mails. When I reached the deck I met Captain Warsaw on deck by the engine-room. He ordered me to go on deck and see if the boats were swung. I came back and reported to him that they were swung. I then told him I had been unable to get out the mails, and asked him for some men to assist me. He told me to try and save what I could of them. I found the steward on the deck and several others, whom I cannot name, going to the mail room. The captain met us and told us to save ourselves. I left the ship in the second starboard boat. I was in charge of the boat. The vessel was all on fire amidships, and all communication cut off fore and aft. The captain was on the hurricane deck after I left the ship. He was the last man I saw on board.

Joseph Kennedy stated : I was carpenter on board the steamer. I think every effort was made to save the ship, and all the officers did their duty. Robert Morris Tyndal said : I was a passenger on board the *Japan*. Captain Lewis : What was your idea of the conduct and self-possession of the captain and officers during the destruction and abandonment of the *Japan*? *A.*—My idea was that they were perfectly cool and collected, especially Captain Warsaw. *Q.*—Was everything directed, as well as you were able to judge, in a quiet manner, and with that firmness which should characterise a captain and his officers on such an occasion? *A.*—It was.

JUDGMENT OF THE COURT.

The decision of the Court was given on the 28th Dec., and was as follows :—

That the fire was caused by the spontaneous combustion of the coal placed there when coaling in the harbour of Yokohama, the coal having been taken on board during a violent rain storm, and consequently stowed in a wet and damp condition. That at the last inspection previous to the fire, the engineer on duty failed to inspect this bunker, although he did inspect all others containing coal, the reason assigned being that no coal had been used from this bunker since 5 P.M. that day. That such was the condition of affairs at 11.25 P.M., when the first alarm was given and smoke seen to issue from the vicinity of the coal bunker referred to. That immediately the engine was stopped, a general alarm sounded, ventilators turned from the wind, and in fact, the rules and regulations of the Company, made and provided for such an emergency, strictly complied with, and that the officers and crew at once put forward every effort in their power to subdue the flames. That the fire apparatus was in excellent condition, and was used to its utmost capacity, until the increasing heat prevented the pumps from working. That everything was done on the part of Captain Warsaw and the officers and crew generally under his command to save the vessel. That after all human efforts had proved fruitless, as shown by the evidence to subdue the fire and save the ship, she was abandoned by all on board at 12.45 on the morning of the 18th, the commander being the last man to leave the ship, but we find that in abandoning the vessel there was an evident lack of organisation in lowering and manning the boats properly, although they were properly equipped and provisioned.

That we are of opinion that there should have been established a boat station bill upon this steamer, providing for the emergency of abandoning the ship, with a view to the greater security of the lives of the passengers as well as the ship's company, and to prevent confusion and disorder, as well as the lowering of the boats unauthorised by the commanding officer. A more rigid inspection of coal bunkers, a greater care in regard to burning surplus coal first, and a more careful supervision of the condition of the coal when coaling should be exercised, and the temperature of the coal bunkers should be taken at least once every four hours for the purpose of preventing and detecting any incipient signs of combustion going on in them.

From all the evidence we gather, the captain was cool, calm and collected, that he did his duty nobly and well, and exerted himself to the fullest extent to save the vessel under his command, and after her abandonment, in remaining by the wreck until all hope of saving further life was gone. We consider the conduct of the chief engineer reprehensible, both in passing an unauthorised order calculated to dispirit the persons engaged in subduing the flames, and in allowing the largest boat, in which he was the only male European, to leave the ship only partly filled, without endeavouring to save the lives of those remaining on board and in the water, although, from the evidence, he appears after reaching the boat to have been suffering from inhalation of smoke, and not to have been actually in command of the boat.

We consider the great loss of life among the Chinese passengers arose from the communication between the fore and aft ends of the ship (at which latter end most of the boats were placed) being cut off, their paralysation by fear preventing any efforts to save their lives, the roughness of the sea and darkness of the night, and the weight of the money in many cases slung upon their persons ; although life preservers were abundant, and were extensively made use of.

(FROM A CORRESPONDENT.)

Christmas has passed with the usual amount of festivities, and Hong Kong is alive to pleasure, if dull to trade. In my last I mentioned that there was an amount of uneasiness among mercantile houses. I have now to record another failure, that of Messrs. M'Gregor and Co. The state of stagnation or depression now, I am grieved to say obtaining, is due to the trade of the Far East being overdone in England. The China trade was found such a very good thing at first that it became a resource for capital that would have been better employed elsewhere. This is the secret of the whole matter—too much capital—and though it may seem a paradox, all those connected with this market will, I think, bear me out that it is not the less true.

A dinner was given by a number of gentlemen, residents in Hong Kong, to a popular man, who is leaving by this mail. Mr. C. Dulcken, editor of the *Hong Kong Daily Press*, and for fourteen years connected with the press in China, North and South, goes home, he says, for ever. His friends, who are really sorry to lose him, got up a valedictory banquet. Mr. Rowett, the head of Holliday, Wise, and Co.'s house, was in the chair, and

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the feast was attended by all the members of the press in Hong Kong who could leave their work, and by representatives of all the professions. Mr. Dulcken's successor is now between here and Singapore in the *Sarpedon*, bound hither—Mr. Chatterton Willcox, whose name is as yet unknown in China, and one I never heard in literary circles.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

SHANGHAI.—There had been a steady and fairly large business in Green Teas during the week. American buyers had been the chief operators, and the advance quoted by last mail had been fully maintained. The market closed quiet, and but few transactions were likely to be reported until the commencement of the New Year. Holders were firm. Settlements: Black, 202 chests, common, at Tls. 14; stock, 1,100 chests; Fychow and Moyune, 15,656 half-chests, at Tls. 24 to 35; stock of all kinds, 96,300 half-chests. Export to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	64,642,361 lbs.	against	57,972,955 lbs.
Green	8,717,678 „	„	8,029,355 „
	73,360,039		66,002,310

FOOCHOW.—Transactions during the week had been on a more extended scale. Congou: Settlements 7,800 chests at Tls. 12 to 15¼, and Tls. 16 for boxes; common to fair common kinds had been settled at a decline of Tl. ⅛ to 1, while for the few chops of the better grades still on offer fully previous rates were demanded. Arrivals 800 chests. Souchong: No settlements or arrivals. Oolong: Settlements, 200 half-chests at Tls. 15; arrivals nil. Scented Teas: No settlements or arrivals. Flowery Pekoe: No settlements or arrivals. The export to Great Britain, the continent of Europe, and the Cape of Good Hope amounted to 58,761,856 lbs., against 51,396,558 lbs. at same time last year; to America, 1,629,232 lbs., against 3,140,598 lbs.; to the Colonies, 12,205,547 lbs., against 12,216,531 last year.

SILK.

SHANGHAI.—Fully 1,800 bales (chiefly medium and common Tsatlees and re-reels) have found buyers on this side during the past week, increasing total settlements from 1st June to date to 58,000 bales, against 47,500 bales last year. At the close of last mail, "Dragon" Chop Tsatlees were settled on joint account with the seller at Tls. 390 per picul for No. 3; since then it was reported that for "Blue Elephant" Tls. 330 per picul had been refused, and Tls. 420 and 320 per picul were demanded for "Koo-fong Sing's" No. 3 and "Red Peacock" respectively. Re-reels had been in special demand, and even rejected parcels had readily found buyers at very full rates. The unsold stock was reduced to barely 11,000 bales, and the greater proportion was classed only as "rubbish." Doubtless the satisfactory prices (to the sellers) would induce larger arrivals.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Dec. 23, 1874	75827531	58179439	900772	18099153	153006895	33553
From June 1, 1873, to Dec. 23, 1873	69073516	46855736	316186	14586769	129878034	38553

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1874, to Dec. 23, 1874	4650704 30463
Do. do. 1873, to Dec. 23, 1873	8335394 29664

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Dec. 23, 1874	39130724 3738
Do. do. 1873, to Dec. 23, 1873	31274714 3885

TO AUSTRALIA.

From June 1, 1874, to Dec. 23, 1874	...14,306,146
Do. do. 1873, to Dec. 23, 1873	...13,488,164

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,315
1850 to 1851	63,972,000	22,144	1865 to 1866	118,383,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,904	70,917
1858 to 1859	65,789,793	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57,963
1862 to 1863	121,973,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d.	4s. 2⅜d.
Shanghai „	5s. 8⅝d. to 5s. 9d.	5s. 9⅛d.	5s. 9⅛d.
Canton „ ...	4s. 2⅝d. to 4s. 2¾d.	4s. 2⅝d.	4s. 2⅝d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 3⅛d.	4s. 2⅝d. to 4s. 2⅝d.	4s. 3d.
Manila „	4s. 0⅛d.	4s. 0⅛d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302½	222
„ Hong Kong	27 to 27⅛ dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	„ 73.5.0	⅛ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 3 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $400 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 11 premium.
Hong Kong Fire Insurance Company, $337½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 78 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $25 premium
Indo-Chinese Sugar Company, $93 dis.
China Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 79 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅝d. to 5s. 9d., at Hong Kong 4s. 2⅝d., at Batavia F.11.70, at Manila 4s. 1d., at Singapore, 4s. 2¼d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 19, Hankow (str.); from Liverpool, Dec. 21, Menelaus (str.); from London, &c., Feb. 2, Scotland (str.); Nankin (str.).

At FOOCHOW.—None.

At HONG KONG.—From London, Dec. 26, Glenroy (str.).

At MANILA.—None.

At SAIGON.—From Newcastle, Dec. 25, Victoria; from Bordeaux, Dec. 19, Ango.

At SOURABAYA.—From Boston, Feb. — Castine.

At SINGAPORE.—From London, &c., Feb. 1, Maju Madru (str.), Min (str.), G. F. Haendel, Kale.

DEPARTURES.

From SHANGHAI.—For London, Dec. 20, Achilles (str.); 22, Crocus (str.).

From FOOCHOW.—For London, Dec. 22, Achilles (str.).

From HONG KONG.—For London, Feb. 2, Fleurs Castle (str.); 4, Titania.

From MANILA.—For London, Dec. 17, Romeo; for San Francisco, Dec. 10, Clara Bell.

From SAIGON.—For Monte Video, Dec. 31, Chateaubriand.

From SINGAPORE.—None.

LATEST TELEGRAMS FROM THE FAR EAST.

THE MALAY STATES.

SINGAPORE, FEB. 3.—The British and Malay flags have been hoisted at Perak, and a proclamation has been issued by the Sultan guaranteeing security of life and property, inviting settlers to open mines, and offering free grants of land for plantation.

THE DEATH OF THE EMPEROR OF CHINA.

PEKING, JAN. 16 (VIA KIACHTA).—The Empress, overcome by grief at the Emperor's death, has committed suicide. A son of the seventh prince, a boy three years old, has been proclaimed Emperor. The Empress mother is again Regent.

SHANGHAI, FEB. 1.—The death of the Emperor of China has been officially proclaimed here.

SHANGHAI, FEB. 3.—The proclamation announcing the Emperor's death details the ceremonies to be observed at his funeral, and intimates that his successor has been established. All is quiet, and the rumour of disturbances connected with the succession to the throne has not been confirmed.

THE WAR IN ATCHIN.

THE HAGUE, FEB. 1.—The Government has received a despatch dated Atchin, Jan. 26, stating that the flag of the Netherlands has been hoisted at Poelockajol, and that the troops have established a fresh post at Poengeiblangtjoet, without encountering any resistance. The inhabitants are desirous of peace, but are incited to war by their chiefs.

VOLCANIC ERUPTION IN JAVA.

THE HAGUE, FEB. 3.—The Government has received a despatch from Batavia, of to-day's date, announcing an eruption of the volcano Kloet, in the island of Java, whereby great destruction has been caused at Blitar.

THE NEW EMPEROR OF CHINA.

SHANGHAI, FEBRUARY 5.—A son of Prince Chun, has been proclaimed Emperor of China. Li-Hung-chang is appointed his First Minister. Prince Kung's name is omitted from the list of the members of the Privy Council.

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 4, at Falmouth, from Batavia, Cedric; off Queenstown, from Rangoon, for London, Prince Rupert; Jan. 23, at New York, from Hong Kong, Juan F. Pearson, Rifleman; at Boston, from Ilo Ilo, Calcutta; Feb. 3, at Glasgow, from Singapore, United Service (str.); 4, at Queenstown, from Ilo Ilo, Lanercost; 5, at London, from Singapore and Penang, Luzon; from Canton, Beautiful Star; at Deal, from Java, Pride of the Ocean; 4, at Portsmouth, from Sourabaya, Maria Elisa; 5, at Falmouth, from Sourabaya, Sharperton; at Liverpool, from Macassar, Sampo; at Queenstown, from Java, Elizabeth Childs; 3, at Texel, from Batavia, Golden City; at Boston, from Sourabaya, Castine; 6, at Deal, from Bassein, Walls Castle; at Falmouth, from Pasaroeang, Indus; at the Clyde, from Sourabaya, Belle Alliance; 7, at London, from China, Singapore, &c., Agamemnon (str.); at Deal, from Colombo, Mathew Cay (str.); Peveril of the Peak; 6, at Falmouth, from Batavia, Duke of Richmond; from Rangoon, Maria Goturzo; at Liverpool, from Singapore, Bertie; 8, at London, from China, Sea Gull (str.); 7, off St. Catharine's Point, from Penang, Hope.

DEPARTURES.—Feb. 4, from Cardiff, for Singapore, Enrico Dandolo; 3, from Sunderland, for Singapore, John George; 2, from Hamburg, for Shanghai, &c., Olympia (str.); 3, from Antwerp, for Singapore, Fyen (str.); 5, from London, for Colombo, &c., W. H. Atkinson (str.); 4, from Shields, for Java, Kataia; 6, from London, for Colombo, &c., via Suez Canal, Viceroy (str.); from Cardiff, for Hong Kong, Virginia; from Liverpool, for Batavia, Wien Hohenfeldt; from Newcastle, for Hong Kong, Silurian; from Liverpool, for Anjer, Tarquin.

LAID ON.—At Liverpool, for Cardiff and Shanghai, Challenge.

SPOKEN.—Acheen (ship), Shanghai to New York, Dec. 25, 15 S., 6 W.; Moss Glen (barque), Sourabaya to Falmouth, Jan. 6, 2 N., 23 W.; E.P.S.T. (?) (ship), Glasgow to Java, Jan. 7, 3 N., 23 W.; R.D.H.W. (Ger. ship), Hamburg to Shanghai, Jan. 7, 3 N., 23 W.; Peveril of the Peak (ship of Glasgow), Colombo to London, Jan. 23, 34 N., 37 W.; Vanguard (barque), Cardiff to Penang, 48 days out, 29 S., 28 W.; Zehlima, London to Penang, 14 miles W. by S. of the Lizard; Ivalo (Russ. barq.), Cardiff to Singapore, Dec. 22, 24 S., 25 W.; Indian Empire, Cardiff to Japan, Dec. 26, 21 S., 28 W.; Hope (barq.), Penang to London, Jan. 13, 20 N., 36 W.; Lady Cecilia, Newcastle to Singapore, Nov. 16, 5 N., 25 W.; Chittagong, Sunderland to Colombo, Nov. 30, 40 S., 33 E.; James Johnstone, Sourabaya to Falmouth, Dec. 26, 12 S., 10 W.; Noordzee Kanaal, Batavia to Amsterdam, Dec. 27, 10 S., 11 W.; Boldon of Sunderland, Liverpool to Singapore, Dec. 31, 10 S., 11 W.

CASUALTIES.—The Lanercost, Bloomfield, which arrived at Queenstown, Feb. 4, from Ilo Ilo, experienced severe weather, Jan. 28, in lat. 44 N., lon. 26 W., during which she lost mizentopmast, mizenboom, and part of bulwarks. Advices from Mauritius, dated Jan. 8, state that the Mary M. Francis (schooner), Francis, from Cheribon to Baltimore, with sugar in canisters, put in there Dec. 12, making about eighteen inches water per hour; the master reported that on the 15th Nov., in lat. 11 S., lon. 92 E., the vessel suddenly sprang a leak, making five inches water per hour, which continued to increase. The Agamemnon (str.), from Shanghai, &c., to London, got ashore Feb. 7, in St. Margaret's Bay, Dover, but has since been towed off, and proceeded to London, apparently without damage. The Wien Hohenfelde, Liverpool to Java, foundered after collision with the Magne (str.), off Port Lynas. A telegram dated Shanghai, Feb. 4, says:—The German barque Progress has been wrecked on the Pescadores Islands. The captain and three of the crew have arrived at Swatow. One of her boats is missing.

MISCELLANEOUS.—Algoa Bay, Jan. 2, Ino, Benman, sailed for Anjer; at Table Bay, Jan. 6, Claudine, Curtis, from Singapore; Wild Duck, Jones, sailed for Colombo; at Suez, Feb. 3, Glenearn (str.), from Singapore. The Duke of Sutherland (str.), London to Colombo, &c., passed Malta Feb. 5; at Mauritius, Dec. 12, Mary M. Francis, from Cheribon, for Baltimore; 14, Egbert, Mills, sailed for Galle; 17, Regina Coeli, Messac, sailed for Galle; 26, Perthshire, Christie, sailed for Galle; 27, Henry Miller, Cumming, sailed for Galle.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, FEB. 5.—The Messageries Maritimes Company's steamer Sindh, with the inward French mails from China and Japan, put in yesterday off Hyeres Roads, where she landed mails and passengers. She brings 110 passengers and a general cargo, including 776 bales of silk, 3,496 packages of tea, 263 packages of sundries, and specie to the value of £41,547 for London, which part of her cargo will be forwarded to its destination per company's steamer Ganges, due in London on or about Feb. 16.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, FEB. 7.—The P. and O. steamer Khedive, from Port Said Jan. 26, Gibraltar Feb. 3, arrived here this evening with the heavy India and China mails.

NEXT INWARD MAIL.—SUEZ, FEB. 7.—The P. and O. Company's steamer Peking, with the China and Australian mails, arrived on the 5th inst., and the Lombardy, with the Bombay mail, this day.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, FEB. 2.—The P. and O. Company's steamer Malwa, with the India and China (heavy) mail, from Southampton on the 28th ult., arrived at 10 A.M., and leaves at 1 P.M. for Port Said. Experienced fine weather; all well.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, FEB. 2.—The Java Company's steamship Java, Captain J. D. Gollards, sailed this evening for Padang, Batavia, Samarang, and Sourabaya, carrying the mails, 30 passengers, 100 Dutch troops, and a full cargo of general merchandise.

BIRTHS, DEATHS, AND MARRIAGES.

BIRTHS.

BAILLIE—On the 27th Nov. last, at Yedo, Japan, the wife of Lieut. C. W. Baillie, R.N., of a son.

BROWN—On the 30th Dec., at Bogie, Singapore, the wife of David Brown, of a daughter.

DA SILVA—On the 26th Dec., at Hong Kong, the wife of M. A. da Silva, of a daughter.

HEYWOOD—On the 25th Dec., at Hong Kong, the wife of H. C. Heywood, of a son.

JACKSON—On the 16th Dec., the wife of Dr. F. E. Jackson, surgeon to the Hospital, Wellesley, Penang, of a son.

PYKE—On the 3rd Jan., at Hong Kong, the wife of Thomas Pyke, of a son.

ROUGEMONT—On the 5th Feb, at Filkins Hall, Oxfordshire, the wife of Lieut. Frank Rougemont, commanding H.M.S. *Helicon*, of a son.

STONE—On the 10th Jan., at the Royal Observatory, Cape Town, the wife of E. J. Stone, M.A., F.R.S., &c., Her Majesty's Astronomer at the Cape, of a daughter.

WRIGHT—On the 1st Feb., at Worcester-park, the wife of Herbert M. Wright, prematurely, of a son, stillborn.

MARRIAGES.

BOAD—BALDWIN.—On the 5th Dec., at St. John's Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Colonial Chaplain, Captain William Boad to Miss Hannah Baldwin.

DUFF—INGLIS.—On the 28th Dec., at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain, Thomas William Duff, of Chinkiang, to Helen Harriet Smithers, daughter of John Inglis.

FINDLAY—BROWN.—On the 23rd Dec., at Colombo, Ceylon, John S. Findlay, Brodie House, Colombo, to Minnie, youngest daughter of the late Daniel Brown, Liverpool.

KING—RIVES.—On the 7th Jan., at Grace Church, by the Rev. Henry C. Potter, D.D., assisted by the Rev. William F. Morgan, D.D., and the Rev. Henry Y Satterlee, Ella Louisa, eldest daughter of Francis R. Rives, of New York, to David King, jun., of Newport, R.I., late of China.

DEATHS.

ALLEN—On the 4th Jan., accidentally drowned, at Rattolle, Ceylon, Willie, the beloved son of John William Allen, of 37, Strand, and Ashchurch Villa, Shepherd's-bush, aged 26.

DENT—On the 31st Jan., at 12, Hyde-park-gardens, Marianne, second daughter of the late Thomas Dent, aged 27.

THE NEW EMPEROR OF CHINA.

(PALL MALL GAZETTE.)

Prince Chun, the father of the young Prince who has been proclaimed Emperor of China, is the seventh son—Prince Kung being the sixth son—of the Emperor Taou Kwang, who died in 1850, and was succeeded by his son Hien Fung, during whose reign the Treaties of Tientsin were signed. Prince Chun was for some time, and probably is still, commander of the foreign-drilled Manchu troops at Peking; he is reputed to be warlike, energetic, and opposed to Prince Kung's more enlightened views of foreign policy. Li Hung Chang, who is mentioned in the telegram as being appointed First Minister (or, what is more likely, a member of the new Cabinet), is at present Governor-General of the Metropolitan Province of Chili, and is well known to foreigners by the name of Li Futai, who, when Governor of Kiangsoo, succeeded, with the assistance of Colonel Gordon, in driving the rebels from that province, and giving the death-blow to the Taiping rebellion. The exclusion of Prince Kung from the Cabinet may be attributed to the dislike felt towards him by the Empress Regent (mother of the deceased Emperor) and to his general unpopularity in Court circles. It will be remembered that after the death of the Emperor Hien Fung, Prince Kung obtained power and ascendency in the councils of the Regency by forcing his way into the Palace, and obtaining the execution of his two most powerful rivals. And, in the present instance, backed as he is by an able and influential official following, it is very doubtful whether he will be content to be deprived without a struggle of his many important and lucrative posts. The death of an Emperor of China has usually been followed by a period of disturbance; and should the practice of leaving instructions regarding the succession—for the Emperor of China has the right of nominating his successor—owing to the youth of the late Emperor, have been omitted, the suicide of the young Empress may be the first of a series of tragical events of which it is impossible to predict the *dénouement*. It should be added that Li Hung Chang is the ablest and most ambitious of the Viceroys or Governor-Generals of Provinces, and one who has long been regarded with great jealousy by the Peking Government. Li is a Chinese, not a Tartar; and as such has been an object of suspicion to all the Tartar party in the capital. He has devoted himself for many years to the creation of arsenals and the arming and diciplining of troops under foreign instructors. The motley force lately sent to Formosa on the evacuation of the island by the Japanese was probably no part of the force under Li's command, which he would be little likely to detach from those under his own immediate control. He has long been suspected of designs to overthrow the Manchu dynasty.

MINING IN CHINA.

The Times, in noticing the Commission of Mr. James Henderson, says:—Many will have felt that these measures in several ways imply changes which to this country are of no ordinary importance. It is, however, more obvious what effect they will immediately produce on our general Eastern trade than how they may ultimately affect our domestic industries. We are becoming gradually accustomed to the loss of our former monopoly in the economical working of coal, and we have no reason to anticipate any but beneficial effects from the opening of the unlimited coalfields of China. The result will obviously be to economise and to cheapen coal in our own markets and to stimulate our general steam trade in the Pacific and Indian Oceans. The present design of the native administrator, under whose commission Mr. Henderson has arrived in England, is, indeed, limited to rendering the Chinese Imperial armaments independent of foreign supplies; but it is obvious that if capital and skill are once successfully employed in working the inexhaustible supplies of coal and iron which the soil of China affords, not only will they speedily go far beyond this point, but it is impossible to set limits to the development of an industry so likely to acquire a firm establishment. We are much mistaken if this does not turn out to be the most effectual method of "opening China" that has yet been discovered. With regard to our own commercial interests, of course, the free competition of the huge population of China would revolutionise some conditions of our native industry. But such

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an effect must be very gradual; and in the meantime the mere influx of English skill could not fail in producing a beneficial effect on our ordinary trade and other relations with China, and a connection so close as that which bids fair to be established would certainly lead to an increase, on the part of China, in the desire of communication with this country. Our iron trade, though less independent, cannot be affected for many years to come, though it is quite possible that this nation may, sooner than has been anticipated, even by those who have threatened us with an approaching exhaustion of our coal-fields, be destined to undergo a struggle for her commercial supremacy. We may, perhaps, hope that this prospect will afford matter for some serious consideration to English capitalists and labourers in the midst of the disastrous and suicidal struggles which have become almost epidemic among us. The edifice of our trade has not been built up by the blind operation of unintelligent force, nor by the mere calculation of proportions, balances, and percentages. Minute economy, prudence, and enterprise are as necessary to sustain as to found a commercial system, and those qualities are no longer so conspicuously developed as they once were in those with whom lies the maintenance of the main trade which has given us our present sovereignty in the markets of the world.

QUEEN'S SPEECH.

CHINA AND JAPAN.

The following paragraph appears in the Speech:—

"The differences which had arisen between China and Japan, and which at one time threatened to lead to war between those States, (countries) have been happily adjusted. I have learnt with pleasure that the good offices of my Minister at Peking have been largely instrumental in bringing about this result."

Earl GRANVILLE in his address said:—

"The intelligence relating to the settlement of the differences between China and Japan is satisfactory, for no greater evil in that part of the world can be imagined than a war between those two countries. It is admitted that this happy result is largely due to the exertions of our able Minister in China; but the sentence in which the acknowledgment is made appears to be misplaced, for surely it is unusual to mention a Minister personally, although I do not at all deny that great credit is due to a Minister on whom the burden of a negotiation entirely rests."

The Duke of RICHMOND, in reply, stated that his noble friend objected in a good-humoured manner to the language of the paragraph with regard to China and Japan. The Speech from the Throne says, "I have learnt with pleasure that the good offices of my Minister at Peking have been largely instrumental in bringing about this good result," referring to the adjustment of the late differences between those two countries. My noble friend says it ought to be "my good offices." But there were good reasons for the language which has been used. At the distance of this country from China it was perfectly impossible to give the Minister there minute instructions. He had general instructions, therefore, to promote peace if he could; and I shall be corrected by my noble friend near me (the Earl of Derby) if I am wrong when I say that it was mainly due to the personal influence of the Minister there that the happy result alluded to was brought about. We thought it right that it should be known here that results so desirable had been attained by the personal influence of the Minister, and that is the reason why the paragraph has been expressed as it is.

WITH reference to the invitation sent by the King of Siam to English astronomers to view the forthcoming solar eclipse, a correspondent of the *Athenæum* points out that the Siamese have very slight scientific knowledge, and, therefore, the astronomers must not count on anything more than a little unskilled manual assistance. He also doubts the ability of the Siamese to afford such hospitality as would be appreciated by Europeans. We venture to say that the presence of a British community at Bankok will obviate any difficulty on this score.

THE Pacific Mail steamship *Colorado* arrived at San Francisco on the 21st ult. She left Hong Kong Dec. 12, arrived at Yokohama on the 19th, and sailed on the 22nd. The cause of the unusually long passage of the *Colorado* was a succession of north-west gales, by which she was driven far to the southward of the usual course, and was compelled to put into Honolulu, Sandwich Islands, for coal, which place he reached on the 9th of January, sailing again on the 12th.

THE Committee of Ways and Means of the American House of Representatives have not yet come to a decision concerning the reimposition of the Tea and Coffee Duties proposed by Mr. Bristowe, and appear to be of opinion that this measure, if taken, should also apply to certain other articles now on the free list. It is thought probable the Committee will finally recommend that tea and coffee should be left duty free.

THE Eastern and Australian Company's steamer *Brisbane* arrived at Brisbane, from Singapore, on 29th ult., four days early, with London mails of 11th December.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 2.

The death of Major-General Meydam, of the Engineers, is reported from Berlin, and is a great loss, not so much to the Army as to the Telegraphic Department, of which he was the head, and had the merit of having organised and brought it up to its present high state of efficiency. It was only quite recently that he obtained the rank of general officer. In spite of much official opposition, he succeeded in gaining the consent of the Emperor to the employment of unmarried young ladies and widows without children in his department, which has been found to work so admirably. One of his last official acts was to devise a distinctive badge for them, as an equivalent to the uniform of the masculine sex, consisting of a knot or bow of black velvet crossed by a silver arrow, and worn at the throat of the dress when on duty, simple and neat, as till then the distinctive mark of these ladies being in the service of the State was a very decided tendency to their over-dressing themselves in the most *outre* fashion of the day, which he considered unbecoming their position, and therefore speedily put a stop to. His successor has not yet been appointed, but it is expected that the vacancy will be filled up by an officer of scientific attainments either of the general staff or the engineers. In the meantime the duties of Director-General have been transferred *pro tem.* to Dr. Stephan, the Postmaster-General. Berlin papers state that negotiations have been opened to induce General von Chauvin to return to the office that he formerly held as Head of the Telegraph Department; others say that the appointment will be given to Colonel May, of the Engineers, who is now superintending the topographical survey of Alsace-Lorraine; while others again maintain it will be given to Lieutenant-Colonel Schulz, commandant of the Railway Military Battalion.

On Saturday last the ordinary general meeting of the Makler (or Brokers') Bank of Hamburg was held in the Exchange Rooms, Herr J. Frensdorff in the chair. The annual report, which, contrary to the usual custom, was not printed for distribution, was read by the secretary. It states that the sanguine views of the directors expressed at the last annual meeting have not been realised, as the Exchange has not yet recovered from the general depression caused by the crisis of 1873. They were, however, in a condition to declare a dividend of 6 per cent., which, under the circumstances, might be considered satisfactory. A motion was then made by Dr. Wex for a reduction of the joint-stock capital to one million thalers by the purchase of the needful number of shares at par but free of interest, for which purpose the shareholders be invited to make offers, and if more were presented than were required a *pro rata* repartition should ensue. As no objection was made by any of those present the motion was passed and the directors authorised to do the needful for the execution of the measure. The amount of the shares to be thus called in and amortised is 335,000 thalers. The balance-sheet shows a clear profit of 102,774 reichs marks, which, after paying all salaries, rent, dotation of reserve fund, and deduction for doubtful debts, leaves 96,120 marks for a divid end of 6 per cent. on the 40 per cent. paid-up capital. At the close of the meeting the usual elections took place, when Herr Lappenberg was confirmed as member of the Court of Administration, vice Baron von Kapherr, resigned, Herr Ernest Jacques was elected a member, and Messrs. L. Levy and H. F. Uhlenhoff re-elected as auditors for the current year.

Dr. Ernest Bieber, a young lawyer of this city, has been appointed German Consul at Singapore by Imperial decree dated the 18th of January.

The frigate *Elizabeth* is expected at the beginning of April from the Far East, where she will be relieved by the frigate *Ariadne*, which will first proceed to Swatow.

COMMERCIAL.

Tea is very firm, with an active demand; sold for arrival per *Pelican*: 364/4 chests and 6,536/8 Congou, as well as 237/4 and 1,048/8 chests Souchong. Extensive purchases of cleaned Rice have strengthened the market so much that prices are looking up, and holders are difficult to treat with. Cassia Lignea is firmer than it has been, no alteration in Flores. Pepper is lower, Singapore 62 to 63 marks, and Penang 59 to 60; at these prices there are buyers.

Bank Shares mostly lower: Norddeutsche 141½, Vereinsbank 123¾, Commerz and Disconto 81, Hypothek 117⅞.

IT is stated, upon good authority, that in consequence of the Protectorate recently established by the French in Tonquin, a new port will be opened to trade in close proximity to and in communication with the Gulf of Tonquin. A commercial treaty which will have this effect is, we are informed, under negotiation as supplementary to the treaty recently made with the authorities of Tonquin. The result of this will be to throw a considerable portion of the trade in the direction of the new port, and it will probably prove of importance to the colony of Hong Kong by causing a portion of the traffic between China and Tonquin, which has hitherto been conducted in junks, to be carried on by means of steamers.

WE learn that Mr. ROWETT, for many years head of the house of HOLLIDAY, WISE, and Co., and a member of the Legislative Council of Hong Kong, will, on his arrival home, take a post in the London office of the Hong Kong and Shanghai Bank.

MR. VAN LANSBERGE, the newly-appointed Governor-General of Java, &c., will proceed to Batavia by the Nederland Company's steamer *Voorwaarts*, from Amsterdam on the 13th inst.

The report of the Thetis Marine Insurance Company to be presented at the meeting to be held on the 10th inst. shows the premiums for the past year to have amounted to £37,380, and the claims settled in 1874 to £115,624. The results of the year's operations leave an unfavourable balance of £102,435. The capital of the company, including debentures, is £125,600, and the present value of the investments is £13,300.

THE article in our last under the heading of "The Independence of the Press" was taken from the *Monetary and Mining Gazette*, a valuable weekly paper on all mining and other investments.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 8, 1875.

A COLONIAL MUSEUM.

WE understand that Lord CARNARVON, Secretary of State for the Colonies, has under his consideration the establishment of a permanent Museum of a thoroughly practical character for the exhibition of all products from British Colonies and Settlements. The proposal is not altogether new. It has been discussed in several quarters, but never to any definite shape. If we remember rightly, the Royal Colonial Institute a year or more ago had something to say on the subject, and even went so far as to come to some resolution in this direction, but no more has been heard of it. The Colonial-office made a small beginning by instructing all Colonial Governors to vote certain sums of money towards the establishment of what was termed a Colonial Annexe to the South Kensington Museum. This was the project of Lord KIMBERLEY, but it was apparent on the face of it that the Colonies did not stand in need of annexation to the South Kensington galleries. What the Colonies desire, and what they will be well content to pay for, is an "Economic Museum" of their products, arranged with a view to practical results, not for the sake of mere show or effect on the spectator. It should be organised for the mutual benefit of the home manufacturer or consumer and the colonial producer. A writer in a planting journal last year, alluding to this subject, remarked that there was no one connected with the Colonial-office competent to undertake the organisation of such a Museum as was required. But surely the Secretary of State for the Colonies will have no difficulty in finding one or more suitable persons for this duty. The same writer adds, "Such a Museum, properly organised and officered, should "prove the means of informing the British manufacturer "of much which he is desirous of knowing; he should "there be able to learn whether our Colonies can supply "him with new fibres for his spinning-frames and his "looms, or whether old fibres can be more economically "produced in one part of the world than in another, and "whether costly and rare materials may not be supple-"mented by others at a lower cost; the paper maker "would be equally glad to receive information from such "a source of any cheap vegetable materials likely to be "useful in his mills." It is gratifying to learn that Lord CARNARVON entertains the idea of such an institution, for the proposal will, in that case, not be allowed to slumber; we feel sure it will be received with satisfaction throughout the East. Penang and Singapore, equally with Mauritius and Ceylon, will be warm supporters of the project. It will be a decided advantage to coffee and sugar producing islands to have their staples seen and examined side by side with each other, accompanied by comparisons of soil, climate, altitude, temperature, &c. Were this done, many of the now unexplained discrepancies in quality and value might be accounted for, to the mutual benefit of those most interested. Penang is becoming a tea colony, so is Ceylon; surely the planters in both of these settlements would be glad to see the results of each other's progress in this new branch of industry. There is yet one other class who could not help being advantaged by access to such an institution as that in contemplation. We allude to persons about to visit any of the Colonies, whether as travellers only, or as settlers. To be able to study the natural products of a country before proceeding to it; to be informed of the particular localities wherein certain articles are produced; the relation they bear to articles of a kindred class in other countries, would certainly be of unspeakable advantage to very many who would otherwise land in the Colony they are visiting totally uninformed on many points of interest to them. We shall hope before long to be in a position to give our readers fuller particulars concerning Lord CARNARVON'S plans for a Colonial Museum, in reference to which we would suggest that the scheme should comprise collections from all Asiatic possessions, such as Java, Manila, Borneo, Japan, China, &c., for purposes of comparison in various classes of produce.

COCHIN-CHINA.

THE *Saigon Courier* of the 20th December last publishes the complete text of the new postal convention between Cochin-China and the Straits Settlements. A summary of this convention appeared in our columns on the 4th of January. The French, by their own admission, have not yet made any approach to success in the administration or development of their Indo-Chinese possessions; the fact is, they have exceptional difficulties to contend against, for though the natural riches and the productive capacity of Cochin-China may be very great, the inhabitants have stuck for ages at a low pitch of civilisation; they are intensely ignorant, miserably poor, and yet thoroughly satisfied to remain what they are. It will take two or three generations to alter this state of things, whether the change be made by peopling the country with Chinamen, or by improving the character and condition of the Annamese. There is a good deal more of science and method about French administrative systems than is to be found in English communities, and it ought, therefore, to follow that French colonies go ahead faster than ours; but somehow matters turn out quite otherwise, and it would seem as if the official supervision which science and method entail in some way clogs the wheels of progress, and that we get on better in our own hap-hazard state because our free expansion is less surrounded by checks. A very good illustration of this sort of thing occurs in the *Saigon Courier*, to which we have just referred. There the reader will find his attention drawn to the agricultural capabilities of Phu-Quoc, a large island off Kampot, in the Gulf of Siam, and now part of the possessions of France. This island has evidently been examined most carefully by French surveyors; its meteorology has been noted, and the soil of its hills, plains, and sea-shore has also been analysed by French chemists. Of course, the object is to attract capitalists to the place, so as to develop its agricultural resources; and if an English administration took this business in hand they would confine themselves to announcing the terms on which Government grants, &c., could be obtained, with perhaps a further hint or two as to the average price of labour there. Of these matters, which in English eyes are all important, the French say nothing; they prefer to explain to us the precise latitude and longitude of Phu-Quoc, to describe its soil as made up of sand, silica, lime, magnesium, oxide of iron, and so forth, pointing out that the lime is insufficient, and that magnesium is a good substitute for lime. Liebig is referred to as an authority on the soil proper for grain cultivation. Agriculturists are told that they must plant trees and shrubs on the hill-slopes, and develop grasses on the plains, that they will be restricted from clearing jungle at a certain height above the sea-level, or from disturbing the growth of the bushes along the sandy shore. All this may be very proper, and the information given may be of the highest interest to scientific men, but we question its importance to the rough-and-ready colonist, who may find his practical experiments quite at variance with the theories set before him, and who is usually too independent to submit to the checks of officialism, and too eager to turn his money over quickly to wait till by chemical combinations he has mixed up for himself a suitable soil. He will take the soil as he finds it, and grow the article that pays best. He will not begin by selecting the product he most fancies, and then make a soil to suit its cultivation. On another subject we observe that the French are acting with truer wisdom. They are promoting education

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among the natives, offering rewards and prizes to scholars, and training Annamese to act as instructors in the provincial schools. This will pay in the end. To educate the people is to make them richer, with quickened industrial powers, and multiplied wants; besides rendering good government easier and crime less common. The French genius for scientifically-organised administration could not find a field more suited for its too-often inter-meddlesome spirit than in busily pushing education among the idle, dirty, apathetic children of Annam.

THE vacancy created in the Ceylon Civil Service by the retirement of Dr. CHARSLEY, late Principal Civil Medical Officer, has been filled by the appointment of Dr. KYNSEY, of the hospital staff at Netley. This officer's experience in the East, especially in Ceylon, where he served some years ago on military duty, eminently qualifies him for the post. A careful selection was rendered more than ordinarily necessary in view of the fact that the Ceylon Government are establishing medical officers and hospitals throughout the coffee districts of the interior. Governor GREGORY has, we think, exercised sound discretion in the selection.

THE Burma Steam Company, Greenock, despatched on the 6th the steamer *Shwaydagone*, Captain MCNAIR, for Tavoy and Rangoon. Captain BOWERS, the superintendent, will take out the *Pyah Pekhet* in about three weeks.

THE *Gazette* notifies the appointment of Mr. CHARLES TREMLETT to be Her MAJESTY'S Consul at Saigon.

THE CHINESE SUCCESSION.

(THE TIMES.)

"Rumours" from the Far East are ordinarily of so attenuated a character as barely to merit even a passing notice; but the rumours which have been flashed to us from China within the last few days point to such momentous contingencies that if there be any foundation of truth in them they are worthy of the most serious consideration of Englishmen. It was hardly likely, indeed, that the sudden death, without issue, of the young Emperor of China, who had only reigned three years, after a female Regency of twelve, should pass without exciting misgivings and surmises concerning the succession. The nearest heir to the Throne being the infant grandson of an uncle of the late Emperor, speculation as to the constitution and character of the future Government was the most natural thing in the world. There was, first of all, the question whether the numerous surviving uncles of the deceased Sovereign would acquiesce in the claims of the child of Prince Tun, and be content to consign the affairs of the Empire to another long Regency. And then, assuming the young Prince's title to be indefeasible, what form was the Regency to take? Among so many claimants and amid the strife of parties, which occasionally rages fiercely in Peking, a battle on this question would seem almost inevitable; and, notwithstanding the proverbial slowness of the East in most things, in crises like the present aspirants for the Eastern Thrones are wont to display both energy and readiness when the moment arrives for a *coup d'état* or a revolution. With so much antecedent probability, therefore, of a struggle for supremacy at Peking, the rumour of disturbances there may be sufficiently accounted for without necessarily assuming its truth. But, whether there be an actual disturbance at the present moment or not, it is obvious that the circumstances of the Chinese Government are full of difficulty and danger. The stake which this country has in China is sufficient to impart to the question more than a mere political interest for us. Our sympathies are appealed to on no sentimental grounds. The most enduring bond that ever united two nations, that of common commercial interests, binds our people to the vast population of China, and whatever menaces the peace of that Empire may well create anxiety in the minds of our manufacturing and trading classes. Not, indeed, that British commerce with China has ever begun to realise the reputed, though probably much exaggerated, expectations which the population of that Empire and their advanced material civilisation caused most naturally to be entertained. The total value of British trade with China after all the efforts that have been made to stimulate it—efforts which have notoriously proved ruinous to many of those engaged in it—remains not only insignificant, but almost unprogressive.

With a population at least equal to that of British India, a far more productive soil, and a greater complexity of personal wants, the figures of exports to and imports from China amount only to one-third of the value of our trade with India. The effect of the Taeping insurrection—a decade of rapine and butchery—has by no means been effaced. Jungle still grows on the ruins of what in the memory of living men were noisy cities; disastrous floods, which have submerged large tracts of country for several successive years; occasional local famines; the weight of arbitrary taxation generally, and affecting our own trade in particular, contrary even to the provisions of our Treaty; and our, as yet, imperfect access to the interior of the country—these and such like causes may help us to comprehend the stationary character of our trade with China without impairing our hope in the future. But the fact of our being driven to influences beyond the ordinary conditions of commerce in order to find an explanation of the backwardness of the China trade illustrates the precariousness of that trade, and how sensitive it may be to political commotion. Recent events in China have brought out in a clear light the state of utter disorganisation into which the administration had fallen. On one side we see a comparatively insignificant Power like Japan inflicting a signal humiliation on the great Empire, while in the Western Provinces we hear of disbanded and unpaid armies revenging themselves on the industry of the country, and the smouldering fires of rebellion flickering up here and there with ominous frequency. Notwithstanding the vast sums of money expended during the past ten years on arsenals, on ships of war, torpedoes, and on drilled soldiers, the first threatening blast of war discovered the Chinese army as existing only on paper; and the fleet, of which so much has been said and written, for all practical purposes "nowhere." It is the disorder which such revelations bring to light which lends to a possible quarrel, unimportant in itself, a significance of no common kind. At another time a squabble for legitimacy in China, a dispute as to which brother should place his grandchildren on the Throne, would excite little enthusiasm among the Chinese people, and would be a matter of indifference to us. But we cannot forget that the Manchu Dynasty, which has ruled China for 200 years, is alien, unpopular, and worn-out. The military prowess which enabled a small tribe of so-called Tartars to subjugate and hold the Chinese Empire, to impose a badge of conquest on all its male inhabitants, which is their most conspicuous "head mark" to this day, has disappeared, and the noble qualities of the Emperors of the last century, Kanghe and Kienlung,—have given place in the later scions of their house to effeminacy and utter worthlessness. This moribund dynasty, governing a great Empire on the mere tradition of a power, the substance of which has long since passed away, would do wisely not to draw too marked attention to the weak tenure of its authority; for, once the title of an occupant of the Throne—*i.e.*, of the Vicegerent of Heaven on earth—is seriously called in question, the Divine Right theory may receive irreparable damage. Reverent allegiance to a Sovereign Pontiff will go a long way in preserving things as they are, but there cannot be two Infallibilities—in China any more than elsewhere—and the appearance of rival claimants to the Dragon Throne under existing circumstances may destroy the whole superstition.

But this is not all. With the rapid decadence of the Manchus, with the exhaustion or absorption of the Tartar garrisons which were posted in every great city of the Empire, we cannot fail to notice how the native Chinese have been gradually coming to the front. It is not merely that the principal offices of State and the most important military commands are in their hands, but more than one of the high officials stands out a head and shoulders above his fellows, possessing abilities of the very first order, and displaying a degree of administrative energy which would prove equal to any emergency that might arise. The name of Li-Hung-Chang, the present Viceroy of Chihli, will occur to many of our readers, and there are others not inferior to Li, though less known to foreigners, among whom we may mention Tso-tsung-tang, Viceroy of Szechuen and Kansuh, who has lately been successful in suppressing a formidable Mussulman rebellion in the north-west. It is to such men as these that the country will have to look, if the Manchu family commit *felo-de-se* by internecine war, to save the State from that worse than the worst misgovernment—anarchy. Li keeps three arsenals going, and commands the purse of some of the wealthiest districts of the Empire, while he rules officially the metropolitan Province, and resides within 100 miles of the capital. It is to him, therefore, that our thoughts naturally turn as the most likely in the event of a crisis to be called on to preserve order. Under these circumstances it would be interesting, if it could be ascertained, to know how he stands affected towards foreigners. Li, it must be admitted, bears the reputation of being hostile to foreigners; but such an expression hardly conveys a definite meaning. It is said that the heavy armaments he is preparing are for the ultimate purpose of defying foreign nations, but we cannot seriously reproach a Statesman for desiring to place his country in a state of defence. His hostility to foreigners has further taken the form of commercial competition by the organisation of a steam fleet on the coast of China, for which several additional vessels are at the present moment being built in this country. Neither to this form of warfare, however, can we consistently take exception. We may add that Li-hung-Chang has resolved to open up the coal and iron mines of his province, and has commissioned an agent to obtain in England the requisite means and appliances. This is the movement that, above all others, the most progressive of foreigners have strongly urged on the Chinese, and their slowness to adopt it has been adduced as convincing evidence of the obstinacy of their prejudices. We can only say that so long as our enemy is content to fight us with such weapons, let us have a fair field and no favour.

COLLIERIES AND IRONWORKS IN CHINA.

(THE TIMES.)

Mr. Henderson, who has passed about thirty years in China, and who is now in England, has been commissioned by the mandarins in charge of the arsenals of Tientsin and Shanghai, in pursuance of instructions from his Excellency Li-hung-chang, Viceroy of the Province of Chihli and Superintendent of Trade for the Northern Treaty Ports, to procure the necessary plant for working the collieries and iron mines and for smelting and manufacturing iron in that province according to the most approved European methods. He has also been authorised to obtain the services of competent Europeans to direct the works. Attention has been repeatedly directed in *The Times* to the vast coalfields of China, and to the fact that steam coal, quite equal in quality to the best South Wales coal, abounds at Chaitang, in Chihli, about forty miles west of Peking. There is not at present a single coal-mine in China worked on scientific principles; there is neither steam-engine nor pump; and the smelting of iron is conducted only in the most primitive manner. Owing to the high prices which the Chinese are obliged to pay for foreign coal and pig iron—for the latter sometimes as much as £10 per ton—the authorities have determined to utilise some of their coalfields and deposits of ironstone which, as well as coal, occurs in great abundance in various Provinces of China, and to work them in the most systematic and advantageous manner. The field which has been

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selected for commencing operations upon in the first instance is situated at P'ung C'hung, near Tre-chow, in the county of Ta-ming-fu, in the southern part of the Province of Chihli, and bordering on the Province of Honan. It would have been impossible to select any locality richer in coal, ironstone, and limestone, or better placed with regard to facility of access. The field is situated on a plateau bordering on and about 300 feet above the level of the great Plain of Chihli, and distant about twenty-five miles from some small rivers, down which the produce of the mines and iron works will be conveyed to Tientsin. To complete the chain of communication it is intended to construct a rail tramway from the mines to one of the rivers in question. It is proposed, in the, first instance, to meet the requirements of the national arsenals; but as soon as circumstances will permit, manufactured iron of all descriptions will be produced. In conclusion, it may be mentioned as a notable instance of neglect to utilise national resources, that the very locality in which the authorities are about to commence mining operations is referred to in an ancient Chinese history, some 2,000 years old, as being the spot where the loadstone was first discovered in China.

THE PACIFIC MAIL COMPANY INVESTIGATION

On the 18th Jan. Mr. Whitelaw Reid, of the *Tribune*, was examined by the Committee concerning his knowledge of the Subsidy. He had no positive information whatever. and it seems that his editorial allusions to various parties having received money were based entirely upon what he calls current rumour. He gave the Committee one or two suggestions which will lead to the summoning of other witnesses, who may, perhaps, give some information. He had been told by Captain Bradbury, and says Captain Bradbury's brother knows the same thing, that King had written a letter to the company after the passage of the Subsidy, demanding twenty-five thousand dollars extra compensation, and that the matter had been referred to Edwards Pierrepont as attorney. He said Captain Bradbury's brother had seen this letter from King, in which the latter alluded to the prison bars behind him. The Committee will take pains to test the correctness of this statement by summoning the proper witnesses. Mr. Reid also referred to an interview with Irwin, which he says left the impression on his mind that Irwin spent nine hundred thousand dollars, and in addition to that Congressman Parsons spent three hundred thousand dollars, making twelve hundred thousand dollars in all expended in procuring the Subsidy. Mr. Irwin disputes the correctness of Reid's statement of his interview, so far as it relates to Parsons. Mr. Reid said that the names of Mr. Dawes and Mr. Wood were connected with the Subsidy by current rumour in New York. At the request of Mr. Reid, he was granted a private conference with the Committee, in order that he might give them some clues to evidence which would be useless if made public. A member of the Committee stated that there were two or three suggestions which were new, and which might prove valuable, but declined to state what they were.—Mr. Rufus Hatch presented the Committee a long list of questions which he desired should be propounded to Mr. Reid. The Committee refused his request. His questions were such as the following:—"What is the circulation of the *Tribune*?" "Is it owned by an individual or by a corporation?" "How much of it do you own?" Is Jay Gould a stockholder in the *Tribune*?" And then the questions go on to cover the whole ground of the organisation of the new China line, and of the opposition to the Pacific Mail. The Committee say that their object is to find out what corrupt use was made of the money expended by the company in procuring the Subsidy, and they will not undertake to settle Mr. Hatch's controversies with other parties.

On the 19th the principal witness was Mr. Charles A. Wetmore correspondent of several papers on the Pacific Coast, who seems to have written despatches in which he made some slanderous assertions about members of the Committee, coined out of current rumour and a rather lively imagination. He was summoned by the Committee to put in their possession the information on which he based his despatches. He stated that two members of the Committee—Mr. Dawes and Mr. Beck—had become singularly silent and slow in the pursuit of news. It was discovered that he knew nothing at all about what either of the gentlemen had done or had not done to justify this assertion. In regard to Mr. Dawes he could make no explanation of it, but that Mr. Beck had become silent and slow because Mr. Schumaker was a Democrat. Being further pressed he volunteered the statement that somebody had told him that Mr. Beck received a cheque through Fant, who was recently exposed by Mr. Abert. Mr. Beck was greatly annoyed at this statement, and very properly sought to find out who was the author of it. Wetmore refused to tell, whereupon he was turned over to the House and adjudged to be in contempt. The witness subsequently sent to the House a letter of apology for his statements, and the opportunity was promptly seized to discharge him from custody.

On the 20th the Committee took under consideration a proposition to turn over to the grand jury the evidence elicited connecting William S. King with the corruption fund used to secure the passage of the Subsidy, in order that an indictment may be found prior to the limitation fixed by the statute. King disappeared upon the day on which evidence was elicited tracing to him $115,000 of that fund, and all efforts on the part of the Serjeant-at-Arms to secure his arrest have been unsuccessful. It is believed that King is now in Canada, beyond the jurisdiction of the United States authorities. There have been unusual and extraordinary efforts to secure his attendance, and also the attendance of A. H. Whiting.

On the 21st Mr. Irwin, who has been released from gaol, came before the Committee and purged himself from the contempt for which he was committed, by giving a list of names of the persons to whom he had paid money for procuring the passage of the Subsidy, and the amounts paid to each of them. All the names upon his list, with but one or two unimportant exceptions, have been heretofore connected with the Subsidy business. The large amounts which were evidently paid by him for distribution were $125,000 to King, $100,000 to A. H. Whiting, and $300,000 to Schumaker. Then there were several amounts ranging from $5,000 to $25,000, which brings the aggregate of the expenditures which Mr. Irwin accounts for up to about $700,000. He has not stated how much he received for his own services. Hatch received $20,000; Ingham, of the Chicago Inter-Ocean, $10,000; Forney, $25,000. Mr. Irwin's statement that he had paid $25,000 to Forney corroborates the testimony of McFarland. Irwin states that when he gave Schumaker. $275,000, just as he was leaving for California, Schumaker claimed the amount he was to receive, $300,000, and convinced Mr. Irwin of the correctness of that claim. He subsequently sent $25,000 from San Francisco, a fact which is otherwise in evidence, that he has no recollection of receiving this, but if he did receive it he disposed of it according to Irwin's directions.

D. W. Voorhees and Boyd Winchester were both examined relative to the published statements that they had deposited thousand-dollar bills with the Serjeant-at-Arms the day after the passage of the Subsidy, and both of them cleared themselves satisfactorily from any imputations of connection with the Subsidy corruption.

THE STRAITS SETTLEMENTS.

(MORNING POST.)

From accounts recently received of the condition of affairs in the Straits Settlements and the adjacent peninsula, it appears that Sir Andrew Clarke has been giving the native chiefs a convincing proof that they cannot be permitted to release themselves from their compacts with him, acting on behalf of the British Government, or treat his envoys or the messages of which they are the bearers with disrespect. On the 18th of November last his Excellency, having had occasion to address a letter to the Datu Bandar of Sunjie Ujong, who has of late been extremely troublesome, that ruler thought fit to treat the missive with contumely, and to threaten the messenger who conveyed it. Thereupon Sir Andrew Clarke took immediate steps for punishing him, which he did most effectually, as will be seen a little further on. But before entering on the narrative of this expedition, it will be necessary to go back a little into the history of the small Malay States which bound our settlement of Malacca, in order to elucidate, if possible, their mutual relations to each other and to our Government in the Straits, and to show the necessity that is laid upon us, for the safety of a portion of our colony, to compel the different chiefs to be of good behaviour. It will no doubt be remembered that in May last his Excellency visited Sunjie Ujong at the instance of the chief ruler of that country, in consequence of the confusion and anarchy then existing on the River Lingie, by which trade was completely at a standstill. On this occasion Sir Andrew Clarke destroyed some strong stockades at Bukit Tiga, which were the head-quarters of the piratical chiefs, and opened the Lingie for the conveyance of tin to Malacca and elsewhere from the rich mines of the country. In the proceedings at that time the Datu Bandar also figured discreditably. The origin of the disturbances which so seriously affected Sunjie Ujong will appear in the account which we now proceed to give of the small Malayan States on the borders of our own territory. Originally these States were nine in number, and they are supposed to have been established by members of the Menangkabowe family, from Sumatra, who settled in the interior of Malacca, and contracted marriages with the women of the country some time in the twelfth century, shortly after the foundation of the first Malayan Empire at Singapore. The States appear to have been tributary to the Empire of Malacca from their first establishment, and in later days, when Johore became the seat of Government, they were subject to it, being governed after a system enforced by the Sultan of that country, but probably inaugurated by his predecessors at Malacca. Under this system each State was presided over by a chief styled the "Punghulu," who was assisted in his office by four "Sukus," or chiefs of tribes. The Punghulus were elected from a particular family by the Sukus and people, but it is evident that the Sultan of Johore was consulted in the elections when any difficulty arose, and by him distinctive titles which are used up to the present day were conferred on these high officials, the spheres of whose government in process of time apparently were recognised as confederate States governed by their subordinate rulers, under the authority, which was scarcely exercised at all, of the Sultan above-named. By-and-by, five of the States were left under the direct rule of this prince, and Sunjie Ujong, Rumbowe, Johore, and Sri Menanti, which had taken the place of Naning in the Confederation, were placed under a ruler from the Royal family of Menangkabowe, who was created Eam Tuan Besar, or Great Ruler. It should be stated that prior to this, and whilst Naning was still one of the Confederate States, the Sultan of Johore had made over his rights to Sunjie Ujong, Rumbowe, and Johore to the Dutch, and it was in consequence of the general dissatisfaction with their rule that the States requested the Sultan to appoint the aforesaid Great Ruler. Five successive princes of the Menangkabowe family bearing this title reigned over the States, the last of whom was compelled to retire to Sumatra after a troubled and disorderly reign of six years. It would seem that their authority after all was more nominal than real, for they were not permitted to take any part in the actual government of the States, but were more like pageant princes; and it may be said that the system under which they were appointed was highly disadvantageous to the States. At the close of this dynasty, if so it may be termed, the States continued to be governed as they were before by their own Punghulus, except that the nominal headship of the Eam Tuan Besar having ceased, there was no one whom they or their neighbours recognised as the leading man of the four States collectively. It is supposed that prior to the establishment of the Menangkabowe rulers Sunjie Ujong was looked up to by the other States, for its chiefs were accorded the distinctive appellation of "elder brother" by the other three Punghulus. Nevertheless there was no manifest disposition at the time of the expulsion of the last Great Ruler to elevate the Sunjie Ujong chief, known as the Datu Klana, to the position of Eam Tuan Besar. This title was, however, usurped by one Rajah Alli, who on his mother's side

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was grandson of the second regular Great Ruler, and was generally reputed to be one of the most able and ambitious of all the Malay chiefs. He had plotted against his uncle Rajah Assit, created Eam Tuan Muda by the third Great Ruler, and when in exile for his treasonable practices, went to Rumbowe, where the Rajah resided, induced him to retire in his favour for a time, and finally supplanted him in his dignity. This same Rajah Alli stirred up the opposition and rebellion against Rajah Labu, the last of the Royal Great Rulers, which finally obliged that prince to leave the country, but in the intrigues which he carried on at that time he was strenuously resisted by the Chief Ruler of Sunjie Ujong, Johore, and Sri Menanti, who had never recognised his position as Eam Tuan Muda, and combined in besieging him at Bandar in Rumbowe. Rajah Alli had therefore no reason to be amicably disposed to the chief of Sunjie Ujong, and it is probable that to the enmity thus begun may be due some of the complications between Rumbowe and that State which are disclosed in the subsequent history. On the flight of the above-named Rajah Labu, the Punghulu and Sukus of Lower Rumbowe declared Rajah Alli "Great Ruler," and his son-in-law, Syed Sabban, "Lesser Ruler;" but neither of these elections was considered valid by the rulers of the other States, and his authority was confined to Rumbowe. It was about this time that the Ruler of Rumbowe first derived any revenue from the tin mines of Sunjie Ujong, or, more strictly speaking, Lingie, which is a settlement owning allegiance to Sunjie Ujong. The chiefs of Rumbowe have also claimed to have jurisdiction over it as having been founded by men from their territory, but this claim the Lingie people have always repudiated. It may be well here to give a brief account of the founding of this settlement, and to understand this the better it will be requisite to glance at the geographical position which it occupied with regard to the two States which put forward pretensions to authority over it. Both territories are situated on the Lingie-river, which is divided into two branches at Sampang, about six miles from its mouth, Sunjie Ujong lying on the northern and Rumbowe on the southern branch of the river. About ten miles up the former, but on the opposite side of the Sunjie Ujong, is the settlement known as Lingie, formed originally by some Bugghese men from Rhio, over whom the Klana of Ujong appointed one of their number as Datu, which means head of a tribe or chief of a district. In course of time a Rumbowe man settled in Lingie, and having married one of the Datu's daughters, was subsequently, on the death of his father-in-law, placed in his position by the Klana of Sunjie Ujong, with the concurrence, according to some accounts, of the Punghulu of Rumbowe. The fact of this Datu having been a subject of Rumbowe and of others from the same State having joined the settlement, seems to be the origin of the claim of that State to Lingie. Be this as it may, the Rumbowe people have always endeavoured to share the revenues of Sunjie Ujong on the northern branch of the river, asserting that the whole of the left bank, on which Lingie is situated, belongs to them.

Naval and Military.

The following officers, who last served on the China station, have received appointments as under:—Lieutenant R. O. B. C. Brenton (in the Cadmus, from 1873 to 1874) to the Excellent, gunnery ship at Portsmouth; Lieutenant A. Cockran (in the Midge, from 1872 to 1874) to the Boscawen, training-ship for boys; Lieutenant S. A. Hungerford (in the Thalia, from 1872 to 1873) to the Cambridge, gunnery-ship at Devonport; Mr. G. Harding, Assistant-Engineer (in the Teazer from 1872 to 1874) to the Jumna, Indian troopship; Mr. L. Creagh, Gunner (in the Zebra, from 1870 to 1873) to the Penelope, coastguard ship at Harwich; Mr. W. Roskilly (in the Juno, from 1871 to 1873) to the Ganges, training-ship for boys at Falmouth; Mr. A. F. Organ, Carpenter (in the Princess Charlotte, from 1871 to 1872) to the Diamond, corvette, at Sheerness.

Brevet Lieut.-Colonel A. Wolridge, of the Royal Marines, who was present at the bombardment of the batteries at the Straits of Simonoseki, the entrance of the inland sea of Japan, and as brigade-major at the capture and destruction of the batteries, magazines, and barracks, and during the shore operations in 1864, has retired on pension, and is to be accorded the honorary rank of colonel in the Army.

The latest news from the Brazilian coast is dated Rio, the 5th Jan. The gun-vessel Dart, Commander Denny, was there. H.M.'s sloop Daring, Commander Hanmer, had arrived on the 23rd Dec., and gone on to the Pacific on the 2nd Jan. H.M.S. Newcastle, Captain R. Douglas, one of the detached squadron, reached Rio on Christmas Day, and sailed to rejoin Rear-Admiral Bandolph's flag on the 3rd Jan.

The Admiralty have directed that James Little, a private in the 24th company R.M.L.I., Plymouth Division, shall be promoted to corporal, "for the coolness and gallantry displayed by him on the occasion of the attack made by two piratical row-boats on the Midge's boats, on the 16th September, 1873, in the Laroot River."

Experiments are being made in all the manufacturing departments of the Royal Arsenal, with a patent fuel which is much used on board ship, and is understood to be adapted for forge furnaces. It is supplied in rectangular blocks, and a large quantity has been brought from the North to give it a fair trial.

The Vigilant, paddle despatch vessel, Lieutenant-Commander Hugh C. D. Ryder, *en route* for the China Station, called at Galle, where she touched the ground, and had to proceed to Trincomalee for repairs, which were expected to be completed on the 28th December, when she would leave for Singapore.

Deputy Inspector-General Morgan has arrived at Hong Kong, and has relieved Dr. Loney, R.N., in medical charge of the hospital. This last-named officer will return to England by next mail, and will, therefore, probably take up his appointment at Haslar about the 20th inst.

News has been received of the murder, by inhabitants of Bushire, of the interpreter of Her Majesty's ship Magpie, which has been engaged on service in the Persian Gulf. The interpreter, though a native and employed in a civil capacity, was serving under the British flag.

Rear-Admiral Edward Bridges Rice is named as the probable successor of Rear-Admiral Sir William King Hall, K.C.B., Superintendent of Devonport Dockyard, on the promotion, which may be shortly looked for, to Vice rank of the latter officer.

The Nymphe, screw-sloop, recently commissioned, has been unundocked at Sheerness. She will proceed to the Australian Station, calling at the Cape of Good Hope, and will relieve the Dido, which has been nearly four years in commission.

Lieutenant-Colonel Hadfield, of the Madras Invalid Establishment, who greatly distinguished himself in the Chinese war of 1841, has been awarded the good service pension rendered vacant by the death of Colonel R. S. Wilson.

Mr. John D. Deane, lieutenant of H.M.S. Duke of Wellington, late of the Avon, brother to Mr. Deane, superintendent of police at Hong Kong, has passed the extra examination qualifying him for navigating duty.

Mr. Ward Hunt, First Lord of the Admiralty, presided on the 29th ult. at the meeting of the Royal Institution, at which a lecture was delivered by Professor Huxley on "The Challenger Expedition."

The composite-sloop Egeria, Commander Turton, arrived at Aden on the 8th ult., and was to leave in a few days for Singapore to join the China Squadron.

Captain Walker, who served as a subaltern in the Ceylon Rifles, has joined the second battalion of the 15th Regiment, which has just left for India.

Miscellaneous.

MR. CONSUL SALTER ON THE YANG-TSZE.

A statement recently made by Mr. Colton Salter, formerly United States Consul for the treaty ports of the Yang-tsze, in relation to the antiquity of the practice of pisciculture in China, has been disputed by Professor Baird, the United States' Fish Commissioner. Mr. Salter, in replying, asks the scientific and commercial men of New York to aid him in organising an expedition for a thorough exploration of the Yang-tsze-Kiang, which, he observes, is over 3,000 miles long, and above Hankow (650 miles from Shanghai) is virtually closed to all foreign trade. He says:—"On that great river, the 'Child of the Ocean,' as the Chinese poetically term it, there are perhaps 100 cities with dense populations, all eager for trade. In one place on the river the pisciculatural nurseries line the banks for nearly fifty miles. Many drugs of great value are found; the so-called Turkey rhubarb; the Spanish fly, indigenous to the western provinces of China, sent across the plains of Asia centuries ago and planted in Europe. The castor-oil, so repulsive to the taste here, is as delicate there as the finest olive-oil, and is used for cooking fish. It is a wonderful land and full of mysteries. If Professor Baird will accompany me, I will show him in Southern China a cotton gin precisely similar to the one said to have been invented by the American Whitney. He will find all sorts of inventions and discoveries made forty centuries ago in Cathay, yet claimed to-day as the inventions of our race in Europe and this country. Even the familiar tobacco and potato, which Sir Walter Raleigh supposed were the sole productions of America, may be found growing wild in China, along with cotton (short staple), the sweet potato, the maize, white and yellow corn, and the familiar buckwheat, so dear to the average American (soaked in butter, fat, and syrup) in winter time, and so bad for his poor stomach. All these grains and cereals were doubtless carried over Behring's Strait by the nomad tribes of the great Mongolian plains in some far-forgotten period of the world's strange history, and the Chinaman of those ages became the ancestor of the American Indian to-day. In North China I can show Professor Baird a most ingenious adaptation of means to the end in the shape of a peculiar barrow, with the wheel over the centre of the place for freight,—perhaps a family of half a dozen or so, or a load of these so-called American cereals,—going to the market with these motive powers all working in perfect harmony—viz., a donkey ahead tugging at the bamboo rope, a sort of lateen sail to catch the breeze that is always blowing over the vast plains of Mongolia and Manchooria, and the patient Chinaman steering the unique affair, and aiding its progress, if necessary, by a trot of about four miles an hour. A few thousands spent now would be returned in millions in a few years. America ought to lead in China. At present we only drift along and lose golden opportunities daily."

MR. WILLIAM H. ASPINWALL, the well-known China merchant of New York, died a few weeks since, in the sixty-seventh year of his age. He was born in New York in 1807. His father, Mr. John Aspinwall, was one of the old firm of Gilbert and John Aspinwall, who were engaged in the dry goods trade for many years. The deceased entered the house of G. G. and S. S. Howland as a clerk, which position he occupied until 1832, when he was taken into partnership by the firm. Here it was that the foundation of the splendid fortune he acquired in after years was laid. In 1836 or 1837 the senior partners of the house went out of business, each leaving a cash capital of $100,000 in the concern. William E. Howland, son of the senior partner, and William H. Aspinwall then took charge, under the firm name of Howland and Aspinwall, which has since remained unchanged. As the business of the house on the Pacific coast was largely increased by the discovery of gold in California, Mr. Aspinwall directed his attention to the establishment of steam communication with San Francisco, and in 1848 he retired from active connection with the firm, and devoted himself wholly to this enterprise, and associated with it the building of the Panama Railroad. The Pacific Mail Steamship Company was successfully organised through his efforts, and the success of the Panama Railroad was also due, in a great measure, to his energetic advocacy of the plan and his untiring attention to the details.

COOLIE CIVILISATION.—Mr. William E. Knollys writes to *The Times*

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as follows :—"The following extract from a letter received by me from Trinidad may not be without general interest, as showing the prosperity to which it is possible for Hindoo coolies to attain in our colonies :—'You will be surprised to learn that one of the coolie immigrants, of the name of Ajoone Saw, won almost all the races. He bought the two horses belonging to H.—Wild Dayrell and Little Dangerous—for $1,800, and among other stakes carried off the Governor's Cup and the Ladies' Purse; he won in all about $3,000, and was much complimented by the Governor. The same man bought the late Governor's carriage, and is driving two horses, and has servants in livery. The races referred to were held on the 29th and 30th of last December at Port of Spain, Trinidad. I see that Mr. Ajoone Saw's colours were 'blue body, orange sleeves, and black cap.' I think that when many hard things are being said of coolie labour it is well the bright side of the picture should be known as well, for Mr. Ajoone Saw is in every essential still a coolie, although the only disagreeable circumstance remaining to remind him of the fact is the necessity of producing his 'pass' when called upon by the police to do so."

THE RANGOON ROUTE TO CHINA.—Mr. Coryton, the late Recorder of Rangoon and Moulmain, writes to *The Times* as follows :—"The result of our N.W. China Exploration, if successful, will be to effect the purpose advocated by Mr. Salter, for the exploring party will no doubt return to Burmah *vid* Shanghai. Let us hope that no material jealousy will be allowed to impede this great work of opening up communication in this quarter for the good of all. Till now the French are, I believe, the only Europeans who have set foot in Tali. They got in there for a moment in 1868. I am bound to say that the only feeling I heard expressed about them in India was one of honest admiration at their pluck. We can all help each other in our own way. It is only by the aid of the admirable organisation of the French Catholic clergy in Indo-China and China that Englishmen and Americans have hitherto been able to make their way at all in this region. If American influence is greater on the Upper Yang-tsze than either ours or theirs, let us hope that at this critical moment it will be exerted in aid of our little convoy now on its passage through the wild scenery that lies between the Bay of Bengal and the headwaters of the Yang-tsze."

VOLATILE FLUIDS.—A patent has been taken out by Dr. James Lilburne (whose name will be familiar to our readers in the Far East as having served in the navy in China and Japan) for the Export and Stowage of Volatile Fluids in Hot Climates. This invention consists of a peculiarly-shaped bottle, which can be made in any size, and the top of which is hermetically sealed with blown glass. When required to be opened the top of the bottle can be easily removed with a diamond, and the contents can be at once used without danger of evaporation, the bottle having been previously immersed in a freezing mixture. Several consignments of Richardson's anæsthetic æther, chloroform, and other chemicals put up in these bottles have been exported from England to hot climates, some of which have been stored in cupboards at a very high temperature for several months, but in no case has the slightest evaporation occurred. The invention may be chronicled as a complete success, and the inventor may be congratulated upon the result of his investigations, both from scientific and commercial points of view.

UNDERWRITERS' LIABILITIES.—The following letter, from Messrs. Hollams, Son, and Coward, in reference to the *Delta* case, has appeared in the *Shipping Gazette* :—"The attention of our clients, Messrs. Sassoon and Co., has been called to a letter signed 'C. G.,' inserted in the *Shipping and Mercantile Gazette* of the 23rd ult., referring to the case of 'Sassoon *v.* Harris,' and we are desired by them to inform you that the writer has written under total misapprehension as to the facts of the case, and the claim made by our clients. The interest covered by the policy on opium, per *Delta*, was valued at £63,450, and the policy was for £30,000; our clients were thus uninsured to the extent of £33,450. The proportionate value of the opium lost was £42,750, and the total amount claimed from the Underwriters was £20,214 6s. 10d. This claim was in accordance with a statement prepared by experienced Average Adjusters in London, and the accuracy of the figures has never been questioned. Many of the Underwriters paid the claim without question, and our clients thus received about £8,000, leaving a balance of about £12,000, which they seek to recover in the above action. It will thus be seen that our clients' claim is based upon the well-known and ordinary rule, applicable to cases in which the assured are in part their own Underwriters."

Monetary and Commercial.

Tenders for £700,000 in bills on India were received at the Bank of England on the 3rd inst. The amounts allotted were—to Calcutta, £395,000; to Bombay, £300,000; and to Madras, £5,000. Tenders on Calcutta and Madras at 1s. 10d. will receive about 6 per cent., above in full; and on Bombay at 1s. 10 1-16d. about 4 per cent., above in full. The demand for remittances appears by these figures to be falling off slightly.

The quietness in the Manchester Market has continued, but in a rather lessened degree. A more active demand for cotton in Liverpool imparted considerable firmness, and a slightly improved inquiry has been noticeable in many quarters, business not, however, being materially increased, owing to the full prices required by producers.

Messrs. Morton, Rose, and Co. invite subscriptions for $2,000,000 (or £400,000) in Seven per Cent. Currency Bonds of the Delaware and Hudson Canal Company at the price of 95 per cent., or £190 per $1,000 bond. This issue is the balance of $5,000,000 required for reimbursing the company for £600,000 sterling of its debentures which were paid last year, for meeting other debentures arriving at maturity, and for erecting new buildings. The bonds are repayable in 1894.

Messrs. J. S. Morgan and Co. will receive applications for $3,000,000 (or £600,000) in U.S. Currency Six per Cent. Consolidated Mortgage Bonds of the Lehigh Valley Railroad Company. The price of issue is 88 per cent., or £176 per 1,000 dollar bond, and the money is required for the completion of the extension line to tide-water, near New York.

The tenders for the City of Auckland Six per Cent. Loan of £100,000 have been opened at the Bank of New Zealand, when it was found that a total of £497,700 had been applied for. All tenders at 98 and above will receive in full, and tenders at £97 15s. 6d. will receive about 50 per cent.

It is announced that the Agent-General for South Australia has disposed of the whole of the £600,000 South Australian Government Four per Cent. Bonds at and above the advertised minimum price of £90 per £100 bond.

The City of Paris New Lottery Loan is not likely to be much applied for here, but it is evident that the applications are large in France, for they are disturbing to some extent the course of the Money Market. A few particulars as to the nature and amount of this borrowing may, therefore, be interesting. The loan is for £10,000,000 nominal, or in 500,000 bonds of 500f. each, at the issue price of 440f. per bond, payable in four equal instalments. The bonds are to bear interest at 4 per cent., or 20f. per bond, and the loan is to be redeemed in seventy-five years by quarterly drawings commencing on the 5th of May next. At each of these drawings lottery prizes of 225,000f. will be given in sums of from 100,000f. down to 1,000f.

The new Bank of Indo-China, established by decree of the French Government, has a capital of f.8,000,000, in 16,000 shares of f.500 each, with f.125 paid. It is empowered to issue notes of f.1,000, f.500, f.100, f.25, and f.5, or of similar amounts in native money. The note circulation is limited to three times the amount of bullion kept by the bank. The head office of the company is in Paris, and two branches are to be established forthwith at Saigon and Pondicherry. Agencies may, under Ministerial authorisation, be opened in other places in French colonies, and in the open ports of China and Japan. The bank has a powerful board of directors, appointed by decree, to remain in office till the first general meeting of shareholders, in May, 1876. They are—MM. Hentsch (of the firm Hentsch, Lutscher, and Co.), president of the Comptoir d'Escompté; Girod, director of the Comptoir d'Escompte; Durrien, Viscount Paul Daru, Allard, Edouard Delessert, Gillet, Prevost, &c.

The half-yearly report of the Credit Foncier of England (Limited) shows an available balance of £41,587, out of which it is proposed to pay a dividend for the six months at the rate of 5 per cent. per annum, leaving £10,076 to be carried forward. No alteration has been made in the valuation of the company's investments. It is added that the profits would have been considerably larger but for the unsettled state of the money market in November and December, which caused the directors in prudence to restrict business.

The directors of the Merchants' Marine Insurance Company have issued their report for the year ending the 31st Dec. last. The underwriting account of 1872 is closed with a debit balance of £36,858 12s. 5d. After reinsuring all outstanding risks on the underwriting account, 1873, there remains a balance of £12,091 15s. 1d. The interest earned in 1874, including a profit on investments which have been realised, amounts to £5,058 13s. 7d., but, owing to the loss on 1872 and 1874, the directors recommend that the usual division of interest should be suspended.

The directors of the Home and Colonial Marine Insurance Company have issued their report for the year ending the 31st December. The underwriting account for 1872 is closed, and shows a net loss of £20,324 5s. 4d. There still stands at the credit of 1873 account, after the deduction of expenses, £10,395 12s. 1d. The net premiums for 1874 amount to £151,185 1s. 6d., and the losses and claims paid on account of the same, to £81,940 9s. 1d. No further dividend is recommended than that already paid in July last.

Subject to the audit of the accounts, the directors of the Telegraph Construction and Maintenance Company (Limited) propose paying a dividend of 15 per cent. (36s.) per share, in addition to the ad interim dividend of 5 per cent. already paid, together with a bonus of £5 per share, in certificates of a Trust to be formed of shares of the Brazilian Telegraph Company and ordinary shares of the Globe Company in about equal proportions.

Replying to a deputation of shipowners of the City of London who waited upon him to urge the introduction of a measure with regard to British shipping, the President of the Board of Trade stated that he intends to bring in such a Bill as early as possible during the session.

The Eastern Telegraph Company's traffic receipts for the month of January amounted to £37,730, against £37,037 in the corresponding period of 1874. The receipts of the Eastern Extension, Australia, and China Telegraph Company (Limited), for the month, amounted to £18,924, and to £20,717 for the corresponding period of 1874.

The Bar Silver, ex West India and Pacific steamers, has been sold at 57½d. per oz. The market is quiet at this quotation, the India Council Bills having gone at lower rates. Mexican Dollars have been placed at 56⅝d. per oz., this being the present quotation.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan.28	Gertrude	Hageartz	Colombo	London
28	Aria en Betsy	Ran	Java, for Amsterdam	Texel
28	Trinidad	De Echeita	Manila	Liverpool
28	Friedeburg	Kopper	Java	Greenock
28	Vigilant	Wood	Do.	Do.
28	Achilles	Copeland	Akyab	Do.
	May Queen	Marr	Ilo Ilo	Queenstown
4	Aurora	Bastarrechea	Saigon	Havana
14	Zingra	Williams	Batavia	Boston
28	Twee Gezusters	Hofster	Batavia for Rotterdm.	Off Falmouth
29	Eldorado (s.)	Kerr	Colombo, &c.	Off Deal
28	George's Ville	Joubert	Java	Bristol
29	Liguria (s.)	Gandolfo	Do.	Greenock
26	Lichstraal	Jansen	Batavia	Brouwershaven
22	Nuevo Lantaro	Estival	Manila	Barcelona
	Western Chief	Hill	Singapore	Boston
Feb. 1	Gwendoline	Tallack	Java	Greenock
2	Star of China	Baker	Zebu	Liverpool
1	County of Berwick	McLeod	Batavia	Do.
	County of Bute	Cummins	Sourabaya	Queenstown
Jan.30	Navigator	Nymann	Batavia	Brouwershaven
	Alhambra	Nelson	Zebu	New York
Feb. 2	Sylvia (s.)	—	Foochow	Deal
Jan.21	Matilda P. Pinette	—	Batavia	New York
21	Omega	Bruce	Hong Kong	Do.
Feb. 1	Wemyss Castle	Shields	Shanghai	Do.
2	Cameo	Bulford	Singapore	London
3	Dante (s.)	Buchanan	Colombo	Do.
3	Argonaut	Cameron	Foochow	Deal
3	Woodlark	Largie	Shanghai	Do.
3	Robert Kerr	Allen	Rangoon	Liverpool
3	Jan Pieterszoonkoen	Ouwehand	Batavia	Do.
3	United Service (s.)	—	Singapore	Greenock
3	Attila	McDermott	Rangoon	Queenstown
3	Turkestan	Brown	Bassein	Off Queenstown
1	Twee Gezusters	Hosstee	Batavia	Texel
Jan 30	Conrad (s.)	—	Batavia, for Holland	Naples

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.30	Scindia	Harrison	Shanghai	London
28	Glenfinlas (s.)	Wilcox	Singapore, China, &c	Do.
Dec.18	Bartolomeo Padre	Bianchi	Philippines	Callao
Jan.28	Wein Holsenfelde	—	Java	Liverpool
27	Ernest	Bourge	Hong Kong	Antwerp
27	Bluche	Bara	Saigon	Havre
30	Genitiv	Kuhse	Nicolajefsk	London
Feb. 2	Lorne (s.)	Butcher	Colombo, &c.	Do.
1	Oleander	Joass	Yokohama	Do.
Jan.30	Kolga	—	Anjer	Newcastle
30	Ortelius	Duinker	Samarang	Texel
30	Java (s.)	Gallards	Batavia	Do.
	Yeavering Belle	—	Singapore	Shields
31	Victor	Sorensen	Amoor River	Off the Start
Feb. 2	Eleanor Batters (s.)	—	Shanghai	Swansea
Jan.18	Thomas A. Goddard	Smith	Yokohama	New York
21	Rosetta M'Neill	Brown	Hong. Kg. & Shanghai	Do.
Feb. 3	Deerhound	Shearer	Shanghai	London
3	Hylton Castle	—	Singapore	Deal
3	Langeat s.)	Harrison	Penang	Plymouth
2	Ann Adamson	Bell	Anjer	Sunderland
Jan.30	Ortelius Duinker	—	Samarang	Texel

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Venice, Africa. For Penang, Singapore, Hong Kong, and Shanghai: Ægean, Craigforth. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff, Russia. For Singapore, Hong Kong, Yokohama, and Hiogo: Riga. For Singapore, Hong Kong, and Shanghai: Glenfalloch, Gordon Castle. For Colombo, &c.: Eldorado, South Tyne, Viceroy, W. H. Atkinson, Duke of Buccleuch, Chiswick. For Singapore &c., (via Cardiff): Braemar Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Hong Kong: Golden Spur, Kaisow, Hervatska, Melbrek. For Shanghai: James Shepherd, Undine, Lauderdale, Eliza Shaw, Elmstone. For Batavia, Samarang, and Sourabaya: Nicola Tommaso, Dr. Merzger. For Singapore: East Lomond. For Colombo: Gertrude.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Nestor (str.), Glaucus (str.). For Hong Kong: Queen of the Seas. For Batavia and Sourabaya: Argo. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Doris Eckhoff. For Singapore: Sea, Cyclone. For Singapore and Manila: Aurrera (str.). For Anjer: Tarquin. For Macassar: Beatrice Havener.

At GLASGOW.—For Batavia and Sourabaya: Salak (str.). For Singapore, Hong Kong, Shanghai, and Yokohama (via London), Viking (str.). For Singapore and Penang: Antipodes. For Singapore, Birdston, Viceroy.

SPOKEN.

A.M.E., Amsterdam to Sourabaya, Jan. 22, 40 N., 8 W.
ARIADNE (N. G. barq.), for Amoy, Jan. 5, 1 N., 25 W.
COTHERSTONE (barq.) Sunderland to Singapore.
J.L.V.B. (Chingtoo), Sunderland to Anjer, Dec. 24, 6 N., 25 W.
BLACK PRINCE, for Japan, Nov. 20, 41 N., 42 W.
DUESBERRY (barq.), Cardiff to Singapore, standing S.S.E.
PAUL THORNMAN, Newcastle to Java, Jan. 6, 1 N., 27 W.
AGRA, Singapore to New York, Nov. 19, 50 N., 91 W.
LIBERAL (Dut. ship), Batavia to Amsterdam.
SEA BIRD, Sunderland to Singapore, Nov. 8, in Banca Straits.
GOLDEN CITY, Batavia to Nieuwe Diep, Nov. 15, 7 S., 104 E.
FLORIDA, Batavia to Boston, Dec. 17, 29 S., 11 E.
ST. HELENS, Samarang to Falmouth, Dec. 28, off Natal.
PETRONELLA, Amsterdam to Macassar, Dec. 3, 23 S., 27 (?).
R.C.T.H. (Albatross, bq. of Hmbg.), Cardiff to Hg. Kg., Jan. 7, 2 N., 23 W.
ROTA, Cheribon to Falmouth, Jan. 15, 25 N., 36 W.
N. H. S. F. (barq.), Glasgow to Singapore, Dec. 31, 3 S., 36 W.
P. G. F. N. (Dut. ship), Batavia to Rotterdam, Jan. 21, 31 N., 36 W.
ANNIE BRAGINTON, London to Japan, Dec. 28, 3 N., 24 W.

FREIGHTS AND CHARTERS.

Rates of freight for vessels on the several berths continue steady, and our quotations remain unaltered. In homeward business there is but little doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 55s. meast. To Hiogo: 70s. weight, 65s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 40s. weight or meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 45s. weight, 40s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 25s. weight, 22s. 6d. to 25s. meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £24. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. to 24s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

The Honigby, V. Lemven, from Newcastle to Java, with coals, has put into Falmouth, making about six inches water in four hours.

The Salvage Association have issued the following report:—Queen of the Colonies, Batavia to Falmouth; the ship is broken in the middle. The Commissaire de a Marine has been on board. It is hoped that the greater part of the rigging and sails will be saved, a considerable portion being already landed.

Information has been received that the str. Calabar, which left, Nov. 11, for Singapore, and on which 60 guineas had been paid at Lloyd's, has arrived at Alleppe, on the Malabar Coast.

MISCELLANEOUS.

ENTERED THE SUEZ CANAL.—Jan. 13, Esmeralda (str.), from Aberdeen, and left 14th, for Manila.

At PORT SAID.—Lotus (str.), from London, for Penang, Singapore, and China.

At SUEZ.—Jan. 30, Kon. der Nederlanden (str.), from Nieuwe Diep, and left for Batavia.

The Edeline, which vessel cleared from London, Jan. 13, for Singapore, sailed from Deal, Feb. 2.

At ASCENSION, DEC. 24.—Prince Rupert, from Bassein, for Queenstown; H.F.B.W. (barque), from Batavia, for Falmouth; Westminster, from Manila, for New York; Wemyss Castle, from Shanghai, for New York; William and Anna, from Samarang, for Falmouth; H.R.D.G. (Austrian barque), from Java, for Baltimore.

At TABLE BAY, DEC. 24.—Annie, Todd, from Manila.

LAUNCHES, &c.

THE P. AND O. FLEET.

THE P. and O. Company's steamer Deccan, Capt. Soames, has arrived in Victoria London Docks from Palmer's yard, on Tyne, after a thorough repair, including new boilers and compound engines. At the trial trip she accomplished the run from the Tyne to the Coquet and back, a distance of forty miles, in three hours. She will take out the Bombay mail on the 18th from Southampton. The China has been despatched to the Venice and Alexandria line after a complete repair. The Poonah it is expected will be ready for service, after lengthening and other repairs, about May. The Bangalore will shortly be home, and undergo a refit and alterations. The Candia has been sold out of the service. The vessels in Victoria Dock now are the Surat, Deccan, Peshawur, Delhi, Travancore, and Geelong.

TRIAL TRIP OF THE "FLAMINGO."—On the 30th ult. a party of gentlemen went on board this fine new screw steamer, built to the order of Messrs. Seater, White, and Co., of Leith, by Messrs. Barclay, Curle, and Co., shipbuilders and engineers, Glasgow, and accompanied her on a trial trip from the Tail of the Bank. The Flamingo ran the measured mile at Skelmorlie six times, when it was found that her average speed was 11½ knots—a result gratifying both to builders and owners. The Flamingo, which is 301 feet long, 33 feet beam, 25 feet deep, with a gross tonnage of 1,850, is specially fitted up for the East Indian and China trade. The engines, which are of the compound type, of 175 nominal horse-power, gave great satisfaction during the trial.

DISCOVERY OF AN ISLAND.—Notice is given that the Dutch colonial steamer Hertog Bernard, on her passage from Padang to Atchin, passed an isle not indicated on the chart. It is low, and extends north and southward six miles, lat. 0 2 S., lon. 97 36 E. Admiralty charts No. 2,760, west coast Sumatra; sheet 1, Dutch chart westkust Sumatra, Bl. 1.—The Rear-Admiral Commanding the Naval Forces in Netherl. India, F. L. Geerling.

THE China Trans-Pacific Steamship Company's steamer Vancouver arrived at Yokohama on the 28th ult. from Hong Kong, and left for San Francisco on the 30th ult.

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THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Peiho ...	... Feb. 14	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Meikong	... Feb. 28		
Sindh ...	... Mar. 14		
Djemnah	... Mar. 28		
Anadyr	... Apr. 11		

The Steamers of the 14th Feb., 14th March, and 11th April connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 28th February and 28th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
*Surat.....	3,400	550	Feb.	11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,142	530	Feb.	18	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Feb.	25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Delhi	3,178	400	Mar.	4	Mediterranean, Aden, Bombay.
Khedive ...	3,742	600	Mar.	11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Pekin	3,777	600	Mar.	18	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenfalloch, s.s. ...	2,126	M'Gregor, Gow, & Co.	Feb. 16
Riga, s.s.	1,433	Norris & Joyner...	Feb. 11
Gordon Castle, s.s. ...	1,930	Thos. Skinner&Co.	Feb. 11
East Lomond... ...	595	Wright Bros. &Co.	Feb. 11
Devonhurst, s.s. ...	1,065	Norris & Joyner .	Feb. 20
Cheviot, s.s.	1,226	M.Gregor, Gow, & Co.	Feb. 27
Viking, s.s.	1,932	Robertson & Co....	Feb. 15
LIVERPOOL.			
Nestor, s.s.... ...	1,250	Alfred Holt ...	Feb. 11
Deucalion, s.s. ...	1,596	„ „ ...	Feb. 25
GLASGOW.			
Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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Shanghai	Yokohama	Singapore
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Ningpo	Manila	Calcutta

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They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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MANAGER.—Theod. Dromel.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.
Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel.
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PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.
Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.
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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 16
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glencagles	100 A1	2,120	330	To follow

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ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. Yokohma & Hankow ...	Viking, s.s....	A1 100	S.W.I.D.	Feb. 15
Do., except Yokohama	Tchihatchoff. s.s, ...	B in A1	S.W.I.D.	Feb. 27
Do.....	Russia. s.s.	A1 100	S.W.I.D.	March 8

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HANKOW.—The magnificent, new, extra-powered steamer VIKING, A1, 100; last shipping day, 15th February. Passengers will be carried at moderate rates. The accommodation is supurb, replete with every comfort.

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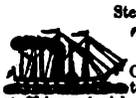
FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing.,Hg.Kg. Yoko., and Hiogo ...	Riga, s.s.	100 A1	W.I.D.	Feb. 11
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	Feb. 20
HongKong...	Hervataka ...	A1 13 yr.	E.I.D.	To follow
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.



TO SINGAPORE, HONG KONG, YOKOHAMA and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates for Shippers' risk. Last shipping day, 11th February. The favourite full-powered Screw Steamer RIGA, 100 A1, 1,433 tons gross, 918 nett, 200 h.p. nominal; J. M. CLARKE, Commander; South West India Docks. This fine steamer is well and favourably known in the China Trade, and has splendid accommodation for saloon passengers.

For Freight or Passage, apply to the Owner, D. R. McGREGOR, Esq., Leith; SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 20th February, the splendid full powered screw steamer DEVONHURST, 100 A1. 1,065 tons register, 200-horse power nominal; J. McNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CASTLE LINE OF STEAM PACKETS from LONDON.—To follow the "Glamis Castle."—For SINGAPORE, HONG KONG, and SHANGHAI, the magnificent Clyde-built steamship GORDON CASTLE, 1,930 tons register, 255 horse power nominal, 1,250-horse power effective, —, Master, lying in the South West India Docks. Last shipping day, Feb. 11. The attention of shippers and passengers is directed to this splendid steamer, which has been thoroughly repaired, and had her engines overhauled by the Thames Shipbuilding Company (Limited). She has excellent accommodation for a limited number of cabin assengers.

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SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	Goldnspur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

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GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Africa	95 A1	2279	V.L.D.	Feb. 20
Pen., Sing., Hg.K., and Shanghai ...	Ægean...	AA1	1113	V.L.D.	Feb. 10
	Craig-forth...	AA1	1109	V.L.D.	Mar. 5
	Tartar...	100 A1	2355	V.L.D.	Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal, last shipping day, 10th February, 1875.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the well-known Clyde-built screw steamship ÆGEAN, AA1, 1,109 tons gross register, 862 tons register. 150-horse power, nominal 750-orse power effective; S. SPOWART, Commander; Victoria Docks. This fine high-classed steamer is well known in the Indian trade for speed and sound delivery of cargo.

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Steam via the Suez Canal. Last shipping day, 20th February, 1875.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 250-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander; Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

CHINA:

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas.Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 8, 1875.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 598.] LONDON, MONDAY, FEB. 15, 1875. [Price 9d.—Subscription, £2 3s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Feb. 15.
JAPAN—Yokohama	Oct. 30	Dec. 18	Dec. 29
Yedo			
Osaka and Hiogo	—	—	„ 20
Hakodadi			
Nagasaki	—	—	„ 26
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 22
Chefoo	—	—	„ 26
New-chwang			
Hankow	„ 30	„ 19	„ 25
Kiu-kiang	—	—	„ 23
Chin-kiang			
Shanghai	Nov. 13	„ 28	Jan. 1
Ningpo	—	—	Dec. 30
Foochow	„ 13	„ 28	Jan. 3
Formosa	—	—	Dec. 29
Amoy	—	—	Jan. 4
Swatow	—	—	„ 5
Hong Kong	„ 27	Jan. 5	„ 7
Canton	—	—	„ 5
Macao	—	—	„ 6
PHILIPPINES—			
Manila	„ 6	Dec. 15	Dec. 30
COCHIN-CHINA			
Saigon	„ 20	„ 26	Jan. 9
SIAM — Bangkok	„ 27	Jan. 3	„ 9
BORNEO			
Labuan	—	—	Dec. 30
Sarawak	—	—	Jan. 6
JAVA — Batavia	„ 27	„ 1	„ 8
Samarang	—	—	„ 1
Sourabaya	-	—	„ 2
MALACCA STRAITS—			
Singapore	Dec. 11	„ 11	„ 14
Penang	„ 11	„ 9	„ 16
CEYLON—			
Galle	„ 25	„ 16	„ 22
Colombo	—	—	„ 20

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 5th, Shanghai 8th, Hong Kong 14th, Singapore 21st Jan., which is due, *via* Marseilles, on Monday next, the 22nd inst., left Suez on the 8th inst., four days early.

The Great Northern Telegraph Company's cable between Wladavostock and Nagasaki has been repaired.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Feb. 11.—From Singapore: Sir Henry Bulwer. From Shanghai: Rev. and Mrs. D. Ellinwood. To Venice.—From Galle: Mr. J. Smith. From Hong Kong: Mr. and Mrs. L. Grant. To Port Said.—From Singapore: Mr. and Mrs Vandesluis, and son

To Southampton, per P. and O. steamer *Pekin*, expected to arrive Feb. 22.—From Hong Kong: Mr. J. Gill, Mr. W. Chalmers, Mr. P. Caravdelli. From Singapore: Surg.-Major McNab, Mr. R. Findlay, Mr. J. Filsher, Mr. M. Connell, Mr. W. Younger.

Per steamer *Achilles* (Holt's line), expected to arrive in London Feb. 15.—From Penang: Mr. Neame, Captain Clark. From Shanghai: Mrs. Mackenzie, Mr. John Cormach, Mr. McGregor, Mr. A. McLeod, and Mr. G. Oughton.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, Feb. 14.—To Hong Kong: Mr. Guillenim, Mr. and Mrs. Hutchinson, Mr. Gultrow, R. Arianjo Rozario. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch, Mr. W. Pardon, Mrs. Fryer, Mr. Creigh, Mr. Eustace. To Saigon: Mr. Perrier. To Singapore: Mr. Gunn, Mr. Adam. To Galle: Mr. H. Wiggin, Mr. G. A. Baumgartner. To Batavia: Mr. Hagedown.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. Buissonnet, Mr. Ferguson, Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein. To Hong Kong: Mr. Cartwright, Mr. Fairhurst. To Galle: Miss Holden.

Per French steamer *Sindh*, March 14.—To Shanghai: Mr. Evans, Mr. S. Marsh. To Hong Kong: Mr. W. M. Reeves. To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Tennant.

Per French steamer *Anadyr*, March 28.—To Shanghai: Mr. F. B. Johnson. To Galle: Mr. George Hayes.

Per P. and O. steamer *Surat*, from Southampton, Feb. 11.—To Yokohama: Capt. and Mrs. McDonald and two children. To Shanghai: Mr. P. M. Grant. To Hong Kong: Sub Lieut. Cameron, Surg. Major Ferguson, Mrs. Ferguson, Mr. D. R. Crawford. To Singapore: Mr. R. Lirde. To Ceylon: Mr. W. Rogers. Capt. and Mrs. Clarke.

Per P. and O. steamer *Baroda*, from Venice, Feb. 19.— To Hong Kong: Mr. and Mrs. Cardross Grant. To Singapore: Mr. R. S. Parr.

Per P. and O. steamer *Baroda*, from Brindisi, Feb. 22. - To Hong Kong: Mr. and Mrs. F. W. Mitchell. To Ceylon: Mr. Livan, Mr. J. M. Robertson, Jun.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup. To Singapore: Mr. and Mrs. Innes, Mr. A. McBean.

Per P. and O. steamer *Lombardy*, from Venice, March 5.—To Ceylon: Mr. and Mrs. Duncan.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Galle: Mr. Anthony Trollope, Mr. J. R. Hedgers.

Per P. and O. steamer, from Southampton, March 11.—To Hong Kong: Mrs. Maclean nd party.

Per steamer *Gordon Castle* from London, Feb. 14.—For Port Said: Mr. Evans Hicks. For Singapore: Mr. W. Voughen. For Shanghai: Mr. and Mrs. James Williamson and child.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 29th Dec.; no later mail from London than that of Oct. 30 had arrived out. The following summary of news is from the *Japan Herald*:—

The Japanese soldiers had completely evacuated the island of Formosa on the 3rd Dec. The Chinese and Japanese fired a salute of twenty-one guns at the moment of the departure of the latter. The officers who accompanied H.E. Okubo to China were received at the Imperial Palace, on the 9th Dec., by the Emperor, who thanked them for the great victory they had gained over the Chinese. Great preparations are being made to *fête* General Saigo and the troops from Formosa, who are shortly expected.

Our political news during the period under review is very limited. Rumours that Soyeshima will rejoin the Ministry are current, and a certain amount of dissatisfaction is said to exist in several of the provinces, caused partly by the negotiations in China, and partly in consequence of the heavy taxation.

The Mikado held a grand review at Itabashi on the 7th Dec., at which the Foreign Representatives were present by invitation. About 7,000 men were under arms, and the manœuvres were very fairly executed. His Majesty also presented new flags to four regiments of the Imperial Guard on the 19th Dec.

The observers here of the Transit of Venus were highly favoured by the weather, the day having been cloudless. The Mexican party had two observatories here, and another was erected by Baron Von Oesterreicher, the captain of the Austrian corvette *Friedrich*, at which observations were made, and photographs taken. The U.S. and French parties at Nagasaki were not so fortunate, as the day was somewhat cloudy.

The native mercantile world is still in an unsettled state, not having yet recovered from the shock given to credit by the failure of Ono's Bank. The embarrassments have been so perplexing, and as the Government itself is the principal creditor, we hear that there is some probability of its coming forward to resuscitate the bank, rather than submit to the heavy loss which its suspension and winding-up would involve.

On the 20th Dec. the publishing office of the *Herald* had a narrow escape from destruction by fire. An office on the premises, in the occupation of Mr. E. Abbott, bill and bullion broker, had been closed at about four o'clock on the previous night. Next morning a volume of smoke was seen issuing from the window, and an alarm was promptly given. There was a good supply of water on the premises, and the fire was extinguished before it had well got hold of the building, but not before the contents of the office had been almost entirely destroyed. Mr. Abbott was uninsured. The origin of the fire is a mystery, but it is sup-

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posed to have been the result of carelessness by somebody smoking; the fire had evidently smouldered during the entire night. Mr. Mac Donald's well-known house, "The Firs," on the Bluff, leading to Homoko, was completely destroyed by fire on the 17th Dec. The house was occupied by Mr. and Mrs. J. Hudson, and it was with considerable difficulty that they escaped with their infant child.

On Friday, the 18th inst., Chevalier von Schaeffer, Austro-Hungarian Minister Resident to Japan, had an audience of H.M. the Mikado, to present his letters of credence. The Minister's suite was composed of Mr. von Roretz, Chevalier von Siebold, and Baron Oesterreicher, Captain of the Austrian corvette *Friedrich*, who, together with Count de Batthiany, were also introduced to the Emperor.

The Emperor will receive the Diplomatic Corps on New Year's day, in accordance with annual custom. The Empress also, for the first time at the commencement of the New Year, will hold a drawing room.

The Prefecture of Police of Tokio has addressed the following circular to all the *cho* of Japan:—"Any person, in European costume, meeting his Imperial Majesty, will be obliged to salute the Emperor by holding his hat under his left arm, and lowering his right hand to his knees. Those who do not wear a hat will be obliged to lower both hands to the knees whilst bowing before the Emperor."

Mr. W. H. Litchfield, LL.B., Barrister-at-Law, has been admitted to practise in H.B.M. Provincial Court at Yokohama. Mr. W. Montague H. Kirkwood, of the Western Circuit, Barrister-at-Law, has been admitted to practise in H.B.M.'s Provincial Court in Yokohama.

A plan has been prepared by Mr. Brunton, M.I.C.E., for the Japanese Government, with the object of giving superior facilities for the discharge of ships, and improving the harbour of Yokohama.

The Japanese Government has nominated Machida, an officer of the 4th grade, as Commissioner for the products of Japan at the Universal Exhibition at Philadelphia, in 1875.

A rumour is current in Yedo that the Government is on the point of entering into negotiations with some European houses for the sale of the gold and silver mines which it possesses.

Small-pox is prevalent both in Tokio and Yokohama, and the Governor of the latter place has issued orders for compulsory vaccination.

Messrs. Bourne and Co. sold the lot No. 27, Bluff, comprising 1,825 tsutoes, to Mr. John Hudson, for $6,100. The house was formerly occupied by Mr. C. E. De Long.

Mr. Robertson, the Agent of the Oriental Bank Corporation, announces that the United States trade dollar will be taken from constituents in the ordinary course of business at par with the Mexican dollar. This move on the part of this powerful corporation virtually extinguishes the chance of the Japanese silver yen for general acceptance in China and India. The Japanese Government has been induced to pursue so timid and wavering a line of policy with respect to the yen, that the Americans have had the opportunity given them of stepping in with their new Trade dollar (in every respect a better coin than the Mexican), and having apparently an inexhaustible supply of silver, and excellent mechanical facilities for minting, they will henceforth compete with the Mexican dollar for the field of the East, leaving Japan altogether distanced. Her Mint will now be regarded as supplying local necessities only, its operations will be henceforward limited to Japan.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

There is little of interest to report, save that the Emperor has the small-pox. The disease made itself apparent the day of the Transit of Venus, a coincidence which will not pass unremarked by the superstitious Chinese. Rumour assigns extreme gravity to the attack, with what truth I am unable to say. I should think it more probable, however, that it is of the mild type which generally breaks out in China during the winter season. In the *Peking Gazette* of 14th Dec. there is a decree appointing Prince Tun to take the place of his Majesty at the Temple of Heaven on the 22nd Dec., the winter solstice, and this has been followed by a second edict, dated the 18th, in which it is announced that the two Dowager Empresses have at his Majesty's request consented to assume the direction of public business on his Majesty's behalf.

The weather continues unusually mild for the season. The first courier overland from Shanghai delivered his mail in twelve days. The French mail of Oct. 23rd reached Peking on the 17th Dec., having come up by sea per *Appin*, before the English mail of the previous week, which had been forwarded overland, had reached Peking. The river still continues open, and it is really hard to say how our weather will turn out for the next two months, as the winters during the last four years have completely changed from previous seasons.

The province of Chihli enjoys tranquillity, and the peasantry and labouring classes generally appear to be in very good circumstances this winter. The food of the people is cheap, and fuel—millet-stalks—is abundant. Trade, however, as far as foreigners are concerned, is far from being in a prosperous condition. The inland traders are every year becoming fewer, as they prefer going to Hankow to lay in their supplies of foreign goods. On the other hand, the Tientsin dealers prefer going to Shanghai to buying on the spot from the local foreign merchants.

No more has been heard regarding the intention of the Chinese Government to dredge the Woosung Bar, which you noticed in the *Herald* some weeks ago; but I understand that a tacit understanding has existed for some time past on the matter between the Chinese high officials and the Foreign Ministers, and that the work will most probably be undertaken next Spring. However, promises don't go for much in this country, unless they are seconded by some reminder or pressure, such as is only applied at long intervals at Peking.

In the *Gazette* there is a decree appointing Paou-keun a minister of state (Ta-heo-sze). Paou-keun is one of the chiefs of the Tsung-le yamun. The death of Juy-lin, lately the Governor-General of the Two Kwang, and a minister of State, created a vacancy in the Inner Council (Nuy-ko), hence the present appointment of Paou-keun. Regarding the late appointment of Li Chaou-tung as Customs Taoutai at Tientsin, it is said that official is on a mission to Formosa at present, and will not assume charge till the end of the Chinese year—the beginning of February.

The American party of astronomers have come down from Peking, and leave for Shanghai by the *Chihli* on the 22nd Dec. Their observations, despite the cloudy weather, were fairly successful. Ninety photographs were secured, and the egress contacts plainly marked and accurately observed.

M. Huber, Commissioner of Customs, and one of the Commissioners sent to Cuba a year ago to investigate the condition of the Chinese labourers there, returned to this port in the *Appin* on the 21st December. It is not known if he will take charge of the Customs here at once, or proceed to Peking, to report verbally as to the results of the mission. Mr. Twinem, therefore, continues in office as Commissioner of Customs.

Mr. C. Bismark has notified to the Consuls and public generally that he had been appointed German Consul at Tientsin, and that he has taken over charge of his office from Mr. Waeber, his Russian Majesty's Consul-General, who had been acting as German Consul.

SHANGHAI.

The present mail brings advices from this port to the 1st January; the P. and O. mail from London November 13 was received on the 31st Dec. The following summary of news is from the *Shanghai Budget*:—

The S.S.N. Co.'s steamer *Chihli*, which arrived on the 30th Dec. from Taku and Chefoo, is almost certainly the last steamer from the Peiho this season, as the C.C.N. Co.'s steamer *Taku*, the only merchant steamer remaining in the north, will probably not go beyond Chefoo, the news from Tientsin before the *Chihli* left Taku being that ice was forming on the upper Peiho. The *Chihli* was detained at Chefoo three days by severe weather. She brings as passengers Professor Young, Professor Watson and Mrs. Watson, Dr. Watson, Mr. Ranger, and others, composing the United States party who observed the Transit of Venus at Peking.

The referees of H.B.M. Supreme Court, in the case *St. Francois v. Cawdor Castle*, consisting of R. A. Mowat, Esq., Registrar, and Messrs. A. J. Little and M. Coryell, mercantile assessors, have resumed the taking of evidence in support of plaintiff's claim for damages, adjourned from the 23rd Dec. Evidence as to the claim for freight and for the value of the vessel having been previously taken, the minor items of the claim—viz., survey fees, wages, expenses of captain and crew ashore, passages home, &c.—were now considered, the Court and Mr. Robinson, plaintiffs' counsel, being assisted in the examination of the French witnesses, and Mr. Wainewright, counsel for defendants, in their cross-examination, by Mr. H. A. Beer. The Court then entered on the rebutting evidence produced by defendants as to the several items of the damages claimed, after which another adjournment took place till January the 6th—the length of the adjournment being caused by the necessary absence of one of the referees from Shanghai. It may illustrate the difference between two sides of a question to mention that, while Tls. 13,500 are said to be claimed by plaintiffs as the value of the *St. Francois*, one of the skilled witnesses for defendants estimated it at Tls. 6,500—less than one-half.

Our friends of the Temperance Society, bent on showing that they also could be extra merry at Christmas, and that without forms of good cheer that are ordinarily thought indispensable at this season, gave a special character to the usual Fortnightly Entertainment, which fell to be held on the evening of the 26th Dec. A number of ladies most kindly consented to give a tea to sailors and all others who chose to attend; which was followed by an entertainment which promised even to outshine its predecessors. Two recitations by friends (one, we believe,

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though of well-known ability among his friends, now making his *debut* to a Shanghai audience), a song by one whose voice is often heard, and always welcome in the Temperance Hall, two songs by the Minstrels of the U.S.S. *Hartford*, a reading by Mr. P. Robertson, of the A.D.C., and two addresses, one by Mr. Shaw, the other by Rev. E. R. Barrett, B.A.,—it was no wonder that such a programme drew an overflowing audience.

Mr. Crownshields, chief officer of the ship *Horatio*, has succumbed to the effects of the burning he suffered in endeavouring to save the papers of that ship after she took fire on the 16th Dec. His sufferings were very great till the night of the 23rd, when unconciousness set in, and he died on the 24th. We observe the remains of the *Horatio* now in Old Dock, getting stripped of her copper, and having such parts of her upper works as remain, but are burned and charred beyond remedy, removed; the idea being, we believe, to make her solid framework the basis of a hulk. So far as we can judge, all from her deck downwards will be available for this purpose, and will certainly be as durable as any iron hull would be.

The ship *Conqueror* having been thoroughly repaired in respect of all damage suffered from her late fire, and having had her original cargo supplemented by sufficient to make good what had been destroyed or damaged put on board, sailed for New York on the 30th Dec.

The *North China Herald* supplies the following items of intelligence:—

The period since our last issue has been largely taken up by the Christmas holidays, and we have therefore comparatively a small budget of news to offer. Rainy weather on the 24th December wound up with a small snowstorm at night. After midnight the Settlement compounds and roofs were covered with snow, but the muddy streets refused a resting-place to the Christmas visitor. The weather since has been extremely variable, frost and ice alternating with rain and mud. Christmas day passed off very quietly in the Settlements. A large number of people had gone up country, and the cold kept the ladies more especially indoors. Service was held at Trinity Church, which was decorated on the occasion. Midnight mass was held at St. Joseph's Parish Church. A Christmas tree children's festival was held at St. Saviour's, Hongkew (Rev. Mr. Miller), on Christmas Eve, and service for children was held at Trinity on Monday (St. Innocent's Day) by Rev. Mr. Butcher.

Christmas Day was observed on board H.M.S. *Modeste* in true British navy style. As customary, the crew were permitted full liberty to do as they pleased on the lower deck, and in the course of a few hours the entire area was transformed in appearance as if the enchanter's wand had been called in requisition. The appliances of "grim-visaged war" were almost hidden by the profuse displays of bunting, evergreens, and flowers; the numerous messes being divided from each other by screens of flags of all colours, others being festooned from the beams overhead, or hung in graceful folds adown the wooden walls of the ship. The messes, too, vied with each other in the preparation and serving up of the Christmas dinner; and, while the more substantial roast-beef and orthodox plum pudding were provided in abundance, the choicer delicacies were not overlooked, these again being supplemented by a profusion of fruits and knicknackeries. The festivites were kept up unabatedly, music and song prevailing, and at night, when the entire scene was illuminated, the effect of the display of colour was extremely brilliant. The ship was visited during the day by parties of ladies and gentlemen, who were much interested in the novel and enjoyable scene it presented.

The North China Insurance Company, period 1872-74, give notice that a dividend of Tls. 300 per share, the equivalent of the paid-up capital, will be payable on and after the 5th Jan. The Chinese Coast Steam Navigation Company announce a dividend for the half-year at the rate of 10 per cent. per annum, payable on and after the 8th Jan.

The Shanghai Polytechnic Institution and Reading Room scheme is reported to be progressing very favourably, and to bid fair to realise the most sanguine expectations of its promoters. It is resolving itself into three departments, namely, first, a permanent exhibition of manufactured goods, machinery, and apparatus from Western countries; secondly, a lecture and class room for scientific purposes; and thirdly, a Chinese library and reading room. Many influential firms and companies have promised their assistance in England, where a co-operating committee is in the course of formation. We hear with pleasure that amongst other offers of assistance the P. and O. Steam Navigation Company have promised to forward from London, free of freight, such articles as may be presented to the institution. Among the recent subscriptions we are informed that his Excellency Shen, the Taoutai of Kiukiang, has contributed the sum of Tls. 200, and that Messrs. Boyd and Co., of Shanghai, promise the generous donation of Tls. 250. It is gratifying to notice that of the approximate sum of Tls. 5,000 which has been subscribed, about two-thirds have been given by native officials and gentry. This augurs well for the success of the scheme. The committee have been for some time actively engaged in negotiating for land whereon to erect suitable buildings, so that we hope ere long to see this praiseworthy undertaking fairly commenced.

Our Chefoo correspondent writes on 25th December:—

Christmas, with its many hallowed associations and pleasant memories, has come again, bringing joy and gladness to many hearts. The people of Chefoo have been highly favoured by a most beautiful bright day, and especially in having the new church so nearly completed as to hold service in it. About seventy-five persons met there for worship this morning. The people of this community have been rather unfortunate in regard to church building. The first one was erected about nine years ago, but of such a style as to be an eyesore to all who were not blind. No one passing by would ever have suspected such a building to be intended for a church. The interior was even still more wonderful to behold. After each heavy rain the walls were damp and the plastering stained or washed away in spots. In winter time, except with fair wind, the congregation often assembled to find a house filled with smoke, or were obliged to sit in a cold and cheerless state. Fortunately, the walls threatened to tumble down, and it was decided to erect a new church at an expense of about Taels 1,500. A contract was made with a Chinaman, who got most of the money, spent nearly a year in getting the foundation laid and a few stones prepared, and then concluded to give up the contract. After an unsuccessful effort to compel him to go on with the work, a new contract was entered into with Mr. Fuller. He has taken a long time to do the work, but he has finally erected a substantial stone building, which is no discredit to him. It is presumed that the little belfry, on the top of which is erected a rather clumsy looking cross of a blue colour, is intended for usefulness rather than ornament. The pulpit resembles a small box, so constructed as to place the preacher at a great distance above the people's heads. The stoves, as the fashion seems to be, are placed beside the pulpit, probably for the benefit of the preacher rather than for that of the congregation. The church, however, on the whole presents a handsome appearance, and is a credit to the port. The people here are under special obligations to the members of the Chefoo Club for the use of one of their rooms, in which Sabbath services have been held for nearly two years—a room which was always warm and pleasant in the coldest winter weather.—About ten days ago the lamps were lighted for the first time at the new lighthouse on Shantung Promontory, Commissioner Drew, accompanied by his wife, were present on the occasion, Mrs. Drew of course doing the honours.

REPORT OF THE CHAMBER OF COMMERCE.

The following are the principal paragraphs of the Report to be laid before the meeting of the General Chamber of Commerce, which is advertised to take place on the 5th January:—

The past year has not been an uneventful one as regards either the commerce of the port or the political events which have supervened, but the committee regret that no satisfactory solution has yet been arrived at of the difficulties which for some time past have tended to cripple more or less directly the foreign trade with China. The action of the local officials at Hankow, with respect to transit passes, and the inaction of the Tsung-le Yamen as regards the Woosung Bar, are glaring instances of that indifference of the Chinese Government to their own duties, and to the Treaty rights of foreign merchants, which has been a constant subject of complaint. In the case of the Woosung Bar, your committee have pleasure in recording the recent efforts of his Excellency Mr. Wade, and of his colleagues, to bring the Imperial Government to a sense of the urgent necessity for some immediate measures on its part towards clearing the approaches to this port. That these efforts have hitherto been unsuccessful, and that in spite of all that has passed, the highest native authorities should have declined to move in the matter, on the ground that the Woosung Bar is a natural and Heaven-sent defence to Shanghai, are deplorable facts, which need little comment. It is improbable, however, that such an excuse for disregarding an obvious and pressing duty will be accepted without protest by the Foreign Minister; and, now that the political complications with Japan are happily arranged, it may be hoped that the coming year will see some vigorous action inaugurated in the right direction. There is, indeed, reason for believing (from private information received by the Committee) that some decided steps, with a view to dredging the Bar, are seriously contemplated by the Imperial Government. Your Committee have allowed no opportunity to pass of forwarding the object in view, and as far back as 24th November, 1873, transmitted to Peking, through the Treaty Consuls, copies of all the documents relating to the survey of the Bar, &c., which were laid before the last general meeting of the Chamber.

In noting the events, which at one time threatened a rupture of the peaceful relations between this country and Japan, the Committee feel that they should not allow the opportunity to pass of expressing what they believe to be the universal feeling of satisfaction, in mercantile circles, that war has been averted; and of gratification that this fortunate issue was, perhaps, chiefly due to the wise influence exerted at a most critical moment by the representative of British interests at Peking. It having been deemed advisable that the Chamber should be represented at home by some authorised body, the following gentlemen were requested, and consented, to act as a London Committee—viz., Messrs. F. B. Johnson, A. Michie, F. D. Barnes, and J. S. Swire. At the approach of the new silk season in the spring of 1874, the Committee again called the attention of the Native authorities to this subject, through the medium of the Consular body. They also issued a circular addressed to native silk brokers and others interested in the matter, pointing out the injurious consequences which must result from a continuance of the former careless system of reeling. It is greatly to be regretted that the influence of these representations has not been more perceptible in the silk crop of 1874, and your Committee can only hope that, by steady persistence, they may effect some amelioration of the evils complained of. The most practical and efficient remedy would, doubtless, be afforded by foreign buyers refusing to purchase any silk bearing signs of too hasty or of fraudulent preparation.

The attention of the Chamber was called to the excessive duties charged on fancy cottons of a class not enumerated in the tariff, which,

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if allowed to continue, would be liable to shackle the efforts of importers to introduce new descriptions of manufactures. The objection was not that an *ad valorem* duty should be charged, but that the Commissioner of Customs should be tied down to a classification which included, under the same head, goods that differed as much as 25 per cent. in value, the difficulty being that the difference was not in the quality of the articles, but in their dimensions, for which there is no provision in the tariff. The facts of the case were laid before H.B.M. Consul, with a request to bring the subject to the notice of the competent authorities.

The accounts for the year ending 30th June, 1874, are appended, and show a balance in favour of the Chamber of Tls. 2,714.57. Of this amount Tls. 2,000 are on deposit with the Chartered Mercantile Bank, the balance being also with same bank in current account.

HONG KONG.

Our advices by the present mail extend to the 7th January; the French mail from London, Nov. 20, arrived out on the 2nd Jan., and the following P. and O. mail of Nov. 27 was received on the 5th January. The following items of news are from the *China Mail*:—

The Colonial Government has, very wisely, published a list of Government officials and offices with the authorised equivalent terms in Chinese. We have embodied the list in our directory, though unfortunatety it came to hand too late to allow of all the mongrel terms hitherto in use being corrected, and it may therefore be hoped that the amended versions will in time be popularly availed of. But meanwhile, would it not be a good idea if a board *conspicuously* bearing the name of each department, in Chinese, were affixed at the doors of its office? The average coolie shakes his head in stubborn wont-understand-edness if the new terms be used in giving directions, and nothing but forcing them on his notice will be of any avail. The days of "Tai kot" and "Ping t'ow" should be numbered by this time and replaced by something that is not jargon.

We have to record the demise of Cowasjee Pallanjee Patell, who was one of the early residents and merchants of Canton. After paying a visit to his native place, Bombay, he returned to Canton, we understand, in 1844, and has ever since resided there and at this place. Though a firm adherent to his faith, he formed the acquaintance of several Christian clergymen, through whom he pecuniarily contributed towards any deserving object of charity. And although his circumstances enabled him to do so, the deceased appears not to have cared to return to his home to pass the evening of his days with his family.

The surviving Chinese passengers from the late P.M.S.S. *Japan* are holding a religious ceremony in the Sing Wong Joss house, in commemoration of their safe deliverance from the calamity. They are evidently still in possession of large sums of money, from the expensive way in which they celebrate the thanksgiving.

Captain Warsaw left in the *Douglas* on the 3rd for Swatow, where he will join the steamer *Yottung*, chartered to proceed from Swatow to search for the wreck of the screw-steamer *Japan*, and if successful in the search to buoy the wreck, with a view to obtain the treasure lost in her, if practicable.

H.M.'s ships *Elk* and *Avon* have finally left for home, *via* Singapore.

A correspondent at Amoy writes:—H.I.C.M.S. *Tsi-ngan* arrived on the 30th from Taiwanfoo, having on board Monsr. Giquel and Ye-tuk-shee, an official of high standing in the Foochow Arsenal. It is said that the former is on his way to Foochow to reorganise the establishment of the Arsenal, and prepare for building a fresh batch of vessels of a different style to those already afloat. The weather has been very variable, but the prevailing elements have been strong N.E. gales and rain till the New Year, which was ushered in with a remarkably clear sky. H.M.S. *Curlew* and H.I.C.M.S. *Tsi-ngan* were both obliged to make two attempts at going North. The *Growler* is expected to leave on the 7th for her monthly cruise to Takow, and will most probably extend her trip as far is Liang-Kiau. Mr. Phillips is expected by the next steamer from Foochow, to take the place in H.B.M. Consulate of Mr. Bristow, who was transferred some time back to Shanghai. Mr. Henderson, U.S. Consul, has left for a short trip to Shanghai, to accompany so far Mrs. Henderson, who goes home by the next steamer for San Francisco. Training is going on, and if we are to have races this year they will take place towards the end of February. There are still some four or five hundred troops on the course, but it is expected that by that time they will be gone. There are not many racing ponies here now, and I strongly suspect that if Foochow does not enter the races will dwindle into a few friendly matches. No news of our tigers lately, though parties are often going away with poor bleating goats as bait, to keep watch at night, and get wet and cold, and generally miserable. Shooting, too, this year, does not appear to be very good, I mean for the smaller game. The largest bags are those that come from Shanghai direct by steamer. Wild fowl are very wild, and pheasants are scarce.

SIAM.

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BANGKOK.

A correspondent of the *Straits Times*, writing on the 5th January, gives the subjoined details of the political disturbances which have been briefly reported by telegram:—

Our Christmas has been passed in the midst of political excitement. On the night of December 28th a fire broke out in the gas works in the Supreme King's Palace, which was fortunately extinguished in a few minutes. Next morning, a rumour was heard that the retainers of the Wang Na, the Second King's troops, as foreigners call them, had mustered in dangerous force in their master's palace. The great body of Princes and noblemen immediately hastened to the Palace of the Supreme King as a volunteer guard, and those who had military commands called in their men, to the numbers of five or six thousand. For the first time I saw a full muster of the five hundred noblemen of the Royal Body Guard. The artillery organised by Nai To Guriwong, lately an officer in our own service, were conspicuous by their smartness and efficient appearance. The ex-Regent had but just left Bangkok for his country residence, and was forthwith invited to return and give his assistance. His Highness hastened back and had a long consultation with the Supreme King, foreign Ministers and others, after which he sent word to the Second King that he would visit him next day (January 2nd). The Second King received the message and fled from his palace to the British Consulate. His troops next day laid down their arms.

The Consuls of Treaty Powers were consulted, and I believe they concurred in approving the protection afforded by the British flag. The Siamese Princes and noblemen among whom I have been seeking for information all agree in one point—indignation that in their country any Prince should be able to endanger the capital by a demonstration, and on finding himself the weaker party step into the British Consulate and perhaps plot further under the shade of the British flag. It is undoubtedly a humiliation for them, and must influence the decision of the United Council of all estates of the Realm which meets to-day, to decide on the position to be in future held by the fugitive. It is rather unfortunate that our Consulate has been selected for the Royal Asylum. Taken in connection with the frequent visits of the British Acting Consul to the Second King's Palace previous to the outbreak, and with the known ties of the absent Consul General to the Second King, and the ill feeling long existing between him and prominent members of the Supreme King's party, there is an uneasy feeling that we British shall be meddling and muddling, and perhaps lead mistaken men to breaches of the peace. We must hope for the quick departure of the gunboat sent for by the Acting Consul-General, for a reassuring telegram from our Government, and a Consul free of all partisanship. Otherwise much of the rice crop will rot—prices will be extreme and trade paralysed. Already the markets are disorganised and supplies very short. Assuming, however, that nothing more happens than has happened, the event is in some respects satisfactory to foreigners as demonstrating very conclusively the strength of the Government and the weakness of the Opposition. It had been feared for some time past that the Government had given offence by its reforming policy, and was not so strong as could be wished.

The Wang Na or Second King concerned in this business is a son of the late Second King, but is of royal blood on his father's side only. His father died some years before the late First King, and the subordinate Royalty was not filled up. On the decease of the First King, the son of the First King was chosen to succeed as First King, and the son of the Second King to succeed—not to the full rank of his father, but to the position of Prince of the Second King's Palace. His father had the full Royal title of Somdet Phra, the same as that of the late and present Supreme King had; the present Wang Na has only the title Krom Phra, the same title held by two other princes at this day.

The Supreme Crown, of course, falls to the strongest, and I apprehend that a Second King succeeds by being on the spot with his forces. Nominally the sovereignty is elective, with a preference for princes of royal descent on the maternal as well as the paternal side, and the senior prince answering to this description is the most eligible. The electing body consists of the princes, officials, and people, of all who come to the audience. Neither the late nor the present Second King have had any active part in the Government of the country; their position has been ceremonial only, and they have not even been consulted about treaties they have signed.

The *Straits Times* appends to its correspondent's letter the announcement that H.M.S. *Hart*, stationed at Singapore, was at first ordered to proceed to Bangkok to protect British interests, but a later telegram announced that a gunboat would be despatched from Hong Kong; also that, at last advices, all danger of an outbreak was believed to have passed.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 14th Jan.; the French mail from London Dec. 4 arrived out on the 8th Jan., and the following P. and O. mail of the 11th Dec. was received on the 11th Jan. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has not yet concluded its sittings, though its labours are fast drawing to a close. Its last meeting

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was held on the 4th Jan., and the next will be held on the 14th. The debates of the 24th and 28th Dec. were lengthy. In passing the estimates, an animated discussion arose on the question of allowing the Crown Solicitor to engage in private practice in addition to his official duties, the unofficial members opposing the principle of allowing private practice to Government officers; the Hon. Thomas Scott proposed to disallow it in this instance, but the motion was lost on a division, it being urged that it would be unfair to make an exception in the case of a single officer, while the privilege was enjoyed by others. There was also a lively debate on the question of imposing tolls on the bridge to be erected over the Prye River in Province Wellesley, and the opposition procured an important amendment in the Bill, whereby tolls cannot be imposed without an Order of the Governor in Council.

His Excellency Sir Henry Bulwer, Governor of Labuan, who has been recalled home, arrived here on the 3rd Jan. in H.M.S. *Charybdis*, and has since been the guest of Sir Andrew Clarke at Government House. Before leaving Labuan Sir Henry was waited upon by the Chinese residents of the place, who expressed their gratitude for the benefits he had conferred on the colony, especially by the abolition of certain monopolies, and testified their sincere regret at his departure. He proceeds home *via* Brindisi by the present mail. His Excellency will no doubt be very much missed in the colony for the energy, the firmness of character, the conciliation and the justice with which he has administered the affairs of the colony have brought it through by far the worst crisis in its history, and had generally induced the belief that another year under his guidance would have brought about a moderate share of prosperity founded upon a secure basis of increasing trade and development of its productive resources.

Some time ago heavy defalcations were discovered in the Victoria Land-office at Melbourne, amounting to upwards of £9,000. The chief clerk, named O'Farrell, absconded, and was pursued by Melbourne detectives to different parts of the South Seas, and recently it was discovered he had taken passage to Singapore in the E. and A. mail steamer *Somerset*. A telegram was sent to the Governor, and on the steamer's arrival she was boarded by police officers, who succeeded in arresting him. A detective officer arrived from Australia by the following mail, and the prisoner having been identified was, after preliminary examination, duly handed over to the detective, who left for Australia with his prisoner in the *Brisbane*.

H.M.S. *Charybdis*, while passing through New Harbour, grounded on the west end of the Meander Shoal. We understand there was no pilot on board at the time, but on signals being made a pilot went on board, the master-attendant and steam-tug *Weazel* soon followed, and she was got off without difficulty, and placed alongside the P. and O. Co.'s Wharf. It is very requisite that vessels of heavy draft should take a pilot in going through this dangerous harbour, especially as no dependence is to be placed on the buoys, which are continually shifting, and no one but those continually passing through can form any idea of the various sets of the tide in it. The *Charybdis* must evidently have been set on by the tide, which at the place she grounded runs directly on the reef.

The *Comercia* and *Porvenir Filipino* of Manila state that the winning ticket appertaining to the $50,000 prize obtainable during the Manila lottery drawing last month was amongst the tickets that had been returned to the Treasury as not having been disposed of. The ticket containing the winning number of the $10,000 prize was, according to the *Diario*, amongst those that had been forwarded to China.

We regret to have to record the death, at Bangkok, on the 24th December, of Mr. John Simons Atchison, a leading practitioner in our Supreme Court. Mr. Atchison was a lawyer of well known ability, who, moreover, took a prominent part in all public movements here, and his loss will be sensibly felt in the community.

New Year's Day was observed in the usual manner by sports on the Esplanade for natives and Europeans, and a regatta in the harbour, which were most successful, and afforded much enjoyment to all classes of the community.

The Governor has appointed Mr. J. G. Davidson Resident of Salangore. Mr. Davidson's intimate acquaintance with the political affairs of Salangore and Klang render his appointment to this post exceedingly appropriate.

PENANG.

Our advices extend to the 16th January; the P. and O. mail from London 11th Dec. arrived out on the 9th Jan. The *Penang Gazette* contains the following items of news:—

Recent events at Atchin have proved that we were correct in stating that Colonel Pel, the present commander of the Dutch forces, would probably follow a vigorous policy and attack the Atchinese in their strongholds. A rapid succession of decisive strokes is, according to our opinion, the only course that can be followed with any chance of success, and the late inundations no doubt compelled Colonel Pel to defer the execution of his "plan de campagne" until the close of last year. The various states on the north and east coast, although some of them may accept the terms which ensure them the privilege of being exempted from the blockade, will not consider themselves in reality under Netherlands supremacy, until the chiefs at Atchin Proper have either submitted, or their forces have been completely routed. On the 31st Dec. an attack was directed against Longbattah, where the Atchinese have been concentrating their forces they having made the most strenous endeavours to fortify the place, in order to be able to resist the attacks of the Dutch. The Dutch captured eight stockades and several pieces of cannon, and if this "coup" is only rapidly followed up by other victories of an equally telling nature, we may soon hope to see the termination of the war.

The Government has forwarded the plans for the proposed Town Hall for Penang to the Municipal Commissioners for their approval, and has asked them whether they will be prepared to grant a sum of money towards its cost, which is estimated at about $50,000. At the last meeting the Commissioners resolved to vote as much as the state of their finances could afford towards the erection of the Town Hall, provided they could legally do so, and on the supposition that Government intends to place the control of it when completed in the hands of the Board. Judging from the plans, Penang will have reason to be proud of the proposed building, which is to consist of a large central block, with two wings, one on either side, connected by means of covered ways with the main building, which latter will contain the Town Hall.

The captain of the s.s. *Sunda* surrendered to take his trial for "kidnapping" on the 4th Jan.; but as the police were not prepared to go on with the case, its hearing was postponed till the 14th Feb. The captain had to enter into fresh recognisances to appear on that date.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The interval, although scarcely equalling the previous one in dulness, has shown but little change for the better, and most goods were saleable only at a concession in price. For the lower and medium qualities of 16/24 Yarn there was some demand, but better spinnings were neglected—28/32 had not realised previous rates. Shirtings were weaker, with scarcely any demand; while Turkey Reds and Velvets had been fairly saleable. In Woollens Plain and Figured Orleans were very difficult of sale, and Mousselines, owing to increased stocks, had been sold at lower rates. Blankets remained as last quoted. Quotations for Metals continued unchanged, but business had been very limited.

HIOGO-OSAKA.—The failure of the principal Japanese Bank in this district had been the cause of a severe financial crisis amongst the native merchants, in consequence of which business in imports was greatly depressed, and quotations, with one or two exceptions, were entirely nominal.

HANKOW.—Business had been extremely small during the interval; prices were unalted.

SHANGHAI.—The market during the greater part of the fortnight had been very quiet, owing in some measure to the holidays, but there had been but little disposition on the part of natives to make investments. Latterly, however, there had been rather more activity, but at somewhat lower prices.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Glenroy and Cassandra and ship Tamesa, bringing full supplies of manufactured goods for this market and the North. There had been a very quiet import market during the fortnight. The short spurt which we noticed in our last report soon died away, the dealers having meanwhile satisfied their wants. Another cause for the quietness which had prevailed was the intervention of the Christmas and New Year's holidays. Most of the up-country dealers had gone back to their homes, and there was an utter absence of demand; it was probable that the dullness would continue until they begin to buy for their New Year's requirements.

CANTON.—Lead had been quiet during the fortnight, and prices showed a slight decline from last quotations. Sales had amounted to 250 piculs common brands, and quotations were L.B. $8.10 to $8.15, W.B. $8.20 to $8.25 with a stock of 2,300 piculs of the former quality.

BATAVIA.—The market had continued extremely quiet, and transactions had been only effected to a retail extent.

SINGAPORE.—The market for Manchester goods had continued quiet during the fortnight, business had been limited, and quotations of most articles were unaltered. The quarterly return of stocks with importers shows a very moderate supply of the principal staples. There had been no alteration in the market for Metals.

PENANG.—The market was still very quiet; business had been on a limited scale and dealers were only buying to meet immediate requirements. Prices generally were unaltered.

EXPORTS.

TEA.

YOKOHAMA.—Telegrams reporting a slightly improved state of market in New York having come to hand, prices here had again rallied, and a large amount of business, considering the lateness of the season, had been done. The settlements since last market report amounted to 5,000 piculs, consisting principally of low medium and common grades; prices remained unaltered, but holders were firm, especially for classes

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most in demand. Stocks contined heavy, being about 11,000 piculs of merchantable Teas.

Hiogo-Osaka.—Business had been on a very limited scale.

Hankow.—Settlements 131 chests. Export of Hankow district teas to 24th December, 1874, 54,101,854 lbs.; ditto 1873, 54,500,497 lbs.; decrease, 1874, 398,643 lbs.

Kiukiang.—Black Teas: No local business to report. Export from the commencement of season to 23rd December, 1874, 21,933,201 lbs.; ditto 1873, 19,910,706 lbs.; increase, 1874, 2,022,495 lbs. Green Teas: About 14,000 half-chests forwarded to Shanghai on native account.

Shanghai.—Black: The settlements had been too small to call for any remark. Green: In the early part of the fortnight, telegrams from America were received reporting the introduction of a Bill in Congress imposing duty on Tea. The news caused more firmness on the part of the natives, and prices advanced 1 to 2 taels. Buyers showed little disposition to invest at the advance, and the market had weakened, many chops being offered at prices which were current before the rise. The following were about the prices paid: For Country Tea, Tls. 22 to 35 per picul; Pingsuey, Tls. 21½ per picul. Settlements, 29,296 half-chests. Stock, 95,960 half-chests.

Foochow.—Transactions in Congou had been made to a moderate extent, considering the smallness of supplies, and latterly business in Oolongs for America had been resumed. Congou: Settlements, 13,700 chests, at Tls. 6 to 15½, and Tls. 16 for boxes. Common to fair common kinds had been settled at a decline of one-half to one tael, while for the few chops of the better grades still on offer, fully previous rates were demanded. Arrivals 1,200 chests. Souchong: No settlements. Oolong: During the latter part of the fortnight business had been recommenced for the United States, and settlements had amounted to 11,100 half-chests, at Tls. 17½ to 21½, showing a reduction for fine parcels of about Tls. 5 upon the opening rates. At the close holders were rather firmer, and buying had become somewhat restricted. Arrivals 2,500 half-chests. There had been no transactions in Scented Teas and Flowery Pekoes, and no further receipts from the country.

Amoy and Tamsui.—The remaining stock of Oolong, with the exception of about 400 half-chests, had been settled at an advance of about one dollar per picul, and the season was considered closed. At the low prices obtainable at Tamsui on the 29th ult., little or no business was doing, and the season was virtually over. Total export to date 3,237,027 lbs., against 2,077,788 lbs. last year.

Canton.—The intervention of the holidays during the fortnight had almost entirely put a stop to business, and the trifling transactions that had taken place do not call for special notice.

SILK.

Yokohama.—Business had been unimportant—holders were freely offering their stocks, but, for the most part, refused to accept any material reduction, and, with continued unfavourable advices from home, buyers showed little disposition to operate. Stocks had further increased. Settlements from 1st July to date, 6,900 bales; against corresponding period—season 1873-4, 9,500, 1872-3, 8,800; 1871-2, 9,800; 1870-1, 1,650; stock, 1,600 bales. Silkworms' Eggs.—The total shipments had been in the following proportion:—For Italy, 832,000; France, 403,000; other countries, 65,000; making for this season a total export of 1,300,000 cards, against 1,425,000 cards last year.

Shanghai.—The active state of the market recorded in last report continued till the departure of the French mail on the 25th Dec., up to which time about 1,900 bales (including some 400 to 450 bales of Re-reels for the American market) were added to settlements. A large parcel of Tsatlees of the Cloud Dragon chop was reported as settled at Tls. 355 for Chayi Ling, and Tls. 335 for Fun Ling; Cock and Worm, No. 4, Tls. 340; Kukee's Kin Jan, Tls. 342.5; Kin Hock, Tls. 312.5; Blue Peacock, Tun Ling, Tls. 302.5; Mai Foong, Elephant, Tls. 310; Pegasus, No. 3, Tls. 297.5; Hoo-chun Tsatlee Fan Seen and Choey Seen, at Tls. 270 and 290. Ching-yung-sing's Kah-Shing, King Ling, Tls. 285; fair Long Reels, Tls. 230. After the above purchases had been made, the market closed very firmly, and the increasing strength of holders, added to the cessation of business during the holidays, has restricted settlements for the past week to about 500 bales. The only quotable transactions were the reported sales of the Bird chop Tsatlee Foong Ling, at Tls. 280; Beautiful Woman Kin Sun, at Tls. 327.5, and Tien Chong Kee Phœnix, Foong Yuen, at Tls. 290; Kah Shing Tsu Cheen Yuen Gna Ling, at Tls. 300, and King Ling, at Tls. 275. Good market Leih Yangs have been taken at Tls. 230 to 232.5. Settlements for the fortnight, Chinas, 2,400 bales. Total settlements since 1st June, 1874, 58,700 bales, against 1873-74, 47,600 bales; 1872-73, 49,000 bales. Comparative unsold stock on this market 1874, 9,500 bales; 1873, 5,000 bales; 1872, 2,000 to 2,500 bales.

Canton.—Settlements for the fortnight had amounted to 235 bales Tsatlees, chiefly No. 4, and lower grades, and 67 bales Loongkong. Prices had given way slightly, but the quotation for No. 4 Tsatlee was not lower than $335 to $340. The estimated stock of Tsatlee and Loongkongs still available for shipment to Europs was about 2,000 bales, of which about 800 bales were in Canton. In Re-reels, a fair amount of business had been transacted at rising rates. Fine Siiks were scarce. Stocks were estimated at—200 bales Loongkong, 600 bales Tsatlee Reels, 200 bales Kowkongs, 300 bales Cumchucks, Lacklows, &c., and 400 bales of inferitr descriptions.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m s.	4s. 2¼d.	4s. 2⅝d.	4s. 2⅝d.
Shanghai „	5s. 9½d.	5s. 9½d.	5s. 9½d.
Canton „ } Hong Kong „ } Macao „ }	4s. 2⅜d. to 4s. 2½d.	4s. 2⅝d.	4s. 2¾d. to 4s. 2⅞d.
Singapore „	4s. 2⅞d.	4s. 2⅝d. to 4s 2⅞d.	4s. 2⅞d.
Manila „	4s. 0½d.	4s. 0¾d. to 4s. 1d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302¾ to 303	221¼
„ Hong Kong	26¾ to 27¼ dis.	—
Bar silver	Tls. 111.2.0	9½ prem.
Mexican dollars	„ 73.7.0	¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 2 per cent. premium.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 48 per cent. discount.
China Traders' Insurance Company, $350 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $25 premium ex interest.
Victoria Fire Insurance Company, $15 premium ex interest.
Indo-Chinese Sugar Company, $ 3 dis.
China Insurance Company, $195 per share ex interest.
Shanghai Steam Navigation Company, Tls. 79 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅝d., at Batavia F.11.67, at Manila 4s. 1d., at Singapore, 4s. 2⅞d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10p.sh
Shanghai Gas Company ...	100 ...	100 ...	144 ...	6 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	80 ...	4 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	5 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530	$58 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.365	Tls.80p.sh
North China Steamer Company	100 ...	100 ...	8 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$610 ...	7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom.	$265p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	$1,475	$200.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.78 ...	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$126 ...	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90 ...	4 p.c.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Oct. 31 ...	Coulnakyle	Shanghai ...	756,208
Nov. 20 ...	Guinevere	„ ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Nov. 5 ...	Duke of Athol	Foochow ...	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
Dec. 19 ...	Achilles (str.)	„ ...	977,210
Nov. 10 ...	Columbian (str.) ...	Canton ...	236,943
„ 13 ...	Falcon	„ ...	665,399
„ 25 ...	Nestor (str.)	„ ...	1,299,171
Dec. 28 ...	Matilda Atheling... ...	„ ...	386,512

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Dec. 20, Carnarvonshire; from San Francisco, Dec. 16, J. B. Ford.

At Hiogo.—None.

At Shanghai.—From London, Dec. 29, Agnes Muir; from Liverpool, Dec. 26, Ajax (str.).

At Hong Kong.—From London, Jan. 3, Tamesa; from Cardiff, Jan. 2, Marco Polo; from London, &c., Feb. 8, Meiji Maru (str.).

At Batavia.—From Shields, Jan. 5, Cornelia; from Glasgow, Jan. 6, County of Stirling; from Flushing, Jan. 5, Baron Van Pallandt, Van Rosendael; from Texel, Jan. 3, Louis August Constantin; from Clyde, Feb. 2, Wm. Mackinnon, (str.); 11, Banda (str.).

At Singapore.—From Cardiff, Dec. 31, Wm. Woodbury; Jan. 4, Antonio Camogle; from London, &c., Esmeralda (str.), H.M.S. Audacious, Egeria, Vigilant; from London, &c., Feb.—, Lasker (str.).

At Penang.—None.

DEPARTURES.

From Yokohama.—None.

From Hiogo.—None.

From Shanghai.—None.

From Hong Kong.—For London, Dec. 26, Achilles (str.); For New York, Jan. 2, Alden Besse; For San Francisco, Jan. 5, Malay.

From Batavia.—For Channel, f.o., Jan. 1, Barbadian; For Holland, Dec. 26, Conrad; For Boston, Dec. 30, Courrier de Bombay.

From Singapore.—For London, Jan. 4, Achilles (str.); Jan. 5, Celæno; 12, Guiseppina N.; for Liverpool, Jan. 7, Yrurac Bat (str.); for Marseilles, Jan. 5, Nola; for Hamburg, Jan. 7, Gustave and Marie for New York, Jan. 7, Marie; for Boston, Jan. 12, Olive.

From Penang.—For London, Jan. 7, Achilles (str.).

From Bangkok.—For Marseilles, Dec. 31, Constance.

VESSELS LOADING.

At Yokohama.—None.

At Hiogo.—None.

At Shanghai.—For London, Glencarn (str.), Menelaus (str.), Omba; For New York, Looloo, Inverness, Northampton.

At Hong Kong.—None.

At Manila.—For U.K. or U.S., Feb. —, Marina,

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At BATAVIA.—For Holland, Java Packet, India, Cornelis Smit, Otto, Hampton (str.).

At SINGAPORE.—For London, Chas. H. Southard; for Liverpool Douglas Castle; for Marseilles, David Brown; for New York, Verona.

At PENANG.—None.

At BANGKOK.—For Gitraltar, Geno.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, per steamer, £4 10s. per ton of 40 ft.

At HIOGO.—To London, per steamer, £3 15s. per ton of 40 ft.

At HANKOW.—To London per steamer, £4 5s. per ton of 40 ft.

At SHANGHAI.—To London, per steamer, £3 10s. per 40 ft., sailing vessels, £3 per ton of 50 ft.; to New York, £2 10s. to £3 per 40 ft.

At FOOCHOW.—To London (steamer), £3 per 40 c. feet; sailing vessel nominal; to New York, £3 per 40 feet.

At HONG KONG.—To London and New York the demand for tonnage is small.

At SINGAPORE.—To London, by telegram, £2 10s. per ton.

At PENANG.—To London, per steamer, £3 10s. to £4 10s.; sailing vessel, £3 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Dec. 9 ...	Joachim Christian ...	Amoy ...	New York
„ —	Sir Harry Parkes ...	Hong Kong ...	Do.
„ 11 ...	Amsterdam ...	Singapore ...	Liverpool
„ 19 ...	Pelikan ...	Foochow ...	Hamburg
„ — ...	Ker-Aimée ...	Newcastle ...	Order
„ 23 ...	Flevo ...	Batavia ...	Queenstown
„ — ...	Banda ..	Bangkok ...	Marseilles
„ 26 ...	Stavers ...	Batavia ...	Channel
„ — ..	Gysbertus Hermanus	Do. ...	New York
Jan. 6 ...	County of Stirling .	Glasgow ...	Batavia

THE MAILS.

HEAVY PORTION OF LAST INWARD MAIL.—PORT SAID, FEB. 8.—The P. and O. steamer Peking sailed at 3.0 P.M. for Southampton, where she may be looked for about the 21st inst.

NEXT INWARD MAIL.—SUEZ, FEB. 8.—The Messageries Maritimes Company's steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Marseilles.

INWARD MAIL DUE MARCH 8.—GALLE, FEB. 11.—The Messageries Maritimes steamer Provence, with the inward French mails from China and Japan, left here to-day for Aden and Suez.

OUTWARD MAIL OF FEBRUARY 5.—SUEZ, FEB. 12.—The P. and O. Company's steamers China and Malwa sailed hence at eleven this morning, for Bombay and Calcutta respectively, with the outward India and China mails of Jan. 2.—Feb. 5.

OUTWARD MAIL OF DEC. 25.—SHANGHAI, FEB. 10.—The P. and O. Company's steamer Kashgar, with the London mails of the 25th Dec., arrived here yesterday.

OUTWARD MAIL OF JANUARY 15.—GALLE, FEB. 8.—The Messageries Maritimes steamer Hoogly from Marseilles, Jan. 17, left here to-day for Singapore.

LATEST TELEGRAMS FROM THE FAR EAST.

THE ATCHIN WAR.

THE HAGUE, FEB. 8.—The Government has received a despatch from Atchin, dated the 3rd inst., announcing that on the 28th ult. the Dutch captured Mandarsa Poeti, only sustaining slight loss. The squadron returns to the West Coast. The health of the troops is very unsatisfactory.

THE HAGUE, FEB. 13.—The Government has received the following despatch, dated Atchin, February 4:

"Six of the enemy's positions have been captured without loss. An Iman was killed. The general health of the troops is unsatisfactory."

THE CHINESE THRONE.

SHANGHAI, FEB. 12.—Uncertainty exists respecting the succession to the Imperial Throne. Although the son of Prince Chun has been elected Emperor under the title of Kwang-Lew, it is thought possible that this arrangement may be upset should the Empress, now stated to be *enceinte*, give birth to a son, in which event the Empress mother and the Empress dowager would be appointed Regents during the Prince's minority. The rumour of the Empress's suicide, has not been confirmed.

OUTBREAK OF CRIMINALS AT SINGAPORE.

SINGAPORE, Feb. 15.—An outbreak occurred among the Chinese prisoners in the Criminal Gaol on the afternoon of the 13th inst., in which Superintendent Digby Dent was mortally wounded. He died yesterday. Sixteen warders were also wounded. Fifteen prisoners were killed and thirty-five wounded in the repression of the outbreak. Order is now restored.

LATEST INTELLIGENCE BY PACIFIC MAIL.

The Pacific Mail Steamship Company's chartered steamer *Altona* arrived at San Francisco on the 30th ult. from Hong Kong, *via* Yokohama. She left Hong Kong Dec. 28. On Dec. 30 and 31 and Jan. 1 a terrific north-east galé prevailed, in which the ship was hove to. Thence to Yokohama the weather was moderate. Arrived at Yokohama Jan. 6, and sailed again Jan. 9. On the 10th and 11th of January a cyclone from south-west to north-west and west prevailed. Lost two boats, shipped heavy seas, and smashed deck fittings, &c, Had bad weather to the 180 meridian, and thence to this port moderate weather. The passengers are: From Hong Kong, S. Meyer Hurlbut, and from Yokohama, A. Hall and R. S. Edwards. The following items of news have been telegraphed to New York:—

The China dates are, Hong Kong Dec. 28, 1874, and Shanghai, Dec. 31. The cruise of the United States ship *Saco* had been temporarily postponed in consequence of her services being required to search for the survivors of the Pacific Mail Steamship *Japan*. The *Saco* rescued nearly 150 of the wrecked passengers.

The *Pekin Gazette*, the Government official paper, continues silent as to the settlement of the Formosa affair. It is again asserted that all knowledge of the transactions, from beginning to end, has been withheld from the Emperor by Prince Kung and others.

It is estimated in Chinese unofficial papers that the Chinese expenditures for war preparations reached nearly 6,000,000 reals, for which there is now nothing whatever to show.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 11, at Deal, from Ilo Ilo, May Queen; 9, off Dungeness, from Batavia, for Rotterdam, Johanna Maria; 11, at Liverpool, from Bassein, Angela P.; at Queenstown, from Rangoon, Iron Crown; 9, at Hamburg, from Hong Kong, Johanna Marie; at San Francisco, from Hong Kong, Highlander; at New York, from Batavia, Iris; 12, at Liverpool, from Penang, &c., Nestor (str.); 11, at Texel, from Batavia, Conrad (str.); 14, at London, from Rangoon, Suzerain; at Queenstown, from Maulmain, Kenilworth; 13, off Scilly, from China and New York, Tartan (str.).

DEPARTURES.—Feb. 11, from London, for Shanghai, Eliza Shaw; for Singapore and China, Gordon Castle (str.); 10, from Shields, for Batavia, Equator; Dec. 17, from Valparaiso, for Saigon, Saint Jean; Feb. 11, from Liverpool, for Macassar, Beatrice Havener; for Penang, Singapore, China, &c., Nestor (str.); for Sourabaya and Batavia, Argo; 12, from London, for Singapore, East Lomond; 6, from Barcelona, for Manila, Emiliano (s.); 13, from London, for Batavia, Samarang, and Sourabaya, Nicollo Tommasco; for Singapore, &c., *via* Cardiff and Suez Canal, Braemar Castle (s.); for Singapore, Hong Kong, and Japan, *via* Suez Canal, Riga (s.); 9, from Royan, for Batavia, Deux Freres; 13, from Liverpool, for Singapore, Cyclone.

LAID ON.—At Liverpool, for Hong Kong, Midnight; for Singapore, Nellie Hastings.

SPOKEN.—Scindia (iron ship), London to Shanghai, Feb. 7, 48 N., 8 W.; M.F.Q.G. (Pons Ælu, barque, of Newcastle), Newcastle to Singapore, Feb. 4, off the Lizard; Great Britain, Singapore to Sunderland, 43 days out, 35 S., 21 E.; Lightorna, Batavia to Amsterdam, Nov. 18, 27 S., 66 E.; Main Skysail, Shanghai to New York, Dec. 27, 12 S., 10 W.

CASUALTIES.—A telegram from Batavia, dated Feb. 11, states that the Argo, from Sunderland to Java, has stranded off Anjer, and will become a total wreck. The new steamer Salak, which is to load for Batavia and Sourabaya, while going up the Clyde in tow yesterday, collided with H.M. gunboat Lily; she, however, received but slight damage, and proceeded to Glasgow. Advices from Manila received by telegram from Singapore, Feb. 12, state that the Bunker Hill (ship), from Manila to Boston, with sugar and hemp, took fire whilst loading, and was scuttled Feb. 2 to save her hull.

MISCELLANEOUS.—At Malta, Feb. 11, Oxfordshire, from Colombo, &c.; at Port Said, Pernambuco, from London, for Singapore and Japan; Sibylla, from London, for Colombo, &c.; Bengal, from London, for Singapore, China, &c.; Hong Kong, from London, for Singapore, China, &c.; at Suez, Menelaus; at Port Said, Gorm (str.), from London and Cardiff, for Ceylon; Ulysses (str.), from Liverpool, for Singapore, China, &c., Glenfinlas; from London, for Singapore, China, &c.; the Jongo Cornelis (Dutch barque), from Cardiff, for Batavia, with coal, which vessel put into Lisbon Jan. 11, with slight damage to rigging, sailed for her destination on the 3rd Feb., having repaired; passed Gibraltar, Feb. 8, Java from Nieuwe Diep to Batavia.

ENTERED SUEZ CANAL, JAN. 29.—Correze (French transport), from Toulon, and left the Canal 30 for Saigon.

The Venice (str.), Watson, for Hiogo, in leaving the docks on the evening of the 10th Feb. got tow rope of tug in her propeller; she was towed to Gravesend, and divers were employed during the night in clearing the rope; vessel proceeded on the morning of the 11th.

The Donna Maria (ship), of Liverpool, Bone, from the Tyne to Java, with coal, was in Yarmouth Roads Feb. 11, with nine of the crew refusing duty.

The Sindoro is twenty-seven days out from Aden *en route* to Batavia, and twenty guineas has been paid on her at Lloyds.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BERGAU—On the 1st Dec., at Kobe, the wife of J. Bergau, of a son.

KRAUSS—On the 4th Feb., at Shanghai, the wife of Alfred Krauss, of a son.

KESWICK—On the 24th Dec., at Shanghai, Mrs. Keswick, of a daughter.

LAIDLER—On the 30th Dec., at Shanghai, the wife of T. W. Laidler, of a daughter.

TRACEY—On the 10th Feb., the wife of Richard Edward Tracey, Captain, Royal Navy, of a son.

MARRIAGES.

GAYE—SIMPSON—On the 8th Feb, at St. Peter's Church, Brighton, Gerrard Gaye, son of the Rev. C. H. Gaye, St. Matthew's Rectory, Ipswich, to Margaret Sophia Simpson, widow of the late Charles Simpson, Preston, Lancashire.

HANNEN—LORRIMER—On the 9th Feb., at St. Mary's Church, Aylestone, near Leicester, by the Rev. Geo. W. Straton, Charles Hannen, of Westbourne-park-road, London, and Tientsin, China, to Catherine Felicia, second daughter of John Lorrimer, of Park-hill House, Aylestone. No cards.

DEATHS.

CROWNSHIELD—On the 24th Dec., at the Shanghai General Hospital, B C. Crown shield, first officer of the *Hoodia*.

GRANGE—On the 26th Dec., at Nagasaki, suddenly, Capt. Alexander Grange.

HEARD—On the 8th Feb., at Suez, on the passage home from Hong Kong, George Heard.

HEYWOOD—On the 2nd Jan., at Hong Kong, Burnett, the infant son of Henry and Ada Heywood, aged 8 days.

HUTCHINSON—On the 25rd Dec., at Canton, St. John Hutchinson, son of Dr. Hutchinson, of Scarborough, in his 26th year.

SKEY—On the 28th Dec., at Shanghai, Capt. J. C. Skey.

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The London & China Telegraph.

LONDON: MONDAY, FEB. 15, 1875.

THE SITUATION AT PEKING.

The Times is not always the best authority in the world on matters Chinese, especially when it informs its readers that the late Emperor of CHINA "had only reigned three years" (meaning thereby, we must presume, the somewhat less than twenty-three months which had elapsed since Feb. 23, 1873), and contrives after a method peculiar to itself to crowd fifteen years in between Aug. 22, 1861, and Jan. 12, 1875; but the leading journal is undoubtedly right when it observes that, although "rumours" from the Far East are ordinarily of so attenuated a character as barely to merit even a passing notice, still the rumours which have been flashed to us from China within the last few days point to such momentous contingencies that if there be any foundation of truth in them they are worthy of the most serious consideration of Englishmen. The telegrams from China, which we published last week, may, and it is highly probable that they will, be of deep import to foreign interests in that Empire, if they are substantially correct, and it is much to be regretted that they—at any rate, that of Feb. 5—are so tersely worded; we suspect, however, that current events at Peking are just now almost as much a matter of mere speculation at Shanghai as they are in London or Paris, for we must remember that the difficulties of communication with the North are at the present moment very great, and that the only tolerably sure method of getting any intelligence at all is by means of the Customs mail *via* Chinkiang. The statement that the young Empress, the bride of October 16, 1872, has committed suicide must, we think, be received with a considerable amount of reservation, but even if it should turn out to be true, it is of no moment to foreigners, and will merely excite a passing feeling of pity. Neither does the fact that this baby or that has been proclaimed Emperor of China appear to be of particularly grave import to the outer world, except in so far as his probable surroundings for the next dozen or fifteen years are concerned, though we must own that with the limited amount of information before us we are puzzled to understand on what principle of law or right the infant son of Prince CHUN has succeeded to the vacant throne. Be that as it may, the future surroundings of the infant Son of Heaven do concern us very seriously, and here it is that we get at the really important part of the telegrams. We are told that the Empress Mother is again Regent, that LI HUNG-CHANG is appointed First Minister, and lastly, that Prince KUNG'S name is omitted altogether from the list of the members of the Privy Council. We are at a loss to perceive why the Empress Mother,—we presume the late EMPEROR'S *own* mother is meant,—should have been named Regent, and if it be true, it would appear to be of ill omen for the future, for she has the reputation of being a vindictive woman, and decidedly hostile to foreigners. Again, the appointment of LI HUNG-CHANG,—supposing that the telegram is correct, and that our old friend LI FUTAI is meant—to the chief executive office in the Empire is very noticeable from the fact of his being a Chinese, and not a Manchu; and, unless the leopard can change his spots, we fear that this nomination bodes mischief in the future. LI HUNG-CHANG has always had the reputation of being a cordial hater of foreigners, though he has shown himself willing enough to avail himself of their skill and services to suit his own ends. He is even now engaged in developing, by their aid, the mineral resources of the metropolitan province, with the scarcely-veiled purpose of rendering his arsenals, &c., independent of supplies from abroad. We must hope, however, that accession to power will lead him to consult the truer interests of his country, and to cultivate friendly relations with foreigners, with a view to developing its resources, and improving its condition generally.

It is idle, at the same time, to attempt to forecast what his policy will be, for he is a man of great ambition, and of undoubted energy and ability, and there is no knowing what the march of events will lead him to do; though, in this connection, it may not be out of place to call to mind the rumour, current in China a few years ago, that he intended, sooner or later, to seat himself on the Dragon Throne, and to establish a dynasty of his own. So great is his reputation in China, and so staunch is his military following, that such an attempt on his part would probably be successful at the outset; though whether he would be able to maintain his position is another question. We now come to the third main item of intelligence, viz., the exclusion of Prince KUNG from the new Government. This, indeed, is of great moment to us, and is a matter for deep regret, for, as we observed on a recent occasion, although he is, perhaps, not a man of extraordinary intellect, and is not very advanced in his ideas respecting the necessity which exists for radical reforms in the general administration of the Empire, still he has shown himself possessed of considerable sagacity, and is besides reasonably well disposed towards foreigners. Take him all in all, and judging, of course, from the slender knowledge which foreigners have of the ability of Chinese statesmen, he appears to be the fittest man for the post which he has held for so many years, and having due regard to the best and truest interests of the Chinese Empire, it was an act of suicidal folly to oust him from that post at the present critical juncture of affairs. The Prince is, however, described as possessing in an eminent degree presence of mind, calmness, and courage, and we cannot affect to suppose that, with the powerful party he has at his back, he will tamely submit to be permanently thrust into the background. We all remember his famous and successful *coup d'état* in the autumn of 1861, and we should fancy that it is not at all improbable that he may resort to the same means again to recover the position from which he has been now temporarily ejected.

Since the foregoing was in type telegrams have been received from Shanghai—and are given in another column—which affect the position at Peking, but we are able to state that no alarming information has been received at the Foreign-office from our Minister at Peking.

THE ATCHIN WAR.

THE predictions which we hazarded in a recent issue as to the course of events in Atchin seem not to have been far from the truth. The Dutch army of occupation has been materially strengthened, and more vigorous action has followed. At the latter end of last month aggressive operations were re-commenced, and, as a substantial result, another Atchinese stronghold fell into the hands of the invading troops on January 29th. Mandarsa Poeti—for that is the name of the fortification carried—may turn out to have been nothing more than an insignificant outpost, or it may have been an important centre of military operations; we know very little of the topography of Atchin, and the Dutch are as slow to supply information as they are torpid in their military manœuvres; but the first hypothesis is the more probable, for if the success had been a signal one the telegraphic trumpet would have been sounded with a louder blast. However that may be, the moral weight of a defeat is not to be lost sight of, and as each succeeding fort is reduced the spirits of the Atchinese will droop more and more, till in the end, like all Asiatic races, they will give up the struggle from mere despondency, even though there may be a good deal of fight left in them, and before their strength or means of resistance are by any means "played out."

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They must succumb at last, and the sooner the end comes the better for the parties concerned, and for the mercantile world outside too. We have no sympathies with the aggressive conduct of the Hague, and the English Government certainly behaved very shabbily in deserting the Sultan of ATCHIN, and making him over to the Dutch in defiance of his ancient treaty rights; but now—at this period—it is useless to look back on the past; what we want to see is peace restored before the country has been turned into an uncultivated and uninhabited waste, and that is why we urge Holland to "put things through" with despatch. But this is not the whole case; "the health of the troops is very unsatisfactory," says the telegram received at the Hague. Of course it is; we know from other sources that the raw unacclimatised Dutch soldiers are dying by scores inside their closely-packed camp at the Kraton; and even the most highly-trained and choicest regiment in Europe would sicken and dwindle with almost equal rapidity if kept inactive, and therefore despondent, in crowded quarters, under an adverse climate, without proper sanitary arrangements or wholesome food. Add to these disadvantages the miasma of marshy swamps close by, and we shall see clearly that these Atchinese have good reason to feel that if they can but keep their own forces united and act a Fabian policy they may yet snatch their opportunity, for climate is fighting on their side. In a rocky channel with a falling tide, "go ahead full speed" may sometimes be the only safe word of command.

OUR Shanghai friends recently made the gathering of St. ANDREW the occasion of a little self-glorification, and have been telling one another that they are now "a mighty and increasing city, instead of a petty settlement." It affords us much pleasure to learn that they are so well satisfied with their own rate of progress, even in this progressive age; but still they must not be surprised if the outer world shows just a little unwillingness to accept, without any demur, their own estimate of themselves, for they have their shortcomings. This mighty and increasing city possesses a most useful institution, one that has done, and is still doing, good service in advancing our knowledge of matters relating to China and the Chinese, styled the North-China Branch of the Royal Asiatic Society, which, when it assembled the other day to hear a learned paper read, was not able to muster the bare *quorum* of members necessary for the transaction of the most ordinary routine business. From this melancholy fact we are afraid that the love of knowledge in "the mighty and increasing city" has not kept pace with its more material development, and that there is still something lacking there to enable it to compare itself with Liverpool or Leeds. Apart from this, the sparseness of attendance at the meeting alluded to was certainly not complimentary to the author of the paper—Mr. T. WATTERS—when we consider that the essay in question cost him much time and labour. The paper we refer to was on the Buddhist Sutra, *Miao-fa-Lien-hua ching* (in Sanskrit *Saddharma pundarika*), which is commonly translated "The Lotus of the Good Law," and, as far as we can gather from the brief summaries in the Shanghai papers, must have been—to quote one of them—"well "calculated to throw light upon the mysteries of the "Buddhist system, especially in some of its later phases."

IN a late issue of our paper we referred to a rumoured negotiation between the China Trans-Pacific Steamship Company, Limited, and a company to be founded under the auspices of the Pacific Railroad Companies. We understand that the Board of Directors of the China Trans-Pacific Company have had no negotiations whatever with the representatives of this scheme. The Company's vessels, *Vasco de Gama* and *Vancouver*, are at present under charter to the Pacific Mail Steamship Company, and it appears that this arrangement insures to the public the advantage of these fine vessels continuing the service. They have made their passages with a speed and regularity quite unapproached on the Pacific. We understand that Mr. E. M. DE BUSSCHE, who relinquished the position of managing director of the China Trans-Pacific Steamship Company in June last, has also resigned his seat at the Board of Directors, and that Mr. W. R. COULBORN has been elected to fill the vacancy.

WITH considerable regret we announce that Sir ANDREW CLARKE, the present Governor of the Straits Settlements, is to be removed from that post to assume one in connection with the Public Works in India. It is of course due to all public servants who prove themselves able and meritorious, that they be rewarded by promotion to higher and more lucrative appointments, but the public good should ever be held as the foremost consideration, and in the long run this will serve the interests of the servants of the Crown. The eminently satisfactory services rendered by Sir ANDREW CLARKE during his Governorship of the Straits Settlements during a little over one year, stand out so clearly that we cannot but condemn the policy of removing him when he is so much needed to carry out the measures which have been introduced in regard to the neighbouring States. We feel assured that the communities of those Settlements will join us in regretting the loss of one of the best Governors they ever possessed.

A PARAGRAPH went the round of the papers a short time ago to the effect that Sir EDWARD CREASY, Chief Justice of Ceylon, had signified his intention to resign his office on account of ill-health. This is at least premature. The state of Sir EDWARD CREASY'S health is undoubtedly not such as his friends could desire, but we are able to state that no step will be taken until the expiry of his leave in May next.

WE are sorry to state that Mr. MARGARY, who started from Hankow to meet the Western China Expedition, was attacked with dysentery at Chen Yuen Fu on 27th Oct. Dr. ANDERSON, one of the expedition, writes that the King of BURMAH received them very handsomely at Mandalay, and gave every aid to the expedition.

THE following members of the Eclipse Expedition proceeded by the P. and O. steamer *Surat*, from Southampton, on the 11th inst.:—To Ceylon, Mr. MELDOLA, Mr. REYNOLDS. From Venice, Dr. VOGEL. To Singapore: Mr. BEASLEY, Mr. SCOTT, and Dr. SCHUSTER.

A PARLIAMENTARY Paper has been issued containing the correspondence which passed on the subject of the Treaty concluded last year between the Indian Government and the King of SIAM. The Treaty has already appeared in our columns.

MRS. TEI WATANABE, wife of the Japanese Chargé d'Affaires at Vienna, was presented to his Majesty the Emperor of AUSTRIA on the 30th ult., and the Empress on the 6th inst. at the Court balls.

CARGOES AFLOAT.

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SINGAPORE AND PENANG.

Per *Mary Nelson*, 320 tons black pepper, 25 tons white pepper, 1 ton gutta, 420 cwt. rattans, 194 cwt. hides, 310 tons sugar. *Emilio Rondanino*, 350 tons gambier, 150 tons saigo flour, 60 tons pearl sago, 75 tons black pepper, 25 tons white pepper, 23 tons gutta, 320 cwts. rattans, 380 cwts. hides, 13 tons india-rubber, 7 tons horns, 462 cwts. copal, 160 cwts. mother-o'pearls, 20 tons, tapioca. *Colombian* (str.), 40 tons gutta. *Lake Leman*, 665 tons gambier, 335 tons sago flour, 153 tons pearl sago, 7 tons black pepper, 10 tons gutta, 440 cwts. rattans, 1,546 cwts. hides, 20 tons india-rubber, 9 tons horns, 137 m. Malacca canes, 85 cwts. mother-o'pearls, 80 tons tapioca. *Excelsior*, 25 tons tin, 390 tons black pepper, 780 cwts. rattans, 120 cwts. hides, 290 tons sugar. *Amstel*, 740 tons gambier, 40 tons tin, 105 tons pearl sago, 555 tons black pepper, 50 tons white pepper, 1,080 cwts. rattans, 665 cwts. hides, 430 tons sugar, 900 cwts copal, 65 tons tapioca. *Alice Ritson*, 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 ton horns, 11 m. Malacca canes, 35 cwts. mother o'pearls, 65 tons tapioca, 14 cwts. gamboge. *Asterope*, 30 tons tin, 300 tons black pepper, 25 tons white pepper, 240 cwts. rattans, 42 cwts. hides, 430 tons sugar. *Claudine*, 280 tons gambier, 220 tons sago flour, 60 tons pearl sago, 35 tons black pepper, 20 tons white pepper, 200 cwts. rattans, 5 tons horns, 33 tons tapioca. *L. J. Enthoven*, 200 tons gambier, 185 tons sago flour, 1,040 cwts. rattans, 7 tons horns. *Amsterdam*, 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. *Zeeburg*, 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. *Lochleven Castle*, 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m.

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Malacca canes. *Andromeda*, 50 tons gambier, 480 tons sago flour, 65 tons pearl sago, 8 tons sapanwood, 320 cwts. rattans, 14 tons tapioca.

MANILA.

Annie, 380 tons sugar, 205 tons hemp. *Atma*, 385 tons sugar, 255 tons hemp. *Scawfell*, 400 tons sugar, 567 tons hemp, 9 tons sapanwood. *Sir Jamsetjee Family*, 600 tons sugar, 4 tons coffee, 535 tons hemp, 35 tons sapanwood, 600 cwts. mastic, 42 cwts. mother of pearls, 97 cwts. indigo, 23 tons tobacco, 583 mil. cigars, 257 cwts. hide cuttings. *Romeo*, 562 tons sugar, 114 tons hemp, 1 cwt. mother of pearls, 120 tons tobacco, 2,745 mil. cigars. *Mountain Laurel*, 800 tons sugar, 387 tons hemp, 10 mil. cigars. *Durham*, 190 tons hemp. *Cosmopolyta*, 625 tons sugar, 100 tons hemp, 3 tons sapanwood. *British Empire*, 732 tons sugar, 5 tons sapanwood. *Eugenio*, 945 tons sugar.

Naval and Military.

The troopship *Adventure* is reported to have arrived at Shanghai on January 31, *en route* to Yokohama, at which port she would embark the marines stationed there for the past three years, and proceed to England, *via* Suez Canal. It appears that the report of her arrival at Hong Kong on Dec. 22 from Yokohama was in error.

The arrival at Singapore is announced of H.M.S. *Iron Duke*, *en route* to England, with Admiral Sir Charles Shadwell on board; also of the ironclad *Audacious*, with Admiral Ryder, for the China station. The *Egeria* and *Vigilant* have also passed Singapore for Hong Kong.

The French corvette D'Assas, eighteen guns, Captain Brossard de Corbigny, proceeds to join the Indo-China squadron, and will rendezvous at Saigon.

The Indian Distinguished Service Reward, vacant by the decease of Colonel R. S. Wilson, Madras Staff Corps, has been conferred on Captain and Brevet-Lieutenant-Colonel A. J. Hadfield, Madras Invalid Establishment. Colonel Hadfield accompanied the 37th Regiment to China in the first war in 1840, was present at the taking of Cheunpee, and at the storming of the forts of the Bocca Tigris, in the Canton river; present in the action of May 25, 1841, before Canton, and engaged in the affair of May 30, when a large body of Chinese endeavoured to relieve the city. On this occasion, during a tremendous thunderstorm, the company of the 37th which he commanded was cut off from the rest of the force and surrounded by several thousands of Chinese troops; but, notwithstanding, the rain prevented the Sepoys from discharging their muskets, yet they repulsed every attack made upon them until an hour or two after dusk, when they were extricated from their perilous position by a detachment of Royal Marines armed with percussion fire-arms. For this affair he was mentioned in despatches; received the brevet rank of Major, and appointed honorary aide-de-camp to the Viceroy (Lord Ellenborough), and when Parliament voted their thanks to the Army and Navy engaged in this war special mention was made of his gallant conduct and of that of his company by the Duke of Wellington in the House of Lords, and by Lord Stanley in the House of Commons.

In the course of a paper on "The Unsurveyed World," read at the Royal United Service Institution on the 4th inst., by Staff-Commander T. A. Hull, R.N., the author called attention to the fact that in 1849, when greater interest was taken in surveying than at the present time, the ships engaged in that service produced not only nautical surveyors, but superior officers for the general service. As illustrations, he mentioned the case of the Herald, then with the Pandora, surveying the great bight of Panama, under Captains Kellett and James Wood. The captain of the Herald is now Sir Henry Kellett, K.C.B., lately Commander-in-Chief on the important China station. The author also mentioned that the present Commander-in-Chief in China, Sir Charles Shadwell, K.C.B., and Fellow of the Royal Society, was first lieutenant of the Fly, Captain Sir F. Blackwood, during the survey of the east coast of Australia and Torres Straits; while Admiral Ryder, the future Commander-in-Chief in China, received his early education as a sailor and navigator under Captain Richard Owen, in the Thunder, the surveying ship on the West India station in 1833.

We regret to announce that Captain Stanton, who served on the China and Straits Station in the surveying ship *Rifleman*, has in a fit of insanity wounded Captain Hallowes, R.N., and is now confined in an asylum.

The screw sloop Royalist, now fitting at Chatham for employment as a surveying vessel in the Eastern seas, is ordered to be rigged in a similar manner to the Sylvia.

Sub-Lieutenant S. W. Cameron, of the 80th Regiment, stationed at Hong Kong, has been promoted to the rank of lieutenant.

THE KING OF SIAM AND THE ENGLISH ASTRONOMERS.—With reference to letter in the *Athenæum* on the subject of the invitation sent by the King of Siam to English astronomers, Mr. D. K. Mason writes in reply, protesting against the insult offered to the King. He says:—"The character and bearing of the high officials of the Siamese Court are sufficiently well known to Europeans and Americans to negative any suspicion of 'meanness' in the provision to be made, as well as 'uncleanliness' or 'want of accommodation,' insinuated; while the letter of his Majesty is an ample guarantee for the honourable reception of scientific guests of his own from a country so friendly and so well appreciated as England has always been in Siam."

AUSTRIAN SEEDS FOR JAPAN.—The first ship-load of agricultural implements and seeds forwarded from Austria to Japan having miscarried through the foundering of the ship, the Austrian Minister of Agriculture has just despatched a second cargo, containing duplicates of exactly the same articles. The Japanese commissioners in 1873 were very much impressed with what they saw of Austrian agriculture in and around Vienna, and showed themselves particularly anxious to secure the objects in question for their own country.

THE Queen has received through the Earl of Carnarvon, the War Club of King Thakombau, which was in former times the symbol of Sovereignty in the Fiji Islands, and which has now been presented to Her Majesty, by the King, in token of his dutiful allegiance.

THE NEW EMPEROR OF CHINA.

(ECHO UNIVERSEL—PARIS.)

Under the powerful hand of Prince Kung, during the twelve years of his Regency, the relations of China with the West developed to an extraordinary extent. Whether he liked foreigners, or only submitted to the inevitable, Prince Kung acknowledged their superiority, and knew how to turn it to account. He availed himself of their services in all the branches of administration and in the army. With their help he reorganised the Customs, restored the finances, acquired an ironclad fleet, created an army on European principles, bought Krupp guns in Germany, Armstrong guns in England, and Gatley mitrailleuses in America, established arsenals and manufactures for arms and ammunitions; rebuilt on a stronger scale the fortifications on the eastern coast, which Anglo-French allies had so easily overcome; in short, provided his country with such ready means of attack and defence that European Powers, in the event of a war, would find China a much more redoubtable foe than in 1860. As long as Prince Kung remained in power, or maintained his influence at the Imperial Court, no danger of a rupture between China and Europe seems to have been apprehended. It is true that some people with a long experience of Chinese temper and its power of dissimulation have expressed some doubts as to the sincerity of the professed feelings of Prince Kung towards foreigners; but the Americans, who know China well, and who publish every year, in their diplomatic correspondence, so many curious and valuable documents on that country, are so far from suspecting the good faith of Prince Kung that they are exerting all their influence at Peking to get him appointed Regent a second time. It is, moreover, a matter of notoriety that the opposition with which Prince Kung had to contend during the latter part of the last reign was owing to his foreign sympathies.

Now, as far as we can ascertain from the summary information conveyed to us by telegraph, the Government of China has just fallen into the hands of that same opposition. True, the new Emperor is a nephew of Prince Kung; but he is an infant, and his father, Prince Chun, or Tun, is known to be hostile to foreign influences. The leading Minister in the new Government is another notorious enemy to foreigners. It is Li-Hang-Chang, the most renowned of the Viceroys of those southern provinces, where Europeans come more frequently in contact with Chinese. He had a large part in the suppression of the Taeping rebellion. He has had frequent contests with Europeans, and always tried his best, or his worst, to dupe them. His energy and ability, as well as his dissimulation, are undoubted. We do not exaggerate when we say that, were the supreme power to remain in the hands of that Mandarine and of Prince Chun, at the exclusion of Prince Kung, a terrible and bloody conflict might break out at any moment between China and Europe. There can be no doubt whatever in the mind of any man who has given some attention to Chinese affairs during the last fifteen years that a word from Peking suffices to doom all the European residents, all over China, to indiscriminate slaughter. The Imperial Government need not even give orders to that effect. Let Governors and Viceroys only give the hint to their subordinates, and we may have to relate horrors of which the Tientsin massacres, and the last rising at Shanghai can hardly give an idea. Those fears may seem to be exaggerated; but the English, who have greater interests at stake in China, and better means of information than we have, are expressing similar apprehensions. We think that it is time to call the attention of European Governments to the gravity of the situation. We may see, by the diplomatic correspondence recently published at Washington, that the American Government is already alive to the danger that may result from the armaments of China.

THE PACIFIC MAIL COMPANY INVESTIGATION.

On the 22nd ult. the Committee of the House of Representatives proceeded with Mr. Irwin's examination, and he made some important statements which promise to result in the solution of a part of the mystery. In the first place, there were three hundred thousand dollars paid to Mr. Schumaker. Schumaker was employed by Irwin. He was to work for the Subsidy, and the whole of the three hundred thousand dollars was contingent upon the passage of the Bill. He was the man, apparently, who had the contract to pass the Bill through the House. Irwin gave no instructions to Schumaker what to do with the money. He gave it to him as his own, and Schumaker was at liberty to keep it or buy Congressmen with it, as he chose. Mr. Whiting was paid one hundred thousand dollars because of his personal relations to Senator Cole. Cole was bound to support the Bill as a Pacific Coast measure, but he had such a coolness toward the Company that unless something was done he was not likely to take the labouring oar in the Senate in favour of the Subsidy. On the 25th ult. the examination of Mr. Irwin was continued, but it threw no additional light upon the expenditure of the money by which the Subsidy was passed. So far as the testimony affected Schumaker, it tended to strengthen the conviction that he was employed to bribe and corrupt members of Congress. Irwin seems to have been very careful to avoid any knowledge of what Schumaker did to induce members to vote for the Subsidy. He says Schumaker wanted to get out of the business, but nobody could be found to replace him in the House. Irwin also showed that a larger sum than the $750,000 was expended by him, though the amounts do not yet appear very clearly stated. The examination of the 26th ult. brought out no new points of any special importance; only it elicited the statement that Mr. John Roach was in Washington during the discussion of the Subsidy question—a fact which seems to have slipped from Mr. Roach's memory when he was last heard from. Irwin says

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'Roach was working with me, but not under my orders," and he adds that Stockwell informed him that "Roach did everything to get the Subsidy through." All parties appear to have considered this as a very natural proceeding, since "Roach was to build the ships if the Subsidy passed."

By an almost unanimous vote (says the *New York Times*) the additional China Subsidy granted to the company by the now sufficiently notorious legislation of 1872 has been repealed by the House of Representatives. That is to say, the company retains the half million Sudsidy obtained for monthly China trips from Congress in 1865, but is likely to forfeit the extra half million granted in 1872, for the purpose of securing an extra line of iron-built American vessels, which were also to make monthly trips, and, together with the old line, to establish a semi-monthly mail service to China. The Senate's concurrence in the House resolution is hardly doubtful, any more than is the President's approval of it. The objection will be made by the company, and will, we suppose, be carried into the Court of Claims, that the repeal of the Subsidy involves an unconstitutional exercise of power, by impairing the validity of a contract. But there is the obvious reply ready, that fraud in the inception of a contract destroys its binding character, and we should imagine that the testimony taken by the Investigating Committee will be accepted as furnishing ample evidence of fraud. Moreover, the company failed to have their new iron steamers ready at the time agreed on, and apart from recent discoveries, that breach of contract would justify the Government in receding from their part of the bargain.

THE TEA TRADE.

Meetings have recently been held on what may be termed the "Weight Note Question." During the periods when heavy arrivals take place there is frequently great and unavoidable delay, owing to the impossibility of getting the numerous breaks of tea sorted and weighed, and there is no doubt the grievance to buyers has reached a point that it is imperative some measure should be adopted to relieve them. The wholesale dealers have submitted to importers a proposition that teas should not be offered for sale unless ready for delivery, with the option of throwing up such parcels at the end of seven days if the terms are not complied with. On the part of importers this latter clause is looked upon as dictatorial, and has led to open rupture. We, however, can see no objection whatever to importers declining to offer their produce until ready to be delivered, and this change might help to lessen the speculative nature of the business of importing. To saddle, however, the trade with further conditions must be deprecated by all; and as it is well known that wholesale dealers have also taken to importing, will such teas be subject to the terms that the trade demand, "Teas not to be offered (in the country) until ready for delivery?"

The following letters have appeared on the subject:—

"No one would suppose, from the manner in which the case is put before your readers, that it has been under friendly discussion between the importers and dealers for some weeks, and that, at least as regards the former, it is still *sub judice*.

"I claim permission, first, to say that the words 'the resolution (in question) has been come to as a means of bringing importers to a sense of their obligations,' conveys an impression absolutely erroneous as to the position of the importers.

"No one would suppose that the difficulty to be remedied lies not with the importer, but with the dock or warehouse keeper; and I think it is to be regretted that the good feeling which has so long subsisted between buyers and sellers should be jeopardised by groundless imputations.

"One other correction as to a matter of fact. You have been misinformed as to the terms of payment, which are, not 'three months after purchase,' but three months and some days in every case, up to three months and a half, for teas sold immediately on arrival.

"Now as to the question at issue.

"At a meeting of dealers in tea, resolutions were passed altering the conditions of sale, which were communicated to the importers, by whom they were discussed. An unanimous opinion was expressed that it would be impossible to conduct the trade upon such terms, and the direction in which, in their opinon, a remedy for the complaints might be found, was pointed out.

"A conference was held between committees of importers and dealers, at which the committee of the latter informed the former that they had no power to do more than request an answer yes or no to the resolution of the dealers.

"In reply, the dealers were informed that one at least of their resolutions was, on the face of it, impossible to be enforced. A copy of the resolutions of the importers was handed over and the Conference separated.

"Thereupon, it would seem, the dealers met, and, ignoring the suggestion of the importers, passed the resolution published by you.

"In regard to that resolution I will only say that, without questioning the right of any individual to refrain from buying, unless he can do so upon any terms he pleases to lay down, the importers being of opinion that any action tending to lengthen the terms of payment, or to afford ground for disputes, would be seriously prejudicial to the whole trade, I cannot think it probable that a contract so likely to contribute both to the one and the other, and, moreover, so one-sided, is likely to find general acceptance.—I am, Sir, your obedient servant,

"A MEMBER OF THE COMMITTEE OF IMPORTERS."

"Sir,—As one of the deputation appointed to confer with the Tea Importers, I beg permission to reply to the letter of 'A Member of the Committee of Importers' in to-day's Money Article, the entire bearing of which I repudiate.

"Clause 3 ignores the responsibility of the seller to be in a position to deliver goods he has sold, and attempts to transfer it to the warehouse-keeper whom he employs to house his produce.

"Any one unacquainted with the conditions of sale in Mincing-lane, on reading Clause 4, would infer that buyers receive nearly four months' credit, whereas, as a matter of fact, the terms of all tea contracts are cash before delivery and payment in full at the end of three months' prompt, whether the produce is delivered or not, and which, owing to buyers very often not being able to obtain delivery for three to four weeks, means payment on a fixed day, delivery at the convenience of the seller—a one-sided and unbusiness like mode of trading, often resulting in serious loss to the buyer, from his inability to fulfil his contract with his buyers. True, an extension of one, and, at times, two weeks, is conceded for inability to deliver at date of sale; but it is this extension that buyers seek to have cancelled in favour of the preferable course of importers not offering produce for sale until in a position to deliver within seven days from date of contract.

"It is this resolution as to which your correspondent informs you it was the unanimous opinion of importers that it would be impossible to conduct their trade upon such terms.

"The last clause leads to the inference that buyers seek to lengthen the terms of payment; this is ungenerous, no such idea having entered into the minds of buyers.

"No one can regret more than myself even the temporary rupture of our usual harmony in carrying on our commercial transactions; but, after four months' negotiations, no other course is open to us than the one we have adopted.—Your obedient servant,

"ARTHUR STEARNS."

The following letter is from a Tea Broker:—"Latterly there has been too good reason for the present complaints on the part of the trade. Competition between the docks and the wharves has reduced the remuneration of merchants to such a point that at the present moment I understand business is being conducted at an absolute loss. No wonder then, while this unhealthy competition lasts, tardy and slovenly work is the result. But beyond all this to induce merchants to warehouse at the discharging dock, no facilities are given to, if, indeed, actual difficulties are not thrown in the way of, the wharfingers by the dock companies. I think it behoves merchants to see that their goods are worked with more despatch and within a reasonable time. The steamers carrying for our trade carry on an average 50,000 packages, different marks, varying from 50 packages up to 1,000 packages each. A fair delivery then, we would suggest, would be half the parcel within eight days and the remainder within fourteen days."

Monetary and Commercial.

Little has occurred in the Manchester Market calling for special notice. The business has been on a very quiet scale all through. Here and there more enquiry has appeared, but the orders actually given out have been small. On the other hand, producers, generally speaking, hold firmly for their quotations, and no alteration is to be noted in the prices of either goods or yarns.

Subscriptions are invited for a City of Bucharest Loan for £384,000, in bonds of £100 each, issued at the price of £86 10s., bearing 7 per cent. interest, and redeemable at par by an accumulating sinking fund in thirty years. The service of the loan is secured on the municipal revenues, and, in addition, by a special guarantee of the unencumbered balance of the octroi duties; and the Bank of Roumania, in Bucharest, will receive the payments from the Municipality, and transmit the amount required to its London agency.

The appointment of Mr. Rowett, late partner in the firm of Holliday, Wise, and Co., and a member of the Legislative Council of Hong Kong, to an Inspectorship in the Hong Kong and Shanghai Bank, has, we understand, been withdrawn by the directors.

Messrs. J. S. Morgan and Co. will receive subscriptions for £460,000 sterling gold Six per Cent. Mortgage Bonds of the United New Jersey Railroad and Canal Company, bearing interest from the 1st March next. The price is par, or £200 per bond of $1,000.

The general meeting of the Home and Colonial Marine Insurance Company (Limited) was held on the 10th inst.; Mr. James Anderson (Anderson, Anderson, and Co.) in the chair.

The report stated that "the underwriting account for 1872, now closed, shows a net loss of £20,324. There still stands at the credit of 1873 account, after the deduction of expenses, £10,395. The net premiums for 1874 amount to £151,185, and the losses and claims paid on account of the same to £81,940. The directors do not recommend any further payment of dividend for 1874 beyond that already made in July last."

The report and accounts were adopted, and the retiring directors and auditors were re-elected.

The sixth annual meeting of the shareholders of the Thetis Marine Insurance Company has been held.

The Chairman said the position of the company was to be looked at from two points of view—first, with regard to their position towards their own shareholders; secondly, towards the public. Taking the last first, and comparing the position with this time last year it would be found that the amount uncalled and in the till was then £201,000, as against outstanding liabilities to the extent of £2,600,000, whilst at the end of December last the cash, &c., was £123,000, against liabilities of £772,000, a proportion which was now about twice as favourable, whilst the outstanding liabilities were of a much better class. If they looked to the accounts they would find that the rate of premiums was lowered, which meant that they had been taking a better class of risk, or, at all

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events, one better suited to them. In the same way they would also find, with regard to the amount run off, which also showed the nature of the risk, that it was larger in proportion. Since the end of December 50 per cent. of the liabilities had run off.

After some little discussion the report was unanimously adopted.

At the meeting of the Credit Foncier of England (Limited), the directors' report, which recommended a dividend for the half-year at the rate of 5 per cent. per annum, was adopted.

The creditors of the Joint National Agency, Limited, and of Messrs. Bowles Brothers are offered bonds for full amount of claims, by instalments extending over ten years, with interest at 4 per cent.

In a case brought before Judge Fancher, in the Court of Arbitration, New York, for a claim of freight on tea from Japan, per *Pleiades*, owing to some dispute as to measurement, the Judge gave an award that the plaintiffs were not entitled to recover any additional freight on the teas in question beyond the amount specified in the bills of lading.

The Great Northern Telegraph Company's traffic receipts for the month of January were :—This year, f.265,751 ; last year, f.324,466.

During the week ending on the 6th inst. orders were issued by the Customs for the delivery of 3,705,875lb. of tea from the bonded warehouses in London. Of this quantity 2,179,662lb. were for home consumption, 547,660lb. for exportation, and 974,133lb. for removal coastwise to various outports, of which 179,175lb. were for immediate exportation. The total quantity delivered was greater by 344,463lb. than that delivered during the previous week. The tea duty last week paid in London amounted to £54,491 11s.

Messrs. Birley and Co., of Hong Kong, announce that Mr. Henry Liston Dalrymple and Mr. John Gordon Talbot Hassell have been admitted partners in their firm.

A sum of £98,000 in Japanese gold, brought by the last Southampton mail steamer, has been disposed of for Paris.

The market for Bar Silver is quiet at the last quotation of 57½d. per oz. ; the demand being chiefly for Spain. Mexican Dollars have realised 56⅜d., showing no change in price.

The amount of bullion by the P. and O. Company's steamer *Surat*, from Southampton on the 11th inst. was—in gold, to Galle, £1,990 ; in silver, to Bombay, £25,000 ; to Penang, £45,500 ; to Hong Kong, £6,560 ; to Hobson's Bay, £525 ; total in gold, £1,990 ; in silver, £77,585.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns have been issued for the month of January, showing a further large falling off in the exports of British and Irish produce. The exports for the month represented a total value of £16,986,760, against £19,472,467 in 1874, and £20,298,547 in 1873, the decrease on last year's amount being 12½ per cent. The total imports, on the other hand, were valued at £32,375,675, being an increase of 3½ per cent. upon the corresponding month of last year, when the total amount was £31,274,404, against £27,397,673 in 1873. Among the exports, cotton yarn has decreased about 9 per cent. in quantity, but as much as 22 per cent. in value ; cotton piece goods 6¾ per cent. in quantity, and 11 per cent. in value ; linen yarn decreased 24½ per cent. in quantity, and about the same in value ; linen piece goods show no material change, either in quantity or value ; woollen yarn decreased 25 per cent. in quantity, and 18 per cent. in value ; woollen cloths increased 14 per cent. in quantity, and about the same in value ; worsted stuffs decreased 9 per cent. in quantity, and 12½ per cent. in value ; iron and steel increased about 3 per cent. in quantity, but the value has decreased 12 per cent.; and coal, &c., decreased 14 per cent. in quantity, but as much as 38 per cent. in value. Among the imports, wheat has decreased 28¾ per cent. in quantity, and 46½ per cent. in value, viz., £1,355,868 in value, as against £2,536,275 in 1874 ; raw cotton shows an increase of 17⅜ per cent. in quantity, and 11 per cent. in value ; flax a decrease of 24 per cent. in quantity, and 19½ per cent. in value ; raw silk a decrease of 21½ per cent. in quantity, and 40¾ per cent. in value ; wool a decrease of 16 per cent. in quantity, and 14 per cent. in value. The imports of tea show the large increase of 164 per cent. in value, with a corresponding increase in quantity, but this is a wide variation incidental to the monthly comparison of such articles, and the quantity for home consumption, which is the better test, has only increased about 6½ per cent. In coffee there is a similar increase of 118 per cent. in quantity, and 88 per cent. in value, but the increase in the quantity entered for home consumption is about 11½ per cent. The most important fact as regards the imports thus continues to be the large decrease in the imports of wheat both in quantity and value ; and as regards nearly every item of the exports, although there is an important decrease in quantities, the decrease in values is considerably larger.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st Jan. 1873.	1874.	1875.
China and Hong Kong	lbs.	610,530	1,413,800	1,168,100
Japan	„	283,610	903,200	1,286,500
Straits Settlements	„	121,610	161,700	130,100
Ceylon	„	38,900	14,400	23,700

COTTON MANUFACTURES.

To		For the Month ended 31st Jan. 1873.	1874.	1875.
China and Hong Kong	yds.	33,114,400	48,733,840	31,738,900
Japan	„	1,374,400	5,640,400	5,220,000
Philippine Islands	„	242,300	423,940	2,460,900
Java	„	182,000	2,770,200	4,013,600
Straits Settlements	„	3,618,700	7,106,900	2,262,300
Ceylon	„	3,131,900	3,291,300	3,250,600

WORSTED STUFFS.

To		For the Month ended 31st Jan. 1873.	1874.	1875.
China and Hong Kong	yds.	1,569,760	1,049,240	1,179,300
Japan	„	121,370	117,150	778,500

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st Jan. 1873.	1874.	1875.
China and Hong Kong	yds.	216,760	85,840	135,900
Japan	„	30,130	—	5,800

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and twelve months ended Dec. 31, 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 31st Dec. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£1,290,153	£919,276	£1,104,556
Hong Kong	800,755	787,560	856,450
Japan	382,333	352,670	393,143
Straits Settlements	625,095	506,425	610,923
Ceylon	278,380	290,573	294,917
Philippine Islands	97,888	119,902	134,813
Java	164,777	168,843	300,605
Siam	3,338	2,209	—
Cochin-China	2,565	66	35
Borneo	—	—	15

To	For the Twelve Months ended 31st Dec. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£6,624,511	£4,882,701	£4,740,939
Hong Kong	2,872,673	3,411,968	3,653,299
Japan	1,961,327	1,680,017	1,283,079
Straits Settlements	2,420,072	2,105,223	2,700,282
Ceylon	1,017,753	1,052,072	1,148,307
Philippine Islands	393,142	428,145	457,728
Java	743,428	727,365	1,210,492
Siam	26,399	30,895	27,541
Borneo	—	—	15
Cochin-China	2,851	66	35

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and twelve months ended 31st Dec., 1874, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 31st Dec. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£4,327,097	£4,917,301	£3,656,839
Macao	88,071	—	9,406
Hong Kong	296,992	266,763	210,846
Japan	61,624	115,994	48,619
Straits Settlements	862,495	1,064,431	782,839
Ceylon	731,627	762,098	677,126
Philippine Islands	445,540	298,656	271,105
Java	238,867	51,977	118,496
Siam	54,079	27,263	—
Borneo	18,305	26,355	4,880
Cochin-China	—	17,000	4,240

From	For the Twelve Months ended 31st Dec. 1872.	1873.	1874.
China (exclusive of Hong Kong and Macao)	£13,246,042	£12,454,234	£11,169,810
Hong Kong	940,922	783,457	746,019
Macao	208,284	66,226	45,429
Japan	184,342	561,390	578,098
Straits Settlements	3,505,114	3,464,279	2,611,064
Ceylon	3,163,153	4,331,006	3,652,323
Philippine Islands	1,376,085	1,420,009	1,479,677
Java	733,281	436,163	1,308,860
Siam	66,714	31,496	—
Borneo	57,365	56,566	57,820
Cochin-China	8,640	17,000	29,509

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ARTICLES OF IMPORT.

TEA.

Beyond the public auctions there has been little passing during the past week, the only feature of interest being the extraordinary increase in the deliveries, which must tell in favour of importers during the next few months. The following figures give the position to 30th June next:—

Stock in United Kingdom on 31st Jan., including all arrivals to date...	103,000,000
Cargoes afloat	17,000,000
To arrive of new Tayshan leaf and Indian tea—a liberal estimate	10,000,000
	130,000,000
Deliveries at 15,000,000 per month	75,000,000
Stock on July 1, 1875	65,000,000

Messrs. Capel and Co.'s Circular says:—Our market during the past week has been exceedingly quiet; the amount of business by private contract being smaller than ever known at this period of the year. At public auction the quantity offered has also been moderate, consisting mostly of Scented Teas, which have again ruled rather easier. Prices for Congous show but little if any alteration. *Congous.*—Red-leaf kinds: Siftings meet with a fair demand at about previous prices. Broken-leaf with good quality have also been saleable. Common to fair common sell cheaply at public sale; privately but little has been done. Fair to good Kaisows show no alteration; in fine to finest there has been but little done. Pak Lin kinds remain without change. Black-leaf kinds: Common have sold at public sale without change in prices. Fair to good medium sell only slowly at previous rates. Good to fine meet with a moderate demand, finest showing no change. New-make Canton kinds: The few sales made have been at former prices. Oolongs: Some sales under the hammer show a decline of ½d. to 1d. per lb. for fair to good qualities. Souchongs have been dull of sale, but there is no quotable alteration in prices. *Scented Teas.*—Canton kinds of Caper have been offered freely at public sale, old season's selling at 7½d. to 9d. for common to fair, new at 8½d. to 9¾d. per lb. for common, and 10½d. to 1s. 0½d. for fair to good, being again rather lower prices. Orange Pekoes sold at 9d. to 9½d. for common, and 1s. 2d. per lb. for good kinds. Privately, the finer kinds of long-leaf have been saleable. Foo Chow kinds: Capers remain dull of sale. Orange Pekoes sell slowly, even at the low prices current for common kinds. *Green Teas.*—The market shows but little change, but prices of fine Moyune Gunpowder were rather cheaper. Young Hysons maintain the recent advance. Ping Suey kinds also maintain the late improvement.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows on the Silk Market:—

There is nothing new in Silk; a steady business is doing for consumption in Chinas at firm prices. The public sales advertised to commence on 23rd inst. will contain a considerable quantity of Silk "without reserve," among which will be some large parcels of Bengal filatures. Deliveries continue satisfactory, being from 1st to 11th inst.:—China 1,433, Canton 168, Japan 179, Bengal 88 bales. Total, 1,868 bales.

Messrs. Arles, Dufour, and Co.'s Lyons Circular says:—China Silk has again attracted the chief attention. Important contracts in Trams to arrive and for remote dates have been made between throwsters and manufacturers. For a long time past consumption had not been so favourable to Chinas. The demand bearing almost exclusively upon medium sorts, corresponding grades of raws, Tsatlee 4 and 4½, have been dealt in freely both on the spot and to arrive; prices have gained fresh firmness, and privileged chops realised an advance of from f.2 to f.3 upon quotations of September.

CHINA MATTING.—In auction, 150 rolls were offered, and a few lots sold at 40s. to 44s. 6d. for 4 by 4.

GALLS.—Early in the week 351 cases 2 bags China sold with a steady demand at 52s. 6d. to 53s., a lot or two at 55s. per cent. The price has since declined 2s. per cwt., 398 bags selling at 51s. 6d., with one lot at 52s.

HEMP.—The market has been very quiet, but no further decline in prices is reported.

PEPPER.—The auctions have evidenced a dull flat market for both Black and White. Of the former 1,110 bags Penang sold at 1-16d. to ⅛d. decline, viz., 5⅝d., with occasionally 5¾d. to cut in; 453 bags of this import were bought in, as also were 408 bags Singapore and 959 bags Siam. *White* has met no demand, and 618 bags Singapore were retired at 8d. to 8⅛d. per lb.

SUGAR.—The market has continued very quiet during the week, and prices have shown a declining tendency. Very few transactions are reported. The sales of East Indian kinds have been:—On the 5th inst. 507 baskets low date Penang sold after the auction on private terms; 1,896 bags were withdrawn. On the 9th 6,107 bags new landed unclayed Ilo Ilo taken out at 16s., and 985 baskets date Penang at 15s. 6d. to 16s. the cargo of Java, per Cedric, 2,000 baskets No. 16½, sold for Bristol at 25s. 9d.

TAPIOCA.—At the auctions 1,093 bags flake chiefly bought in, Penang at 3d. to 3½d.; a small quantity Singapore sold at 2½d., and 290 bags damaged Penang at 1⅞d. to 2⅛d. per lb.; of 358 bags Flour, a few lots sold at 2¼d.; 238 bags Pearl chiefly sold, fine large and medium at 21s., dull bullets at 20s. per cwt.

STICKLAC.—Sixty-four cases good but rather woody Siam were bought in at 105s. per cwt.

TOBACCO.—In public sale Thursday of 893 bales China a large portion sold, 4½d. to 8d.; 392 ditto damaged sold, 3d. to 6¾d. A good portion of 269 bales Japan realised 5½d. to 7¾d., a small portion 8d. to 8¾d.; 85 bales ditto damaged, 3¼d. to 6¼d.

TIN is again weaker, forward sales having been made at £90. Straits on the spot is quoted £91. Banca £98, Billiton, £93 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 4	Cedric	Mulham	Batavia	Falmouth
	Prince Rupert	Wade	Rangoon, for London	Off Queenstown
Jan. 23	Juan F. Pearson	Le Bœuf	Hong Kong	New York
	Rifleman	Bishop	Do.	Do.
23	Calcutta	Tanton	Ilo Ilo	Boston
Feb. 3	United Service (s.)	Strathendorff	Singapore	Glasgow
5	Luzon	Scarlett	Singapore and Penang	London
5	Beautiful Star	Bilton	Canton, &c.	Do.
5	Pride of the Ocean	Welsh	Java	Deal
4	Maria Elisa	Vandawisen	Sourabaya	Portsmouth
5	Sharperton	Dunn	Do.	Falmouth
5	Sampo	Stenman	Macassar	Liverpool
5	Elizabeth Childs	Lindeburg	Java	Queenstown
3	Golden City	Owens	Batavia	Texel
	Castine	Wilson	Sourabaya	Boston
4	Lanercost	Bloomfield	Ilo Ilo	Queenstown
6	Walls Castle	Brown	Bassein	Deal
6	Indus	Cockerell	Pasaroeang	Falmouth
6	Belle Alliance	Howatt	Sourabaya	Clyde
7	Agamemnon (s.)	Thomson	China, Singapore, &c.	London
7	Mathew Cay (s.)	Bradley	Colombo	Deal
7	Peveril of the Peak	Nichols	Do.	Do.
6	Duke of Richmond	Brander	Batavia	Falmouth
6	Maria	Goturzo	Rangoon	Do.
6	Bertie	LeCouteur	Singapore	Liverpool
8	Sea Gull (s.)	Ridge	Foochow & Singapore	London
8	Frances	Hill	Colombo, &c.	Do.
7	Hope	Boulton	Penang	Off St. Cath.'s Pn
8	Warden Law	Johnstone	Singapore	Off Queenstown
9	Robert Morrison	Davis	Do.	Deal
	Johanna Maria	—	Batavia	Off Dungeness
	Persia	—	Rangoon, for Rotdam.	Do.
	Verena	Simpson	Manila	Plymouth
8	Contest	James	Maulmain	Sunderland
8	Tromp (s.)	Harms	Batavia	Flushing
Jan. 9	Commercant	Chaumur	Saigon	Monte Video
13	Aristide	Briand	Do.	Rio Janeiro
Feb. 8	Don Quixote	Penhallow	Manila	New York
8	Dover Castle	Culbert	Do.	Do.
8	Westminster	Gross	Do.	Do.
9	Johannaen Willem	—	Java, for Amsterdam	Off Dungeness
	Philips v. Marnix	—	Batavia for Rotterdm.	Off Seaford
10	Akbar	Clark	Singapore	Liverpool
6	Noordzee Kanaal	Bron	Batavia	Texel
6	Jupiter	Stokhuyzen	Do.	Do.
Jan 29	Western Chief	Hill	Singapore	Boston
30	Vice-Admi. Tegethoff	Tomich	Batavia	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 4	Enrico Dandolo	Alberto	Singapore	Cardiff
3	John George	Parren	Do.	Sunderland
2	Olympia (s.)	Paulsen	Shanghai, &c.	Hamburg
3	Fyen (s.)	Holm	Singapore	Antwerp
5	W. H. Atkinson (s.)	Harland	Colombo, &c., via S.C.	London
4	Kataia	—	Java	Shields
6	Viceroy (s.)	Murdoch	Colombo, &c., via S.C.	London
6	Virginia	Meletich	Hong Kong	Cardiff
6	Wien Hohenfeldt	Schutze	Batavia	Liverpool*
	Silurian	—	Hong Kong	Newcastle
6	Tarquin	Wriedt	Anjer	Liverpool
8	Venice (s.)	Watson	Peng., Sing., China &c	London
7	Ella	—	Hong Kong	Falmouth
6	County of Argyle	Craig	Batavia and Sourabaya	Glasgow
6	Viking (s.)	Tannock	Singp., Hg. Kong, &c.	Do.
6	Cornelia	Leclerq	Batavia	Brouwershaven
8	Clarnium (s.)	—	Hong Kong	Shields
8	Equator	—	Batavia	Newcastle
5	Kolga	Kiolseth	Hong Kong	Hamburg
7	Amstelstroom	Appel	Sourabaya	Texel
Jan. 29	Uhraine	Melcher	Yokohama	New York

* Foundered, see "Casualties."

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Africa, Viking. For Penang, Singapore, Hong Kong, and Shanghai: Ægean, Craigforth, Devonhurst. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff, Russia. For Singapore, Hong Kong, and Shanghai: Glenfalloch, Gordon Castle. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cheviot. For Colombo, &c.: Eldorado, South Tyne, Duke of Buccleuch, Chiswick, Khandalla.

SAILING VESSELS.—For Yokohama: Sumida. For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Hong Kong: Golden Spur, Kaisow, Hervataka, Melbrek. For Shanghai: James Shepherd, Undine, Lauderdale, Eliza Shaw, Elmstone. For Bangkok: Ellen Rickmers. For Batavia, Samarang, and Sourabaya: Dr. Merzger. For Penang: Bristow, Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Deucalion (str.), Nestor (str.), Glaucus (str.). For Shanghai (via Cardiff): Challenge. For Hong Kong: Queen of the Seas. For Batavia and Sourabaya: Argo. For Batavia, Sourabaya, and Samarang: Mindin. For Amboyna and Batavia: Lorinda, Barstel. For Batavia and Sourabaya: Doris Eckhoff. For Singapore: Sea. For Singapore and Manila: Aurrera (str.). For Macassar and Batavia: Beatrice Havener.

At GLASGOW.—For Singapore and Shanghai: Rajanattianuhar. For Batavia and Sourabaya: Salak (str.). For Singapore and Penang: Antipodes. For Singapore, Birdston, Viceroy.

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SPOKEN.

ZEHLIMA, London to Penang, 14 miles W. by S. of the Lizard.
IVALO (Russ. barq.), Cardiff to Singapore, Dec. 22, 24 S., 25 W.
INDIAN EMPIRE, Cardiff to Japan, Dec. 26, 21 S., 28 W.
LADY CECILIA, Newcastle to Singapore, Nov. 16, 5 N., 25 W.
CHITTAGONG, Sunderland to Colombo, Nov. 30, 40 S., 33 E.
JAMES JOHNSTONE, Sourabaya to Falmouth, Dec. 26, 12 S., 10 W.
BOLDON, of Sunderland, Liverpool to Singapore, Dec. 31, 10 S., 11 W.
P.G.J.M. (perhaps P.G.D.M. Johanna Margaretha), Batavia to Rotterdam, Jan. 21, 31 N., 36 W.
MOSS GLEN, Sourabaya to Falmouth, Jan. 6, 2 N., 23 W.
E.P.S.T. (?), Glasgow to Java, Jan. 7, 3 N., 23 W.
MOONLIGHT, Cardiff to Batavia, 2 N., 30 W.
ANNIE CHESHYRE (of Lpl.), Antwerp to Hong Kong, Jan. 30, 47 N., 14 W.
MIN (barq.), Ln. to Hg. Kg., Feb. 1, 44 N., 14 W., 3 wks. out from I.W.
ASTRACAN (ship), Liverpool to Singapore, Dec. 20, 49 S. 29 W.
P.H.J.Q. (D. s.), Sourabaya to London, 64 days out, Jan. 20, 20 S., 1 W.
RALTSON, Sourabaya to Queenstown, 72 days out, Dec. 29, 34 S. 27 E.
ST. HELENS (barq.), Samarang to Falmouth, Jan. 18, off St. Helena.
HOPEWELL (bq.), Hg. Kg. to New York, 61 days out, Jan. 8, 35 S., 18 E.
JAVA (D. ship), Sourabaya to London, 64 days out, Jan. 20, 20 S., 1 W.
MESSENGER (ship), New York to Shanghai, Jan. 4, 23 N., 36 W.

FREIGHTS AND CHARTERS.

Rates of freight for steamers on the berth show a decline upon our last quotations. Coal rates are firm, and rule as under.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 70s. weight, 65s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 45s. weight, 37s. 6d. meast. To Hong Kong: 45s. weight, 37s. 6d. meast. To Singapore: 45s. weight, 37s. 6d. meast. To Penang: 45s. weight, 37s. 6d. meast. To Colombo: 35s. weight or meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 35s. meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 40s. weight, 25s. meast. To Hong Kong: 40s. weight, 25s. meast. To Singapore: 25s. weight, 22s. 6d. to 25s. meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £37. To Shanghai: £35. To Hong Kong: £26 to £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: £33. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. to 24s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

The Dahlia (str.), Crawford, from Batavia to Nieuwe Diep, put into Malta Jan. 31, with boilers reported leaky and requiring repairs to machinery.

The Wien Hohenfeldt, Liverpool to Java, foundered after collision with the Magnet (str.), off Port Lynas.

A telegram dated Shanghai, Feb. 4, says:—The German barque Progress has been wrecked on the Pescadores Islands. The captain and three of the crew have arrived at Swatow. One of her boats is missing.

MISCELLANEOUS.

At MALTA.—Feb. 8, Torrington (str.), Blacklin, from Rotterdam, for Java.

At PORT SAID.—Feb. 7, Cawdor Castle (str.), from Cardiff, for Singapore, &c.; 9, Duke of Sutherland (str.), from London, for Colombo, &c.

At SUEZ.—Feb. 3, Glenearn (str.), from Singapore.

At ST. HELENA.—Jan. 12, Liberal, Wierikx, from Batavia; 16, Professor Simon Thomas, Pot, from Macassar, both for Amsterdam; India (Russ. barq.), from Samarang, for Falmouth; Belle Justine, Amice, from Bangkok, for Marseilles; 19, Hoogly, Frost, from Manila, for Boston; 18, British Empire, Rowe, from Ilo Ilo.

The Annie Todd, from Manila to London, called at Cape Town, Dec. 25, to land her master, sick; Captain Webber, late of the Western Star (brig) was placed in charge to bring the vessel home, and she sailed on the 2nd January.

Off ST. HELENA, JAN. 17.—Star of China, from Zebu, for Liverpool.

At TABLE BAY.—Jan. 9, Vanadis, Carlstein, from Pasaroeang; 6, Claudine, Curtis, from Singapore; Wild Duck, Jones, sailed for Colombo.

At REUNION.—Dec. 22, Neree, Treal, sailed for Anjer.

At MAURITIUS.—Dec. 12, Mary M. Francis, from Cheribon, for Baltimore; 14, Egbert, Mills, sailed for Galle; 17, Regina Coeli, Messac, sailed for Galle; 26, Perthshire, Christie, sailed for Galle; 27, Henry Miller, Cumming, sailed for Galle.

MESSRS. DENNY AND CO., of Dumbarton, have in hand two screw steamers for the Chinese Navigation Company, intended for their local service, either sea or river work. They are 225 feet in length, 34 feet beam, and 21 feet in depth, with engines of 220-h.p. nominal. They are intended to work up to a high speed. The first one will, it is expected, be ready to launch in May, and the second in July. When ready they will load out from the Clyde for Shanghai, taking machinery and stores for the Chinese Government.

THE paddle wheel steamer built by Messrs. John Elder and Co., Clyde, for the Shanghai Steam Navigation Company, will shortly be put on board a vessel in pieces, and conveyed to Shanghai, there to be put together.

THE third steamer for the China Trans-Pacific Company building by Henderson, Coulbourn, and Co., Clyde, has been delayed in her launch by strikes.

THE str. *Sumida*, recently launched at Sunderland, and intended for local trade in Japan, had her trial-trip, and is now laid on the berth in London for Yokohama.

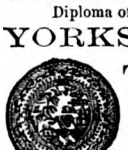
THE passage of the steamer *Hankow* outward to Shanghai we are informed, was forty-seven days' steaming, not fifty-five, as given in the report in the *North China Herald*.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

Diploma of Merit, Vienna Exhibition, 1873.
YORKSHIRE RELISH



THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

CHINA AMAH.

A LADY can recommend a CHINA AMAH to any one returning to a China or Straits port. She can speak English, and is a good sailor.

Address, B., *London and China Telegraph* office, 2, Cowper's-court, Cornhill, London, E.C.

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A YOUNG LADY, in her eighteenth year, is desirous of going to China or Calcutta. In return for her passage money, she is willing to devote her services to a Lady or Children.

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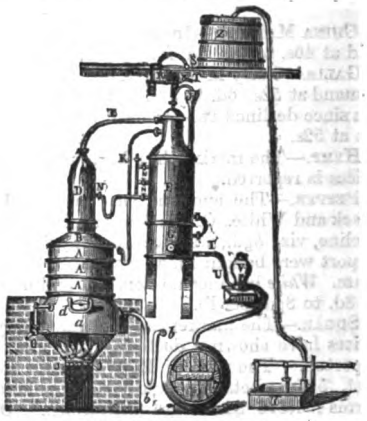
P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express*.

EGROT, Engineer,
23 RUE MATHIS, VILLETTE, PARIS.



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MEDALS AWARDED, LONDON EXHIBITION, 1862, PARIS EXHIBITION, 1867.

Special manufactory of alembiques for liquors, perfumes, and chemical products.

EGROT'S NEW DISTILLING APPARATUS for all descriptions of spirits. It has the advantage of being set up and put in action easily, being comparatively small, and in consequence less expensive in packing, &c.

PORTABLE PUMP, simple, easy to carry, and can be used in case of fire.

Orders through the China and Japan Agency.

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COMMISSION AGENT
SAN FRANCISCO.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
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MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

NERVA, MARCHAND, & Co.,

GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE

PARIS.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

GRATEFUL—COMFORTING.

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

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48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

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CLIFF PARADE, SOUTHEND.

Patron—The LORD BISHOP OF ROCHESTER.
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THE course of studies is comprehensive and suited to modern requirements. The premises are well arranged, and healthily situated facing the sea. Distance from London, one-and-a-half hours by rail. Terms, 45 to 50 guineas. Pupils staying during holidays are charged 1 guinea per week extra.

References permitted to Parents of pupils, the Clergy and to F. J. ANGIER, Esq., at the office of this paper.

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Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

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TABLE GLASS OF ALL KINDS.

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED on the Alster. A first-class House, at moderate prices.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

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PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

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STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Meikong	... Feb. 28	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh	... Mar. 14		
Djemnah	... Mar. 28		
Anadyr	... Apr. 11		

The Steamers of the 14th March, and 11th April connectat Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 28th February and 28th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C, and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Deccan ...	3,142	530	Feb. 18	Mediterranean, Aden, Bombay.
*Peshawur	3,781	600	Feb. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Delhi	3,178	400	Mar. 4	Mediterranean, Aden, Bombay.
Khedive ...	3,742	600	Mar. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Pekin	3,777	600	Mar. 18	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

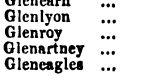
SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Feb. 18
Glengyle	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. Yokohma & Hankow ...	Viking, s.s....	A1 100	S.W.I.D.	Feb. 20
Do., except Yokohama	Tchihatchoff. s.s, ...	B in A1	S.W.I.D.	Feb. 27
Do.....	Russia. s.s.	A1 100	S.W.I.D.	March 8
Yoko.&Higo.	Flying Spur..	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HANKOW.—The magnificent, new, extra-powered steamer VIKING, A1, 100; last shipping day, 20th February. Passengers will be carried at moderate rates. The accommodation is supurb, replete with every comfort.

Apply to ROBERTSON and Co., No. 5, Newman's court, Cornhill, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	Feb. 23
Yokohama ...	Sumida, s.s.	100 A1	S.W.I.D.	Feb. 27
HongKong ...	Hervatska ...	A1 12 yr.	E.I.D.	To follow
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 23rd February, the splendid full powered screw steamer DEVONHURST, 100 A1, 1,065 tons register, 200-horse power nominal; J. McNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. To sail positively 27th Feb., full or not full.

FOR YOKOHAMA DIRECT, taking cargo for transhipment to Hiogo and Nagasaki, at through rates at shippers' risk, last shipping day 26th Feb., the splendid new full-powered screw steamer SUMIDA, 100 A1, 1,412 tons gross, 896 tons nett, 200-horse power nominal; A. R. BROWN, Commander; South West India Docks. This fine steamer has splendid accommodation for saloon passengers, replete with every comfort.

For Freight or Passage apply to ANDERSON, ANDERSON and Co., 1, Billiter-court, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	GoldnSpur	A1 14 yr.	657	W.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	To follow

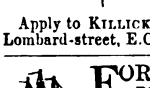
For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas.Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenfalloch, s.s. ...	2,126	M'Gregor, Gow, & Co.	Feb. 18
Viking, s.s.	1,932	Robertson & Co....	Feb. 20
Devonhurst, s.s. ...	1,065	Norris & Joyner ..	Feb. 23
Cheviot, s.s.	1,226	M,Gregor, Gow, & Co.	Feb. 27
Atma	523	Wright Bros. &Co.	Mar. —

LIVERPOOL.

Deucalion, s.s. ...	1,596	Alfred Holt ...	Feb. 25
Antenor, s.s. ...	1,601	„ „ ...	Mar. 11

GLASGOW.

Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Africa ...	95 A1	2279	V.L.D.	Feb. 24
Pen., Sing., Hg.K., and Shanghai ...	Craigforth... Tartar...	AA1 100 A1	1109 2255	V.L.D. V.L.D.	Mar. 5 Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 24th February.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 250-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander; Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's 2,255 tons gross register, will load in the Victoria Docks, and sail about March 15. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 51, Pall-mall, S.W.; and 109, Leadenhall-street, E.C., London.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Amoy	BROWN and Co.
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Shanghai	KELLY and Co.
Hankow	
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OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the Jerusalem).

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 599.] LONDON, MONDAY, FEB. 22, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 18.
JAPAN—Yokohama	Nov. 13	Jan. 1	Jan. 5
Yedo			
Osaka and Hiogo	—	—	Dec. 30
Hakodadi			
Nagasaki	—	—	„ 26
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 23
Chefoo	—	—	Jan. 3
New-chwang	—	—	Dec. 11
Hankow	—	—	„ 31
Kiu-kiang	—	—	„ 30
Chin-kiang			
Shanghai	„ 13	Dec. 28	Jan. 8
Ningpo	—	—	Dec. 31
Foochow	„ 13	„ 28	Jan. 10
Formosa	—	—	Dec. 29
Amoy	—	—	Jan. 11
Swatow	—	—	„ 13
Hong Kong	„ 27	Jan. 5	„ 14
Canton	—	—	„ 12
Macao	—	—	„ 13
PHILIPPINES—			
Manila	„ 20	Dec. 30	„ 7
COCHIN-CHINA			
Saigon	—	—	„ 18
SIAM — Bangkok	„ 27	Jan. 3	„ 15
BORNEO			
Labuan	—	—	„ 7
Sarawak	—	—	„ 11
JAVA — Batavia	Dec. 11	„ 14	„ 17
Samarang	—	—	„ 7
Sourabaya	—	—	„ 9
MALACCA STRAITS—			
Singapore	„ 18	„ 19	„ 21
Penang	„ 11	„ 9	„ 16
CEYLON—			
Galle	Jan. 1	„ 26	„ 27
Colombo	—	—	„ 25

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 18th inst., four days early. The next inward (P. and O.) mail, with advices Yokohama 12th, Shanghai 15th, Hong Kong 21st, Singapore 28th Jan., which is due, *via* Brindisi, on Monday next, the 1st proximo, will leave Suez to-day, being its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Anadyr*, arrived Feb. 16.—From Yokohama: Messrs. Mezza, Sigrist, Jullien, Aravandina. From Shanghai: Messrs. McKenzie, Maclean, Mesny, Berthet, Blarez, Loceiro, Mr. and Mrs. Maitland. From Hong Kong: The Hon. R. Rowatt, Mr. Buchan, Mrs. Harvey. From Saigon: Mr. and Mrs. Laconture, Mr. Biers. From Singapore: Le Comte de San Januario, Senor Carvalho, M. Mesnier. From Batavia: Messrs. Van Lear, Heynaard, Van Granan, Brinsma, Abraas, Heyleger, Verburgt, Diffinbach. From Galle: Mr. Leechman, Mr. and Mrs. Schultze.

PASSENGERS OUTWARD.

Per P. and O. steamer *Surat*, from Southampton, Feb. 11.—To Yokohama: Capt. and Mrs. McDonald and two children. To Shanghai: Mr. and Mrs. F. J. Pornett, two children, and one second-class passenger. To Hong Kong: Sub Lieut. Cameron, Surg. Major Ferguson, Mrs. Ferguson, and two children, Mr. D. R. Crawford. To Singapore: Mr. R. Tiede, Mr. Lott, Dr. Schuster, and two second-class passengers. To Singapore and back: Mr. Beasley. To Ceylon: Mr. W. Rogers and two second-class passengers. To Ceylon and back: Mr. Melelola and one second-class passenger.

Per P. and O. steamer *Baroda*, from Venice, Feb. 19.—To Hong Kong: Mr. and Mrs. Cardross Grant. To Singapore: Mr. R. B. Parr. To Ceylon and back: Dr. Vogel.

Per P. and O. steamer *Baroda*, from Brindisi, Feb. 22.—To Hong Kong: Mr. and Mrs. F. W. Mitchell. To Ceylon: Mr. Swan, Mr. J. M. Robertson, Jun., Mr. J. R. Hedges.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup, Mr. J. T. Griffin. To Singapore: Mr. and Mrs. Innes, Mr. A. McBean

Per P. and O. steamer *Lombardy*, from Venice, March 5.—To Ceylon: Mr. and Mrs. Duncan.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Hong Kong: Mr. W. Paterson. To Galle: Mr. Anthony Trollope.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Shanghai: Mr. O. Percival, Mr. P. M. Grant. To Hong Kong: Mrs. Maclean and party.

Per P. and O. steamer *Baroda*, from Brindisi, March 22.—To Shanghai: Mr. J. M Ringer. To Hong Kong: Mr. J. G. T. Hassell.

Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. Bu'ssonnet, Mr. Fergusson, Mr. Gordon, Mr. M. R. Mackellar, Mr. and Mrs. Jerdein, Mr. and Mrs. G. Allers, Dr. Falconer. To Hong Kong: Mr. Pinckvoss, Mr. Cartwright. To Saigon: Mr. Leger Mr. Amè. To Galle: Miss Holden.

Per French steamer *Sindh*, March 14.—To Shanghai: Mr. and Mrs. Evans, Mr. S. Marsh. To Hong Kong: Mr. W. M. Reeves. To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Tennant.

Per French steamer *Anadyr*, March 28.—To Shanghai: Mr. J. B. Johnson. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon. To Galle: Mr. George Hayes.

Per French steamer *Djemnah*, April 11.—To Saigon: Mrs. Langier and three children.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig..

To Batavia, per Nederland Company's steamer *Voorwarts*, from Nieuwdiep, Feb. 13.—Mr. Van Lansberge (Governor-General of Netherlands India) and wife, Mr. and Mrs. T. F. Levysohn, Mr. and Mrs. B. Japikse, Messrs. A. C. A. J. Morean, A. Stenvers, G. A. Hoogenstraaten, J. Schontendorp, Pzn., T. E. Scheltema, H. C. A. van Eldik Thieme, Mr. and Mrs. G A. de Lange and four children, Mrs. van der Werff, Mrs. Verbeek, Mr. and Mrs. C. J. W. Rynen and four children, Mrs. M. van den Bosch, Mr. and Mrs. Zeper and three children, Mrs. M. C. Huber Noordt Calkoen and child, Mrs. M. J. Hamaker, Messrs. C. A. van Sypenstein, W. Hamaker, T. C. Phillippeau, J. M. Abandenon, Mr. and Mrs. E. Bosch, Messrs. A. A. G. de Petit, J. R. J. P. Cambier, G. C. Mirandolle, Mrs. Bleckman, Mrs. C. P. Reckers, Mrs. J. B. Bode, Messrs. T. A. de Man, W. J. L. Wynand, S. van Hulstyn, J. J. Mees, L. E T. Vlierboom, W. Hiemstra, P. Dibbetz, M. R. E. Ahn, J. B. Verhez, A. H. W. de Gelder, W. L. G. T. P. Cramer von Baumgarten, G. A. Ramaer, G. T. F. Gaillard, T. P. Jonxis, H. C. de Vos, Praesteunck, T. T. Reekers, A. L. Dykman, A. H. Stadnitsky, H. W. Cowan, T. W. Stoutjesdyk, P. T. H. Campen, J. C. C. Six Dykstra, A. J. Beaudoux, T. Maeker, Fitter, Mrs. Francis, Mrs. Westerbeck, eleven subaltern officers.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

Considerable uneasiness has been felt throughout Peking during the past week, owing to the news that the Emperor has been attacked with small-pox. The disease declared itself on the 9th inst., the day of the Transit of Venus, and shortly afterwards was reported as having assumed a severe type. The *Peking Gazette* of the 14th contained the first public intimation of his Majesty's illness, in the shape of a decree appointing the seventh Prince, youngest of his Majesty's three uncles, to offer the winter solstice sacrifices at the Temple of Heaven.

The observations of the Transit on the 9th Dec. were very successfully made at the French, Russian, and American observatories. Although the morning proved cloudy, and the sun was at intervals obscured, the four important periods of contact were all successfully recorded. The French astronomers succeeded in taking nearly 150 perfect photographs. At the American observatory about 90 were secured. The Minister Chung How was present at the French Legation throughout the observations, in which he appeared to take great interest; and he invited the astronomers a day or two afterwards to visit the old Jesuit observatory, where he acted as cicerone to the interesting scientific relics which form one of the best known "sights" of Peking. A similar compliment was paid to the American astronomers.

It is reported that Li Tsung-shi, Viceroy of the Liang Kiang, has applied for leave to retire, owing to bad health. In the event of his request being granted, it is thought not improbable that he will be succeeded by Tseng Kin-tsuen, a younger brother of the late Tseng Kuo-fan. There seems to be a fatality connected with the post of Viceroy at Nanking; no one appears able to hold it long without being either murdered, dying, or falling sick.

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CHEFOO.

A correspondent writes from this port as follows :—

Father Christmas has come upon us in very genial guise, for the 25th Dec. was more like a fine spring day than such as is generally considered appropriate to his advent. As may be supposed, festivity has been the order of the season, and this year there has been no exception to the rule, when at the house of one of our leading merchants—a gentleman no less famed for his universal hospitality than for the splendour of his entertainments—we passed a most enjoyable evening. The guests were numerous, and the fun was kept up until an *early* hour, every one seeming loth to leave such pleasant quarters.

On the 25th, service was held for the first time in the new chapel, and was conducted by the Rev. Messrs. Greenwood and Scott, clergymen of the Church of England, in presence of the largest congregation we have ever seen in Chefoo. I believe this is the first Christmas service at this port which has been performed by ministers of that Church ; and everything that care and choral effect could do to make it complete was most thoroughly carried out. And here let me remark on the obligations under which the community are placed to the different members of the choir, and more especially to the ladies, who, sparing neither time nor trouble, rendered possible the production of the fine vocal and instrumental music with which we were favoured.

The chapel has been a long time in attaining completion, and that it has done so even now is mainly due to the great generosity of two gentlemen of this community, one of whom made a most munificent donation at the outset, while the other, besides subscribing liberally at first, eventually advanced the funds still wanting for the completion of the building. The edifice, without being possessed of marked architectural grandeur, yet presents an amount of chaste and symmetrical simplicity which justifies us in describing it as a pretty and tasteful structure, doing credit alike to the architect and the community. I am only echoing the general wish when I express the hope that ere long there will be sufficient money forthcoming to pay off the debt, and put up the remaining necessary fittings, for the perfect carrying out of the Church service.

H.I.G.M.S. *Arcona* is looked for daily from Nagasaki. She has gone there for the purpose of comparing and obtaining observations, with a view of fixing the position of Chefoo. It is said that she will make another trip to Japan and back before taking her final departure from our port. The astronomers are still very busy, and we hear they purpose remaining until the middle of February.

There is a great dearth of news at present, and we hear of nothing startling in the business world. There are a number of vessels in the harbour, a rather unusual circumstance at this time of the year. The *Bridgetown*, an English vessel, six months out from England, is daily looked for.

SHANGHAI.

The present mail brings advices from this port to the 7th January ; the French mail from London November 20 was received on the day this mail left. The following summary of news is from the *North China Herald* :—

The annual meeting of the Shanghai Chamber of Commerce has been held, R. I. Fearon, Esq., chairman, when the report and accounts were passed. The new Committee appointed are Messrs. W. Keswick, E. Cunningham, C. J. King, A. Hennequin, F. Nissen, M. Gubbay, F. H. Bell, J. A. Taylor, E. H. Lavers, and J. G. Purdon. The questions discussed were the compilation of Stocks of Imports, a proposal for the establishment of a Pilotage Board, Reuter's Telegrams and Transit dues.

The Chinese Imperial Loan, which we announced as forthcoming a few weeks since, has been advertised by the Hong Kong and Shanghai Bank. It is for £627,615 altogether, but the first issue is to be for £539,748 ; security, certain portions of the Imperial Foreign Maritime Customs Revenue, which have been assigned to the Bank in trust for the bondholders. Interest, 8 per cent. per annum ; 3-20ths of principal repayable in Foochow on 19th June, 1876 ; and 1-20th every six months till 1884. The issue price is 95 per cent. at exchange 4s. 1¼d. per dollar, or 5s. 7d. per tael—$462.94, or Tls. 340.30 per £100 bond.

The P.M.S.S. *China*, concerning the safety of which some rather disconcerting rumours were prevalent during last week, arrived safely at Yokohama on the 30th Dec. It will thus be seen that the *China* was a week overdue between San Francisco and Yokohama, a period sufficiently long in these times of successive disasters at sea to excite some degree of apprehension, although a considerable detention in crossing the Pacific at this season is by no means unusual.

A Notice to Mariners by the Engineer-in-Chief to the Customs intimates that the new first-order light on the N. E. Shantung Promontory is now in operation. It is elevated 200 feet above the level of the sea, and in clear weather the white light should be visible at a distance of twenty-one nautical miles.

Professor Young, of the American Transit of Venus party to Peking, has delivered a lecture on the Spectroscope and its contributions to Astronomical Science, in the Masonic Hall, which was fairly attended. It would have been better, however, had the front room, which was used on the occasion of the previous lecture of the course, been employed again, the acoustic properties of the large hall being unfavourable to public speaking. Professor Young gave an exhaustive and able exposition of his subject in simple but clear and forcible style, and illustrated it happily both in a verbal manner and by diagrams drawn on the blackboard. At the close a hearty vote of thanks was awarded the lecturer, on the motion of Dr. Macgowan, seconded by Mr. Forbes.

The Shanghai Temperance Society have received two valuable presents during the past week. The first is a handsome billiard table, from Captain Harmon, of the steamer *Hupeh ;* the second, a cheque for Tls. 100, from W. Mesney, Esq., of the Chinese Military service, stationed at Chen-too-foo, but at present residing at Hankow.

The text of the despatch by Mr. Seward, U.S. Consul-General, which was referred to in our notice last week of the Annual Report on the Commercial Relations between the United States and Foreign Nations for 1873, has been published. It is a thoughtful and suggestive review of the position of our relations with China, present and to some extent prospective, and as such it will be read with much interest.

Dividends have been notified for the half-year ending 31st Dec., by the following Companies :—Yangtsze Insurance Association, 7½ per cent.; Shanghai Steam Navigation Company, 3 per cent.; Shanghai Gas Company 5 per cent.¶

The hearing of the case of the French brig *St. Francois* against the steamer *Cawdor Castle* has been brought to a close before R. A. Mowat, Esq., sitting at Registrar, and Messrs. A. J. Little and M. Coryell, as Merchant Assessors. The owners of the brig were represented by Mr. Robinson, and those of the steamer by Mr. Wainewright. The Court and Assessors took time to consider their award.

At the Supreme Court, before Sir Edmund Hornby, Chief Judge, James Malone, late captain of the schooner *Alexandra*, sued Mr. Joseph Walton, the owner, for $264, balance of wages due, and $550 as per account stated, for disbursements, &c., and the cost of a passage from this port to Australia. Mr. Hannen appeared for the plaintiff, and Mr. Wainewright conducted the defendant's case :—

Mr. Hannen, in placing the case before his lordship, said the main facts to go upon were that the plaintiff was engaged by the defendant at Adelaide in May last year, and was subsequently made captain of the vessel at a salary of £15 per month. The ship was to go to Freemantle and Singapore, and back to the Colonies. The plaintiff was engaged for six months, and according to the terms of the articles to be discharged in the Australian Colonies. If he were discharged in a foreign port, then a passage was to be provided for him back to Australia. This was endorsed upon the articles. The other claim was for expenses incurred on shore, and for money paid by plaintiff on defendant's behalf. Plaintiff had been discharged at Shanghai after having fulfilled the terms of his agreement, but the defendant had refused to pay or provide him with a passage or refund the amounts he had disbursed. The case for the defence was that plaintiff was engaged by the defendant in the first instance as superintendent of riggers, while the vessel was on the slip at Adelaide, on the 23rd May, 1874, at the rate of £14 per month (captain's pay). On the 15th of June plaintiff's name was placed upon the register as captain at £15 per month. The ship went from Freemantle to Singapore, and on to Shanghai. Defendant always transacted all shore business, except entering and clearing the ship, shipping men, &c. Defendant, in giving evidence, also swore that his agents in Adelaide, Elder, Smith, and Co., had told him that an agreement had been signed by them in conjunction with Capt. Malone, but that the latter had since told him he had torn it up ; and again, that he (the defendant) had never seen the articless or the clause in writing providing for the plaintiff's passage home. He discharged the captain for personal reasons, and because he did not suit him, but not until after he had served his term of agreement, viz., six months. He had agreed that if the plaintiff was discharged within the six months from the date of signing articles, he would give him one month's pay and £10 towards his passage money.

After both counsel had addressed the Court on behalf of their respective clients, his Lordship reserved judgment.

The sum of $175 has been collected by the exertions of Captains Peters and Thomson, of the British ships *Inverness* and *Omba*, from some of the vessels in harbour, on behalf of the crew of the *Horatio*, who lost their property in the fire which destroyed that ship. The U.S. Consul, Mr. O. B. Bradford, has distributed the money in suitable proportions.

A seaman of the United States corvette *Kearsage* has been drowned under peculiar circumstances. The man was seen by a policeman on duty on the Bund coming from the direction of the French Settlement in a jinricksha. He got out when opposite Messrs. Russell and Co.'s, and walked along the jetty to the pontoon, followed by the jinricksha man. From words he overheard the constable walked along the jetty towards them, and suddenly hearing a plunge in the water, he hastened forward, and saw the seaman clinging to a cargo boat, the force of the current quickly dragging him under. The constable sprang on to the cargo boat, and tried to reach the poor fellow, but could not, for he soon disappeared, and was of course drowned. The constable got into a sampan and made a thorough search at the spot, but found only the unfortunate man's cap, which bore the badge of the *Kearsage*. At the U.S. Consulate, before Mr. Bradford, a de-

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position was made by the police constable, who, in addition to the facts mentioned above, said he saw no indication of drunkenness on the part of the deceased, and that the jinricksha coolie was not near him when he fell into the river.

A case of successful highway robbery has been reported at both the English and French police stations. It appears that a French gentleman while proceeding homewards along the French Bund from a party was violently assaulted by a Chinaman, who struck him a severe blow across the face with a bamboo, knocking him down. While he was on the ground, the thief robbed him of his watch, chain, and trinkets, valued at $42. The number of the watch is known, and this may possibly lead to identification and recovery. The unfortunate gentleman also had his hand much hurt in endeavouring to defend himself.

FOOCHOW.

The advices from this port extend to the 10th January. We extract the following items of intelligence from the *Foochow Herald*:—

The second section of the telegraph line to Amoy is now completed, and remains intact. We think that the company's agent—Mr. Henningsen—ought to be complimented upon having so far carried out the work entrusted to him—despite much underhand opposition. The Shanghai papers advise us of General Raasloff's departure for Peking. As his Excellency has been specially instructed, by the Danish Government to enforce the fulfilment of the alleged agreement between the Chinese Government and the Great Northern Telegraph Company, his advent will put matters in a clearer light. The country people are everywhere civil and friendly to the company's *employés*. It is satisfactory to know that the Tsung-li-Yamen have at last accorded permission to the Viceroy to give his official sanction to the work, if he approves of it. We trust that this is not a *ruse* to throw the responsibility of rejection on a subordinate officer.

With reference to the recent *Kwang-tung* junk collision case, we understand Captain Pitman gave notice of appeal against the judgment, but was informed that there was no appeal against the decision of the Court. It seems strange that when appeals are admitted against many of the highest tribunals of the land there should be no appeal against the judgment of a Mixed Court, with no one but Her Majesty's Consul and a Chinese Mandarin, neither of whom can have the slightest idea of navigation, sitting upon it. This is especially hard in a case where so large a sum of money is at stake.

M. Giquel has left this port for Takao, in order to confer with Commissioner Shen-Pao-Chen in regard to contemplated works at the Arsenal; also to superintend the mounting of the big guns—recently received from Europe,—on the newly-erected batteries in the neighbourhood of Takao and the Pescadores. We are informed that M. Segonzac—the sub-director—will shortly return from Formosa, to take charge of the Arsenal during the director's absence.

The steam-launch recently purchased by the Lekin officials is lying snugly at anchor in front of Messrs. John Forster and Co.'s hong, and, so far as we know, has been in the same comfortable position ever since she changed hands. It is possible that the high price of coal may have deterred the present owners from placing the craft on the active list.

Training for the race meeting next month is being pushed forward with much vigour. The ponies are looking well, and, taken altogether, are about the best lot ever seen on the Foochow course. There is said to be a lamentable dearth of jockeys, but we doubt not that recruits will be brought forward from Shanghai and Amoy.

We notice that the arsenal at Pagoda Anchorage has been walled in. No doubt this has been done with a view to concealing from the vulgar gaze the stupendous resources of that grand establishment for the useless expenditure of public money.

A fire has occurred in the city, near the south gate, but was fortunately extinguished before much damage was done.

HONG KONG.

Our advices by the present mail extend to the 15th January; no later mail from London had been received. The following items of news are from the *Hong Kong Daily Press*:—

The departure of that highly respected and deservedly esteemed servant of the Church, the Ven. Archdeacon Gray, M.A., for England from Canton, has led to the preparation of an address and testimonial of plate, which were presented at the Concordia Hall by the Church Committee of Shameem, on behalf of the subscribers. There were present on the occasion—Sir Brooke Robertson, C.B., H.B.M. Consul (in the chair), A. M. Gepp, Esq., R. Howie, Esq. (trustees of Christ Church, Canton), Revs. John Chalmers, M.A., Dr. Andrew Happer, &c., Messrs. Thomas, Kleinwächter, Crace, Brown, &c., in all about 120 ladies and gentlemen. It happened unfortunately, through various reasons, that many persons had no opportunity of participating in the subscription for that object at the time the list was closed in order to telegraph to London for the plate. For this reason, as well as because there have been additions to the residents in the meantime, it was especially fit that the whole community should unite in a collective farewell address to one who has lived and laboured in their midst for the long period of twenty-two years. Not only has the Venerable Archdeacon most acceptably discharged the duties pertaining to the incumbency of Christ Church, Canton, but he has also constantly conducted services at Whampoa on Sunday evenings, and during the period of hostilities, between 1856 and 1861, undertook extraordinary services at Hong Kong and Canton in connection with the army and navy. Feeling strongly that the close of such a career should be marked by the frank and cordial acknowledgment of those who have witnessed it, and that they should invite the sympathetic accord of those whose briefer residence precludes an adequate estimate of the value of such services, some of the older residents—the Rev. John Chalmers, M.A., the Rev. Dr. Andrew Happer, and Mr. Nye—set on foot a movement which resulted in the preparation of the address, which was signed by the gentlemen above-named and about ninety other Canton residents. It should be mentioned that the Church Committee also signed and participated in the address.

The Hon. R. Rowett leaves for Europe by the present mail. Mr. Rowett has, for the last four years, been connected with many important movements in the colony in his position of member of the Legislative Council, chairman (for some time) of the Hong Kong and Shanghai Bank, &c., and we are only expressing a general sentiment when we say that in his departure we are losing a most valuable public man. He has always manifested a desire to further the general good of the community, and has rendered valuable assistance in supporting measures to this end, ably and fearlessly, in the Council. We can ill afford at the present time to part with an unofficial member of Mr. Rowett's stamp, and it may be a long time before his seat is occupied by as faithful a public servant. During his residence in the colony he has made a large circle of friends, and both those who have known him in his private and public capacities unite in expressing regret at his departure.

The *Gazette* prints the subjoined despatch, received from the Earl of Carnarvon, conveying the expression of Her Majesty's sincere regret for the sufferings occasioned by the typhoon of 23rd September:—

SIR,—I submitted for the perusal of the Queen your despatches describing the violent hurricane of the 23rd September. In returning the despatches to me, Her Majesty has expressed to me her sincere regret for the sufferings which have been occasioned by this sad calamity. —I have, &c., CARNARVON.

Mr. Brereton, on the part of the Chinese Government, has appeared in the Police Court, to explain why the absconding witness in the *Spark* piracy tragedy did not appear to answer the charge brought against him. He said it was with no intention to evade the law. The fact was the defendant went on board H.I.C.M. gunboat *Ching-on*, and from over excitement in the case began to spit blood. The captain, who secured him in the sum of $400, took him to Canton, where he lived, for the purpose of getting medical advice. He would appear in Court as soon as he was able. He asked that the case might be remanded till the 18th Jan. His Worship expressed his pleasure at finding Mr. Brereton had ascertained the cause of the non-appearance of the man, and said he did not intend ordering that the $400 deposited in Court in lieu of security be forfeited till he got an explanation from him. He would, therefore, remand the case till the 18th.

A library of rare and valuable books has been submitted to public auction by Messrs. Lane, Crawford, and Co. It comprised works in general literature, history, law, theology, art, natural history, poetry, and fiction; and included, among others, a complete set of Audubon's "Birds of America," with 500 coloured plates, many choice books of engravings, Lodge's Portraits of 240 illustrious personages of English history, three sets of encyclopædias, Shaw's Zoology, in twenty-seven volumes, copiously illustrated; Campbell's "Lives of the Lord Chancellors;" Prescott's, Channing's, Macaulay's, Addison's, Bacon's, and Emerson's works.

H.M.S. *Iron Duke* left for England on the 13th Jan., and was saluted by the shore battery, by the French corvette *Montcalm*, the German frigate *Elisabeth*, the Austrian frigate *Friedrich*, and the Russian corvette *Ascold*, and she in turn re-saluted them all. The bands of each played national and appropriate airs, and hearty cheers were given on all the vessels. "Home, Sweet Home," was played on board the *Iron Duke* as she steamed away, and the rigging, yardarms and mastheads of the fleet were manned. A number of Chinese in the sampans joined in the salute with crackers.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 31st December, 1874, is published in Saturday's *Gazette*:—

Banks.	Average Amount.
Oriental Bank Corporation	$322,598
Chartered Mercantile Bank of India, London, and China	751,102
Chartered Bank of India, Australia, and China...	581,456
Hong Kong and Shanghai Banking Corporation	1,919,973
Total	$3,575,129

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Progress is being made in the raising of the sunken steamer *Leonor*. In fact, she is so far in shore that patches can now be made to enable her shortly to be pumped out and floated. Seventeen bodies have been recovered, of course unrecognisable after the time they have been under water.

(FROM OUR OWN CORRESPONDENT.)

JAN. 14.

There is a rumour afloat that the distillery works, which have been so great a cause of pain to many, may change hands. A well-known essence distiller of Singapore is said to be in treaty with the mortgagees, who have a lien on the works and plant. I have my own ideas on the subject. Under the present management, or as it is at present conducted, the affair can never pay, and I fear that it is possible the mortgagees, who are the virtual proprietors, may spoil their chance of getting rid of the concern by insisting upon terms too hard for the gentleman who is said to be in treaty with them.

The feeling of dissatisfaction with the condition of affairs of the Hong Kong and Shanghai Bank has not diminished. Mr. Rowett, the new temporary sub-manager in London, goes home by this mail to take up his appointment. The feeling of the public appears to be that though people are glad that the choice of the directors has not fallen upon a worse man than Mr. Rowett, yet that it is a pity that a person totally free from any conceivable suspicion of bias should not have been selected, especially in the present condition of the company. Mr. Rowett goes home by this mail, and takes with him the hearty goodwill of the community.

The captain and officers of the *Japan* have left for San Francisco in the *Alaska*.

Mr. Chatterton Wilcox arrived in the *Sarpedon*, and has assumed the editorship of the *Daily Press*.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 21st January. We regret that our usual files of newspapers, &c., have not come to hand.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales and Cases.
From June 1, 1874, to Jan. 6, 1875	76171481	58953955	930728	18721157	154777321	35210
From June 1, 1873, to Jan. 6, 1874	69298899	47654235	361183	14852490	131166837	39546

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1874, to Jan. 6, 1875	6328703 / 31751
Do. do. 1873, to Jan. 6, 1874	8325324 / 22058

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Jan. 6, 1875	41152839 / 4014
Do. do. 1873, to Jan. 6, 1874	35539328 / 3926

TO AUSTRALIA.

From June 1, 1874, to Jan. 6, 1875	14,934,541
Do. do. 1873, to Jan. 6, 1874	13,488,164

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	131,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continen

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Oct. 31 ...	Coulnakyle	Shanghai ..	756,208
Nov. 20 ...	Guinevere	,, ...	981,373
,, 27 ...	Cathaya	,, ...	862,059
,, 5 ...	Duke of Athol	Foochow ...	1,328,588
,, 25 ...	Harlaw	,, ...	1,136,900
,, 10 ...	Columbian (str.) ...	Canton ...	236,948
,, 13 ...	Falcon	,, ...	665,399
Dec. 28 ...	Matilda Atheling... ...	,, ...	386,512

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d.
Shanghai ,, ...	5s. 8¾d.	5s. 9¼d.	5s. 9¼d.
Canton ,, ...	4s. 2⅜d.	4s. 2⅜d.	4s. 2⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d.
Manila ,, ...	4s. 0¾d. to 4s. 1d.	4s. 1¼d. to 4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302¼	233
,, Hong Kong	26⅜ to 27⅛ dis.	—
Bar silver	Tls. 111.8.0	9½ prem.
Mexican dollars	,, 73.8.5	⅜ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, par.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 to 48 per cent. discount.
China Traders' Insurance Company, $350 premium.
Hotel Shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $25 premium ex interest.
Victoria Fire Insurance Company, $16 premium ex interest.
Indo-Chinese Sugar Company, $93 dis.
China Insurance Company, $185 per share ex interest.
Shanghai Steam Navigation Company, Tls. 78 per share ex div.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅛d., at Batavia F.11.67½, at Manila 4s. 1d., at Singapore, 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	144 ...	6 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	80 ...	4 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	5 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530	$58 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.365	Tls.80 p.sh
North China Steamer Company	100 ...	100 ...	8 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$610	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	nom.	$265 p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	$1,475	$200. p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.78 ...	4 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$126 ...	6 p.c
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	6 p.c
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90 ...	4 p.c

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. —, Black Prince.

At SHANGHAI.—From London, Jan. 5, Glenroy (str.); from Glasgow, Dec. 31, Ocean (str.); Feb. 14, Uranus.

At HONG KONG.—From Liverpool, Jan. 8, Sarpedon (str.).

At MANILA.—From Liverpool, Jan. 6, Leon (str.); from Hamburg, Dec. 26, Uli.

At BANGKOK.—None.

At SINGAPORE.—From London, &c., Feb. 17, Glenartney (str.), Diomed (str.), Asie (str.), Minure (str.), Hollander (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SINGAPORE.—None.

From SHANGHAI.—For London, Dec. 31, Glenearn (str.), Menelaus (str.); Jan. 4, Laju; for New York, Dec. 31, Mary Whitridge; Jan. 3, Conqueror.

From HONG KONG.—For London, Jan. 8, Menelaus; for Hamburg, Jan. 13, Delphin.

From MANILA.—For London, Dec. 24, Etta Loring; for Channel, f.o., Jan. 4, Stefano; for New York, Dec. 29, Henrietta Behn; for Boston, Dec. 24, Sooloo.

From BANGKOK.—For Dunkirk, Jan. 2, Gem.

TELEGRAMS FROM THE FAR EAST.

THE CHINESE THRONE.

PEKING, FEB. 3.—The enthronement of the new Emperor of China is appointed for the 25th inst.

SHANGHAI, FEB. 18.—Advices from Peking announce that Prince Chun, the Emperor's father, retires from public life.

THE CHINA TELEGRAPH LINES.

SHANGHAI, FEB. 16.—General Raasloff, the Danish Envoy at Peking, has obtained from the Chinese Government recognition and protection for the cables of the Great Northern Telegraph Company.

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THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, FEB. 16.—The Messageries Maritimes Company's steamer Anadyr, with the inward French mails from China and Japan, arrived here to-day at 11 A.M. She brings 110 passengers and a general cargo, including 436 bales of silk, 2,104 packages of tea, 636 packages of sundries, and specie to the value of £28,880 for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrates, due in London on or about the 1st March.

NEXT INWARD MAIL.—SUEZ, FEB. 19.—The P. and O. Company's steamer Mirzapore, with the China mails, arrived here to-day.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, FEB. 16.—The P. and O. Company's steamer Peking, with the India, China, and Australian (heavy) mails, left at 7 P.M. for Southampton, where she may be looked for on Sunday morning, 21st inst.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 18, at London, from Colombo, &c. (via Havre), Chyebassa (str); 19, at Falmouth, from Pasaroeang, D. Mc. B. Park; 15, off Hirtshals, from Cheribon, for Copenhagen, Rota; 16, at Texel, from Batavia, Ferdinand and Louis; — at New York, from Amoy, Anita; from Batavia, Florida.

DEPARTURES.—Feb. 18, from London, for Colombo, &c., *vid* S.C., Eldorado (str.); for Penang, Singapore, Hong Kong, and Shanghai, via S.C. ÆGean (str.); 17, from Sunderland, for Anjer, Clara Babuyan; 18, Bussorah; 5, from Philadelphia, for Yokohama and Hiogo, Rainbow; 19, from London, for Hong Kong, Golden Spur; for Singapore, Hong Kong, and Shanghai (*vid* S. C.), Glenfalloch (str.); from Deal, for Batavia, Donna Maria, after repairing; 19, from Sunderland, for Singapore, Mecca (str.); from Liverpool, for Batavia, &c., Lorinda Barstæ; for Anjer Point, Sea.

LAID ON.—At London, for Colombo, &c. (via Suez Canal), Chyebassa (str.) At Liverpool, for Shanghai, John Parker. At London, for Hong Kong, Lucia. At Liverpool, for Singapore, Bertie.

SPOKEN.—Forest Rights, Batavia to Falmouth, Jan. 13, 21 N., 37 W.

At PORT SAID.—Feb. 18, Java (Dutch str.), for Java.

CASUALTIES.—The Duke of Buccleuch (str.) has a rent in her side about twelve feet long and two feet wide. Extra steam pumps are to be put on board to assist in clearing the vessel; on the 19th the tide ebbed nearly three feet lower than on the day previous, enabling the cargo to be worked out much longer than usual; no alteration in position of vessel.

Advices received from Mauritius, by telegram from Aden, dated Feb. 17, state that the Mary M. Francis, schooner, Francis, from Cheribon to Baltimore, which put in there Dec. 12, leaky, had discharged her cargo and gone into dock; she was stripped, caulked, and re-metalled, had re-embarked the sound portion of her cargo and would proceed shortly on her voyage.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

** *Companies omitted in the above list will be included if the particulars are forwarded.*

COMMERCIAL POSTSCRIPT.

The following communication from Mr. Jackson, the acting manager of the Hong Kong and Shanghai Banking Corporation, is in course of issue to the shareholders :—

Having just received a telegram from Hong Kong, giving the figures of the balance-sheet for the year ended 31st December last, I deem it my duty to place the information in the hands of the shareholders in Europe with the least possible delay. I accordingly annex an abstract statement of the accounts as audited and adopted without dissent at the meeting of shareholders held in Hong Kong on the 18th inst. On reference to the items in the balance-sheet it will be seen that the reserve fund now stands at $100,000, and that the amount at credit of profit and loss account, viz., $120,000, has been carried forward in new account,—thus leaving

Paid up capital	$5,000,000
Reserve fund	100,000
Marine insurance reserve	35,000
Balance at credit of profit and loss ...	120,000

While it is a matter of deep regret that a second time in the history of the Bank the Directors have determined not to declare any dividend, and write so much off the Reserve Fund, I must leave this important matter to be explained in the report, which will shortly be in your hands. In the telegram just to hand I am assured that the most ample provision has been made for *all possible losses*, which statement the shareholders may fully rely upon.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GILMAN—On the 16th Feb., at Shanghai, the wife of Frank Gilman, of a son—Walter Stuart.

HARTON—On the 4th Jan., at Foochow, Mrs. William Henry Harton, jun., of a daughter.

SMITH—On the 19th Dec., at Babatnon, Leyte, Philippine Islands, the wife of R. Calder Smith, of a daughter (Helen).

SWEETING—On the 20th Jan., at Newera Elliya, Ceylon, the wife of E. C. Sweeting, of a son.

MARRIAGES.

ANNETT—DUBOIS.—On the 16th Feb., at St. George's, Hanover-square, T. A. Annett, only son of the late T. F. Annett, of Lyons, to Nina, eldest daughter of Emile Dubois, of Léognan, near Bordeaux.

BUTLER—STRAIGHT.—On the 17th Feb. at St. Mary's, Chelmsford, by the Ven. Archdeacon Mildmay, George Butler, recently of Shanghai, second son of the late James Butler of Broomfield, Essex, to Octavia Mary, second daughter of William Straight, of Guy Harlings, Chelmsford, Essex. No cards.

CORYELL—BENETT.—On the 31st December, at St. Joseph's Church Shanghai, by the Rev. Father Desjacques, Miers Coryell, to Marie Leontine Benett.

EKMAN—THORBIORNSOE.—At Taku on the 19th Dec., by the Rev. J. Innocent, Carl Ekman, of Taku, to Anna Thorbiornsoe, of Gottenborg, Sweden.

HANNEN—LORRIMER.—On the 9th Feb., at St. Mary's Church, Aylestone, near Leicester, by the Rev. George W. Straton, Charles Hannen, of Westbourne-park-road, London, and Tientsin, to Catherine Felicia Lorrimer, second daughter of John Lorrimer, of Park hill House, Aylestone.

PATERSON—COLEY.—On the 16th Feb., at Christ Church, Highbury, by the Rev. J. Chapman, John Mansfield Paterson, of Ceylon, to Fanny, third daughter of the late Charles William Coley, of 21, Aberdeen-park, Highbury.

DEATHS.

DENT—On the 16th Feb., at Mentone, Lancelot William Dent, of Fernacres, Bucks, second son of the late Thomas Dent, aged 31.

DENT—On the 14th Feb., at Singapore, in his 31st year, Digby Henry Dent, second son of the late Rear-Admiral C. C. Dent and of the Lady Selina Dent, late a lieutenant in the Royal Marine Light Infantry, and Superintendent of H.M. Convict Prisons in the Straits Settlements. Killed in the suppression of an outbreak among the Chinese prisoners at the gaol of the above-named place.

HELMS—On the 7th Feb., at l'Avant Poste, Lausanne, Switzerland, Vera Ewen, the infant daughter of L. V. Helms, of Sarawak, Borneo, aged seven months.

TRACEY—On the 17th Feb., at 42, Westbourne-park road, Janet Douglas, the beloved wife of Richard E. Tracey, Captain Royal Navy. Friends will accept this intimation.

Miscellaneous.

CONSULAR CHAPLAINS.—TREASURY MINUTE.

My Lords refer to a letter from the Foreign-office stating that the Earl of Derby would suggest whether it would not be giving effect to the recommendations of the Committee on Consular Chaplains, if in dealing with the cases of the chaplains specified by the committee they were allowed to reckon a certain number of years additional towards their pension over and above the period which under ordinary circumstances would be granted to them upon the abolition of their posts; and adding that Lord Derby's suggestion for the grant of an additional number of years' service must be taken subject to the restriction that the sum granted should not exceed 40-60ths, or two-thirds of the full amount of salary. Lord Derby further recommends that the chaplains whose cases are specially recommended by the Parliamentary Committee for consideration should, if they intend to return immediately, or have already returned, to this country in consequence of the abolition of their posts, be allowed the cost of their journey home, as well as that of their family. My Lords concur generally in the recommendations of the Earl of Derby, and are pleased to direct that in calculating the compensation allowances to be granted to the chaplains at Hamburg, Leghorn, Lima, Rio, Pernambuco, Valparaiso, Oporto, Monte Video, and Batavia, a special addition of five years shall be made to the number of years which they would have been otherwise severally entitled to reckon for pension under the regulations specified in the letter from this Board dated the 4th of November, 1873, which is subject, nevertheless, to the restriction imposed by the 7th section of the Superannuation Act, 1859, that no such compensation allowance shall exceed two-thirds of the annual emoluments on which it is based. In any case in which a chaplain receives a larger

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addition of years on account of abolition of office than ten, exclusive of the five years which are added on account of the professional character of his office, a special minute stating the special grounds for granting such allowance will be laid before Parliament in accordance with the provisions of the said 7th section of the Superannuation Act, 1859. My Lords are further pleased to direct that each of the chaplains specially recommended by the Select Committee of the House of Commons who intends to return immediately, or has already returned, to this country in consequence of the abolition of his post, shall be paid the whole of the expense of his own journey from his post, and one-third of that of his family, the number being limited to five persons besides himself, of whom one may be a female servant.

JAPAN AND THE GREEK CHURCH.—A correspondent of the *Weekly Review* writes:—"Of all forms of Christianity, the Greek Church seems to be the most popular among the official class in Japan. The ceremonial of the Greek Church is as dramatic and dazzling to the eye as Buddhism, and finds great acceptance among these Orientals. 'Father' Nicolas, the present head of the Greek-Russian Mission, is building a magnificent church—the finest in Japan—a favour that has been granted to no other nationality, a proof of Russia's great influence here. The assistants are all natives, and his long residence here, his wonderful skill in the language and thorough knowledge of Buddhism, which he studied in a Buddhist convent for years, give him great influence, especially as he is backed up by his Government, which has secured for him full liberty of residing in whatever part of the Empire he chooses." To this it may be added that the Romanists have a numerous mission, of over fifty priests, in Japan, but they are not popular either with the people or Government. They have also a mission in the centre of the capital, which they owe to the power of France. Their work at present seems to be chiefly among their old convents. They have a school of about fifty pupils preparing for the priesthood, and are extremely cautious of aggressive work.

The Prince Imperial passed his examination, and left the Royal Military Academy at Woolwich on the 16th inst. He was seventh in proficiency of the cadets receiving commissions, and first in fencing and riding. The Empress was present in deep mourning. The Duke de Bassano, Marquis de Fiens, Count Clari, Countess Clari, Duke of Cambridge, Field Marshal Gough, Viscount Sydney, and a distinguished party of officers and civilians were present. The customary ball at the end of the session has been held in the Academy, when farewell was taken of the Prince and the other students who have completed their course. The Prince, it is said, will continue his studies privately, and probably will receive permission to be attached to some regiment.

MILITARY EXPENDITURE IN THE COLONIES.—A Parliamentary return has been issued of "the probable amounts that will be repaid by the several colonies, and paid into the Exchequer as colonial contributions in aid of military expenditure." The total colonial contributions for this purpose are £233,100, of which £121,000 is contributed by Ceylon, and this sum, it is stated, is proposed as the future contribution of the colony, £51,000 by the Straits Settlements, £27,000 by the Mauritius, £20,000 by Hong Kong, £10,000 by the Cape, and £3,500 by Natal. The total amount included in the Army Estimates for military purposes in the colonies is £1,752,535, against £1,734,977 last year.

EMBEZZLEMENT FROM THE CHARTERED MERCANTILE BANK.—Alfred James Price has been committed for trial on a charge of embezzling several sums belonging to his employers, the Chartered MercantileBank of India, London, and China. It was stated that having received a sum of £284 7s. 6d. for a draft on the company's branch at Colombo, he retained £200 of the money, paying in only £84 7s. 6d., and altered the entries respecting the draft to correspond with the reduced amount. In another case the prisoner was said to have retained £300 out of a sum of £850.

A DEPUTATION from the Glasgow Chamber of Commerce has waited upon the Marquis of Salisbury, and presented a memorial praying for the immediate revision of the tariff and the early abolition of the duties on cotton piece goods imported into India. The deputation was headed by the President of the Chamber, Mr. Matheson, and accompanied by Mr. Ramsay, M.P., the Lord Provost of Glasgow, Mr. Whitelaw, M.P., Dr. Cameron, M.P., Mr. A. Orr-Ewing, M.P., Mr. George Anderson, M.P., Mr. W. Holms, M.P., and Colonel Mure, M.P.

CAPTAIN OWEN GREEN, Quartermaster, half-pay, late 82nd Foot, has been granted a good service pension. Captain Green served in the China war, including the taking of Amoy, Chusan, and operations in the rivers.

A TELEGRAM announces that the *Sindoro*, upon which twenty guineas was paid at Lloyd's last week, arrived at Kenkoolen on the 17th inst., and will be towed to Batavia by the *Amboyna* (str.). Has broken propeller shaft.

INDIA AND THIBET.

The following remarks on the trade with Thibet are gathered from a recently published Government report on the condition of India :—

The prohibition of trade between India and Thibet is solely due to orders from Peking. The local officers in Thibet would, it is said, gladly facilitate direct intercourse, and even now there is a considerable traffic through Sikkim, carried on by Thibetan and Bhutea merchants. There are several passes *via* Sikkim into Thibet. Two of these are much used by the Thibetan peasants, who bring down cattle to graze in Sikkim ; and also by the inhabitants of the Lachin-Lachung valley, who twice a year carry wood into Thibet and bring back loads of salt. A good road is quite practicable, though it would be expensive.

In 1871 a native pundit, trained as an explorer, made his way from Darjiling into Great Thibet by the Tipta-la pass. He describes this route as difficult, and the ground to the north of it as very elevated and barren. In the month of September he reached the Choto-Dong lake, a fine sheet of water about twenty miles long by sixteen, and 14,700 feet above the level of the sea. The water is excellent, though the lake has no outlet. The traveller next made his way to Shigatze, a large and important town, and shortly after reached the Great Shakia Monastery, on a tributary of the Sang-pho, or main river of Thibet, 13,900 feet above the sea. After some further wanderings the pundit crossed the snowy pass Thung-lung-la, 18,460 feet above the sea, to the town of Nilam. Nilam contains 250 houses, and is ruled over by two jongpons appointed by the Thibetan Government. North of the passes the country is tolerably level, but to the south the ground is very rugged and broken. From Nilam the road follows the Bhotia-kosi river into Nepaul, crossing that river fifteen times, by means of three iron suspension and eleven wooden bridges. In one place there is a chasm which is so perpendicular that the path is supported by bars of iron and slabs of stone, stretching from peg to peg and covered with earth for one-third of a mile. The pundit's route, 844 miles long, took him completely round Mount Everest.

There is another route to Thibet through Bhutan ; and further east in the territory of the friendly Bhutea Rajas exists a more promising line still. There is a great fair held twice a year in connection with this last route at Udelgiri. The Thibetans are an eminently commercial people. Every person in authority, including even the Chief Llamas of the monasteries, keeps an agent, and carries on trade on his own account. Besides this a large number of Mussulman traders from Kashmir are located in the capital. The inhospitable nature of the country, which produces few things required by the rest of the world, makes bullion an important article of export. Mines of silver and gold abound. Silver especially is plentiful near Lhassa, but the authorities prohibit the working of the mines there, from a superstitious fear of impoverishing the country and causing the men to degenerate. There is no restriction on working gold mines, and this metal is reported as abundant at Thok Jalung (32° 30′ N.) and under the lofty peaks of Aling Gangri.

Trade with China is carried on by the great road between Tatsianlu and Lhassa. The Chinese import into Thibet tea, cotton fabrics, thread, porcelains, and Yunnan ponies, and receive in return silver, salt, blankets, and other woollen goods, furs, drugs, and musk. Brick tea is the main import. This is made mostly near Ya-tsow, in Tze-chuan, from a hedge-row tree fifteen feet high, with a large coarse leaf. Four bricks of 5 lbs. each are bought at Ta-tsian-lu for 6s. 4d., and sell at Lhassa for £1 4s. to £1 8s., fetching much higher prices of course in spots more distant from the capital. Here, then, is an opportunity for our Assam tea-planters if they could but get the trade routes opened up. The Missionaries calculate the annual supply of tea to Thibet at about 6,000,000 pounds. Chinese cottons are largely imported, but even now at Lhassa Indian goods are beginning to supplant them. Silks of gaudy colours fetch about their own weight in silver. Large quantities of the latter metal find their way into China every year, and strange as it may seem, among the ingots are great numbers of English rupees, melted down, but still preserving their original shapes. The fact is the Thibetan traders who come down to our frontier fairs carry back our money in exchange for their goods. The Thibetan musk all goes to China, yet the best quality of it is produced in the Mishmee hills, near our own frontiers, and the trade ought, therefore, to come into English hands. Salt is abundant all over Thibet, and is produced by solar evaporation in shallow pits. We know very little of the trade to the north with Tartary, but it is supposed to comprise gold lace, silks, gems, carpets, saddles, horses, and a very large kind of sheep. English woollens are much sought after in Thibet, but have to contend against importations from Russia. Flowered calicoes are used for lining walls. The missionaries frequently found tin plates, evidently of English manufacture. There is an immense demand for indigo, which realises a profit of from 50 to 100 per cent. The fact is, indigo cannot be obtained from the producers in small quantities, and as the dye is universally used, the large traders who buy it up for retail purposes command a practical monopoly. A piece of coral as large as a pea fetches its weight in gold, and the prices augment with the size, the darkest colours being most esteemed. Rice is imported for use among Chinese residents. The most easterly great prospective trade route is that *via* Sudiya through the Mishmee country, and the unknown region beyond to Batang and Szechuan. This line has been already attempted by Mr. Cooper, "the pioneer of commerce," but, by orders from China, the Thibetan authorities were ready for him at Batang, and stopped his progress before he got in sight of their gates. If this road could once be opened, large quantities of cows and sheep, ghee and wool, the real wealth of Thibet, would find their way into India, and our own import trade into Central Asia might indefinitely expand. At present all we can do is to wait the turn of events. An annual fair is held at Sudiya, to which the Mishmees and other hill tribes repair, taking our wares home with them in exchange for their finest products. Thus this fair, while it extends the knowledge of our manufactures, cements the friendly feelings of the mountaineers, and is therefore extremely important as the forerunner of future direct commercial intercourse between Assam and the west of China.

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THE NEW EMPEROR OF CHINA.

(DAILY NEWS.)

A telegram announces that the enthronement of the new Emperor of China will take place on the 25th of this month. Up to our own day China might be said to be out of the world. We are all familiar with "Far Cathay;" and in the supposed allusion to China in Isaiah under the term "Land of Sinim," it states that those coming from it "shall come from far." In spite of this remoteness, the interest produced by the details of the late Emperor's marriage was great; and more recently an equal interest was felt in the news of his death, as well as in the reported, it may be hoped untruly reported, suicide of his Empress. In addition to this, we find that the characters of the leading men who have influence in Chinese politics are not unknown to us; and their policy is discussed, and the probable result of their getting into power is canvassed, as if they were no farther away than Westminster or Versailles. Hien-feng, the father of the late Emperor, died when still a young man. Rumour ascribes his death to dissipation. He had made a hurried flight from Peking in 1860 when the allied English and French forces approached. With his harem and his son he remained at Zehol in Mongolia till his death, which took place little more than a year afterwards. The young boy was then declared Emperor. His mother, who was not the Empress, was raised to that dignity, and she and the other Empress took upon themselves the part of Regents. They acted in this capacity for about ten years, and earned during that time a reputation for judgment and discretion. In audiences they sat concealed behind a screen, where they could hear, and when they came to any decision it was conveyed to the Emperor, who was visible in the Hall, and he used the "Vermilion Pencil," which instrument gives force to Imperial decrees. Prince Kung was at the head of affairs during nearly all this period, and it may be difficult to say how much of the credit is due to him or to the two old ladies. An Emperor of China is so surrounded by an elaborate ritual of ceremonial, and placed so apart from all human beings, that whatever character he may possess has little or no chance of being manifested. The Chinese themselves describe this isolated position by saying that he is "as solitary as a god." When a boy the late Emperor was said to be dull and rather stupid. He made but poor progress with his classics, and had even to be bribed into learning his day's lessons. Those who have had stolen glimpses of him, as on rare occasions he left his palace and was carried in his chair, describe latterly that he looked more like a corpse or a mummy than a living being. Such an individual could not have had much influence in State Councils, and his death would not be likely to be desired by those near him who were ambitious in their hopes of power. The death or dethronement of the "Son of Heaven" does not belong to the plans of even the most powerful and successful of Chinese politicians. The suddenness of the news that the young Emperor was dead has naturally suggested suspicion here in the West. If any crime has been committed, it will be a deviation from the ordinary course of Chinese history. The still recesses of the Great Palace in Peking no doubt present ample facilities for deeds of the kind hinted at, and the "Hall of Secure Felicity," or the "Palace of Steadfast Purity," might easily be made to belie their high-sounding and flowery names. One feels more sympathy for the young Empress now condemned to seclusion. Her father is, to use the nearest corresponding term, a Duke and an educated man. The high degree of Chwang-Yuen was carried off by him in the "College of the Forest of Pencils" at Peking. His daughter also bore the reputation of being educated, and of having literary tendencies. Stories indicating high spirit, and something like pluck, were current about her.

The character of the child who is declared to be the occupant of the "Dragon-Throne" will be of but small importance for many years to come. Those around him who wield power attract more attention, and the reported downfall from authority of Prince Kung probably indicates important changes. It must be said to Prince Kung's credit that for the ten years during which we may consider him to have been the head of the State everything went on smoothly. He came into office when the country had more than one trouble to distract it, and he has long kept it in almost perfect peace and tranquillity. The existence of the Foreign Ministers in Peking was an entirely new aspect of the "outer barbarians," with whom Prince Kung had to make himself acquainted, and to organise relations. This he accomplished, and gave satisfaction to the Legations; and to him is also due the merit of solving the Audience question, which had many awkward aspects. Li-Hoong-Chang, who seems to have come to the foremost place in the new arrangements, bears a name well known in China. He took a prominent part in the suppression of the Taeping rebellion. For some time past he has been the Governor of the Province of Pei-Chili, in which Peking is situated. For years back he has been raising troops and doing his best to get them drilled as far as possible in the European manner. The suburbs of Tientsing, his usual head-quarters, have been swarming with "braves" since he came there. The arsenals in various parts of the country are also due to his energy. In these places are produced rifles, cannon, war vessels, engines ammunition, and generally speaking nearly all the materials of war. Under his immediate supervision the Taku forts have been put in order, and strongly armed with Krupp guns. There are other forts and camps on the Peiho which have been coming into existence at the same time. In any part of China where the tools of war are being produced should you inquire what department of Government the works are under, the name of Li-Hoong-Chang is sure to be given you as the authority they work by. When we see at the head of affairs an active and able man such as he is, who has been seemingly for years engaged in works of preparation, and whose course of conduct suggests that he had only been waiting his time, we naturally are anxious to know what is likely to be his policy. Unfortunately, on these points our means of probable conjecture are as yet but slight. He is supposed by the Europeans to have a fair share of all the exclusive ideas of the mandarin class—which means opposition in every way to the "Foreign Devils," and to all that belongs to them. Whether the warlike forces he has been organising are for defence against the foreigners or for carrying out his purposes among his own nation, is a question which cannot be answered; but if he retains his position in Peking, it is not likely to be long before we may see straws moving, and they may give us some indication about the direction of the wind.

THE GOVERNMENT.

The following is a list of the chief officials in the several departments of the present Administration :—

The Premier	The Right Hon. Benjamin Disraeli, M.P.
Lord High Chancellor ...	Lord Cairns.
President of the Council ...	The Duke of Richmond.
Lord Privy Seal	The Earl of Malmesbury.
Vice-President of the Council	Viscount Sandon, M.P.
Chief Commissioner of Works	Lord Henry Lennox, M.P.
Postmaster-General ...	The Right Hon. Lord John Manners, M.P.
Chancellor of the Duchy of Lancaster...	Colonel the Right Hon. T. E. Taylor, M.P.
Judge-Advocate and Paymaster-General	The Right Hon. Stephen Cave, M.P.
Deputy Judge-Advocate General	Mr. Jas. C. O'Dowd.
THE FOREIGN OFFICE.	
Secretary of State	The Earl of Derby.
Under Secretaries	The Hon. Robert Bourke, M.P. Lord Tenterden, C.B. (Permanent).
THE COLONIAL OFFICE.	
Secretary of State	The Earl of Carnarvon.
Under Secretaries	Mr. James Lowther, M.P. Mr. R. G. W. Herbert (Permanent).
THE HOME OFFICE.	
Secretary of State	The Right Hon. R. A. Cross, M.P.
Under Secretaries	Sir H. Selwin-Ibbetson, M.P. The Hon. A. F. O. Liddell (Permanent).
THE WAR OFFICE.	
Secretary of State	The Right Hon. Gathorne Hardy, M.P.
Under Secretaries	The Earl of Pembroke, the Hon. F. A. Stanley, M.P., Capt. Vivian (Permanent).
Surveyor General of Ordnance	Lord Eustace Cecil, M.P.
THE TREASURY.	
First Lord	The Right Hon. Benjamin Disraeli, M.P.
Chancellor of the Exchequer	The Right Hon. Sir S. Northcote, M.P.
Junior Lords	Viscount Mahon, M.P., Sir James Elphinstone, M.P., Mr. Rowland Winn, M.P.
Secretaries	Mr. W. H. Smith, M.P., Mr. William Hart-Dyke, M.P., Mr. R. W. Lingen, C.B. (Permanent).
THE ADMIRALTY.	
First Lord	The Right Hon. George Ward Hunt, M.P.
Other Lords	Admiral Sir A. Milne, Rear-Admiral Sir G. P. Hornby, Lord Gilford, Sir Massey Lopes, M.P.
Controller	Rear-Admiral W. H. Stewart.
Secretary	The Hon. Algernon Egerton, M.P.
Permanent Secretary ...	Vernon Lushington, Q.C.
Naval Secretary	Rear-Admiral Robt. Hall, C.B.
THE INDIA OFFICE.	
Secretary of State	The Marquis of Salisbury.
Under Secretaries	Lord George Hamilton, M.P. Sir Louis Mallet, C.B.
THE BOARD OF TRADE.	
President	The Rt. Hon. Sir Charles Adderley, M.P.
Secretaries	Mr. George Cavendish Bentinck, M.P. Mr. T. H. Farrer (Permanent).
THE LOCAL GOVERNMENT BOARD.	
President	The Right Hon. George Sclater-Booth, M.P.
Secretaries	Mr. Clare S. Read, M.P., Mr. H. Fleming, Mr. Jno. Lambert, C.B. (Permanent).
LEGAL.	
Attorney-General	Sir Richard Baggallay, Q.C., M.P.
Solicitor-General	Sir John Holker, Q.C., M.P.
IRELAND.	
Lord Lieutenant	The Duke of Abercorn.
Commander of the Forces...	Lord Sandhurst.
Chief Secretary	Sir M. H. Beach, M.P.
Under Secretary	Mr. Thos. Haviland Burke.
Lord Chancellor	The Right Hon. J. T. Ball.
Attorney-General	Mr. Henry Ormsby, Q.C.
Solicitor-General	The Hon. D. R. Plunket, Q.C., M.P.
SCOTLAND.	
Lord Advocate	The Right Hon. Edward Strathearn Gordon, Q.C., M.P.
Solicitor-General	Mr. William Watson.
THE ROYAL HOUSEHOLD.	
Lord Chamberlain	The Marquis of Hertford.
Lord Steward	Earl Beauchamp.
Vice-Chamberlain	Viscount Barrington, M.P.
Earl Marshal	The Duke of Norfolk.
Master of the Horse ...	The Earl of Bradford.
Master of the Buckhounds	The Earl of Hardwicke.
Captain Hon. Corps of Gentlemen-at-Arms	The Earl of Shrewsbury.
Capt. of Yeomen of the Guard	Lord Skelmersdale.
Treasurer	Earl Percy.
Comptroller...	Right Hon. Lord Henry Somerset, M.P.

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Naval and Military.

Rear-Admiral Cumming will have had his flag flying considerably over the usual period when the time arrives for him to haul down, but the Commander-in-Chief on the China station is still more fortunate, his term of service having been completed as far back as August last. We hear the "local rank" of vice-admiral, granted to Rear-Admiral Sir Charles Shadwell, will be retained by him until he arrives on the home station; and as this carries pay with it, the gallant Admiral may be congratulated on the many delays which occurred in obtaining a suitable ship for his relief.

Colonel E. W. D. Bell, V.C., C.B., commanding the Brigade Depôt at Wrexham, has been selected to succeed Colonel Elrington in command of the Belfast District. Colonel Bell served in the Eastern campaign of 1854-55, including the battle of Alma, where he personally captured and secured the first gun taken from the Russians, also at the battle of Inkerman and siege of Sebastopol, and was complimented for distinguished conduct. He subsequently served in the Indian Campaign of 1857-58, including the operations across the Gomtee, and siege and capture of Lucknow.

The officers of the Royal Marine Battalion, returning from Japan in the troopship Adventure, consist of Colonel Richards (in command), Captians J. D. Broughton (Paymaster), S. T. Bridgford (Control Officer), E. B. Snow, A. H. H. Walsh, Arthur Hill, Edward O. B. Gray. Lieutenants. G. A. Hesseltine (Musketry Instructor), T. E. Hungerford (Quarter-master), J. H. Sandwith (Adjutant), S. A. St. John, Osborn, Tracey, C. S. F. Fagin, F. B. Drury, Barry, S. L. Denny, Stewart Polkinghorne, A. C. Smyth, F. M. Faulkner, and Alfred G. de B., Nepean.

The subjoined appointments have been made to the China squadron:—Lieut. H. P. Warren (1873), to the Charybdis; Lieut. C. K. Purvis (1873), and Lieut. C. E. Reynard (1873), to the Audacious, additional for disposal.

An outrage upon an Englishman by the inhabitants of the Pellew Islands was recently reported, and orders have been given for Her Majesty's ship Blanche to call there before returning to England to pay off.

Major C. F. Amiel has assumed command of the 80th Regiment at Hong Kong, Lieut.-Colonel H. C. Smith having come to England on medical certificate.

Brevet Lieut.-Colonel H. J. Hicks, of the 14th Brigade of Royal Artillery, who has served in China, is about to receive the command of a battery.

GERMANY.

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(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 16.

On Saturday evening Herr Rudolf Moring, one of the three Members of Parliament for Hamburg, attended a meeting of his electors, to give an account of his stewardship during the session just closed. It lasted, he said, for seventy-six days, and held fifty-seven plenary sittings, 153 committee sittings, as well as forty of the committee for petitions, of which there were no less than 1,172 presented. Forty Bills were laid before Parliament by the Bundesrath, twenty-eight of which were passed, and seven treaties with foreign States were ratified by the House. The Bill for the Regulations concerning Civil Procedure met with the general approbation of the members, but this was not the case with the Constitution of the Courts of Law, which evoked much diversity of opinion. The confirmation of the International Postal Treaty he considered as a great boon to all nations, as it would tend to facilitate and increase mutual commercial relations. The Bill for the Organisation of the Landsturm was severely censured by the so-called Centre party, as they pretended to believe it was intended as a mask to prepare Germany for offensive war; nevertheless it was passed by a large majority. The Bill for the Protection of Trade-marks is admirably adapted to silence the many well-founded complaints that resounded in all parts of the Empire. With regard to the Budget the feeling prevailed that it was desirable to limit the matricular contributions from the different States as much as possible, and it was therefore resolved to reduce this item in 1875 by the surplus amount of 1874. The Army Budget which was laid before the House for the first time created some apprehension of a conflict between the Government and Parliament, but fortunately these fears were groundless. A momentary conflict between the House and the Prince Chancellor, caused by the arrest of a Member of Parliament, the Catholic Priest Majunke—during the session, gave rise to a good deal of expression of feeling; but it soon passed over, and the question was settled to the satisfaction of all parties. There is every reason to hope that the new railway law and a uniformity in the tariffs of charges will promptly put an end to the calamitous interruptions of commercial intercourse so loudly complained of everywhere. The Bill for granting exemptions for the payment of Imperial taxes met with much opposition, and was finally withdrawn for the present. The very liberal grant placed on the estimates for the dotation of the Imperial Marine Observatory, with its seat at Hamburg, cannot fail to have a most favourable and practical effect on our foreign trade and navigation as well as our shipping interests. The law for compulsory civil marriages and the appointment of registrars of births, deaths, and marriages, which has been in existence at Hamburg for ten years, though only as a permissive act of legislation, will have but little effect on our local circumstances. During the debate he had energetically endeavoured to insert the clause of having a coroner's inquest on all cases of deaths, as practised at Hamburg, but could not succeed; so that we must now bring our local legislation into harmony with the new laws by supplementary enactments.

With regard to one of the most important measures of the session,—the Bank Law—Herr Moring expatiated very diffusely, and seemed to go into the details of the subject *con amore*. He first explained to the meeting that, according to the laws of the different States, there were no less than thirty-three Banks of Issue in Germany, with many different privileges and concessions for various periods of time, some of them lapsing in 1956, and one—the Anhalt-Dessau Bank—for an indefinite term, so that it may run on to all eternity. These banks may be divided into five classes, as follows:—1. The Bank of Prussia with a concession liable to be withdrawn at any time on notice being given, and this has been done, as it is to be reorganised and become the Bank of Germany; 2, the older Prussian Banks holding concessions that lapse at eight different periods; 3, the Thaler Banks; 4, the Florin Banks; and 5, the Hanseatic Banks (Bremen and Lubeck). The objections made to the lesser banks of issue, generally known as the "Robber's Banks" (*Raubbanken*) were chiefly that they paid a commission to their agents to put their uncovered notes in circulation in the adjoining States to a most enormous extent, and suck out their blood, with but little chance of their ever coming back for presentation. It was shown that in more than one case these banks refused to take their own notes in payment for a bill due, and required payment in coin or Prussian notes. Even the administration of the Bank of Prussia was not entirely free from reproach, as in 1873 they had far too many notes in circulation, and did not raise the rate of discount in time to prevent the financial crisis of that year. The object of the new Bank Law is to counteract all the evils at present existing, and confine the circulation of notes issued by the banks of the duodecimo States to their own limited territory, instead of inundating other States with their paper of doubtful value. For this purpose a special clause is inserted in the Bank Law, rendering it incumbent on the Bank of Prussia to take in payment the notes of the other German Banks, but with the proviso that they shall not be put in circulation again, but sent to the banks that issued them, for redemption and amortisation. In this way the banks must keep a stock of coined money on hand, and be prepared to redeem their own issues, which it is to be hoped will have the effect of killing them off one by one, either by inducing them to renounce their privilege of circulating their worthless paper, or causing them to liquidate, being no longer in a condition to pay their shareholders large dividends as hitherto. On the first introduction of the Bill a general demand was made for the creation of a Reichs Bank. The motion made by Dr. Harnier, that bank notes were not to be considered as a legal tender, that the notes should be exchanged for gold when presented at the Central Office for their full value, that torn or damaged notes should no longer pass from hand to hand by the public, but that the Bank be bound to exchange them for new ones, or gold coin at the option of the holder—these and his other proposals met the full approbation of the House, and are embodied in the Act of Parliament. As notes are not cash, the liability of the German Banks to the Central Government for the right of issuing paper is incontestable. He himself (Herr Möring) would have preferred to see the originally proposed, but struck out in committee, one per cent. duty replaced, and he had done what he could to that effect though without success. The amount now fixed by the law (5 per cent.), might appear to be excessive, but it is fully compensated by the advantage of using notes for discounting purposes, as well as the manner of dividing the clear profits among the shareholders. The Bank of England, with a fixed limit of fifteen millions sterling, pays annually £185,000, which is about 1 1-5th per cent. for duty. With the elastic contingent given to the Reichs Bank—a new experiment for Germany—it is hoped to enable that institution to render prompt assistance at any time when an expansion of the circulating medium is required, as the banks will be in a condition to increase the amount of their uncovered notes on payment of the maximum duty of 5 per cent. A long debate ensued on the sum fixed on as the limit of issue to be allowed for the Reichs Bank, and he was of opinion that the amount (250 million Reichsmarks) was a fair and liberal allowance. With regard to the important paragraph, eighteen of the Bank Law, he had earnestly done his best to support the petition of the Hamburg Chamber of Commerce, and recommended the re-insertion of that first clause making it incumbent on the banks to establish branches or agencies for exchanging bank notes in all cities where the population exceeded 100,000 souls. But he found such opposition from the other members of the committee that he was obliged to give up all hope of succeeding. The motion made by his colleague, Dr. Wolffson—member for the third electoral district of Hamburg—to bind the Central Bank to exchange notes for gold on the day of presentation, met with greater support in committee, but was thrown out in the plenary sitting of the House on the ground that the Bank could not be expected to pay the charge of transporting gold in the interest of gold exporters. He thought this part of the question was of no material importance; as under all circumstances the bank must have a filial establishment at Hamburg, but it was obvious that in ordinary times it would not be much used for the encashing of bank notes. In the interests of the administration of the Imperial Finances it had been deemed advisable to entrust the Reichs Bank with the cash operations of the Government. The placing of the Chancellor at the head of the Bank was absolutely required, as he is the only person directly responsible to the Empire. As Hamburg is a place of such great commercial importance the branch bank here will be assisted and advised by a council composed of Hamburg merchants and bankers. As a guarantee for the stability of the Bank the monthly statements of its finances will be published in the usual manner. Taking into consideration the commercial state of affairs at Bremen, permission has been granted to the Bank there, as an exception to the general rule, to discount bills at six months and make advances for the same period, instead of the usual three months. The compensation of 15,000,000 marks to Prussia for giving up the Bank of Prussia is, without doubt, a high figure, but not too high when one considers that Prussia hitherto gained annually some three million marks of revenue, and that no law could have compelled her to give up what she now voluntarily consents to resign.

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The explanations made by Herr Moring were most favourably received by the meeting, and at the instigation of Herr Joh Halben, who occupied the chair, they passed unanimously a vote of thanks and confidence for the efficient services rendered by Herr Moring as one of the representatives of Hamburg in the German Parliament.

Herr Carl Bismark, hitherto Interpreter of the German Legation at Peking, has been appointed by the Emperor to be Consul for Germany at Tientsin.

Herr Albert Barckhausen is appointed Vice-Consul for Sweden and Norway at Bassein under the Consulate of Rangoon, by Royal Patent dated Stockholm, February 1, 1875.

COMMERCIAL.

There has been a brisk demand for teas at firm prices, and the following sales have been made by importers for delivery on arrival: *Per Sylvia* from Foochow, 619/4 chests, 4,842/8 do. Congou; per *Therese* from Canton 460 packages of Imperial: and per *Schwan* from Foochow 683/4 do., and 1,082/16 do. Congou, as well as 843 packages Souchong. Rice is still difficult to obtain at former rates, and some descriptions are higher; market firm and looking up. There is a fair demand for Cassia at previous prices. Pepper is improving, and deliveries satisfactory; Singapore is quoted at 62 to 63 marks, and Penang 59 to 60 do.

Hamburg Banks improving, and shares mostly higher.

SHIPPING.

ARRIVALS.—Olympia (str.), from China and Singapore; Johanne Marie, from Hong Kong.

SAILED.—Kolga to Hong Kong; Peter Godeffroy, to Tahiti.

Contrary to general expectation the frost has returned with great severity, and the Elbe is full of floating ice, which drifts up and down with the tide. It does not, however, prevent steamers from going or coming, but is dangerous for wooden sailing vessels even when in tow of steam tug-boats. The steam ice-breaker has not yet been put in requistion, but is making preparations for another short campaign.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, FEB. 17.

The members of the Second Chamber have resumed their legislative business, but up to this moment nothing has occurred worthy of notice. To-morrow a special credit will be asked for to cover the expenses of the voyage of the new Governor-General, and some other Bills will be brought forward about which I will send you some particulars by next post. The topic of the day is still the letters written by the Count Van Zuylen, ex-Minister for Foreign Affairs, in which he raises the cry of "No Popery." I need not say that this *evénement* is most welcome now that politics have come to a complete standstill, and now that no more political capital is to be made out of the rumours that Prince Bismark is contemplating the annexation of our country. A good deal has been said about this during the last month. In the meanwhile the sections of the Second Chamber are examining the Fortress Bill, which is to provide us with a complete system of defence at a cost of fifty millions. It is very doubtful whether the Chamber will approve this Bill, not because it will involve such an outlay, but because it is by no means quite certain that the proposed system is sound. Although our newspapers are silent with regard to the question whether Holland will follow the example of England, and decline participation in the Conference at St. Petersburg, the question is greatly discussed by the foreign press. Perhaps it is a matter of enormous interest, but I cannot see why. As matters stand now, it seems rather to be a question of *complaisance*, and our Government might have declared that it would send delegates to the Conference simply out of personal respect for the Emperor Alexander, and with the condition that the Government were not to be bound by any decision resulting from the deliberations. The public here care little whether we participate in the Conference or no.

The February number of our leading Liberal periodical, *De Gids*, contains an article by General Booms, criticising the tactics of General Van Swieten during the second Atchin expedition. I will give you the outlines of this essay. The writer begins by demonstrating that General Van Swieten has made a mistake in his appreciation of Atchin and the Atchinese, and that he was consequently careless in his strategy. He was of opinion that the foe was one of little strength, and therefore he was content with a minimum of troops and one-third of those he had he left at Padang, without making any use of them for a long time. After every partial success he halted instead of pushing forward, and when the Kraton was captured he was content without making his victory a decisive one. It seems that Van Swieten was of opinion that the foe, after having lost their principal fortress, would submit; but this hope was vain. When the Atchinese proved that they were not conquered, that they had no idea of submission, any prudent commander would have come to the conviction that an easy victory was impossible. General Van Swieten, however, was of another opinion; he thought that he had done his duty and fulfilled his task. General Knoop—the author says—was quite right when he said that the second expedition was only a half-success. A year has elapsed since the Kraton was conquered. Since that time the enemy have in turn besieged us; and after several bloody engagements, in which thousands of our soldiers have been sacrificed, we are still "waiting for the submission of the Atchinese." These few lines will give you, I hope, an idea of the spirit of this article, which is very hard upon General Van Swieten and his friends.

The last mail brought us more bad news from Atchin. The leading Liberal paper thinks that the Government must be adopting the policy of the ostrich, which hides its head in the sand when danger is approaching. By the steamer *Voorwarts* another detachment of 400 soldiers has started for Atchin. They did not seem to display any enthusiasm towards their mission. Some of them, indeed, committed petty thefts, in the hope that they would be imprisoned, instead of having to embark; but their trick was not allowed to be successful. Some weeks ago I told you that it was impossible to find volunteers for the service, and a new measure, by which a sort of pension is promised to relatives of those who die in the service of the country within a year, is now held out as an inducement to recruits.

Mr. J. W. Van Lansberge has left the Hague, *via* Paris, for Naples, where he will wait for the arrival of the steamer *Voorwaarts*, on her voyage to Batavia. The Minister of the Colonial Department and several authorities accompanied the newly-appointed Governor-General to the railway terminus.

According to a communication from the direction of the Society for the Welfare of the Atchinese, a sum of f.4,553.48½c. has been contributed to the fund to establish a training college for schoolmasters in Java. This is most certainly a very trifling amount, but perhaps the future will give better results.

I am happy to state that in a few days the tragedy, *Vorstenschool*, by "Multatuli," will be placed on the stage at Utrecht. Our eminent author and poet will be present at the first representation.

Within a few weeks a mail service will be opened between Flushing and Harwich.

AMSTERDAM, FEB. 18.

The Bill asking a special credit to cover the cost of the voyage of the new Governor-General to Java was approved of in to-day's sitting.

The news from Atchin, published in last mail's papers, is most distressing. The state of the troops is described as horrible.

The Second Chamber has passed, by 44 against 21 votes, the Bill for the construction of a railway between Sourabaya, Passaroeang, and Malang in Java on Government account.

PRODUCE MARKETS.

The market for Colonial produce has remained unaltered. The transactions have been limited to direct wants, but the stock in second hands being very small, a revival of trade will most probably set in very soon. The Money Market remains well provided.

COFFEE.—The Trading Company will on the 17th inst. offer for sale 84,812 bs. Java, chiefly green and greenish quality.

TEA.—In waiting for the forthcoming auctions the transactions have been very limited, and no first hand parcels have changed hands.

SUGAR.—The market is unaltered and dull. Some small transactions have taken place for export to Belgium and the north. The imported lots are stocked, but nevertheless prices are still declining. Large lots can only be sold at a decline of f.3 to f.4. Refined meets with no demand.

RICE.—At this moment no cargoes are in the market. Cleaned sorts meet with some demand for direct consumption.

SPICES.—No transactions in Nutmegs and Mace, the market being very dull. For Cloves some demand has prevailed at advancing prices. The quotations for Nutmegs are: No. 1, 195c. to 200c.; No. 2, 185c. to 190c.; No. 3, 160c. to 165c. Mace, D, 200c. to 202c.; E, 193c. to 195c. Cloves, No. 1, 114c.; No. 2, 113c.; No. 3, 112c.

JAVA TOBACCO.—There are no transactions of any importance to report. A lot of 742 bs. Java Tanah Wangie Malang has been sold.

COTTON.—The market has improved slightly, and some business has been done.

JAVA INDIGO.—Trifling lots have been sold at fluctuating prices.

BANCA TIN remains very dull. The last quotation was f.55¼ to f.55. Billiton, of which large parcels have been sold, is quoted at f.54 to f.53¼. The markets abroad are all reported very dull.

SHIPPING.

ARRIVALS.—Feb. 10, at Brouwershaven, from Rangoon, Persia; 11, at Brouwershaven, from Batavia, Johanna Maria; at Texel, from Batavia, Conrad (str.), Johanna en Willem; 12, at Flushing, from Batavia, Philips van Marnix.

DEPARTURES.—Feb. 13, from Texel, for Batavia, Voorwaarts (str.); 15, from Texel, for Atchin (via Newcastle), Ernestine.

PASSENGERS INWARD.—From Java, per steamer Tromp: Mr. A. Numans and family, Mrs. J. Numans and family, Miss Meerburg, Mr. Hautman and family, Mr. Millne; per Conrad (str.): Messrs. G. C. Sterk, W. S. van Mensch, C. A. van Randwyck, H. J. Roeland, H. E. Eenhuyzen, J. H. H. d'Arnaud Gerkens, J. G. van Dongen, J. F. R. Pex, J. Vasseur, Pauls, Quien, David Nairn, G. v. Bel, P. J. H. Van den Burgh, S. G. van der Meer, Mr. D. C. H. Voogt died on the passage, Messrs. B. de Groot, H. L. Köning, G. Haye, J. A. Baron van Geen, C. Nortier, A. P. J. Tegelberg, A. P. Tadema, Miss C. M. E. Begeman, Miss M. Waubert de Puisseau.

From Java per steamer Conrad: Messrs. G. C. Sterk, B. de Groot, W. T. Van Mensch, Konig and two children, G. Haye, A. J. Baron Van Geen, Mr. and Mrs. C. Nortier and four children, Mr. and Mrs. Van Randwyck, Mrs. C. M. E. Begemann, Mrs. M. Waubet de Puisseau, Mr. and Mrs. A. P. J. Tegelberg, Mr. and Mrs. H. J. Roeland and four children, Messrs. A. P. Tadama, H. C. Eenhuizen, T. H. H. d'Arnaud Gerkens and two children, T. G. Van Dongen, T. Vasseur, J. F. R. Pex, G. L. Quien, D. Nairn, D. C. H. Voogt, Mr. and Mrs. Pauwees and two children, Messrs. G. Van Bel, T. G. Van den Meer, Van den Burg.

Literature.

The Chinese Mandarin Language, after Ollendorff's New Method of Learning Languages. By CHARLES RUDY. Vol. I. Geneva: H. Georg. London: Trübner and Co. 1874.

The fact that the Ollendorff method for learning English has already been adapted to at least a dozen different languages has been an important consideration with M. Rudy in making it the *substratum* of the work, the first volume of which is now before us. The advantage of this, he says, is considerable, since persons knowing any single one of these languages can learn Chinese, even though they be ignorant of English. This may be true enough in theory, but we are inclined to think that the

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modus operandi would be somewhat cumbersome. With regard to his statement that "a means is also thus afforded to the Chinese themselves of learning, by way of comparison, all the European languages, to which the Ollendorff method for learning English has been applied," we must candidly own that we are sceptical as to the feasibility of the idea. That the book itself will be found very useful by Europeans, when making their first essay to learn the Chinese language, we do not doubt for a moment, and in fact we should ourselves have been glad of the assistance afforded by it, when some years ago we were placed in a room with a Chinese teacher, who did not know a word of English and had hardly even seen a foreigner, and were told to take our first lesson in Chinese. In those days neither Mr. Edkins' valuable "Progressive Lessons," nor Mr. Wade's more pretentious and elaborate *Yü-yen Tzu-êrh Chi* had been published; with the exception, perhaps, of Dr. Medhurst's *Chinese Dialogues*, beginners were entirely without the numerous aids which now smooth the path of the student in the elementary stage, and the appearance of M. Rudy's volume would have been hailed with joy by many, but still it would have been necessary to use it with caution, for the phrases are not always to be relied on, and occasionally betray their foreign origin. The system of pronunciation, too, which he has adopted, appears to us—and we make the remark with due deference to the authorities quoted by him—to be open to grave objections, for it is needlessly complicated, and in more than one instance absolutely misleading. With reference to the tones, M. Rudy has not thought himself justified in following Dr. Lobscheid's wise example in omitting to note them; but having resolved to mark them, he has acted judiciously in imitating "Mr. Meadows, who, for greater simplicity, replaces by numbers the five diacritical marks," used by Morrison, Medhurst, Prémare, and other sinologues. He had better have left them out altogether, for no learner can hope to acquire a correct intonation of the Chinese language without hearing it spoken by natives, and we certainly do not think that his definitions and rules will enable the unaided student in Europe to reproduce them.

This first instalment of M. Rudy's work is divided into twenty lessons, illustrated by fifty-six exercises; there are also eighty-one "observations" scattered over the lessons, in which much useful information is conveyed; and the rules and notes at the bottom of the pages are not the least valuable feature in the volume, although the author disclaims "any attempt at displaying scholarship" therein. As M. Rudy invites the friendly counsel and suggestions of critics and sinologues, we would strongly advise him in any future volume, or in another edition of this volume, to curtail the number and length of the exercises, as they appear to us to be needlessly copious, and constant repetition and reiteration, though undoubtedly useful to a certain extent, become painfully wearisome to the learner, when carried too far. We would also advise M. Rudy to be more careful in correcting the proof-sheets of future volumes, for *four* pages of acknowledged errata are out of all reason in an educational work like the one before us, and it is disheartening to a beginner to be obliged to set to work, in the first instance, by correcting his teacher's mistakes. It had occurred to us to offer a few hints as to matters of detail in connection with the pronunciation adopted, and some of the Chinese expressions given as examples, but our space will not admit of our doing so, and in conclusion, we will only point out to our readers that the third volume promises to be particularly useful and interesting, for "it will be accompanied by a small treatise on Chinese letter-writing, and the composition of various commercial documents, illustrated by numerous specimens, together with an English and Chinese vocabulary of all the different words contained in the entire work,"—the last being an especially useful, but commonly neglected, feature in elementary books on the Chinese language.

In a recently published memoir Father David, a Roman Catholic missionary, who spent many years in exploring the interior of China, points out as quite erroneous and ridiculously inadequate some recent statistics, according to which the population of the Celestial Empire would barely exceed 100,000,000 of souls. Father David says that population cannot be put down at less than 300,000,000 millions. That figure is arrived at in this way:—In the least populous province of China, viz., Kiang-Si, there is an average of 4,000 inhabitants per district; as Kiang-Si contains no less than 4,345 districts, the total for that province reaches 17,380,000 souls. As there are, in the Chinese Empire, eighteen such provinces, many of which are larger and more densely inhabited than Kiang-Si, the total number for the whole of the country cannot be under 300,000,000. The writers who estimated the population of China at so low a figure as 100,000,000 must have based their calculations on the state of some of those districts where civil war and famine have worked such frightful havoc, and carried off from a half to four-fifths of the population.

The monthly meeting of the Royal Asiatic Society was held on the 15th inst., J. Ferguson, Esq., in the chair. A paper was read by the Rev. J. Long, on "Eastern Travels and their Utilisation for Oriental Research." The paper pointed out the political value at the present time of the Government of India being acquainted with the feelings and opinions of the masses in India as one of the guides to a just administration. It then referred to Eastern proverbs as the key to much of the social life of the people, and especially of the women shut up in zenanas. Proverbs were also the coins of antiquity, opening out a vista into the inner life and guiding us when history failed. The lecturer then pointed out the importance in the present transition state of the Eastern mind of collecting, interpreting, and publishing all relating to the proverbs of the East, in relation especially to ethnological and sociological questions, and the facilities presented in India for carrying out this plan through the agency of the Asiatic Societies, the directors of public instruction, and the editors of native periodicals and newspapers. References were made to the progress in Russia regarding proverbs, and an outline of the heads of proverbial research was given from the Russian work of Snegrief, which was applicable *cæteris paribus* to India. Enquiries on the archaisms of proverbs may throw light on the connection between the Dravidian and Turanian languages, on the origin and affinities of the aborigines of India, on the connection between the Tonkrit and Sanskrit languages. Proverbs fill up a gap where coins and manuscripts are wanting; they are also of great use in giving foreigners a higher opinion of the intelligence and observation of the common people, and in forming a link between the book taught and book ignorant classes. The rising vernacular literature of India is marked by the freer use made of the illustrations by proverbs, and in teaching and preaching to natives proverbs supply a store of most valuable illustrations to make Scripture truth more accessible to the masses. Illustrations were given by quotations from Bengali, Telugu, and Russian proverbs. A paper was also read by Mr. J. F. Dickson, of the Ceylon Civil Service, in illustration of three pictures exhibited by him, portraying Iatakas, or passages in the life of Buddha. There were copies of paintings on the walls of Buddhist temples, and were given to inculcate the practice of charity, and the resistance of worldly desires. Mr. Dickson's explanations were listened to with great attention.

At the next meeting of the Geographical Society, to be held this evening, a paper will be read by Mr. E. L. Oxenham, entitled "The Inundations of the Yangtsze-Kiang."

The *Geographical Magazine* for February contains an account of the voyage of the *Challenger* from the Cape of Good Hope to Melbourne, by Captain J. E. Davis, R.N., a paper on "The Nicobar Islands," and an account of "The Islands of St. Paul and Amsterdam in the Indian Ocean."

The *Oriental Magazine* for February, although dealing chiefly with India, contains some very interesting notes of a visit made by an old China resident (Mr. Edkins) to Japan, and "Notes from the Journal of a Tour in the North of China in 1873," by Dr. James Legge. The February number may be considered an excellent one.

THE TRANSIT OF VENUS.

(FROM A CORRESPONDENT.)

PEKING, DEC. 16, 1874.

The observations of the Transit of Venus at this place, for which such extensive preparations had been made by the French and United States Governments, took place in a very satisfactory manner on the 9th inst. Some anxiety was felt at an early hour in the morning, owing to the appearance of clouds, and at intervals during the forenoon the sun was for some length of time entirely obscured; but by a most fortunate chance, the intervening clouds were dispersed by puffs of wind at precisely the necessary moments for accurate observation. The four "contacts" were all recorded most successfully, the first impingement of the planet on the solar disc taking place about one minute later than the calculated time, as shown by the chronometers used. The chief interest of the occasion was centred in the French Observatory, owing to the extreme perfection of the instruments employed and the scientific qualifications and enthusiasm of the astronomers, MM. Fleuriais, Blarez, and Lapied—though, unhappily, M. Blarez was incapacitated from work by the serious illness with which he has been attacked. Commandant Bellanger, captain of the gun-vessel *Couleuvre*, now at Tientsin, was present as an extra assistant. In addition to visitors from the different Legations, the Minister Chung How, of the Foreign Board (and lately Envoy to France), was present throughout the observations, in which he took great interest. By means of the extraordinarily elaborate machinery for solar photography which forms part of the French apparatus, nearly two hundred photographs of the transit were secured, of which about two-thirds are pronounced perfect.

The American observers, Professors Watson and Young, with some assistants, had established their very fine set of instruments in the enclosure attached to a private residence, where they have been hard at work for some two months past in preliminary observations. They succeeded in obtaining about one hundred photographs of the transit, but of a less perfect nature than the French. Owing to the clouds, the spectroscope experiments failed entirely. A day or two after the transit took place the two parties of astronomers were conducted over the ancient Jesuit Observatory on the Wall of Peking by Chung How.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Spelter.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Genevs.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
Forward Ho!	Shanghai	London..	Jan. 26	...	410	...	600	...	100	...	...	...	250	194500	...	...	...	660	...	...	...	...	246	...	...	...	340	1120	259	...	282	...	127	...	...
Zehlima	Penang	,,	,, 27	200	...	...	...	...	...	20	5	...	618	...	...	...	...	...	...	...	...	38	80	200	22	4800	...	...	...	4752	250	...	...	...	130
Scindia	Shanghai	,,	,, 28	...	424	...	300	...	300	...	...	...	198	...	...	...	...	...	...	...	...	5	144	404	162	...	640	445	527	3464	248	...	...	...	...
Oleander	Yokohama	,,	Feb. 1	...	70	...	100	1	46	25	...	...	287	...	23976	...	...	...	583	...	29	46	111	346	31	...	87	632	300	2815 &£60	272	...	230	...	25½
Wien Hohenfelde	Batavia and Sourabaya	Liverpool	Jan. 28	82	142	57	...	...	...	21	...	...	1530	19196	20400	...	...	...	...	...	...	...	23	...	...	...	...	200	180	...	...	...	10	...	...
County of Elgin	Batavia	Glasgow	,, 6	153	83	87	110	...	...	...	½	2845	455	133100	35540	...	...	...	...	32120	...	...	283	...	...	...	...	346	...	...	1787	35	...	45	...
County of Sutherland	Java	,,	,, 23	...	...	...	...	...	...	...	½	5545	165	512840	136077	480	148	...	...	14965	...	...	...	...	...	...	...	...	...	...	...	...	180	150	...
County of Argyle	Batavia and Sourabaya	,,	Feb. 6	192	5	...	...	...	...	...	...	3000	300	7375	11765	...	...	125	45	15500	...	...	87	...	...	...	...	...	...	...	479	...	...	65	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Matches.	Goods Manufactured.	Effects.	Mineral Water.	Indiarubber Manufactures.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.	£.	£.	£.	£.
Forward Ho!	Shanghai	...	365	9	...	79	...	...	...	...	...	...	200	...	...	5	...	...	57	...	...	...	...	...	...	270	...
Zehlima	Penang	...	506	20	...	...	...	...	...	...	...	...	...	...	...	...	...	120	...	...	...	...	18	1019	...	...	...
Scindia	Shanghai	41000	307	21	...	...	...	...	...	...	...	20	...	...	...	21	79	...	...	...	...	...	...	55	...	260	...
Oleander	Yokohama	...	175	15½	8½	877	...	S	...	10	...	741	...	...	...	24	190	21	...	...	...	20	...	166	...	15	...
Wien Hohenfelde	Batavia & Sourabaya	...	649	1305	...	...	...	...	...	...	...	...	12	...	42	...	25	...	...	...	...	...	...	...	...	...	...
County of Elgin	Batavia	...	2591	£380	...	...	...	...	...	...	...	...	...	...	100	...	...	...	...	...	...	...	40	...	...	110	...
County of Sutherland	Java	...	...	£175	...	...	...	...	40	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Argyle	Batavia & Sourabaya	10000	3583	£2630	...	...	...	...	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *Forward Ho.*—Cement, £164; bricks, £64; clay, £12; refined sugar, £75.

Per *Zehlima.*—Cement, £239; guano, £830.

Per *Scindia.*—Roofing and sheathing felt, £266.

Per *Oleander.*—Cordials, 10 gals.; sheathing felt, £35; corks, £30; sugar, 2 cwt.

Per *Wein Hohenfelde.*—Roofing felt, £167.

Per *County of Elgin.*—Oil cake mills, £60; table cloths, £30; bricks, £160; wood felt, £245.

Per *County of Sutherland.*—Mechanical instruments, £40; roofing felt, £250; wax cloth, £35.

Per *County of Argyle.*—Galvanised iron, 21 tons; roofing felt £694.

Per *Questeinbert*, from Liverpool, for Sourabaya.—Hardware, £168.

Per *Sophia R Luhrs*, from Liverpool to Batavia, cleared Jan. 13.—Coals, 902 tons.

Per *Boldon*, from Liverpool to Singapore, cleared Jan. 23.—Coal, 980 tons.

Per *Sampo*, from Liverpool to Macassar, cleared Feb. 2.—Tar, 50 brls.; coal, 1,022 tons.

Per *Comete*, from Greenock to Singapore, cleared Jan. 11.—Coal, 742 tons.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 22, 1875.

THE LOSS OF THE "MONGOL."

WHILE, as it is needless to say, we are undesirous in any way to increase the pain which must be felt by the relatives and friends of the late captain of the steamer *Mongol*, we feel it a duty to protest against the grounds upon which the Naval Court of Enquiry at Hong Kong have refrained from expressing any opinion as to the loss of the vessel. When, as is set forth very concisely in the finding, a magnificent steamer leaves a port in perfect order and within a couple of hours from her departure is totally sunk through striking upon a well-known rock, with the loss of eighteen lives, we submit that a Naval Court of Enquiry is called upon, however painful the duty, to express an opinion, and a tolerably definite one, too. Their refraining from so doing cannot in any way benefit the captain's memory, but, on the contrary, leaves an opening for the most adverse surmises; while a most appropriate occasion of strongly reprobating the recklessness on the part of ship-masters which has of late been so conspicuous has been allowed to slip. However painful it may be to say so, we do not hesitate to express our opinion that the broad facts of the case are sufficient to condemn the late master. He had no right to be anywhere near where he was when the accident occurred, and if even this error can by any possibility be explained, he cannot in any way be justified in going at full speed when he knew that a dangerous rock was in his immediate neighbourhood. It would obviously have been the part of the Naval Court to express some such view as this of so clear a case. They might have made some reservation in favour of a man who could no longer be heard, and have in justice suggested any explanation that could possibly be conceived, but in refraining from expressing any opinion at all they have simply failed to perform the duty they undertook as members of the Court of Enquiry. This weakness on their part cannot fail to have precisely the opposite effect to that desired, namely, increasing instead of diminishing the severity of the comments which will be made upon this lamentable affair.

SIR WILLIAM FREDERICK DRUMMOND JERVOIS, K.C.M.G., C.B., has been appointed Governor of Singapore, in succession to Sir ANDREW CLARKE, who goes to India as Public Works Member of the Governor-General's Council. The new Governor is a Colonel in the Royal Engineers, and for some years past has held the appointments of Deputy Director of Works for Fortifications and Secretary of the Defence Commission at the War-office. He served at the Cape of Good Hope during the Kaffir War of 1846-47, and made a military sketch of 2,000 miles of Kaffirland, 1,000 of which he surveyed during the war. For this service he received a medal. In the year 1856 he was appointed Assistant-Inspector of Fortifications, and subsequently Deputy Director of Fortifications. Colonel JERVOIS has designed and carried out the fortifications and harbour defences at Portsmouth, Plymouth, Pembroke, Portland, the Thames, the Mersey, Cork, and other places, and was for some years a member of the Commission on the Application of Iron Armour to Ships. He was sent on a special mission to the Government of Canada in 1864; also on missions to Bermuda, Halifax, Malta, and Gibraltar, and was specially employed by the Government of India to report on the defences of the harbours of India, including those of Aden and British Burmah. He was nominated a Companion of the Bath in 1863, promoted colonel April 1, 1867, and appointed Knight Commander of the Order of St. Michael and St. George in 1874.

WE cannot understand on what principle the Government of the Straits Settlements has acted in stopping the private practice of Government servants learned in the law. It appears that the Attorney-General, Mr. BRADDELL, was the first put under that ban, but he was compensated with £500 per annum—a dead loss to the Government; but other servants of the Crown have not in like manner been compensated, and hence the injustice and hardship. As an example, we may mention the case of Mr. GOTTLIEB, who at considerable expense studied in England and passed the Bar; of course, under the impression that not only would he be more eligible to discharge magisterial duties, but that he would be able by private fees to recoup himself the outlay incurred in so qualifying. The whole thing is so unlike the Governor's sense of justice that we trust he will not leave the matter as it now is, but will devise some means of putting it right before he leaves. A more decided case of making "fish of one and flesh of another" cannot well be conceived.

WHATEVER may be the precise merits of the action taken by the shareholders of the Hong Kong and Shanghai Bank in Hong Kong with reference to the appointment of Mr. ROWETT—upon which for the moment we refrain from expressing an opinion—one point is obviously suggested by it, and that is how far such action amounted to an expression of want of confidence in the Directors. It is certainly very unusual to find special action taken by shareholders with reference to a matter which is always left within the discretion of the Directors of any institution; and it is open to question whether it would not have been more in order and more to the interests of the Bank to have reserved comment until the next meeting of the shareholders. Any action taken in advance must tend to weaken the force of what could be done in the ordinary course of business at the next meeting.

WE note with pleasure that the Shanghai General Chamber of Commerce have appointed a Home Committee to watch over the matters which they wish to forward. There is so much difficulty in obtaining men here capable of impressing facts connected with our commercial interests in China upon the Government and upon others interested in them, that a step in that direction now taken cannot fail to be productive of useful results, if proceeded with with discretion and energy.

OUR New York advices report that the directors of the Pacific Mail Steamship Company are holding consultations to devise some means of raising $450,000 wherewith to meet maturity obligations, and that it is proposed to sell the company's real estate in San Francisco. The Committee of the House of Representatives has made no further progress with the investigation which has been going on for some time past with reference to the company's Subsidy.

M. DUCROUX, Councillor-auditor at the Court of Appeal of Saigon, Cochin-China, has been appointed by the French Government Judge at the Tribunal of First Instances of Cayenne, French Guiana, in lieu of M. RAVEL, who goes to the Court of Saigon as Councillor-auditor.

WE are enabled to announce that Sir H. BULWER, who arrived home by last mail, is on leave of absence, and has not resigned the Governorship of Labuan.

THE *Gazette* notifies that Mr. KNOX, now Her MAJESTY'S Consul-General in Siam, is appointed Agent and Consul General there.

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SIAMESE POLITICS.

ACCORDING to recent information received from Siam, the SECOND KING was still on the premises of our Consulate at Bangkok, and at a meeting of the Foreign Consuls held inside the MAJOR KING'S palace, the protection afforded to the person of the subordinate Monarch had met with general approval. Prominent among the telegraphic intelligence recently to hand is a statement that Sir ANDREW CLARKE has been requested to intervene with his friendly offices to adjust the dispute; and we have reason to believe that Sir ANDREW has accordingly gone up to Bangkok, but, under instructions from home, not to take any action unless specially called upon by our Representative in Siam to interfere.

One of the duties imposed by Siamese usage on the SECOND KING is that of hurrying to the scene of any conflagration that may chance to break out in the capital. The immediate presence of some such high authority is found to be necessary on such an emergency, because subordinate officials shrink from the responsibility of cutting down contiguous dwellings so as to prevent the spread of the fire. When the arrest of the subordinate Monarch had been resolved on, advantage was taken of the foregoing circumstance, and a messenger was sent to announce to his Majesty that within the walled enclosure of the FIRST KING'S Palace a fire had suddenly broken out. Had the stratagem succeeded there is a long passage between two gateways leading into the Major Monarch's private compound, and in this alley the SECOND KING'S palanquin might readily have been stopped. Such—according to one local report—was the scheme to be followed in securing the Monarch's person. The step was an unfortunate and a reprehensible one. We are very glad that it miscarried. The SECOND KING, it would seem, had his suspicions; at any rate he left his Royal colleague to put out his own fire, and two days after these events shifted his quarters quietly to the British Consular grounds. This must have been rather embarrassing for the FIRST KING'S advisers. They certainly have set their own Palace on fire, there can be little doubt about that; but they should not play with political lucifer-matches, for some among them will not only burn their own fingers badly, but when the conflagration is finally got under they may find the material damage a good deal heavier than they anticipated. At the same time, if we deplore the outbreak of political squabbles in Siam, if we condemn, without shrinking, the imprudence of those who acted with ill-advised precipitation; if, lastly, on account of the multifarious commercial interests at stake, we urge that no time should be lost in settling disputes and restoring tranquillity, we are very far from advocating high-handed interference, either by ourselves or any other foreign nation, in the internal quarrels of the Siamese. We deprecate any attempt to coerce the Cabinet Councils of Bangkok. We have already expressed our view that the SECOND KING is entitled in survivorship to the supreme throne, and we are certain that the devolution of the Siamese Crown is not hereditary, but, within certain limitations, elective. That being so, the subordinate Monarch probably has right on his side when he declines to be a party to any premature and unconstitutional attempt to deprive him of his expectations; yet after all we cannot lose sight of the principle that it is for every independent nation to settle for herself on the form of government which best pleases her, and to choose those rulers whom she may most fancy as the repositories of executive power. Public opinion, popular sentiment, are non-existent in Siam; but there are some well recognised parties among the nobility there, and in the present dead-lock the views most prevalent with the aristocratic order may be relied on to turn the balance in favour of one faction or another. The ex-Regent may be reinstated in power, or the Supreme KING and his courtiers may prevail; whatever be the result, it is our business to assent to it, provided British interests sustain no injury thereby. Riot, bloodshed, or civil war we ought of course to do our utmost to repress, because neither we nor any other foreign nation can trade securely under such a state of things, or be assured that our Treaty concessions will be duly respected and carried out; but when we see that the divisions in the Siamese Council are in a fair way of being adjusted—and there is some ground for supposing that this result will speedily be attained—we need do little more than wait till the tempest abates and the troubled waters return again to their tropical calm. Of course if the good offices of either Great Britain or any other foreign Power are *invited* by the principals in the dispute the case is altogether different. Something in this direction appears already to have been done, otherwise we are at a loss to explain the meeting of Consuls at the FIRST KING'S Palace; but as for the overtures to the Governor of Singapore, these must not be too hastily taken as an appeal to England; they may merely be the one-sided—and well-known—stratagem of a particular faction, who hope by this device to extract an opinion from Sir ANDREW CLARKE in conflict with the policy of the resident British Consul, whatever that may be. The KING'S party of course want to win the trick if they can, and they perhaps think that if they cannot carry the British Consul with them, they may as well nullify his influence, and at least render him powerless to oppose, by planting a division between the Colonial-office agent and the Foreign-office representative.

In our last issue we inserted a letter by a correspondent of the *Straits Times*, giving a version of the Siamese disturbances somewhat different from our own. The letter was evidently one written by a supporter of the Supreme KING'S advisers, and it was very proper to publish it, that both sides may be heard. But every line of it only confirms our own impression of the case; and the endeavour to ignore the coronation of the SECOND KING, which took place in December 1868, does not strengthen the credit due to the other parts of the letter.

SIR D. B. ROBERTSON ON TRADE IN CHINA.

IN the course of his Report on the Trade of Canton for the year 1873, to which we recently alluded, Sir D. B. ROBERTSON makes some remarks upon the condition of trade in China, which appear to us to be worthy of more than a passing consideration. Her MAJESTY'S Consul had the disagreeable duty to perform of reporting a material decrease in the trade of the port, and he takes the opportunity of calling attention to some of the causes which have contributed to this undesirable state of things. "That trade should be free," he observes, "to all who "have the means of entering into it cannot be questioned, "nor can there be any doubt that freedom develops its "resources, and benefits either the seller or the buyer, but "when competition is introduced, the balance is in favour "of the former;" and it is undoubtedly owing to these causes that of late years the Chinese merchants have reaped more benefit from the trade than foreigners have, and to such an extent has this been the case that "there appears to be some truth in the saying that 'the trade of China is not worth following.'" Competition, however, is not the only thing against the foreign trader; probably his greatest enemy is the perfect organisation of the Chinese in all matters that relate to trade. It is well-known that "every trade in China of any importance has "a guild, and its members are bound under heavy "penalties to obey the laws of the society;" and by these powers of combination the Chinese practically command the market, and do as they like. If combination be evidently and notoriously so advantageous to the Chinese, why, it may naturally be asked, cannot foreigners also resort to it? This, however, is a question which it is easier to ask than to answer, though conflicting interests and nationalities go far to explain the reason, as well as the want of that strong clannish feeling which exists among the Chinese, and which often rises superior to mere money considerations. Combination among foreigners has been tried, it is true, at Foochow and Shanghai, but it failed miserably, owing to their being essentially deficient in that power of cohesion which is so notable a *trait* in the Chinese character. One or two weak spirits, thinking, doubtless, to gain an advantage over their fellows, drew back from their engagement, and spoiled the arrangements which had been carefully made, and which, if faithfully carried out, would have taught the Chinese merchants a severe lesson. "There is a weak point," however," says Sir D. B. ROBERTSON, "in "the (Chinese guild) system, which, if taken advantage of, "seriously affects it." The Chinese teamen are not capi-

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talists, as a rule, and to carry on their operations they are obliged, like foreigners, to resort to their banks for funds, on which they have to pay exorbitant interest, never less than 12 per cent. on the best security. This being the case, it is obvious that if foreigners could only be induced to refrain from buying for a sufficient length of time, prices must go down, for the interest of the teamen's loans would be rapidly mounting up, and if they did not sell, their anticipated profits would soon be turned into losses.

Another evil consequent on competition and high prices is deterioration in qualities. Teas are hastily and imperfectly prepared to meet sudden demands; "they are loaded "with iron filings and refuse-matter to give them weight, "and mixed with cactus and other leaves, and in some ". . . there is scarcely a tea-leaf in the whole com- "position." Again, it is doubtful whether "tea-tasting" is carried out on judicious principles; it is hard to say, remarks H.M.'s Consul, whether sufficient care is taken by merely picking out a few chests from the bulk and examining them, for there can be no question that a great deal of spurious tea finds its way home. "It is hopeless, however, "to expect that a remedy for the evil will be found in "China, and to lay the blame upon the Chinese producers "and teamen; . . . perhaps the most reasonable view "to take of the deterioration is that it is a fault of system "rather than individuals, and the correction must be found, "in the first instance, at home." In connection with it there is one argument "which admits of no doubt of fact, "that is *conviction by a magistrate*, the effect of which has "already made itself apparent, . . . and would, if "frequently repeated, seriously damage the interests of "spurious tea, and give the home consumer something "like a pure article for his money."

In the matter of silk there has also been a great deal of underhand dealing in China, and though in this respect detection is easier than in the case of tea, "the addition of "water to give weight is of constant occurrence, and old "rags, matting, and such like, are often substituted in the "bales in place of hanks of silk which have been ab- "stracted." Sir D. B. ROBERTSON, however, is of opinion that in both these matters to which we have referred, "the anti-spurious movement at home will have the most "beneficial effects, and cause an improvement in the quali- "ties of both tea and silk," and in the interest of all concerned, we sincerely hope that such may prove to be the case, for the present condition of affairs is, on all grounds, open to the gravest objections. A word in conclusion with regard to the trade in English piece goods. This, as is well known, is a large one, and, as H.M.'s Consul observes, "would perhaps be larger but for the practice which pre- "vails of heavy loading and sizing for the purpose of "adding weight to and putting a face on the goods; why "such a practice is followed appears to be inexplicable, "for the Chinese are perfectly aware of it, . . . and "not only does this sizing affect the market value, but "it also tells against the importer, for large quantities become mildewed *in transitu*, and are sold at auction "for what they will fetch. It seems, however, to have "become a speciality of the Manchester market, adopted "during the American war, when cotton was scarce and "dear, and is now continued as a part of the manufacture." Unless the practice here alluded to be speedily discontinued, the trade in English piece goods will be most seriously damaged, for the Chinaman, much as he likes a cheap article, will not unnaturally prefer his own faulty but durable cotton fabrics to worthless rubbish imported from abroad.

Correspondence.

THE DISPUTE IN THE TEA TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—A dispute having arisen between the importers and dealers in tea, with reference to the time taken for delivery of teas bought, and some correspondence having taken place in the columns of a leading journal with regard to the question, I shall be glad to be allowed to inform the trade through your columns that, in the opinion of many of our leading merchants and brokers, the whole matter rests with the wholesale dealers themselves. On the arrival of a vessel the dealers are all anxious to get the *first* sight of the samples, the competition now existing in the country being such that it is of great importance to each wholesale dealer in London to have samples to offer to his country customers out of the *last* arrival, and this before his neighbours are in the field. Such being the state of the trade, when samples are offered on the market out of vessels only just in the docks, the dealers bid for the goods, knowing at the time they do so that it is utterly impossible that the bulk can be out of ship; it therefore follows that in so acting they have only themselves to blame for any delay in obtaining delivery. Let the dealers as a whole decline to bid for tea until they see there is a reasonable chance of getting a fair delivery, and we shall hear no more of this unfortunate dispute. As the dealers always sample the teas they are buying, and thus see for themselves that in the majority of cases only two or three packages are warehoused, they cannot plead ignorance of the facts above referred to.—I am, &c.,

A MERCHANT.

"DE MORTUIS NIL NISI BONUM."

(To the Editor of the *London and China Telegraph.*)

SIR,—I observe with much pain a paragraph in your impression of the 13th ultimo having reference to the life and death of a gentleman belonging to H.M.'s Consular Service. In justice to the memory of the deceased I trust you will find space for what follows. I knew the gentleman named from boyhood, and I was his medical attendant in China for several years. When I tell you there is reason to believe that the deceased suffered from an obscure disease of the brain, which for years stultified his wonderful acquirements and capabilities, and that what you term "the extraordinary life he has led for the last five years," and to which "he has at last succumbed," was probably the evolution of this disease, I think you will regret as much as we all here do the insertion of the paragraph in question. I am willing to give you all credit for sincerity in the course you have been pleased to take in this matter, but you must pardon me for remarking that I question its propriety, on the grounds alike of expediency and of good taste.—I am, &c.,

China, Dec. 31, 1874. J. R. S.

CHINA CONSULAR REPORTS.—SHANGHAI AND CHINKIANG.

The Consular Reports upon the trade of Shanghai and Chinkiang for the year 1873 have been issued this week from the Foreign-office, and we subjoin our usual summary of the statements set forth.

Mr. Medhurst reports that the value of the import trade of Shanghai for the year was Tls. 52,283,955, against Tls. 57,062,288 in 1872, Tls. 57,469,457 in 1871, Tls. 52,453,448 in 1870, and Tls. 55,197,642 in 1869. With reference to these figures Mr. Medhurst writes:—

The past year has proved disastrous in an unusual degree to the foreign trade of this port. In no single instance can a comparison with the results of previous years afford occasion for congratulation, unless, perhaps, as regards a salutary abatement in overtrading which has distinguished 1873, and which may be pointed to as an evidence of growing prudence on the part of manufacturers and importers, promising, it may be hoped, a better state of things to come. It is encouraging, at any rate, to note a marked diminution of the heavy stocks on hand which have hitherto so much encumbered a free and normal flow of business. And although a material, though temporary, check may thereby be opposed to the progressive expansion of British trade with China, which, as a general advantage, is too often advocated in the face of local stagnation and loss abroad, this diminution of imports must be regarded with satisfaction as a remedy for the excessive supply which was choking trade, lowering prices, ruining importers, and favouring pernicious practices calculated to throw a lasting discredit on British goods with a people noted for rooted prejudices like the Chinese. The mildew evil which increased during the year, and made its appearance in other fabrics besides grey shirtings, has seriously affected the trade, and other adverse causes have newly arisen, over which foreigners had no control, to add their paralysing effect to the existing depression.

The total value of imports from all countries in 1873 shows a decrease of 4,778,333 taels, as compared with that of the previous year. A greater fall has, perhaps, never yet been recorded, and the aggregate of imports for this year is thereby thrown back even below the ruinous year of 1870. Of the decrease Great Britain bears nearly the whole burden, while India, Australia, and the Continent of Europe are the only countries which can boast of an increase. It is worthy of remark that the imports from Australia more than doubled those of the United States.

The year opened with reasonably moderate stocks, and a fair prospect of increasing activity in trade. A brisk demand continued until the Chinese new year, and large shipments were made to the northern ports by the first steamers able to get up. But from this period a fatal inaction began to set in and stagnation ruled for months; week after week the same dreary tale of flat, dull, dragging markets, low rates, and diminishing consumption filled the trade circulars, and loss and disaster became everywhere the prevailing topic. Not that this can be set down as an altogether new feature in the trade. It has been the invariable result more or less of ventures in piece goods, and year after year some special reason has been assigned which, in its turn, has given way to another. In the meantime the importing merchant has exemplified a truly marvellous capacity for living upon losses, while the manufacturers and native consumer have benefited by his helpless position. Three local causes have been adduced as having, during the past year, operated fatally

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against an expansion in trade; floods in the north, drought in the central provinces, and an unusually abundant cotton crop in the neighbouring districts of this port. Add to these the failure of several large native hongs, and we have enough disturbing influences to account for the great falling off in the trade under its present narrow limits. Interest rose as high as 20 per cent., inland markets became overstocked, and the purchasing power of dealers was reduced to a very low ebb.

But it would be absurd to suppose that these influences could alone suffice to check the consumption of 57,000,000 taels' worth of goods among the flourishing and thickly populated regions which are fed by Shanghai as a depôt—for all the surplus stock which now lies choking the few accessible marts inland, for want of purchasers, ought naturally to flow off to other districts and become absorbed. The real obstruction to a free indraught of goods has been pointed out by the Shanghai Chamber of Commerce, and consists in an irregular and excessive taxation imposed on the movements of commerce, and the want of speedy and cheap means of internal transit. The Transit Pass system was arranged with the Central Government at Peking, whither the bulk of the duties on foreign goods finds its way, much to the detriment of the Provincial Governments, which have to collect their revenues within the limits of their own several provinces. It cannot therefore be a matter of surprise that the Provincial Mandarins should oppose a system of trade which withdraws from them a large portion of their supplies. While foreign steamers and Manchester goods reduced the local revenue by displacing junks and native fabrics, the local Governors gained no benefit by the change. They saw the rich receipts which immediately followed upon the opening of the foreign trade drawn off to Peking, and their own resources crippled by its existence. In self defence they raised barriers, and imposed duties on foreign goods moving inland, and now they have multiplied these obstructions to such an extent that the very natives themselves are joining foreigners in vigorous protests against the system. The Peking Government, on the other hand, had benefited very greatly by foreign commerce ; it had been able to dispose of a large revenue arising out of a trade which it had been its policy to oppose from the first, and has profited by its existence to strengthen its own resources by building arsenals and increasing its military efficiency. The result, then, of the Transit Pass system has been to check the advance of foreign goods into the interior to deprive the Provincial Governments of a part of their proper revenue, and to strengthen the hands of the Imperial Government for hostile purposes.

I am convinced that if the provinces were allowed their fair share of advantage from the foreign trade our goods would more readily penetrate to the farthest limits compatible with cheapened means of transit. An important element is herein suggested in any measures that may be taken to throw open the country. Let but the trade be freed from its tributary bondage to Peking, and let the local Governments be permitted to draw their fair share of benefit therefrom, and there can be little or no doubt that foreign goods will find many new outlets.

As regards the export trade the figures are also unsatisfactory. The total value for the year 1873 is estimated by Mr. Medhurst at Tls. 64,814,710, against Tls. 66,934,353 for the preceding year, thus showing a decrease of Tls. 2,119,643. The export of tea is set down at Tls. 19,375,356, against Tls. 23,936,291, a decrease of Tls. 4,560,953 ; and of silk at Tls. 26,241,405, against Tls. 23,290,370, an increase of Tls. 2,951,035. The Report offers the following remarks on this head :—

The falling off is attributable mainly to the decrease in tea export of 4,560,935 taels, and in rice export of 3,931,948 taels, making a total decrease as regards these two staples alone of 8,492,883 taels. A further diminution is also observable in the export of cotton, nankeens, and wax, to the extent of about 260,000 taels. The export of silk, on the other hand, exhibits an increase in value of 2,951,035 taels, and this, aided by a similar advance in the export for the year of cuttle fish, ginseng, hemp, medicine, sugar, copper cash, and sundry merchandise, so counteracts the large decrease above-mentioned as to reduce it to much smaller proportions. If a comparison be instituted between the exports and re-exports of native goods for the year 1872 and 1873, distinguishing foreign ports from Chinese, it will be seen that in 1873 an increased value of goods was exported to foreign countries, and a decreased value to native ports ; whilst as regards re-exports, a largely diminished quantity went to foreign countries, and an increased amount was sent coastwise.

The principal part of the increase in export to foreign countries will be found to fall to the lot of the Continent of Europe and the United States, their exports for 1873 being valued at 7,582,694 taels, against 5,815,548 taels, recorded in their favour for 1872. The decrease in re-exports to foreign countries seems to be about equally divided between Great Britain and the United States, the falling off in the former case being estimated at 2,284,716 taels, and in the latter instance at 2,773,762 taels. The declension in the quantity of tea sent through Shanghai will, of course, account to a great extent for this difference. As regards exports to Chinese ports, the decrease appears to be divided amongst Newchwang, Chefoo, Hankow, Kewkiang, Takow, Amoy, Swatow, and Canton, the share of the two last alone amounting to 2,449,518 taels, or about half a million in excess of the entire decrease for the year. The increase in the re-exports coastwise is divided amongst the following ten ports out of fourteen, namely, Hong Kong (for ports), Tientsin, Chefoo, Hankow, Kewkiang, Ningpo, Foochow, Tamsuy, Amoy, and Swatow ; of these Tientsin and Hankow absorb nearly two millions of the increase. Hong Kong (for the ports) and Swatow another half-a-million each, and the remainder divide the difference. The exports and re-exports of native goods hence coastwise will be found to have fed the Chinese ports during the past year in somewhat of the following proportions :—

In exports Hankow takes the lead with a good third out of the aggregate value of nine-and-a-half millions of taels, Canton and Tientsin take three millions between them. Another million falls to the share of Swatow, and about 800,000 to that of Hong Kong (for Chinese ports). Amoy, Foochow, Chefoo, and Newchwang follow next with about a quarter of a million each, and the remainder is divided between the rest of the ports. In re-exports Tientsin occupies the foreground, receiving over nine-tenths out of the whole quantity sent away ; Hankow follows next with nearly another fourth ; Canton and Hong Kong are the next largest consumers, taking together two millions and three-quarters ; Ningpo and Chinkiang receive between them about one million and three-quarters ; Kewkiang, Swatow, and Foochow over a million and a-half ; Newchwang and Chefoo a quarter of a million each, leaving the rest to the ports of Amoy, Taku, and Tamsuy.

The export of tea for the year 1873 compares unfavourably, as I have remarked, with that of the previous year, the total decrease being estimated at a value of 4,560,935 taels ; nearly the whole of which is to be accounted for by the diminished re-export of green tea brought hither from Ningpo. As regards the returns they show that the aggregate quantity exported hence during 1873 amounted 55,957 bales, against 54,865 bales sent away during the previous year. But a sensible decrease appears in the exports to Great Britain, and, as will be seen by the following figures, the proportion received by the Continental ports relatively to that taken to England goes to prove that direct exports to France and Italy is gaining the ascendency over shipments as heretofore through London :—

	1872. Bales.	1873. Bales.
Great Britain	37,293 ...	33,987
Continent	11,420 ...	16,411

The only other material decrease perceptible falls to the share of the United States, which only took 2,922 bales in 1873, against 3,909 bales in 1872. The dealers in the staple, both foreign and Chinese, complain itterly of the disasters which have marked their business during the twelvemonth.

A slight increase is exhibited in the gross import of opium during 1873, as compared with that of the previous year. The totals may be set down as follows :—1872, piculs 41,008 ; 1873, piculs 42,601. This difference may be accounted for, in some measure, by the fact that the Port of Hong Kong has been practically blockaded by the Customs' revenue cruisers, and consequently a large portion of the drug, which was formerly introduced surreptitiously into China from that colony, had to be carried into consumption during the year through more legitimate channels. The gross increase seems to have had the effect of likewise raising the net import into Shanghai, which has been 12,560 piculs in 1873, against 12,067 piculs in 1872. An increased distribution likewise appears in favour of some of the coast ports as distinguished from others.

The amount of native-grown opium is now so considerable, and it competes so seriously with the imported article, that any report on the subject would be manifestly defective that did not take this competition into consideration. Yet the difficulty of procuring any definite or reliable statistics, as regards the native industry and its results, render it impossible to do more than draw general inferences fromsuch information as may be derivable either from partial observation or common report. These inferences would lead to the conclusion that the native cultivation of the drug is being developed at a rapid rate, and this is confirmed by the fact that the consumption has of late largely increased, whereas it is well known that the import of the Indian drug has been stationary, or nearly so, for several past. The usual edicts deprecating the cultivation of such a pernicious drug at the expense of cereals and other crops, and prohibiting its culture under heavy penalties, has continued to appear from time to time, and influential Chinese functionaries have not failed, as heretofore, to urge the Crown to take steps towards rescuing the country from the too certain ruin which must be the consequence. But all to no purpose ; the drug is so highly prized as an alterative, and the desire for it as a sedative is so general amongst all classes, whilst the local Executive are everywhere so easily bribed into connivance, that the cultivation is persisted in, and it will, no doubt, continue to extend until effects are produced which must eventually exercise a vital influence upon the interests of the country at large. The result as regards the rival import from India cannot be doubted. The supply, as I have remarked, has for some time past been limited to about an equal rate year by year ; and, as it is a maxim in commercial economy that a trade which does not increase must, of necessity, tend towards the opposite direction, it follows that the only too probable event we have to look forward to is a gradual decline and extinction of our share in the trade, wherever the Chinese shall have learnt how to grow and prepare their produce so as to bring it on a par with the Indian staple.

This is a question which merits serious consideration in connection with Indian finance. The subject has, I believe, and very properly, attracted more than usual attention of late on the part of the Indian Government, and, as you are aware, I have recently ventured to suggest the expediency of at once appointing a Commission of Inquiry, composed partly of officers conversant with the cultivation in India, and partly of gentlemen in the Consular service familiar with the people and language of China, and who might be delegated to make researches throughout the Chinese provinces with a view to establishing the actual truth as regards the extent of cultivation and its probable effects ralatively to the Indian product. I still hope that such a commission may eventually be instituted, and I believe it might further be useful not only in eliciting valuable information as to the extent to which the drug is consumed in various parts of the country, and its influences upon the people at large, but in establishing a mass of facts with regard to the inland fiscal system, as to the working of which we at present possess but a very vague idea.

As might be expected, the general depression of trade has affected the tonnage of the port very seriously. Of British vessels entered and cleared in 1873 there was a total of 1,511, with a tonnage of 934,900, against 1,961, of 1,076,639 tons, in 1872. The steamers entered in 1873 were less by 52, and those cleared by 56, with a difference in tonnage respectively of 18,200 tons and 22,500 tons. Of sailing vessels there were 179 less entered, and 160 less cleared, amounting in tonnage to 54,300 in the former, and 46,700 in the latter. The

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same general decrease is noticeable among other nationalities, and more particularly the German, which has fallen off to the extent of thirty per cent.

As has been remarked in a former Trade Report, the apparent superiority of the American trade is mainly due to the number of coasting and river steamers of large capacity which are entered and cleared over and over again during the year. But in the number of sailing-vessels the American flag finds employment only to the amount of one-third of the tonnage under the British flag, while the Germans scarcely secure one-seventh of the latter amount.

Under the head "General Remarks" Mr. Medhurst gives some valuable information and suggestions. The substance of his remarks is as follows :—

The Returns, as now compiled by the Customs, afford ample means of estimating the shares taken in the import and export trade of Shanghai by foreign countries; and it is interesting to note therefrom the commercial position taken up by Great Britain and her dependencies relatively to other nationalities, as well as the progress made by each during the year, as compared with the previous twelvemonth. In illustration of these features I append a few comparative statements, from which the following deductions may be drawn :—1. Of the 52,000,000 of taels' value of foreign imports which Shanghai receives, Great Britain and her dependencies contribute over 47,000,000, and of the exports and re-exports of native produce, estimated at an aggregate value of nearly 65,000,000 of taels, one-half goes to England and her colonies. Her share, however, in supplying Shanghai with foreign imports during 1873 appears notably smaller than that taken in the previous year, whilst other countries have advanced their contributions by nearly one-third. 2. In re-exports of foreign goods England holds but a subordinate position, Japan being the country which mainly helps to swell the amount put down as the proportion appertaining to other countries. The Chinese ports take, of course, the most important place under this heading, although it will be observed that their proportion has considerably decreased during 1873 as compared to the previous year. 3. In exports and re-exports of native produce the Chinese ports likewise rank high, fully a third of the aggregate value of 64,000,000 of taels falling to their share. 4 and 5. In exports of tea and silk Great Britain and her colonies must, as always, hold a high place; but, as has already been noticed under the head of "Silk," the continental proportion for 1872 has taken a notable start, which it appears likely to maintain.

The overtrading in 1872, commented on in last Report, has been to a large extent corrected in 1873, but its injurious effects appear to be still deeply felt in almost all branches of foreign trade. The general result of mercantile operations has been loss, and not profit, to the merchant, and the aggregate of these losses has been again very large. It is satisfactory, however, to observe that this adverse result is not, as it clearly was in 1872, mainly chargeable to the imprudence of those who carried on the trade, but may rather be traced to the changing conditions which must from time to time affect commercial calculations It soon appeared, however, that the consumers of China silk in Europe required a more important concession in price, and the London market has throughout the year been drooping, until values have been reduced to a lower point than has been known for fifteen years past.

Imports of manufactured goods from England have been moderate, but the consumption in China has been disappointing. It has not only ceased to augment, but in one of the great staples, T-cloths, it has diminished to an almost alarming extent. Mildew as has been suggested, bears the whole blame for this untoward result, and the warning of the Shanghai Chamber of Commerce to Manchester in December, 1872, that loss of trade would be a certain consequence of the shameful adulteration of cotton goods, is called to mind. But the class of goods affected is not the class in which the greatest adulteration takes place. It is, however, the class which directly competes with Chinese fabrics, and China cotton has been cheaper in 1873 than since the American war broke out in 1861. The wholesale impoverishment, by a series of destructive floods in the north, of the populations of vast territory, has also had its effect. This trade, like the English silk trade, is suffering from the reaction from speculative inflation. Intelligent Chinese ascribe the stagnation of foreign trade to the alarming progress which opium cultivation is making throughout the country; the easy production of the drug, and the remunerative returns it gives, they declare tends to engross the attention of agriculturists, and to sap nearly every other industry. I look upon this suggestion as important, and I cannot but think that it indicates, at any rate, one source of the blight which seems to be affecting branches of the trade with China. A general conclusion from the above premises may be arrived at, that foreign trade in China is not expansive. The English people are too apt to take it for granted that the trade with China is capable of indefinite expansion if only prices can be kept low; but the experience of every day more and more proves that this is not and cannot be the case. The resources for the conduct of a vast trade undoubtedly exist, but development is choked by irregular and excessive taxation, and the want of cheap and speedy means of internal transit, and until these counteracting influences are modified or removed it is hopeless to expect anything but a partial and sickly growth at best.

In this connection it has been observed with truth that there is a remarkable lack of variety in exports for such a vast producing country as China, and of a total of exports to foreign countries amounting to 77,500,000 taels, no less than 70,000,000 taels have to be put down to the two articles of tea and silk; of the other 7,000,000 taels the only items of importance are cassia, about 700,000 taels, and sugar, about 1,800,000 taels. No trade of China is probably saddled with greater obstructions than that in sugar; no country is better adapted for its growth than South China and Formosa, and, in addition, there is practically unlimited command of supplies of labour. So vexatious are the restrictions imposed, that the trade is kept within the narrowest limits. What is true of one article is true of many. There are numerous productions of China which would meet a ready sale abroad, but fiscal exactions prevent their being purchased at the ports at rates which would pay to export them, and in consequence neither China nor the world gets the benefit of them. Without exports a country can scarcely continue to import, and hence arises a general stagnation.

In distinguishing the amount of duties paid by each flag, it will be seen that Great Britain maintains her usual position in the trade by contributing more than two-thirds of the entire revenue for the year, but the payments for 1873 show a decrease, as compared with those of the previous twelve months, of 200,000 taels. The declension is noticeable under each head save that of coast trade, and in transit duties the reduction amounts to nearly one-half of what it was previously. America follows next in importance, but with a slight increase in her total share for the year, being the difference between a falling off under the head of exports, and an augmentation under all the other heads, more notably that of coast trade. France is the next largest contributor, and she too boasts of an advance, which in her case amounts to fully one-third of her previous year's share. The remaining 200,000 taels, out of three and a quarter millions, is divided between Germany and sundry other flags, the noticeable features being that Germany's share has declined by fully a fourth, and that the China-owned steamers have commenced to occupy a respectable place in the list of contributors for the year of nearly 30,000 taels.

The question of the Woosung Bar, notwithstanding the important bearing which it has upon the commercial success of this port, still remains, I regret to say, *in statu quo*. The obstruction is slowly acquiring increasing capacity for mischief, and the detention of vessels at the mouth of the river and their partial discharge is now becoming a matter of such daily occurrence that it ceases to attract attention, save to occasion more and more regret that the Chinese Government should continue to be blind to the claims of a question of such vital importance to their own and to foreign interests alike.

My relations with the Chinese authorities continue to be of the most friendly character. I find much difficulty, nevertheless, in inducing them, in civil cases between British subjects and Chinese where considerable amounts are involved, to free themselves from the natural bias which they have towards their own people, and to adjudicate on the broad basis of equity and common sense. The failure to secure a decision in an appeal case which was submitted to Her Majesty's Minister at Peking and the Tsung-li Yamen, about sixteen months ago, has suggested to me the possibility of having such disputes determined by arbitration of British and Chinese merchants sitting conjointly, rather than by a formal hearing, and the Taoutai has expressed his approval of the proposition. It remains to be seen how far this alteration will work.

The Report concludes with a collection of tabular statistics, occupying no less than twenty-eight pages of the Blue-book—giving comparative details of the trade and shipping of the port.

Mr. Allen's Report upon the trade of Chinkiang states that the imports for the year 1873 were to the value of £3,566,764 (the imports of British and British-Indian produce amounting in value to £2,783,540), against £3,937,982 in 1872, showing a decrease of £371,218, about nine per cent. The value of the export trade is estimated at £257,532, against £1,083,480, being a decrease of £825,948. We extract the following observations from the Report :—

The whole prosperity of this port depends on the facilities it possesses for forwarding goods into the interior for consumption. Chinkiang itself is by no means a rich or populous city at present, though there is but little doubt that it will become so in the course of time. The town and suburbs contain about 70,000 or 80,000 inhabitants, of whom an unusually large proportion consists of coolies, very small shopkeepers, and the like. The native hongs and stores are neither numerous nor extensive; the official establishments, civil and military, do not support a large number of writers and hangers on of all grades, and Chinkiang does not contain many houses belonging to rich gentry or to retired mandarins. We do not find here the handsome streets of large shops, which are seen in cities like Canton or Ningpo, nor is there by the river banks a forest of masts, such as exists at Shanghai, and at the mouth of the Han. The great bulk of the trade between foreigners and Chinese is in the hands of natives, who come down to this port from towns up the country, principally north of the Yangtze, to buy their merchandise, and take it away with them, paying for it partly in sycee at the time, and the balance when they have sold their goods. The great falling off in the amount of piece goods imported in 1873, as compared with the imports of 1872, has had two causes assigned to it. The first cause given is the good rice harvest of 1872, and the demand for this grain in the south of China, which state of affairs did not exist the following year. The other reason given is the withdrawal of the permission to foreigners to bring native goods to Chinkiang under transit pass, without their undertaking to export them to other ports or to foreign countries.

An account of the trade in native produce brought down to this port under transit pass, and of the underhand practices connected therewith, has already been given by Mr. Brenan. I need only mention again that, in 1872, it was the custom of nearly all the merchants at this place to sell to Chinese traders transit passes on native goods to be brought from the interior as the property of these merchants. The goods on their arrival were sold to Chinese in Chinkiang, and were either consumed here, or sent to other places in the neighbourhood by junk, the foreign merchant having no concern with them from the moment he had handed over his transit pass. This very easy way of making money, and the commissions to be made on the shipments of rice in 1872, induced various persons who had not much chance of a livelihood elsewhere to start in business here. Several persons left the out-door staff of the Imperial Maritime Customs to become, so-called, merchants and commission agents; and an American, who was anxious to save himself the fees charged by the United States' Consul for stamping applications for transit passes, took an Italian into partnership, so that the transit passes which this firm sold to the Chinese might be taken out free of charge. During the past year, since the Chinese authorities have

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ceased to issue transit passes on native produce, unless the foreign merchant who takes them out satisfies his Consular authority that the goods are *bonâ fide* his own property and intended for export, trade has been on a much securer basis, the worse class of foreign trader has become smaller here, and I think that we may say that there are good prospects for Chinkiang in 1874, and ensuing years. 1,004 outward transit passes were issued in 1872, and 969 in 1873; of these there are still over 700 which have not yet been returned, much to the annoyance of the Intendant of this circuit, who has twice written to ask that foreign merchants be notified that all outward transit passes are to become void if not used before the end of the current Chinese year.

But, although any frauds on the Chinese revenue cannot be too strongly condemned, it is impossible to avoid noticing the utterly rotten system of taxation which prevails in this province. The Chinese have not yet discovered, apparently, the enormous waste occasioned by keeping up the innumerable barrier stations in every direction. Merchants here justify themselves in selling transit passes to natives on the ground that the Chinese Central Government profits by the transit dues paid at the Foreign Customs, to say nothing of the fact that the trade in piece goods and other European productions is increased. Writers in the Shanghai newspapers abuse the barrier officials, as if they were the persons to blame for this unsatisfactory state of things; but all seem to forget that any permanent good can only be secured by pressure at headquarters. It must be remembered that Intendants of Circuit, and all other local officials, combine the duties of revenue officers and administrators of justice, and that the same abuses as exist in the collection of Chinese revenue are to be found in their administration of justice, in European ideas the more important matter of the two. To reform those two sets of evils would require a revolution, not only upsetting the existing Government, but changing Chinese ideas. Such a revolution may be sudden, or its course may gradually become stronger and stronger year by year, until the desired changes are effected; but in either case it is not a prospective advantage to be hopefully anticipated. All we can hope for is that the Central Authorities at Peking may deem it profitable for the Imperial revenue that in certain districts goods may be forwarded to Treaty ports at a lower rate of transit duty than has hitherto obtained. Were this done in Kiangsu the trade of Chinkiang would soon be doubled, and the Imperial revenue proportionately increased. Before leaving this subject, I may mention that over and above the import duty of 30 taels per chest of opium, a Lekin tax of 38 taels is levied on each chest, and at Huai-Kuan a further tax of 128 taels, making nearly 300 dollars in all. I need scarcely say that under these circumstances smuggling is very rife here.

Politically, Chinkiang has been perfectly quiet during the past year and there has been no trouble with the local officials. The number of the foreign community has slightly decreased during the past year. There are rather more than fifty foreigners in Chinkiang, all told. The foreign concession now presents a much better appearance than it did a few years back, and about half the lots are built on. The native town and suburbs are busy and flourishing, although I do not notice much building going on. The salt junks, which hitherto lay just opposite to Chinkiang, have lately moved to Icheng, about twelve miles higher up the river, which will, no doubt, cause the town, or large village which had sprung up on the north bank, to be deserted. No steps have as yet been taken to develop the mineral wealth in this neighbourhood, but it is stated that the Chinese are making arrangements to reopen the coal mines near Nanking under entirely native supervision, though nothing definite has been settled.

In conclusion, to sum up the substance of this Report briefly, I may lay down two propositions: 1st, that trade in Chinkiang in 1872 was abnormally prosperous for two reasons, one, the grain export, and the other, the facilities for bringing down native produce under transit pass, and that, when these two causes ceased simultaneously, the natural result was a sudden decrease in the trade; and 2nd, that this decrease is only temporary, doing no real harm to legitimate trade, which will steadily increase, subject at the same time to such fluctuations as may be occasioned by good or bad harvests, the opening of coal mines, and the like.

Monetary and Commercial.

The directors of the Indo-European Telegraph Company have issued their report for the past year. The receipts amounted to £79,466 2s. 8d.—an increase over the corresponding period in 1873 of £24,568 18s. 6d. The Government have agreed to reduce the minimum rent payable by the company from £12,000 to £6,700 per annum, and to give permission to carry South Russia messages over the wire. The directors add that they have succeeded in their negotiations with the India Office upon the question of the Persian Debt. The net profit available for the year amounts to £24,413 1s. 8d., and a dividend at the rate of 5 per cent. is recommended for the past six months, in addition to the interim distribution last June.

The directors of the Merchant Banking Company of London (Limited) have resolved to declare a dividend at the rate of 12 per cent. per annum for the half-year ended the 31st December last, to transfer £25,000 to reserve fund, thereby raised to £100,000, and to carry forward £3,979 16s. 2d. to next account.

An interim dividend of 8s. per share for the half-year ending December 31, 1874, being at the rate of 8 per cent. per annum, has been declared by the directors of the Anglo-Californian Bank (Limited).

We understand that the action which Mr. Edward Norton, of Norton, Lyall, and Co., Hong Kong, came home seventeen months since to institute against the owner of the s.s. *Parana* for breaches of charter-party on a voyage from China to Australia and back has, after a trial before Mr. Arthur Wilson, the arbitrator, appointed by the Court of Exchequer lasting twenty-one days, resulted in an award in the plaintiff's favour. The damages are referred to the arbitrator for assessment. It will be remembered that, in June, 1873, the captain and agents of the *Parana* sued Messrs. Norton, Lyall, and Co. for seven months' charter money, and obtained a verdict, it being the last cause tried before the late Mr. Justice Ball, and immediately preceded the memorial resulting in that gentleman's resignation. The owner (Mr. Malcomson) being resident in Ireland, refused to appear to Messrs. Norton, Lyall, and Co.'s cross action, taking advantage of a certain clause of the Common Law Procedure Act regarding Irish and Scotch defendants, which had been inadvertently imported bodily into the Hong Kong Ordinance. This question of absent defendants was raised in the Hong Kong Legislative Council by the Hon. Richard Rowett, and it has, we believe, since been rectified by the new code recently introduced into the colony.

During the week ending on the 13th of February orders were issued by the Customs for the delivery of 3,197,804lb. of tea from the bonded warehouses in London. Of this quantity 2,051,896lb. were for home consumption, 383,616lb. for exportation, 3,791lb. for stores, and 758,501lb. for removal coastwise to various outports, of which 75,177lb. were for immediate exportation. The total quantity delivered was less by 508,071lb. than that delivered during the previous week. The tea duty paid in London last week amounted to £51,297 8s.

The suspension is announced of Mr. James Holroyd, of the firm of James Holroyd and Co., woollen merchants and manufacturers, of Leeds and Barnard Castle. The unsecured liabilities amount to about £50,000, and the assets, it is believed, will represent the same total.

Bar silver has been sold at 57½d. per oz., which may be considered as the present quotation. Mexican dollars have been sold at 56⅜d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 9
25	Bank of Egypt	All	46 to 48 x.d.
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	18¾ to 18¾
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	562 fr.
Th.200	Deutsche	All	Th.172½
£28½	Hong Kong and Shanghai	All	23 to 25
50	Imperial	15	18 to 19
50	London and County	20	63½ to 64½
50	London Joint-Stock	15	50 to 51
100	London and Westminster	20	73½ to 74½
25	Oriental	All	45½ to 46½
50	Union of London	15	44½ to 45½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7½
10	Eastern Telegraph	All	7½ to 7⅝
10	Great Northern	All	10½ to 11½
25	Indo-European	All	19 to 20
10	Mediterranean Extension	All	3½ to 4½
12	Telegraph Construction Company ..	All	29¾ to 30¾
20	India-rub., Gutta-perc., & Teleg. Works	All	22 to 24
8	Reuter's	All	11½ to 12½
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 5½ pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¾ to 1½ pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6½	29½ to 30½
25	Ocean Marine	5	4½ to 5½
20	Thames and Mersey	2	3¾ to 4¼ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4½ to 5 pm.
	TEA COMPANIES.		
50	Assam	20	48 to 50
20	British Indian	All	6½ to 6¾
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4¾ to 4¾
20	Jorehaut, Limited...	All	50 to 55
20	Do.	1¼	16 to 17 pm.
10	Lelong	All	1¼ to 1⅝
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6¼ to 5¾ dis.
20	Do.	5	4 to 3½ dis.
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3 to 3¼
10	General Credit and Discount	7½	8¾ to 8¾
21	Hong Kong Gas	All	
10	International Finance	5	1½ to 1 dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	605 fr.
£50	P. and O. Steam	All	52 to 54
50	Do. Do. 1867	10	¼ to 1 dis.
100	Royal Mail Steam...	60	82 to 84
402fr.	Suez Canal	—	562 fr.
	Amoor River Navigation Six per Cent...	All	55 to 65
£98	Japan Loan, 9 per cent.	All	106 to 108
92½	Do. 7 per cent....	All	98 to 100

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ARTICLES OF IMPORT.

Depression has continued to be the chief characteristic of the Produce Markets, for notwithstanding the comparative cheapness of money, there has been a general want of confidence, and with few exceptions prices have undergone some reduction. Tea has been dull; Silk steady and firm. Sugar is flat, and Eastern kinds again lower. The demand for Plantation Coffee has been active, and prices close higher, but Native kinds are cheaper. Rice has been dull of sale at cheaper rates. Sago, Sago Flour, and Tapioca are lower. All kinds of Pepper, Ginger, Mace, and Nutmegs have also declined, but Cloves are dearer. Cotton has been quiet, and sales have been effected slowly at easier rates. Hemp is quiet; Coir Yarn 10s. to 20s. lower; Cutch and Gambier are slightly lower; Cocoanut Oil is unchanged; Tin has again declined.

TEA.

Messrs. Capel and Co.'s Circular says:—The market still remains in a dull and inanimate condition, although the amount of business has been rather larger than that of the previous week. Prices for common black and red-leaf Congous have been rather easier at public sale, also common Scented Capers; other descriptions showing no material change. In public sale 15,811 packages were sold without reserve on the 15th to 17th inst.; and yesterday, 3,798 packages were also sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,063,465	1,665,929
Coastwise	615,333	735,974
Exports	455,800	329,884
Total delivered	3,134,598	2,731,787

Congous.—Red-leaf kinds: Siftings sold at auction from 7d. to 7¼d. per lb., being previous prices. Broken-leaf kinds have sold a shade lower. Common to fair common have been sold from 10½d. to 11½d. per lb. Good common from 1s. to 1s. 0½d. per lb., free from dust. Fair Kaisow kinds have been dull of sale, also good medium to good quality. A few fine have been sold from 1s. 8d. to 1s. 10d. per lb., finest being difficult to move. Pak Lin kinds remain much as before. Black-leaf kinds: Common have sold at public sale from 9¾d. to 10½d. per lb., good common 11d. to 11½d. per lb. Fair medium kinds from 1s. 1d. to 1s. 2d. show ½d. per lb. decline. Good medium have been sold from 1s. 3d. to 1s. 5d. per lb. There has been a moderate demand for good to fine from 1s. 6d. to 1s. 10d. per lb.; finest show no change. Oolongs have sold at public sale at the decline last quoted: 1s. to 1s. 3d. per lb. for fair, 1s. 5d. to 1s. 5½d. for good kinds. Souchongs: Medium kinds sold at auction from 1s. 1¾d. to 1s. 4½d., fine from 1s. 9d. to 1s. 9½d. per lb., being about previous prices. *Scented Teas.*—Canton Capers: Business has been done to some extent both privately and at public sale. Common Capers, at auction, sold ¼d. to ½d. per lb. lower. Fair to good at previous low rates. Canton Orange Pekoes have sold at previous prices. Foochow Capers have sold at 1s. 0½d. to 1s. 1½d. at public sale, being again rather lower. Foochow Orange Pekoes: Common kinds sell slowly, even at the low prices current. Medium kinds sold ½d. to 1d. per lb. lower at auction, good to fine remain as before. *Green Teas.*—The market is rather irregular, and business mostly confined to public auction. Prices for finer kinds remain much as before, but common to medium rather lower. Some Hysons sold at easy rates.

SILK.

There is no change to notice in the position of the market; the demand for Chinas and Cantons continues on a fair scale, and full rates are obtained. Japan Silk, with the exception of Oshu and Kakeda, is still neglected, the approaching public sales having no doubt a deterring influence on buyers. Deliveries 1st to 17th inst. inclusive. China, 1,969 bales; Canton, 250 bales; Japan, 284 bales. Total 2,503 bales.

LONDON QUOTATIONS—FEB. 18.

CHINA.	
Tsatlee, No. 1	21s. 0d. to 21s. 6d.
,, No. 2	20s. 0d. to 20s. 6d.
,, No. 3	18s. 6d. to 19s. 6d.
,, Red Peacock	15s. 3d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3	13s. 0d. to 16s. 0d.
Taysanm Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	11s. 0d. to 12s. 0d.
Canton	11s. 6d. to 16s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	16s. 0d. to 21s. 0d.
Idah, No. 3	12s. 0d. to 14s. 0d.
Sodai, No. 2...	16s. 0d. to 16s. 6d.
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen	10s. 0d. to 15s. 0d.
Mashta ... ... (none)	
Hatchoji ... ... (none)	

COFFEE.

The market has been decidedly firm, liberal supplies at public sale selling readily at gradually improving prices. The result of the Dutch sale was considered satisfactory, and additional support was imparted to this market. Plantation Ceylon, which still attracts the greatest interest, has been offered by auction with all possible despatch; but the total supply has been less extensive. New crop has consisted chiefly of good and fine coloury qualities, which have sold briskly and close fully 3s. higher; grey kinds and old crop have fluctuated, but close 2s. dearer. Middling now quoted 100s. to 103s. 6d. Native has been in less demand, and good ordinary has declined to 84s. The present quotations for Plantation show a total recovery of 2s. 6d. to 4s. for the fortnight, and are only 1s. to 1s. 6d. below the opening sales in January. The current rates are as follow:—Plantation, triage, 82s. to 91s., small grey to coloury, 92s. to 97s. 6d., low middling grey, 97s. 6d. to 99s. 6d., middling coloury, 100s. to 103s. 6d., good middling to fine middling, 104s. to 107s. 6d., good to fine bright and bold coloury, 108s. to 112s. 6d., choice, 113s. 6d. to 115s. 6d., pea-berry, 120s. to 124s. Native, small, 78s. to 80s. 6d., good ordinary, 84s. to 84s. 6d., fine ordinary even yellowish, 85s. to 86s., good to fine bold, 92s. 6d. to 95s. 6d., pea-berry, 102s. 6d. to 107s.

The total arrivals of Ceylon since December amounted to 17,432 casks and tierces, 12,300 barrels and bags, of which 14,716 casks and 12,000 barrels and bags have been sold by auction.

The Dutch Trading Company's public sale, being the first this year, was held on the 17th inst. in Amsterdam; 88,460 bags Java, &c., were offered and sold at irregular prices, good ordinary varying from ½c. above valuations, closing at 53c. to 53½c. The price for good ordinary at the November sale was 56¾c. to 57c., and at the February sale last year 71c. to 71½c. The following is the result in detail:—

	Bags.	Valued at.—Cents.	Result.—Cents.
No. 9 ...	5,174 ...	53 ...	52½ to 53½
10 ...	2,304 ...	53½ ...	53¾ to 54
23 ...	1,389 ...	58 ...	59¼ to 59¾
29 ...	3,289 ...	60 ...	61¼ to —
51 ...	10,528 ...	52¼ ..	51¾ to 52¼

SUGAR.

No improvement can be reported in the state of the market, either as regards prices or extent of demand, with the exception of crystallised Demerara, which has again been pressed forward, and after declining to the lowest prices on record, viz., 23s. for heavy to 25s. for fine, has been taken off readily by the grocers, and prices have slightly recovered. As the present condition of the refined trade is not encouraging, refiners have taken only moderate supplies, but West India being relatively scarce is maintained. Fine grainy kinds are also about steady, but white crystals remain dull. Low and ordinary brown kinds have been difficult of sale, and only a small business has been done at a further decline of 6d. per cwt. Floating cargoes have been in slow demand at about former rates.

Penang.—Grocery qualities offered by auction brought from 21s. 6d. for heavy to 24s. 6d. for fine grainy, being their relative value. Date is neglected, and prices have declined to 15s. for baskets. *Manila* has been neglected, and sales can only be effected at a further decline, unclayed Taal and Ilo being quoted 15s. to 15s. 6d., but in the absence of business no actual reduction can be reported. Fine grainy and crystallised kinds continue depressed. The transactions comprise 1,000 bags unclayed Ilo at 15s. 6d., good at 16s. In auction 6,107 bags unclayed Ilo Ilo were bought in at 16s. *Jara:* On the spot 870 baskets 18,660 bags fine white, No. 16½ to 17½, sold at 25s. 6d. Also three floating cargoes for the United Kingdom, viz., the Cedric 2,000 baskets, No. 16½ at 25s. 9d., the Indus 3,700 baskets 500 bags No. 15½ at 25s. 7½d., and a landed cargo of white, about No. 17, at 25s. 6d. *China* and *Siam:* No sales.

COCOANUT OIL.—Sales privately have not been of much importance; fine Cochin in hogsheads has been sold at £44, and Ceylon in pipes at £38 to £37 15s.; at the latter price 40 tons were recently sold. In public sales 82 casks of Ceylon were bought in, yellow to good in pipes at £37 15s. to £38, middling in hogsheads at £38.

COIR GOODS.—Larger supplies have been brought forward at the auctions as follows:—Yarn 700 bales 358 tons, Fibre 261 bales 100 tons, and Rope 1 ton. The good even qualities of Yarn met a steady demand, and sold at previous rates, but all common and coarse below £28 per ton, of which the bulk consisted, were dull of sale, and prices declined 10s. to 20s. per ton. Fibre has further declined fully £3 per ton. 143 bales Ceylon *Yarn* sold, medium at £28, good to fine at £36 10s. to £41 10s., very fine at £46. Of 218 tons ditto in dholls barely one-half sold; low coarse and ordinary at £20 10s. to £24, good ordinary to medium at £24 10s. to £26 15s., good medium to good even at £28 10s. to £32, fine at £34 5s. to £37 5s., one lot very fine at £43 15s. Of 94 tons Ceylon *Fibre* about 70 tons sold, ordinary short and red mattress at £14 to £15, low at £7 10s. to £7 15s.; 6 tons Bristle partly sold at £21 to £22 10s. *Kitool Fibre:* At auction 8 tons Ceylon chiefly sold from 7d. for inferior, to 9½d. for fair.

CHINA MATTING.—150 rolls sold, sound at 33s. to 44s. 6d. per roll; also 69 rolls (fancy patterns) at 40s. per roll.

CUTCH.—At auction of 1,400 boxes 150 casks Pegue 300 boxes fair (Cock brand), of new import, sold at a decline of about 1s., at 28s. to 28s. 6d., the remainder (import 1868 to 1869) being bought in at 27s. to 29s. per cwt.

CAMPHOR has continued very quiet, and the only sale reported during the fortnight has been 150 cases China at £3 15s. per cwt.

DRAGON'S-BLOOD has been quiet at the previous value.

EBONY.—Market unaltered. At auction 37 tons (294 logs) Ceylon of new import were bought in at £11.

ESSENTIAL OILS.—*Cinnamon* scarce, and fine still wanted; good sweet sold last at 6s. 6d., bitter 1s. 8½d., leaf, low to good, 1½d. to 4d. *Citronelle* quieter; about 10 cases sold at 1⅞d., and 100 cases afloat at 1 11-16d. *Lemongrass* slightly easier, sales at 3d. *Anniseed* steady; about 30 cases sold at 8s. 7½d. to 8s. 9d., single cases recently at 9s., and 20 cases reported afloat at 8s. 7½d. *Cassio* continues dull and very plentiful; small sales at previous figures. *Nutmeg* quiet and plentiful; good sold in retail at 8d.

GUMS.—*Benjamin* unchanged; 12 cases Siam sold, 1 case good at £18, rest block brown at £10; about 30 cases Sumatra sold, fair 2nds at £8 to £8 17s. 6d., 3rds 32s. to 39s.; *Copal* continues firm, and business done in hard at up to 38s. *Damar* firmlyheld. *Gamboge* steady; about 8 cases mixed pipe and block, a little drossy, sold at £10.

GUTTA-PERCHA has continued very dull, but small sales have been effected from time to time at the previous value.

GALLS.—The decline noted last week has not been recovered; small sales of China have been made at 51s. 6d. per cwt. for good quality.

GAMBIER is also rather cheaper; early in the fortnight block changed hands in moderate quantities at 26s. 6d., but sales have since been

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made at 26s. For arrival 100 tons by steamer, near at hand, have since been sold at 25s. 3d. to 25s. 4½d. ex ship. Cubes are in larger supply, and at auction 2,360 bags free were offered; chiefly sold at and since, fine pale at 39s. to 40s. 164 bales pressed bought in at 35s.

GALANGAL ROOT.—The market has been steady at the previous value.

HEMP.—Within the past few days there has been a slight improvement in the demand for Manila, and about 2,000 bales have been sold at £29 to £32 10s. per ton.

INDIA-RUBBER.—Market steady; 225 cases Borneo at auction partly sold at 1s. 2¼d. to 1s. 3d.

ISINGLASS.—At the auctions of the month, held on the 16th inst., there were 66 cases Penang offered, of which over three-fourths were sold, leaf at 3s. 8d. to 5s. 2d. for fair to fine, and 2s. 7d. to 2s. 11d. ordinary to middling, with low at 1s. 6d.; pipe 3s. to 4s. 3d. middling to good pale, 2s. 6d. to 2s. 10d. middling mixed with dark rough; purse 11d. to 1s. 8d. middling to very good, 6d. to 7d. ordinary.

JAPAN WAX.—A considerable business has been transacted in the interval. Some 400 to 500 cases have been sold privately at 50s. for good cake and saucer; and about 1,000 cases at auction met with more demand than was anticipated, and brought a slight advance, prices realised being for fine cakes 52s. to 52s. 6d.; very good 51s. to 51s. 6d., and good hard saucers 51s. 6d. per cwt.

MUSK is again easier. The sales embraced 44 caddies and tins Tonquin, of which half sold at 33s. to 36s. for fair to good even well-shaped pods; 16s. to 16s. 6d. fair rough and bally; 7 tins Grain sold firmly at 49s. to 51s. per oz.

ORCHELLA.—At auction 40 bales from Singapore sold, badly to 3rd class, at 15s. to 20s., and 34 ballots Ceylon at 40s.

PEPPER.—*Black* has continued dull, and at the close is ¼d. per lb. cheaper; about 2,500 bags have changed hands; Singapore at 6½d. to 6d. per lb.; Penang at 5¾d. to 5½d.; Siam 5½d.; 25 tons Singapore, January shipment, afloat at 5¾d., and 50 tons West Coast Penang at 5½d.; *White* has been very dull, with scarcely any transactions on the spot. Afloat 20 tons January-February shipment at 8d.

PLUMBAGO.—At auction 1,137 barrels Ceylon met a fair demand, and 800 barrels sold, lump at lower prices, but chips and dust at former rates, superior bold clean selected lump at 19s. 6d., common to good small ditto 13s. to 17s. 6d., fair to good chips 10s. 6d. to 11s., common to good dust 7s. 6d. to 9s. per cwt.

RHUBARB.—The market for China is firmer, and fine and good kinds are scarce; supplies have sold privately and at auction, on slightly advanced terms, viz., fair partly brown to good fair 2s. to 2s. 10d., middling to good middling 1s. 2d. to 2s., ordinary wormy to low middling 6d. to 1s.

RICE.—An undecided tone has prevailed, and on the spot prices have been irregular, new white Bengal of fine quality selling from 12s. 10½d. to 13s. 6d. ex quay, being full rates, but soft grain is cheaper. New crop cargoes after being in better request at a slight recovery are now slow of sale. In auction Rangoon has been sold at 8s. 10½d., Madras at 9s. Of 4,258 packages Japan 1,500 packages damaged sold at 8s. to 8s. 6d., 3,000 bags cleaned Necransie sold at 10s. 3d. to 10s. 9d., and 450 bags cleaned broken from Rangoon at 9s. 3d. The sales on the spot have been as follows:—3,500 bags old white Bengal at 10s. 6d. to 11s. 9d., 200 tons fine white SR just arrived at 13s. 6d., 100 tons ditto at 12s. 10¾d., both ex quay; 3,501 bags Askoolie at 10s. 4½d. to 10s. 9d., 6,000 bags Madras at 8s. 7½d. for ordinary to 9s. 9d. for good; 20,000 mats Japan at 9s. 3d. to 10s. 3d., 5,000 bags old Burmah (famine rice) at 8s. to 8s. 6d. ex quay, and 1,000 bags Necransie at 9s.

RATTANS.—At auction 6,414 bundles from Rangoon sold at 9d. to 4s., including damaged; 7,105 bundles from Sarawak were bought in; 11,304 bundles damaged Singapore sold at 7d. to 1s. 8d., and 1,963 bundles Penang at 3s. 9d. per 100 canes.

SPICES.—*Cinnamon:* 13 bales sold without reserve at 7d. to 1s. 10d. 15 cases broken at 1s. 4d. to 1s. 8d., and 53 bags chips at 2¼d. *Cassia* 54 bags coarse Vera sold at 26s. 6d. to 29s. 6d., also 64 cases wild at 21s.; 121 cases grey China buds of fresh import were bought in at £6 to £6 10s. *Cloves:* 48 cases Penang were bought in at 2s. 3d. *Nutmegs:* 32 cases 94 boxes Penang were all disposed of at barely previous terms, fine bold average 64 to 65 nuts to the lb. at 4s. to 4s. 1d., 79 to 76's at 3s. 5d. to 3s. 7d., 114 to 108's at 2s. 9d. to 2s. 10d., 140's at 2s. 7d., limed 136's to 121's at 2s. 3d. to 2s. 4d., 150's at 2s., defective at 1s. 8d. to 1s. 9d.; and 8 cases 5 boxes Java, 87's at 3s. 1d., 116's at 2s. 8d., 124's at 2s. 6d. *Mace:* Of 47 cases 19 boxes Penang 47 cases were sold at fully 1d. per lb. lower, low middling red to fair bright at 2s. 9d. to 3s. 1d., good ordinary at 2s. 7d. to 2s. 8d., ordinary 2s. 1d., pickings at 1s. 8d. to 1s. 9d. per lb.

SAGO continues dull of sale, and at auction of 1,262 bags about 950 bags sold at a decline of about 6d. per cwt., fair to good small at 16s. 6d. to 17s., grey medium at 16s. 6d. *Flour* is also lower. Privately about 1,500 bags Singapore have been sold, damp and musty at 12s. 6d. to 13s., middling to good at 13s. 10½d. to 14s. 3d. In auction 1,272 bags Singapore were bought in at 14s. to 14s. 3d. Of 435 bags Borneo the sound was bought in at 14s. 6d., but 369 bags damaged were sold at 12s. to 13s.

SOY.—40 casks China have been sold at 1s. 9d. per gallon.

STAR ANNISEEDS.—The market has been firmer; all offering at £5 10s. has been sold, and small sales have since been effected at £5 15s.

SHELLS.—No change in value. Sales of Manila and Mother o'Pearl at £11 15s. The next public sales are fixed for the 23rd inst.

SAPANWOOD has continued scarce and firm; at auction 10 tons fresh Ceylon sold at £13 12s. 6d.

STICKLAC is very quiet.

TAPIOCA.—Of 1,522 bags Singapore about 1,100 bags sold at a decline of ⅛d. per lb., good small white at 2d. to 2⅛d., fine bold 2¼d to 2⅜d., fair 1⅞d., old at 1⅞d. to 1⅞d. Of 800 bags Penang the sound was bought in at 2½d. to 3d., but 300 bags damaged sold at 2⅛d. for first class. *Pearl Tapioca:* 899 bags were chiefly sold at easier rates, bullets at 20s., good large at 21s., good medium at 20s. to 21s. *Flour:* Of 862 bags Penang and Singapore 60 bags sold at 2¼d., the remainder bought in at 2⅛d. to 2⅛d.

TOBACCO.—At public sale one bale Java sold at 4d., 161 bales Japan at 4d. to 7d., and 343 bales ditto damaged at 4d. to 5¼d.

TIN.—A fair business has been doing for consumption at a further decline, and some speculative sales have been made for forward delivery; the arrivals continue large. The current quotations are—Straits on the spot £90, afloat £89, Banca £97, Billiton £91 10s. per ton.

VEGETABLE TALLOW.—92 casks Singapore were either withdrawn or bought in at 45s. 6d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7; Bars, £9; Staffordshire Best: Bars, £10 5s. to £11; Nail Rods, £10 5s. to £11; Hoop, £11 15s. to £12 10s.; Sheets, £12 10s. to £13 10s.; Scotch Pig, No. 1 £3 16s. to £4 12s.; Swedes, Bars, Hammered, £17 5s. to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 8¼d.; Sheathing and Rods 8¼d. per lb.

TIN.—English Refined, £97. Tin Plates: Charcoal I C, per box, 36s. to 40s.; Coke, 27s. 6d. to 33s.

LEAD.—WB, £23 10s.; do., other brands, £22 15s. Spanish soft, ex ship, £21 15s. to £22; Sheet, £24; Shot (kegs extra), £26 10s.; to £27; White do., £29; Red do., £25 10s.

SPELTER.—Silesian, £23 15s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £21.

Messrs. French and Smith report:—This market is quite stagnant. Iron quiet. Copper dull and inactive, and Chili Bars rather easier. Tin Plates less in demand. Lead quiet. Quicksilver reduced to £21 per bottle.

MANCHESTER GOODS.

The Manchester Market has been characterised by a languid feeling in almost all departments, and the orders given out have been on a small scale at current prices, producers having steadily declined to reduce their quotations. Towards the close there has been some disposition shown to make slight concessions; little business, however, has resulted, and the tone is very quiet.

QUOTATIONS FOR CHINA GOODS.

Grey Shirtings	...	39 in.	...	7	...	14×13	...	37	...	6/6	7/3
Do.	...	...	,,	7	...	14×13	...	38	...	8/0	8/3
Do.	...	...	,,	8 4	...	16×15	...	39	...	7/9	8/9
Do.	...	...	,,	8 4	...	16×15	...	40	..	9/6	9/9
Do.	...	...	,,	9	...	19×19	...	41	...	11/4½	11/7½
Do.	...	...	,,	10	...	19×19	...	42	...	12/4½	12/7½
T-Cloths	...	32 in.	...	6	...	14×14	...	43	...	5/1½	5/4½
Do.	...	...	,,	6	...	15×15	...	44	...	5/6	5/7½
Do.	...	...	,,	7	...	15×15	...	45	...	5/9	5/10½
Do.	...	...	,,	7	...	16×16	...	46	...	6/3	6/6
Mexican	...	...	,,	7	...	18×18	...	47	...	6/4½	6/10½
Do.	...	...	,,	7	...	18×18	...	48	...	7/6	7/7½
Do.	...	36 in.	...	8	...	18×18	...	49	...	7/6	7/10½
Do.	...	...	,,	8	...	18×18	...	50	...	8/7½	8/7½
Spots	...	White.	...	—	...	—	...	51	...	10/0	10/9
Brocades	...	...	,,	—	...	—	...	52	...	10/3	11/0
Drills	...	30 in.	...	15	...	—	...	53	...	3¾d.	3¾d.
Do.	...	...	,,	15	...	—	...	54	...	3¾d.	4d.
Jeans	...	...	,,	8	...	—	...	55	...	8/6	8/10½
Do.	...	...	,,	8	...	—	...	56	...	9/0	9/4½

Water Twist.	16/24	28/32
Good Seconds	... 19¾ ...	... 12
Best ditto	... 12 ...	... 13½
Good Seconds, same period last year	... 12 ...	... 13

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.11	Eliza Shaw	Hall	Shanghai	London
11	Gordon Castle (s.)	Jones	Singapore and China	Do.
Dec.17	Saint Jean	Delmolino	Saigon	Valparaiso
Feb.12	East Lomond	Brown	Singapore	London
12	Argo	Brown	Sourabaya	Liverpool
6	Emiliano (s.)	Mendezona	Manila	Barcelona
13	Nicollo Tommaxo	Vidowich	Bat., Samg., & Sourab.	London
13	Braemar Castle (s.)	Marshall	Singap., &c. via Cardiff	Do.
13	Riga (s.)	Clark	Singp., Hg. Kong, &c.	Do.
9	Deux Freres	Gillard	Batavia	Royan
11	Beatrice Havener	—	Macassar	Liverpool
11	Nestor (s.)	—	Peng., Sing., China &c	Do.
15	Duke of Buccleuch (s.)	Russell	Colombo, &c., via S.C.	London*
10	Alirnum	Shrewsbury	Hong Kong	Shields
	Faith	Lloyd	Anjer	Cardiff
	Christine	Lindemann	Manila	Do.
16	Challenge	Cottier	Shanghai, via Cardiff	Liverpool
Jan.15	Ed. James	Wagner	China	Portland, Oregon
Feb. 1	Avonmore	Carfield	Hong Kong	San Francisco
2	Sonora	Paine	Philippines	Do.
2	Annie M. Smuil	Pack	Manila	Do.
17	Lucknow	—	Colombo	Falmouth
17	Cyclone	Marshall	Singapore	Liverpool
	Viceroy	Carter	Do.	Greenock
13	Voorwarts (s.)	—	Batavia, via S.C.	Texel
16	Chiswick (s.)	Hay	Colombo, &c., via S.C.	London

* Sunk, see "Casualties."

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.11	May Queen	Marr	Ilo Ilo	Deal
9	Johanna Maria	v. Aken	Batavia for Rotterdm.	Off Dungeness
11	Angela P.	Pietranera	Bassein	Liverpool
11	Iron Crown	Tait	Rangoon	Queenstown
9	Johanna Marie	Schutt	Hong Kong	Hamburg
	Highlander	Willeombe	Do.	San Francisco
	Iris	Hoyan	Batavia	New York
11	Conrad (s.)	—	Do.	Texel
14	Suzerain	Crosby	Rangoon	London
14	Kenilworth	Mitchison	Maulmain	Queenstown
15	William and Anna	Hertz	Samarang	Falmouth
16	Achilles (s.)	Russell	Singapore, &c.	London
16	Christine	Bang	Macassar, for Amstdm.	Off Falmouth
	County of Bute	—	Java	Greenock
Jan.30	Altona (s.)	Hore	Hong Kong	San Francisco
9	Papa	Blaje	Do.	Buenos Ayres
13	Commercant	Chaumer	Saigon	Do.
30	Matilda P.	Pinetta	Batavia	New York*
Feb. 3	Castine	Wilson	Do.	Boston
16	Gravenhage	Devries	Do.	Off Scilly
13	Tartar (s.)	—	China and New York	Do.

* Not Matilda P. Pinette, as before reported.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama: Sumida. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Africa. For Penang, Singapore, Hong Kong, and Shanghai: Ægean, Craigforth, Devonhurst, Tartan. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff, Russia. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hankow: Viking. For Singapore, Hong Kong, and Shanghai: Glenfalloch. For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cheviot. For Colombo, &c.: Eldorado, South Tyne, Khandalla.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Hong Kong: Golden Spur, Kaisow, Hervatska, Melbrek. For Shanghai: James Shepherd, Undine, Lauderdale, Elmstone. For Bangkok: Ellen Rickmers. For Batavia, Samarang, and Sourabaya: Dr. Merzger. For Penang: Bristow, Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Deucalion (str.), Glaucus (str.), Agamemnon (str.). For Hong Kong: Queen of the Seas, Midnight. For Batavia, Sourabaya, and Samarang: Mindin. For Amboyna and Batavia: Lorinda, Barstel. For Batavia and Sourabaya: Doris Eckhoff. For Singapore: Sea, Nellie Hastings. For Singapore and Manila: Aurrera (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Batavia and Sourabaya: Salak (str.). For Singapore and Penang: Antipodes. For Singapore, Birdston.

SPOKEN.

FOREST RIGHTS, Batavia to Falmouth, Jan. 13, 21 N., 31 W., 16 days out.
ANTJE, Cardiff to Atchin, Dec. 31, 2 N., 90 E.
BRACKENHOLME (schooner), China to Hamburg, 17 days out, Jan. 29.
M.F.Q.G. (Pons Æli, bq.), Newcastle to Singapore, Feb. 4, off the Lizard.
GREAT BRITAIN, Singapore to Sunderland, 43 days out, 35 S., 21 E.
LIGHTORAA, Batavia to Amsterdam, Nov. 18, 27 S., 66 E.
MAIN SKYSAIL, Shanghai to New York, Dec. 27 12 S., 10 W.

FREIGHTS AND CHARTERS.

Rates remain without any material alteration since our last issue, and continue low; the berths are well supplied, both with sailing vessels and steamers. There is but little doing in homeward business. Coal rates are unchanged.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 75s. weight, 75s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 37s. 6d. weight, 35s. meast. To Hankow: 60s. weight or meast. To Hong Kong: 37s. 6d. weight, 35s. meast. To Singapore: 37s. 6d. weight, 35s. meast. To Penang: 37s. 6d. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight, 40s. meast. To Hiogo: 40s. weight, 45s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 22s. 6d. to 25s. meast. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £37. To Shanghai: £35. To Hong Kong: £26 to £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. to 24s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

Advices from Havre, dated Feb. 13, state that the Talia, of Barcelona, Alsina, from Bordeaux to Saigon, was wrecked near Santander, previous to the 3rd Feb.; crew saved.

The Altona (str.), Hore, which arrived at San Francisco, Jan. 30, from Hong Kong, reported having experienced a very heavy N.E. gale on the 30th and 31st Dec., and 1st Jan.; on the 10th and 11th Jan. she experienced a cyclone from S.W. to N.W., when she lost boats, and shipped some heavy seas, smashing deck-fittings, &c.

BLACKWALL.—[By tel. received Feb. 17, at 2.8 P.M.]. The Duke of Buccleuch (str.), of Barrow, Captain Russell, for Colombo, via Suez Canal, and the Marmion (str.), of and for Leith, were in collision this morning off the South West India Docks; the Duke of Buccleuch was struck on her port side and has sunk near Blackwall Point; tugs in attendance on her.

BLACKWALL.—[By tel. received Feb. 17, at 3.20 P.M.]. The Duke of Buccleuch (str.) lies across the river, with her head in deep water and her stern near the shore; the tide is now leaving her.

BLACKWALL, FEB. 17, 4.47 P.M.—The Duke of Buccleuch is full of water from stem to stern; will be covered at high tide; can go on discharging but slowly. Thames Conservancy in charge.

6 P.M.—Tide has ebbed low enough to enable them to get at the cargo of the Duke of Buccleuch, which is being discharged into barges towed alongside for the purpose; will telegraph the state of the vessel early to-morrow morning.

The Duke of Buccleuch (str.), still lies in the same position, and at high water her masts and funnels only are visible; at low water her cargo is being discharged into barges.

The Donna Maria (ship), Bone, from Shields to Batavia, which vessel was in Yarmouth Roads, Feb. 11, with nine of crew refusing duty, has anchored in the Downs with upper maintopsailyard carried away.

The new steamer Salak, which is to load for Batavia and Sourabaya, while going up the Clyde in tow on the 14th, collided with H.M. gunboat Lily; she, however, received but slight damage, and proceeded to Glasgow.

Advices from Manila, received by telegram from Singapore, Feb. 12, state that the Bunker Hill (ship), from Manila to Boston, with sugar and hemp, took fire whilst loading, and was scuttled Feb. 2 to save her hull.

The Jonge Cornelis (Dutch barque), from Cardiff, for Batavia, with coal, which vessel put into Lisbon Jan. 11, with slight damage to rigging, sailed for her destination on the 3rd Feb., having repaired.

The Cerwyn (str.) has sailed from Falmouth to Bristol, with part cargo, ex Antipodes, from Ilo Ilo.

MISCELLANEOUS.

At GIBRALTAR.—Feb. 10, Rangeat (str.), Harrison, from Plymouth sailed for Penang; Olympia (str.), Paulsen, sailed for Shanghai.

PASSED GIBRALTAR.—Feb. 8, Java, from Nieuwe Diep to Batavia.

Off TARIFA.—Cleopatra, Druscovitch, from Maulmain for Trieste.

At PORT SAID.—Gorm (str.), from London and Cardiff, for Ceylon; Ulysses (str.), from Liverpool, for Singapore, China, &c.; Glenfinlas, from London, for Singapore, China, &c.

PASSED PORT SAID.—Feb. 13, Torrington, Blacklin, from Southampton and Rotterdam, for Java.

At SUEZ.—Ajax, from China, Singapore, &c.; Colombo, from Colombo, &c.

PASSED ASCENSION.—Dec. 24, H.F.B.W. (barq.), from Batavia for Falmouth; Jan. 2, William and Anna, from Samarang for Falmouth; 7, H.R.D.G. (Aust. barq.), from Java for Baltimore; all not arrived, as reported in our issue of the 5th inst.

At ADEN.—Feb 12, Rajpootana (str.), from London, and left same day for Colombo, &c.

LAUNCHES, &c.

MESSRS. JOHN ELDER AND CO. have launched a screw-steamer of 1,230 tons B.M., and of the following dimensions:—Length between perpendiculars, 245 feet; breadth (extreme), 32 feet; depth of hold, 21 feet. As the vessel left the ways she was named the Rajanattianuhar. This vessel has been built to the order of Messrs. D. R. Macgregor of Leith, for their China trade. The engines, which are to be supplied by the same firm, are upon the compound principle, of 180-horse power nominal, having two inverted cylinders, direct acting, with all recent improvements, and to exert a power of nearly 900 indicated horse-power which is expected will give the vessel over eleven knots speed.

THE Sumida (str.), Captain Brown, built by Robt. Thompson, Jun., of Sunderland, for the Japanese Government, is now loading for Yokohama. Her dimensions are:—Length 286 ft., breadth 33 ft., depth of hold 22 ft., 1,412 tons gross, 896 nett register. She has been engined by Geo. Clarke, of Sunderland, with direct-acting compound 200-horse power nominal. On her trial trip she attained a speed of 14 knots. She has fine accommodation for first-class passengers and natives.

A NEW line of steamers from Glasgow and Liverpool to Bombay is to be established, the proprietors being Messrs. Henderson Bros., of the Anchor Line of Transatlantic steamers. The break-up of the Atlantic Steamship Owners' Conference and the consequent reduction of rates in that trade have induced Messrs. Henderson to establish the new line, and a number of vessels hitherto engaged in the New York trade have been set apart for the service.

THE new steamer Djemnah, belonging to the Messageries Maritimes, it is expected will be ready to take out the mails and passengers from Marseilles on April 11. We have already given a description of this magnificent steamer.

THE China Trans-Pacific Steamship Company's steamer Vancouver arrived at San Francisco from Yokohama and Hong Kong on the 18th inst.

THE Shalimar, Captain Walker, will leave in a few days for Cardiff, to load coals for Yokohama, where she will be employed in coasting.

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They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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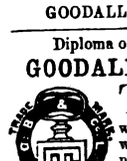

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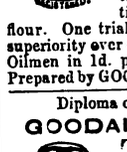

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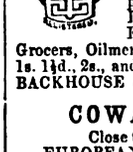

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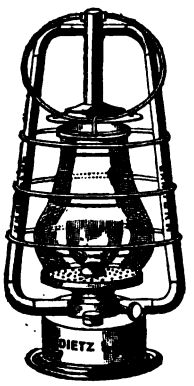

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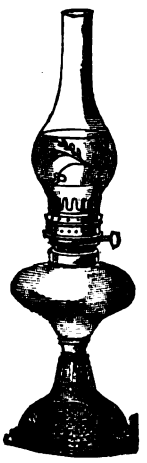

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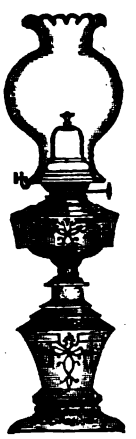

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INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

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Supply English Manufactures at strictly wholesale prices. They invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description. Patterns post free. Ladies' Clothing, Linens, Hosiery; Gloves, Ribbons, Haberdashery, Jewellery, &c.

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D. NICHOLSON AND CO.,

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TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY AND CO., Bombay, or Office of *Calcutta Englishman*, Calcutta.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., **guaranteed genuine as imported**, and PHARMACEUTICAL PREPARATIONS **made in strict accordance with the Pharmacopœia.**

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BAISS BROTHERS & CO.,

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102 LEADENHALL STREET, LONDON, E.C.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

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QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

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K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express.*

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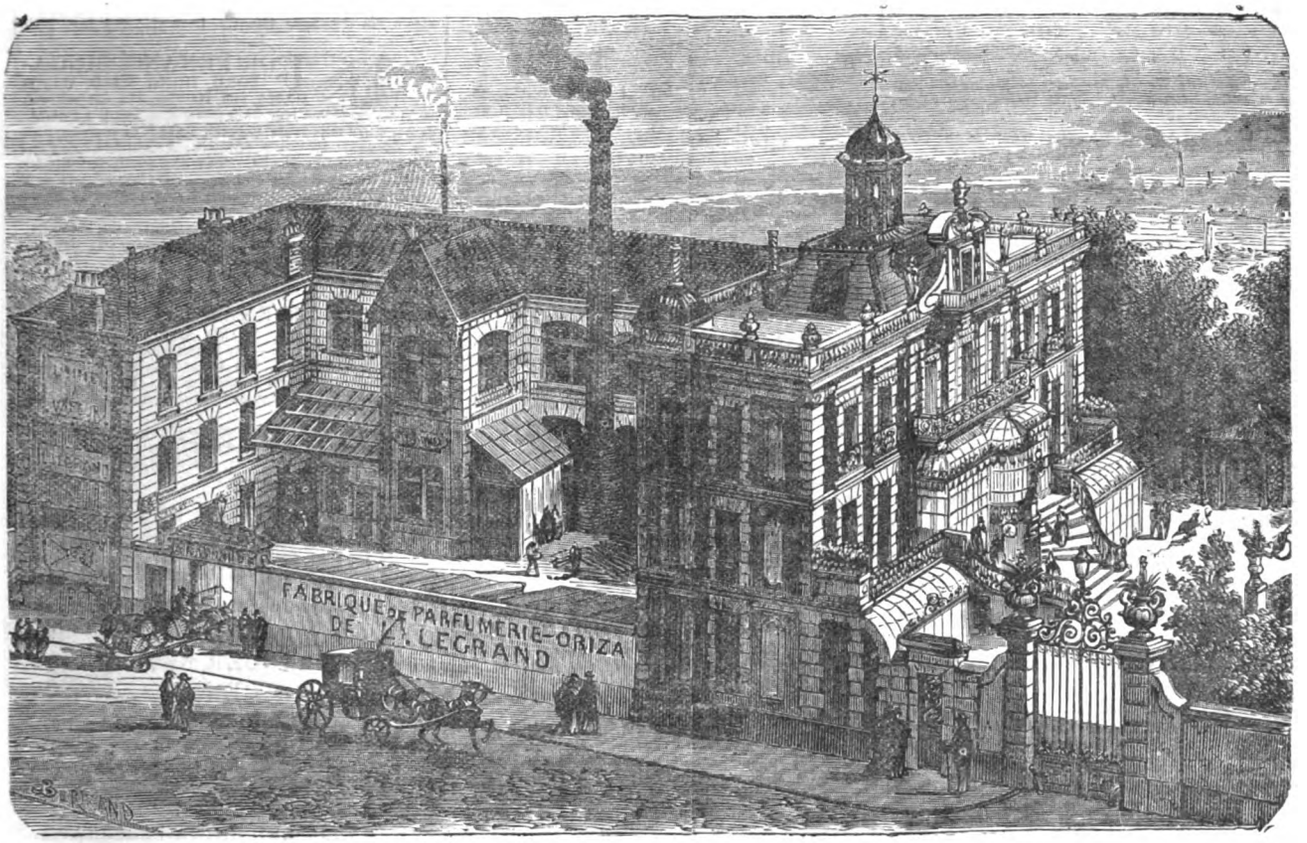
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873.

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin. In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water.

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut. In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON: Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Meikong	... Feb. 28	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	... Mar. 14		
Djemnah	... Mar. 28		
Anadyr	... Apr. 11		

The Steamers of the 14th March, and 11th April connectat Aden with the Steamers for Reunion and Mauritius.

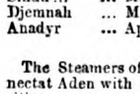
The Steamers of the 28th February and 28th March connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
*Peshawur	3,781	600	Feb.	25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Delhi	2,178	400	Mar.	4	Mediterranean, Aden, Bombay.
Khedive ...	3,742	600	Mar.	11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Pekin	3,777	600	Mar.	18	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Mar. 13
Glengyle	100 A1	1,676	200	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. Yokohma & Hankow ...	Viking, s.s....	A1 100	S.W.I.D.	Feb. 25
Do., except Yokohama	Tchihatchoff. s.s.	B in A1	S.W.I.D.	Feb. 27
Do	Russia. s.s.	A1 100	S.W.I.D.	March 8
Yoko.&Higo.	Flying Spur..	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HANKOW.—The magnificent, new, extra-powered steamer VIKING, A1, 100; last shipping day, 25th February. Passengers will be carried at moderate rates. The accommodation is supurb, replete with every comfort.

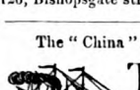
Apply to ROBERTSON and Co., No. 5, Newman's court, Cornhill, E.C.

FOR CHINA AND JAPAN.—The following splendid first class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	Feb. 25
Yokohama ...	Sumida, s.s.	100 A1	S.W.I.D.	Feb. 27
HongKong ...	Hervatska ...	A1 12 yr.	E.I.D.	With des.
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

The "China" line of Steamers via Suez Canal.



TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 25th February, the splendid full powered screw steamer DEVONHURST, 100 A1, 1,065 tons register, 200-horse power nominal; J. MCNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. To sail positively 27th Feb., full or not full.

FOR YOKOHAMA DIRECT, taking cargo for transhipment to Hiogo and Nagasaki, at through rates at shippers' risk, last shipping day 26th Feb., the splendid new full powered screw steamer SUMIDA, 100 A1, 1,412 tons gross, 896 tons nett, 200-horse power nominal; A. R. BROWN, Commander; South West India Docks. This fine steamer has splendid accommodation for saloon passengers, replete with every comfort.

For Freight or Passage apply to ANDERSON, ANDERSON and Co., 1, Billiter-court, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Jas. Shepherd	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Viking, s.s.	1,932	Robertson & Co....	Feb. 25
Devonhurst, s.s. ...	1,065	Norris & Joyner .	Feb. 25
Cheviot, s.s.	1,246	M,Gregor, Gow, & Co.	Feb. 27
Atma	523	Wright Bros. &Co.	Mar. —
Glenearn, s.s. ...	2,120	M'Gregor, Gow, & Co.	Mar. 13

LIVERPOOL.

Deucalion, s.s. ...	1,596	Alfred Holt ...	Feb. 25
Antenor, s.s. ...	1,601	„ „ ...	Mar. 11

GLASGOW.

Bowen, s.s.	1,700	T. Skinner & Co.	Feb. —
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Feb. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Africa ...	95 A1	2279	V.L.D.	Feb. 24
Pen., Sing., Hg.K.. and Shanghai ...	Craigforth... Tartar...	AA1 100 A1	1109 2255	V.L.D. V.L.D.	Mar. 5 Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall street, London, E.C.

Steam via the Suez Canal. Last shipping day, 24th February.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 250-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander: Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's 2,255 tons gross register, will load in the Victoria Docks, and sail about March 15. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 51, Pall-ma'l, S.W.; and 109, Leadenhall-street, E.C., London.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

ALEXANDER BROWN.
STATE AND GENERAL AGENT
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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
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Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	W. G. HALE and Co.
Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the Jerusalem).

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 22, 1875.]

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 600.] LONDON, MONDAY, MARCH 1, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 1.
JAPAN—Yokohama	Nov. 13	Jan. 1	Jan. 12
Yedo			
Osaka and Hiogo	—	—	„ 2
Hakodadi			
Nagasaki	—	—	„ 6
CHINA—Peking	—	—	„ 3
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 7
New-chwang	—	—	Dec. 15
Hankow	„ 13	„ 1	Jan. 9
Kiu-kiang	—	—	„ 6
Chin-kiang			
Shanghai	„ 27	„ 11	„ 15
Ningpo	—	—	„ 13
Foochow	„ 27	„ 11	„ 17
Formosa			
Amoy	—	—	„ 18
Swatow	—	—	„ 19
Hong Kong	Dec. 11	„ 19	„ 21
Canton	—	—	„ 19
Macao	—	—	„ 20
PHILIPPINES—Manila	Nov. 20	Dec. 30	„ 19
COCHIN-CHINA—Saigon	—	—	„ 23
SIAM — Bangkok	Dec. 11	Jan. 17	„ 21
BORNEO—Labuan	—	—	„ 21
Sarawak	—	—	„ 20
JAVA — Batavia	„ 18	„ 21	„ 23
Samarang	—	—	„ 16
Sourabaya	-	—	„ 18
MALACCA STRAITS—Singapore	„ 25	„ 25	„ 28
Penang	„ 25	„ 24	„ 30
CEYLON—Galle	Jan. 8	„ 30	Feb. 7
Colombo	„ 8	Feb. 1	„ 4

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 19th, Shanghai 22nd, Hong Kong 28th Jan., Singapore 5th Feb., which is due, *via* Marseilles, on Monday next, the 8th inst., left Suez on the 24th ult., being two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nizam*, arrived Feb. 25.—From Singapore: Mr. Maclean, Mr. Lyon. To Venice.—From Shanghai: Mr. and Mrs. Latham.

To Southampton, per P. and O. steamer *Mirzapore*, expected to arrive March 8.—From Yokohama: Mr. and Mrs. Finch, three children, and servant, Lieut. F. A. Moysey. From Shanghai: Mr. H. A. Sidford. From Hong Kong: Mr. T. Sullivan, Dr. E. Mulcahy, Dr. F. McClement, Assistant Paymaster B. C. Scott, Nav. Sub.-Lieut. Whitmore, Engr. T. Pringle, Engr. W. Williamson, Engr. T. V. Thompson, Engr. Y. N. Michel, Engr. G. Robertson, Engr. F. Bowman, Assist.-Engr. W. Broad, Mr. C. St. John, Mr. Worthington, Mr. Patch, and five second-class passengers. From Singapore: Mr. J. Tobine, Mr. Braddyet. From Galle: Mr. and Mrs. Bisset, three children, and servant, Surg.-Major Calvill, Mrs. Craven, Mr. H. L. Forbes, Mr. R. W. Forbes, Mr. J. L. Gordon.

Per steamer *Menelaus* (Holt's line), expected March 2.—From Hong Kong: Mr. S. W. Tennant, Mr. and Mrs. Poole. From Singapore: Captain Hewat and child, Mrs. Hewet and child, Mr. and Mrs. Carrington.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, Feb. 28.—To Yokohama: Mr. Bocke, Mr. Hallifax. To Shanghai: Mr. Fergusson, Mr. F. Stokes, Mr. Gordon, Mr. M. R. Mackellar, Mr. and Mrs. Jerdein, Mr. and Mrs. G. Allers, Dr. Falconer. To Singapore: Mr. Lopez Nuno, Mr. Perissin. To Hong Kong: Mr. Pinckvoss, Mr. Colloru Baber, Mr. Dammann, Mr. Cartwright, Mr. J. Campbell. To Saigon: Customs Director, Mr. Gez, Mr. C. Mort, Mr. Leger, Mr. Amè. To Galle: Mr. George Hayes, Mr. and Mrs. Cantrell, Miss Holden.

Per French steamer *Sindh*, March 14.—To Shanghai: Mrs. Wheatley, Mr. and Mrs. Evans, Mr. S. Marsh, and one second-class passenger. To Hong Kong: Mr. W. M. Reeves, Mr. and Mrs. R. J. McKenzie. To Singapore: Mr. Daguin. To Batavia: Mr. and Mrs. Erdman, Mr. Van Goens. To Galle: Mr. Tennant, Mr. Fraser Tytler.

Per French steamer *Anadyr*, March 28.—To Shanghai: Mr. J. B. Johnson. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon.

Per French steamer *Djemnah*, April 11.—To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup, Mr. J. T. Griffin. To Hong Kong: Mr. C. P. Beveridge. To Singapore: Mr. and Mrs. Innes, Mr. A. C. McBean, Mr. H. A. O'Brien. To Ceylon: Mr. Arch Macphail.

Per P. and O. steamer *Lombardy*, from Venice, March 5.—To Shanghai: Mr. R. Anderson, Mr. R. Nichol. To Ceylon: Mr. and Mrs. Duncan.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Hong Kong: Mr. W. Paterson. To Galle: Mr. Anthony Trollope.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Shanghai: Mr. O. Percival, Mr. P. M. Grant. To Hong Kong: Mrs. Maclean and party, Lieut. H. B Warren, Lieut. C. K. Purvis, Lieut. C. E. Reynard.

Per P. and O. steamer *Baroda*, from Brindisi, March 23.—To Shanghai: Mr. J. M. Ringer. To Hong Kong: Mr. J. G. T. Hassell, Mr. T. J. Gardiner.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Galle: Rev. and Mrs. McLean.

Per Pacific Mail Company's steamer *Colorado*, from San Francisco, Feb. 1.—For Yokohama: Rev. C. Rubio, B. C. Gowing, U.S.N., D. D. V. Stuart, U.S.N., L. E. Bixler, U.S.N., Wm. Little, U.S.N., G. W. Stivers, U.S.N., A. C. McMeehan, U.S.N., John P. Wallace, U.S.N., Gen. R. H. Allen, U.S.A., wife, daughter, and servant, L. Samie, E. W. Clark, Shiro Okamoto. For Shanghai: J. M. Kelly, Miss Annie J. Kelly, A. C. Gibson, C. C. Blakeslee. For Hong Kong: Thirty-two Chinese.

Per steamer *Viking*, from London Feb. 27.—For Penang: Mr. C. Vogeding, Mr. E. Ballhalder. For Singapore: Mr. J. F. Knox (H.B.M. Consul in Siam), and Miss Knox. For Shanghai: Mr. Lowrey, Mr. Jones.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail steamer *Alaska* arrived at San Francisco on the 16th Feb., bringing Yokohama advices to the 24th of January. The subjoined summary of news has been telegraphed to the New York press:—

The Chinese officials at Foochow still affect to hold authority over Lew Chew, notwithstanding the renunciation by the central Government of Peking. A messenger from Lew Chew to Foochow has been compelled, with the crew of his ship, to perform submissive ceremonies at the Custom-house of that port. This course, if persisted in, will certainly lead to complications between China and Japan, as the latter empire declares she will no more permit the Chinese to humiliate its subjects than Formosa savages to slaughter them with impunity. A rumour is in circulation of a fight in Formosa between the Chinese and the savages.

The steamships recently purchased by the Japanese Government for transporting troops to Formosa, &c., are to be used to establish a regular mail line between Yokohama and Shanghai. A steamer will be despatched weekly, commencing February 3 with the *Tokio Maru*. The ports touched at will be Kobe, Simonoseki and Nagasaki.

It has been determined that in the approaching treaty revision the Japanese Government will waive for the present the question of territorial jurisdiction; but will strenuously insist upon assuming entire control of the tariff, the right to which is now denied by British representatives.

The iron steamer *Berlin*, lately running between ports on the Inland Sea, under Japanese management, has been destroyed by fire. The crew and passengers are reported lost. No particulars have been received.

Two subordinate officers of the Foreign-office have been sent to Siam to investigate the expediency of establishing diplomatic and commercial relation with that kingdom.

The Japanese Envoy to Korea returns to that country next month with important proposals from the Government.

A semi-official announcement is made that in May next the Japanese Government will call in all the kinsatsu, or old style paper money, and replace it with new Treasury notes.

The English and French troops, so long maintained at Yokohama in defiance of the wishes of the Japanese Government, are now making preparations for immediate departure.

On the morning of January 15 two separate movements of

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earthquake, each of nearly four minutes' duration, were felt. No damage, however, was done.

Small-pox continues to prevail to an unusual extent. Many foreigners are suffering, among them soldiers in the British camp.

NAGASAKI.

On the 1st January the administration of the Post-office, hitherto conducted by the American Government, was transferred to the Japanese Authorities. The new Post-office has been erected on the corner of a lot to the north of the custom-house, and is two stories high. The front entrance is guarded by a wall and fancy railing, and on ascending a few steps the visitor enters the lobby. On the right hand are boxes for foreigners, and on the left a similar number for the natives, all numbered in plain figures. Two letter receptacles are also underneath the delivery windows. At the extreme end of the lobby are doors leading into the general distributing-room, which is about 32 by 40 feet and 15 feet from the floor to the ceiling. Adjoining this apartment is the private office of the foreign conductor, and on the left an office for the Japanese officials. A winding staircase leads to the upper storey which consists, of commodious private chambers and consultation rooms. Although the building is not quite finished, still it is sufficiently so to permit of business being conducted.

On the 26th Dec., while the German man-of-war *Arcona* was leaving the harbour, she collided with the steamship *Nanzing*, carrying away the taffrail, stern-davits, and a portion of the upper deck. Immediately after the collision a boat was lowered from the war vessel and sent back to the *Nanzing* for the purpose of ascertaining the extent of damage done. It was a fortunate circumstance she was not more in the way, or it might have disabled her from going to sea for some time to come. It is thought the *Arcona* did not answer her helm properly.

Of late the weather has become rather chilly in Nagasaki, necessitating the plentiful use of stoves. On the 28th Dec. the first snow shower of the season fell, it was nothing more than a sprinkling, however, but it may be taken as an indication that the depth of winter is approaching.

Christmas Day was well observed at Nagasaki, both ashore and afloat. The vessels in the harbour, says the *Sun*, were neatly decorated with foliage from the neighbouring hills. Of course it was a free day for the sailors, and numbers being ashore, found their way to the grog-shops, in the absence of a Temperance Hall. Sundry free fights between seamen of different nationalties were the result, and some of the men of the *Mosquito*, who have behaved themselves in a very creditable way during their stay in Nagasaki, with a few exceptions, lost all control over themselves, and went so far as to threaten to pull down the Garibaldi Hotel about the ears of the landlord.

CHINA.

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PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows :—

A memorial in the *Peking Gazette* of 15th December shows that the Chinese still maintain a semblance of suzerainty in their relations with Loochew, although the Japanese have formally taken the islands under their protection. True, the junk with tribute arrived at Foochow at the end of last year, before the Formosan difficulty arose ; but a year before that it had been officially intimated to foreign Powers that the Sovereign of the islands had been reduced to the position of an ex-daimio and assigned a residence at Yedo. The departure of the junk on her return voyage is now noticed ; and according to precedent, the duties on Chinese merchandise shipped by her have been remitted. In acknowledgment of the graciousness of the "Sacred Ruler" to the men from afar, however, the Envoy, followed by his attendant officials and the crew of the junk, has had to perform the ceremony of the *kotow* at the Custom-house !

In the *Gazette* of the 24th December an edict announces the appointment of Chung-how, one of the chiefs of the Tsung-le Yamun, to fill the post of Right Vice-President of the Board of Finances, in addition to that of Vice-President of the Board of War. A decree in the *Gazette* of the 18th December, as I have already written to you, appointed Paou Keun, one of the chiefs of the Tsung-le Yamun, a Minister of State. In the *Gazette* of the following day another decree appoints him a chief of the Board of Magistracy ; and at an audience on that day he presents his thanks for the former appointment.

In my last letter I mentioned that the Prince Tun, one of the uncles of the Emperor, had been, by Imperial decree on the 14th December, appointed to represent his Majesty at the Temple of Heaven, on the observance of the sacrificial ceremonies at the winter solstice. In a decree in the *Gazette* of the 22nd December it is stated that for the purpose of thoroughly re-establishing his health his Majesty will abstain from the transaction of public business till the 11th of the 2nd moon of next Chinese year (our middle of March, 1875) ; and in the *Gazette* of 24th December it is announced that the Empresses Dowager will meantime represent his Majesty.

Early on the 26th Dec. snow began to fall at Tientsin, with the wind blowing strongly from the north-east. This weather continued till about noon, when the wind veered to the north-west, and the snow ceased. A couple of hours later it was blowing a strong gale from the north-west, with the thermometer rapidly falling, till at daylight on the 27th it stood at seven degrees Fahrenheit. The river off the settlement was covered with ice about an inch in thickness. Since the 26th it has continued to freeze, and people are walking across the river on the ice, and sledges have begun to run on it. We have, in fact, our proper Tientsin winter weather, such as we used to have before the summer inundations of the last four years in this region.

The Governor-General, his Excellency Li Hung Chang, left Tientsin on the 23rd Dec. for Paouting-foo, the capital of the province, where he will stay till next spring. Of course, during the 100 days for which the Emperor abstains from public business, his Majesty will not grant audiences to foreign Envoys ; and as the Empresses-Dowager do not receive those Envoys, the Danish Minister will not be able to have an audience till next April at earliest.

Since Christmas-eve the usual social banquets of this festive season have been the order of the day ; having, I should mention, been properly introduced by an avalanche of good things.

SHANGHAI.

The present mail brings advices from this port to the 15th January ; the P. and O. mail from London November 27th was received on the 11th January. The following summary of new is from the *North China Herald* :—

Two judgments were delivered by Sir Edmund Hornby at the Supreme Court on the 9th Jan. The first is in the case Chay-a-Sahichi *v.* Mourilyan Heimann and Co., appealed from the Consular Court at Hiogo, as to which his lordship reverses the decision of the Court below. Being of opinion that a breach of charter-party had been committed on which some damage may have been sustained, his lordship remits the case back, to be reheard on that point, the plaintiff being at liberty to adduce evidence of damage. Each party (for reasons stated) to pay their own costs of the appeal, but costs in the original cause to depend on the result of the new trial.—In the case Malone *v.* Walton, his lordship allows plaintiff, late master of the *Alexandra*, 12s. 6d. beyond the amount paid into Court by defendant, the owner of the vessel, each party to pay his own costs.

The report and award by the Registrar and Merchant Assessors on the reference in the *St. Francois v.* the *Cawdor Castle* has been issued. The report contains also the reasons upon which the Court sustained Mr. Robinson's contention that the owners of the *St. Francois* were justified in treating the sinking of their vessel as a total loss, in refusing to receive her back if raised and repaired, and in claiming that the defendants should pay them the full value of the brig, her freight, stores, crew's wages and expenses. The plaintiffs claimed Tls. 17,236.53, and are allowed Tls. 11,929.41, the principal deductions being on the estimated value of the vessel and on the freight claimed for the sandalwood which remained in her at the time she was sunk.

At the Mixed Court, on the 9th Jan., was resumed, before Geo. F. Seward, Esq., Consul-General, U.S., and H.E. the Taoutai of Shanghai, with Dr. Yates acting as interpreter, the remarkable case "C. E. Hill *v.* Yang Taikee." It is a claim for no less a sum than Tls. 54,000, with interest for eleven years, arising out of the chartering of a steamer, the *Keorjeor*, or *High Bridge*, during the Taeping rebellion. The evidence adduced was in a way a narrative of the measures taken, by means of the "Ever-Victorious Army," to suppress the Taiping rebellion in this province. On the 12th the Consul-General made a *vivâ voce* statement with regard to the two arbitrations held by arrangement with Woo, the then Taoutai of Shanghai, with a view to the settlement of the claims of Americans and Europeans who had served with the army.

The minutes of the French Municipal Council meeting of 22nd December are largely of a routine character, although at the same time they form a report of useful municipal activity Various proposals of the Committee of Works were approved, relative to the carrying out of the system of drainage, the planting of trees, the metalling of the Yangkingpang bund, &c. An application by jinricksha owners, that wheelbarrows should be placed under the same restrictions and regulations with their vehicles, and a letter from the other Municipal Council, relative to the reconstruction of Yankingpang bridge No. 4, and the rectification of the line of the Creek bund, were referred to the delegates of both Councils for arrangement. The Council decided to appoint an arbitrator to act with one nominated by Mr. Hanssen in settling terms for a piece of land required for widening the Rue du Consulat. It was resolved to submit to the chief engineer of the fire department certain proposals by Mr. Viguier, harbourmaster, regarding signals in case of fire in the anchorage. The Chairman was requested to address the Belgian Minister, with a view to obtaining the return of documents deposited at the Belgian Consulate as proofs in the Godaert case.

A very serious accident has occurred on the river in the sinking of a Chinese passage boat by collision with the steamer

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Europe, involving an estimated loss of fifteen lives. The *Europe* was coming to an anchor below the harbour limits about 7 P.M., and her engines had been stopped some few minutes, preparatory to letting go the anchor. Miscalculating their position probably in the darkness, and misjudging the force of the tide, the boat people rashly attempted to cross her bows, and their boat came into collision with the starboard bow of the steamer, or with the descending anchor, and was at once sunk. A boat was immediately lowered from the steamer, in charge of the second officer, and picked up two of the unfortunates before they were carried astern of the ship. Ten others were recovered, but although the boat pulled some distance down the river and a careful search was made, no more could be found. One of the rescued was in an insensible state, and though every effort was made to restore animation when the vessel was reached, it proved in vain. Dr. Burge was sent for, but before he could arrive the man was quite dead. The people saved were all passengers, and they state that seeing the danger, they advised the lowdah of the boat to put about, but he replied "No fear; I can cross her bow."

We regret to hear of another outrage on a foreign resident, by a rowdy Chinese. As a European lady and gentleman were setting out for an afternoon walk, and were about turning into the Foochow from the Szechuen-road towards the Bund, a Chinaman jostled them and suddenly struck the lady across the eye, inflicting a severe wound. He then ran away, and succeeded in escaping from his pursuer, the lady's husband, who was divided between the necessity of attending to the sufferer and the desire to secure the fellow. Unfortunately there were no police in the vicinity.

There was a very good but rather severe hunt on the Hongkew side on the 9th Jan. The start was from a point off the Woosung-road, about a quarter of a mile from the rifle butts, and the tract of country beyond was traversed and re-traversed till a course was laid for home, just opposite the S.S.N. lower wharf. A large number of people had as usual made the direction of their afternoon drive or walk depend on the movements of the hunt, and from 2.30 to 3.30 there was a steady exodus from all parts of the settlement to a common centre on the Yangtszepoo-road. A widish and well-filled creek was selected as the rubicon, and was boldly charged by the first arrivals, Mr. Vincent on Caradoc winning the light weights. The names of horse and rider were of good omen, Mr. Vincent conquering in the local contest on the namesake of the animal which, the mail tells us, has won world-wide fame by carrying a certain Lieut. Zubowitz from Vienna to Paris, a distance of 800 miles, in fifteen days. Mr. Turnbull won the heavy weight prize again on Steam Whistle.

The annual meeting of the Mih-Ho-Loong Hook and Ladder Company was held on Jan. 11. The officers of the past year—Mr. Rice, foreman; Mr. Groom, 1st assistant; Mr. Tobin, 2nd assistant—were re-elected by acclamation. Dr. Henderson was re-elected surgeon, and Messrs. Low, Pryer, Welch, and Hawtrey were chosen as a committee. The accounts were then discussed and passed, after which the rules as amended were read, but although these were approved, it was found there was not a sufficient number of members present to render their adoption valid, as by the old by-laws the votes of two-thirds of the company would be necessary to enable any alteration to be made. It was therefore proposed and carried that a copy of the new rules should be circulated, to be signed by the members, and that if a sufficient number of signatures were obtained, the rules as amended should be adopted. At the meeting of the Mih-ho-loong Rifle Company, Messrs. Rice, Mackenzie, Groom, Dunman, Hawtrey, and Cheverton were elected committee. The accounts for 1874 were then read and passed. Some discussion took place as to the advisability of holding the annual ball, and the votes of the meeting being unanimously in favour of it, a committee was chosen, and it was resolved to give the ball as usual, at an early date.

The first battalion drill of the S. V. C., under the command of Major Hart, has taken place, in the Consular Compound. About ninety rank and file mustered at the appointed time, and were put through some rather severe but serviceable field movements, the drill lasting more than an hour. At the conclusion of the evolutions, Major Hart expressed gratification at the way they had been performed, and hoped to see a better turnout on future occasions.

On the 12th January, at the Masonic Hall, Professor Watson, of Michigan College, chief of the United States expedition for the observation of the transit of Venus, delivered a lecture on that subject and its relation to the problems of astronomy. The lecture was given under the auspices of the Shanghai Temperance Society, being one of the winter series. Mr. C. P. Blethen occupied the chair, and notwithstanding unfavourable weather an audience of nearly 200, including a large proportion of ladies, was present. The subject was treated in a popular manner, and was illustrated by diagrams on the blackboard, drawn by the professor as he proceeded, as well as by copies (by Mr. Saunders, of Shanghai) of three of the ninety-nine photographs of the transit taken in Peking, showing the first and second contacts and the appearance when the planet was fairly on the sun's disc. It is impossible to give even an outline of the lecture within the limits at our disposal, and it can only be said that those present received a rare intellectual treat. At the close of the lecture vote of thanks to Professor Watson was proposed by Mr. Taintor, and seconded by Mr. Wylie.

We have pleasure in announcing that the King of Denmark has conferred on Mr. Seward, U.S. Consul-General, the high decoration, "Commander of Dannebroge," in recognition of the services Mr. Seward has rendered to Danish interests in China. The King has also conferred on Mr. Edmund Pye (of Messrs. Elles and Co., Amoy) the decoration of "Knight of Dannebroge."

The delegates of the respective Companies of the Shanghai Fire Department attended at the Municipal Council room on the 8th Jan., for the purpose of electing a chief and district engineers for the year. The voting resulted in the re-election of the old officers, Mr. Robert Mackenzie, as chief engineer; Mr. C. J. Ashley, first district engineer; Mr. B. A. Clarke, second ditto; and Mr. A. Charrier, third ditto.

The remainder of the hull of the late ship *Horatio*, after having all the charred portions of her timbers removed, and replaced by new, is now being decked over, so as to make it available either for a pontoon or a hulk.

The steamer *Leven*, lately purchased by the China Merchants Company, is being fitted out for her intended occupation at the Taku bar. A hurricane deck is being built fore and aft, thereby greatly increasing her cargo space.

Fire broke out in the sailroom (forward) of H.M.S. *Curlew* on the 11th Jan., but was extinguished before serious damage was done.

NINGPO.

There has been an occurrence at this port which has caused intense excitement among the Chinese population. It appears that three natives were engaged in some occupation at a distance of about three miles from the west gate, when they were fiercely attacked by a tiger, the animal's onslaught being so sudden that escape was impossible. One of the unfortunate men was killed on the spot, and the other two seriously wounded; but while the animal was occupied with the dead body of their late companion, these managed to make good their escape, and hastened into the city. The circumstance was reported to the Che-hien on the following morning, and he at once ordered out a detachment of two hundred braves, to endeavour to capture the animal or destroy it. The detachment scoured the adjacent country, and fortunately found the tiger about two miles from the north gate, when it was shot dead by one of their number. They returned with their prize to the city in the evening, and its appearance excited the utmost curiosity. In size it is said to be as "large as a full-grown donkey," and it is beautifully striped. Speculation is rife as to how such an animal could have found its way through so populous a region as that surrounding Ningpo, in which the existence of wild beasts has been unknown probably for very many years.

HONG KONG.

Our advices by the present mail extend to the 21st January; the French mail from London Dec. 4 was received on the 17th Jan., and the following P. and O. mail of Dec. 12 arrived out on the 19th January. The following items of news are from the *China Mail*:—

The appointment of Mr. MacLean as Travelling Inspector of the Hong Kong and Shanghai Bank has given undoubted satisfaction to the shareholders, but it would be idle to assume that a similar feeling is entertained regarding the appointment of one of the late directors to the post temporarily of sub-manager in London. We have received several communications on the subject, and, so far as we understand, the main objection is one of principle. An unusually depressed state of trade and exceptionally ill fortune during the past few years have combined to render the Bank's operations less profitable than heretofore, and of necessity the directors are debited with a certain amount of responsibility for the result. However little they may deserve distrust it is felt, even by their best friends, that it would have been better to select some gentleman not hitherto identified with the management for the vacant post at home. On the other hand, we can see much to make the advice and aid of one who has been a successful business man in Hong Kong of value, and it is quite credible that the directors thought more of that than of the outcry which, under the peculiar circumstances of the case, might be raised. Mr. Rowett has earned a good character in the Council for independence of thought, and a refusal to allow personal feelings to restrain him from adverse comment when he deemed it necessary, and there is no reason to suppose he would act in another way in a new position. The directors have probably made a mistake in selecting one of themselves, but they might have done worse as regards the selection individually. It remains to be seen how the appointment will be viewed by outside shareholders, but we suspect they will pretty much agree with the opinions expressed by the more moderate section of the resident shareholders.

The directors of the Hong Kong, Canton, and Macao Steamboat Company (Limited) have issued the following Report to the ordinary half-yearly meeting of shareholders:—

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The accounts herewith presented show that, after paying commissions, running expenses, salaries, premia of insurance, repairs, and all other outgoings to the 31st December, and including $1,525.28, brought forward from the last account, there remains a profit of $58,101.64, which, they trust, will be found satisfactory, considering the depression of trade in general and the events which have affected the working of the company. The directors recommend that this amount should be distributed as follows, viz.: to pay a dividend at the rate of six per cent. on the paid up capital for the half-year, $36,000, to their own remuneration $2,500, leaving $19,601.64 to be carried forward to a new account.

In reviewing the period covered by this Report, the directors regret to have to state that the *Spark*, while on her voyage from Canton to Macao on the 22nd August, was taken forcible possession of by a band of pirates, who were on board disguised as passengers. They killed the captain, mate, and purser, and several of the crew, severely wounding many others. The directors offered a reward of $2,000 on behalf of the company for the apprehension of the pirates, and they have to state that one pirate has been convicted and hanged in Hong Kong, and several have been beheaded in Canton. They have taken measures to guard any such surprises by increasing the number of Europeans on board and the efficiency of the armament of each boat, and have issued strict orders to all commanders regarding the discipline to be observed. The *White Cloud* was, after the piracy, placed on the Canton and Macao line until she was lost in the typhoon of the 22nd September. The circumstances attending the loss of this steamer have become known through the public papers. The Marine Court of Enquiry held here blamed both the captain and chief officer, and they are no longer in the Company's employ. The steamer was valued at $71,000, and insured for $30,000. It has been found to the interest of all concerned to salve the machinery, boilers, &c., and then dispose of the wreck by auction. The Company's interest in the property salved, together with the amount recoverable from the insurers, is estimated at $40,000, and is included in the assets; the balance, or loss, of $31,000 has been carried to debit of Depreciation Account. To replace the *White Cloud* tenders were invited for the construction of a new hull, with joiner's work and everything complete, with the exception of machinery, boilers, and furniture. The directors, after consultation with Mr. McMurdo, Marine Surveyor, decided to accept the offer of the Patent Slip and Dock Company for $50,000 as the cheapest and best. The keel has been laid, and the vessel is expected to be ready in five months. Besides the loss of the *White Cloud*, typhoon damages to the *Powan*, *Poyang*, and the Company's wharf at Hong Kong to the extent of $5,000 have been paid for, and included in the accounts now presented. Repairs to the wharf, estimated at about $3,500, are still going on. Of the repairs to the *Poyang*, about $900 will be recovered from the underwriters.

In consequence of opposition on the Canton line, the *Powan* has been run as a night boat, and the directors have deemed it expedient to discontinue the subsidy of $2,500 per month to Mr. Quok Acheong, and have notified him accordingly, offering to allow him $1,000 per month for six months longer. He has not accepted this offer, and has proposed a continuance of the agreement for $1,800 per month, which the directors have not acceded to, trusting that the efficiency and regularity with which the company has hitherto conducted the service will warrant the support of the public against all opposition.

The directors regret that ill health has compelled their chairman, Mr. George F. Heard, to resign his seat at the Board; Mr. Richard Rowett has also resigned in consequence of leaving China. The directors have nominated Mr. Albert F. Heard and Mr. Adolf Andre to fill the vacancies in the Board, which nomination will have to be confirmed at the meeting.

The Bishop of Victoria purposes on the 20th February to open a day school in connection with and on the premises known as St. Paul's College. The teachers will, we are informed, be Mr. A. J. May, late assistant master of St. John's College, Hurstpier-point, Sussex, England, and Mr. Kwan Yun Fat, formerly assistant master in the Government Central School in this colony, who will be aided by two Chinese assistants. The number of pupils will for the present be limited to forty, but they will be taken from all nationalities, Chinese and non-Chinese, provided only they belong to respectable families. They must, moreover, bring a certificate that they have studied Chinese in some school for the period of at least one year. As regards the course of instruction, it will, we are informed, embrace the ordinary branches of an English education, with the addition of Chinese. There will of course be daily instruction in the Christian Scriptures.

With much regret we record the death of Mr. Leonardo d'Almada e Castro, late chief clerk in the Colonial Secretary's office, and Clerk of the Councils, Mr. d'Almada e Castro was appointed clerk in 1843, and entered the public service in the office of the Chief Superintendent of British Trade in China in 1837. The deceased gentleman was widely known, and deservedly respected, even outside his immediate circle of friends, for his urbanity and willingness to oblige.

Mr. Justice Snowden has been engaged in the investigation of an interpleader suit of Ho Asam *v.* Leung Shing. The action arose in connection with the discovery and raising of the launch *Early Bird*. The plaintiff, while raising the barque *Corea*, discovered the launch first and had the place buoyed. Meantime the defendant entered into a contract with Messrs. Hook and Co. to raise her for $500. The plaintiff put in a claim as original salvor, and Messrs. Hook and Co. paid the amount in dispute into Court. After hearing a deal of evidence, judgment was given in favour of the plaintiff for $250; the remaining sum was awarded to the defendant, the subsequent salvor who finally raised her.

The Supreme Court has been again engaged with the case of Yow Yuk Hung *v.* Tse Kai Tung. After the case was completed on both sides, the counsel for each made an able address to the Court. After his lordship's summing up and laying down the law of the case, the special jury returned a verdict for the defendant with costs.

A gentleman who represeuts the Calcutta Opera Troupe has come to Hong Kong to see if arrangements could be made for a series of performances in this colony. As, however, he wants a guarantee of $19,000, and the secretary of the City Hall expressed serious doubts of his obtaining it—while the agent refused to consult any of the leading houses on the matter—he has given up the idea. It was supposed in Calcutta that 310 persons to guarantee $64 apiece could be found in Hong Kong without difficulty.

The forthcoming races will, we hope, produce good sport, if nothing else. There are not many horses in training, and those which are in training are more like Jerusalem ponies than anything which has yet appeared on the turf at Wong Nai Choong. It might be better to encourage racing, but the turfites perhaps know their own business best.

We learn from the Hong Kong and Shanghai Banking Corporation that Mr. Adolf Andre has taken Mr. Rowett's place as deputy chairman of the Board. Mr. F. D. Sassoon takes his brother's (Mr. S. D. Sassoon's) seat as director.

The Chinese have sent a deputation to the Governor to protest against the proposed registration of householders. Mr. Hayllar, Q.C., has also addressed a forcibly-worded letter to the Colonial Secretary protesting against the passing of the Bill.

Captain Warsaw, late of the ill-fated Pacific Mail steamship *Japan*, was presented with an address, signed by the leading mercantile firms, prior to his departure for San Francisco, expressive of sympathy and confidence.

(FROM OUR OWN CORRESPONDENT.)

A grand reception was given to Monsignore Raimon, on his arrival in the *Hydaspes* by the Catholic community. The Romans, no doubt, thought that they had as good a right to a bishop as had the Church of England folks, and they prided themselves upon making an ovation to the vicar of the Holy Father. The reception, however, was barely noticed in one of the evening papers, and passed over in utter silence by the others. The *Hong Kong Times*, however, the morning paper, gave an elaborate account of the proceedings. Malicious tongues ascribe this to the willingness of the journal in question to gain the support of the Catholics, who among the Eurasians are a large if not a wealthy body.

There is much talk, in whispers at present, of approaching failures of some German firms. If these rumours should be ill-founded I might injure the people referred to by mentioning their names. If well-founded, I shall know the truth shortly, and will keep you informed.

CANTON.

The *Chinese Mail* publishes the following account of the procession which took place at the ceremonial attending the transfer of the remains of the deceased Viceroy to Peking :—

On the 11th Jan. the ceremony of transporting the remains of the late Viceroy took place. All the officials in the provincial city took part in it, and they numbered several thousands. The different Consuls were also present. The coffin was borne from the Vice-Regal Yamun along a straight route to Fatshan, taking the passage of the Southern Gate. Along the entire route, shopkeepers, and others offered sacrifices to the remains of the deceased by the burning of incense and Joss paper. The streets were lined with soldiers, and at the turns of street corners soldiers were specially deputed to keep the road clear. The Manchu and Tartar soldiers followed the procession and brought up the rear, the five regiments of the Viceroy's garrison leading the van.

At the head of the procession was a large red silk flag borne by eight men, and the length of it was about two *cheong*. This huge flag bore an inscription in gold letters of the late Viceroy's titles in full. Following this were 70 pairs of Meritorious Tablets, on which were written the different offices the late Viceroy had been holding during his lifetime, and all the marks of honour conferred on him. Next to these came the paraphernalia emblematic of the Viceroy's authority, and those of the General and Lieutenant-Governor, both of which offices the deceased had held before. Then came a stage sedan, the cushion of which was made of tiger skin, and it was borne by eight military officers of rank. Following this were two paper horses and one paper camel. Then came quite a number of small boys, each carrying a square tray painted in vermilion colour. Each tray contained a valuable curio covered over with a glass shade. Then came four divisions of Priests, followed by three or four "Wan Min San," which were presented to the Viceroy by the people in acknowledgment of his able administration. Then came some more Meritorious Tablets, succeeded by bearers of the Viceroy's insignia and seals. Then came the Canonical Title conferred on him by the Emperor after his death, as also the Imperial Edict authorising the transport of the coffin to Peking for burial. Some more Meritorious Tablets were followed by a wooden stand, on which was carved the head of a dragon, and standing in the centre was a live cock, the feathers of which were perfectly white, while its legs were of a black colour. This bird preceded immediately the massive coffin, which was borne by more than 30 men. The covering of the coffin was made of red silk and inscribed with gold letters. The widow was borne in a chair made of white cloth; she alone was

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exempted from going on foot. The rest of the mourners, including the civil and military officials of all ranks, walked behind her chair. The number of musicians and bearers of different articles exceeded 1,000.

The authorities are determined to put down the Wai-Sing lottery, and wherever it was carried on, officers were sent to put it down, and to seize the stakes as forfeitures to the Government. Recently a mandarin named Woo returned from Satow village with a large sum of money. This was the third sum levied from this village. Other officers likewise reported their arrivals from Toong-koon and Shak-lung with similar forfeitures. This species of gambling is nearly eradicated, and the only place where it flourishes is Macao, but this is not within Chinese jurisdiction, therefore nothing can be done to stop it. It is, however, rumoured that the Chinese authorities are going to bring pressure to bear on the Chinese who open such establishments there, by making their relations responsible for their acts or to produce the men themselves. The authorities can obtain the names of all those who are engaged in the gambling, and no doubt they can give great inconvenience to the parties. If the rumour be true the Wai-Sing will have to be carried on by the Portuguese, and then the mandarins will not be able to touch them.

Preparations for working the lead and coal mines in the Canton province are said to be in an advanced state.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 28th Jan.; the French mail from London, Dec. 18, arrived out on the 19th Jan., and the following P. and O. mail of the 25th Dec. was received on the 25th Jan. We take the following items of intelligence from the *Straits Times*:—

The Legislative Council has met twice since last mail, and the session is virtually over. The Council will not, however, be formally prorogued on account of the sittings having been prolonged beyond the year, and has merely adjourned *sine die*; thus, the session being continuous, such matters as have not been finally disposed of may be again taken up at the point to which they have been already advanced. The business transacted during the fortnight has not been of great importance. A very necessary amendment has been made in the law regarding the registration of titles for land whereby registration of a transfer may be effected without producing the original grant. This is especially necessary in cases where the ground has been divided up into small lots, rendering it impossible for the holders of lots to produce the original grant on a resale. The Final Supply Bill, 1873, re-appropriating some $212,000 to cover excesses on certain heads during that year, gave rise to some discussion in connection with a paragraph in the treasurer's report, asserting that the cost of living had increased, and on that account forecasting a probable increase of salaries. The Hon. Mr. Shelford disputed the assumption as erroneous, contending that the necessaries of life were not dearer now than in 1867, when the salaries were adjusted, and arguing that increase in efficiency of the officers—which was not apparent—should be the proper ground upon which to base an application for increased emolument.

The Sultan of Perak, following in the wake of the Sultan of Salangore, has issued a general proclamation inviting people to come and settle in his territory and develop its agricultural and mineral resources, under the protection of the British Resident. Land is offered free of costs or taxes for three years, and minerals may be worked according to the laws and customs of the country —presumably on paying a royalty of one-tenth of the produce. Recently the present and ex-Sultan have formally met and amicably adjusted their differences, and great feasts were held in honour of the reconciliation, which drew together a large concourse of the chiefs and people. The Resident (Mr. Birch, our late Colonial Secretary), deeming the presence of a British man-of-war at such a time desirable, to further the maintenance of goods relations between the British and native Governments and at the same time strengthen his influence over the people, asked that a vessel might be sent for that purpose. H.M.S. *Hart* was accordingly detailed for this service, and left this on the 16th Jan. for Perak, returning on the 26th. Mr. J. G. Davidson, of the Singapore Bar, who has been appointed Resident of Salangore, will shortly proceed to that territory to assume the duties of his office.

The annual general meeting of the Singapore Chamber of Commerce has been held at the Exchange Rooms, and after the election of office-bearers and a committee for the current year, the commission for landing, storing, and reshipping cargoes of vessels coming into this port in distress was by resolution fixed at 1 per cent. for valuable cargoes, such as tea, and 2½ per cent. for less valuable cargoes, such as sugar, rice, or Singapore cargo. It was also resolved to authorise a charge of 1 per cent. for invest moneys on mortgage or other securities.

An inquiry has been ordered by the Government into the case of the survivors of the British ship *Euxine*, who, it will be remembered, drew lots and killed and partly devoured one of their companions a few hours before their rescue by a passing ship. They had been at large here, but in consequence of this order were arrested on a charge of murder. The case has not yet come on for hearing before the police magistrate. The men will be defended by counsel.

Rear-Admiral Sir Charles Shadwell arrived here on the 24th Jan. from Hong Kong, in his flagship, H.M.S. *Iron Duke*, and is awaiting the arrival of the *Audacious*, the flagship of his successor, which left Galle on the 17th, and is hourly expected. The *Iron Duke* is homeward bound. H.M.S. *Avon*, Captain Powlett, from Hong Kong, anchored in the roads on the 13th Jan. The *Avon* is now on her homeward cruise. The other vessels in port are H.M.S. *Charybdis*, *Vigilant*, and *Hart*.

The Governor and Lady Clarke last week visited his Highness the Maharajah of Johore, at his residence at Tanjong Putri, where they were most hospitably entertained. The Maharajah is endeavouring to develop the resources of his country, which is rapidly increasing in importance and prosperity and its revenues steadily augmenting.

The news from Atchin is meagre. The Dutch forces had succeeded in capturing several important stockades from the Atchinese at Longbatta, which were inimical to the safety of the Dutch stronghold. This is now said to have been rendered secure, and the successes of the Netherlanders have, the despatches state, so dispirited the people of Pedir, one of the most hostile States, that they desire to tender their submission.

A Macao Chinese prisoner named Lee Ah Kim, one of the Salangore pirates, who was sentenced in 1871 in Penang to penal servitude for life, has escaped from the Criminal Prison. An examination of his cell proved that the prisoner, who was, we understand, locked up alone at night, had escaped through the ventilator in the roof, and made his way unseen over the wall on Stamford road. A reward of $50 is offered for his apprehension.

On the 26th Dec. we reported that a gang of ten Chinese from Campong Glam, who had gone to Pulo Dammar for the purpose of committing a robbery, had been arrested by the Malays there and handed over to the police. The whole gang have been brought before Capt. Douglas. The evidence for the posecution, which was very strong, was further strengthened by the incoherent and conflicting statements made by some of the prisoners The Magistrate committed them all for trial at the crimina session.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabé, and Co.'s Report says:—Business generally has been fairly active. Cotton Goods, Grey Shirtiugs, and T-Cloths have been in fair inquiry, but rates have, if anything, declined a little. Drills have been saleable in small lots at rates which show some margin on Shanghai quotations. Spots, Brocades, and other Fancy goods have been neglected. Metals: Iron has been in but little demand, and we scarcely expect to see any improvement till after the Chinese New Year. Lead is much wanted, with no stock in the place, but supplies are shortly expected.

HANKOW.—Business had been on a very small scale during the fortnight—and had been almost entirely confined to Grey Shirtings, rates showing little or no change.

SHANGHAI.—The market during the fortnight had again been devoid of animation, and there had been little change. Cottons: Grey Shirtings were without alteration, and the market was very quiet. T-Cloths showed some improvement in the earlier part of the fortnight, but had since relapsed, and the market closed quiet; a fair business, however, had been done. White Shirtings: Common goods quiet, but for 64 to 66 reed the market was rather stronger. Drills remained without alteration, but American Sheetings showed an advance. In Fancy Cottons there had been no change to note. Woollens.—Camlets: There had been some enquiry for CPH, other chops were unsaleable. Plain Orleans were rather higher. Long Ells had declined, and, in the absence of business, quotations were nominal. Spanish stripes were a trifle easier.

FOOCHOW.—The sales had been as follows:—T-Cloths: 7 lb., 600 pieces at $1.70 to $1.85 per piece. Lead: L. B. and Co., 1,000 pigs at $8.50 per picul.

HONG KONG.—The arrivals during the interval, besides mail steamers, had been s.s. Montgomeryshire, Sarpedon, and Fleurs Castle, bringing full supplies of manufactured goods for this market and the North. A very quiet market had existed during the interval, but there were signs of returning activity in the fact that the up-country dealers were beginning to arrive. In the meantime importers were firm, and as dealers had only been buying when they can meet with cheap parcels for their immediate requirements, there had not been much business in progress.

CANTON.—Lead was in no demand at the moment, whilst at Hong Kong sales were being effected at 20 to 30 cents higher than comparative quoted rate. LB and soft brands were nominally worth $8.10, and WB and Hole chop $8.30 per picul. Quicksilver was quoted at $218 per picul, and was expected to go lower.

BATAVIA.—Business in Piece Goods as usual at the season of the year, had been on a restricted scale, and no revival was expected until after the close of the Chinese New Year holidays.

SINGAPORE.—There had been a moderate demand for some descriptions of Grey Cottons, but generally the market had been quiet, the

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near approach of the Chinese holidays always affects business at this season of the year.

PENANG.—A slightly better enquiry had been manifested for some descriptions of goods but at no improvement in rates. During the Chinese New Year's holidays, which this year extend from about the 1st to the 10th Feb., the markets will be almost entirely closed.

EXPORTS.

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TEA.

HANKOW.—Settlements and shipments on native account nil.

The export of Hankow district teas to 24th December,
1874 ... ... 54,101,854 lbs.

The export of Hankow district teas to 24th December,
1873 ... ... 54,500,497 „

Decrease, 1874 ... ... 398,643 lbs.

KIUKIANG.—Black: No business to report. Green: Arrivals showed a marked falling off, only 2,000 half chests having come to hand during the interval.

SHANGHAI.—Black: The settlements reported had amounted to only 532 chests, and showed no change in value; stock, 450 chests. Green: The demand had been steady, and teamen have succeeded in working prices up until at last they had established an advance of 2 taels on fine teas, and about 1 on medium and common chops. The stocks had been replenished by arrivals from the country, and a considerable quantity of tea which had been stored here waiting a favourable turn in the market had been shown. The amount on offer exceeded largely what had usually been in stock at this time of the year. The crop was likely to be in excess of that of last season by some 50,000 packages. Pingsueys, on account of their low prices, had attracted a little attention, but they were not generally in favour. The following were about the prices paid:—For country tea, 26,058 half chests at Tls. 20 to 36.5.0 per picul; Pinsuey, 4,380 half chests at Tls. 23.3.0 per picul. Settlements, 30,438 half chests; stock, 82,580 half chests.

FOOCHOW.—During the interval a large business had been done in Oolongs, and small purchases of Congou had continued to be made. Congou: Settlements 4,000 chests at Tls. 6 to 19, the latter price being paid for boxes,- former values being fully maintained. Arrivals nil, and no further receipts were expected from the country. Oolong: In the early part of the interval a considerable business was transacted in fine parcels at irregular rates, showing in some instances an advance of about two taels on former quotations. The teamen continued firm holders of cargo grades, and only small transactions were reported at Tls. 12 to 14 for common, and Tls. 15 to 16½ for fair to good. Settlements 22,100 half-chests at Tls. 12 to 22½. Arrivals 2,000 half-chests. Souchong, Scented Teas, and Flowery Pekoe: In these kinds there had been no transactions, and no further receipts from the country. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounted to 60,864,554 lbs., against 54,376,201 lbs. at the same time last year. To America, 2,149,402 lbs., against 3,189,551 lbs.; to the Colonies, 13,395,547 lbs., against 12,473,401 lbs. last year.

CANTON.—Messrs. Deacon and Co.'s Report says:—Our last was dated the 22nd December, and since that time, nothing was transacted in Tea, until a few days ago, when some 3,100 boxes Scented Caper were settled at Tls. 16.5, which shows a slight decline on previous rates. Some 1,200 boxes short leaf Scented Orange Pekoe have also been taken within the last week at Tls. 14.5, but they are said to be for either the Australian or Continental markets. It is reported that several of the Tea Hongs are in difficulty, and are not expected to tide over China New Year; this will prove that season 1874-75 has been equally unremunerative to manufacturers as well as shippers.

SILK.

SHANGHAI.—Shipments by the French mail of the 8th Jan. amounted to 810 bales, consisting chiefly of common to medium Tsatlees at a slight advance on former ruling rates, and including Kukee's Kin-hock at Tls. 320, and Yellow Elephant at Tls. 307½. For this mail 500 to 600 bales are reported for Europe, mostly market Tsatlees at last mail's prices; and 150 to 200 bales for America, chiefly Re-reels at old rates, but including a few bales of Dragon chop No. 3 Tsatlee at Tls. 390, and Kahings, Ching-young-shing's Tinghow and Gnaling, at Tls. 335 and 305, and Dong-yue's Pangling at Tls. 315. Stock had been reduced by most of the Taysaam sorts having been taken for native consumption. Settlements for the fortnight, Chinas, 1,600. Total settlements since 1st June, 1874, 60,300 bales, against 1873-74, 48,700 bales; 1872-73, 50,900 bales. Comparative unsold stock on this market 1875, 8,000 bales; 1874, 4,500 bales; 1873, 2,000 bales.

CANTON.—A moderate but steady business had been in progress during the fortnight, and purchases amounted to 520 bales of all kinds. Of this quantity, about 450 bales were Tsatlee, chiefly of the lower grades, and the remaining 70 bales Loongkongs of various descriptions. Prices showed little if any alteration. Good No 4, Tsatlee was scarce, and holders asked $340 to $345 per picul for best district Silk of that classification. The export of the season was estimated to reach about 8,000 bales against 9,500 bales last season.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
Oct. 31 ...	Coulnakyle	Shanghai ..	756,208
Nov. 20 ...	Guinevere	„ ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Dec. 31 ...	Thibet (str.)	„ ...	134,344
„ 31 ...	Menelaus (str.)	„ ...	261,595
„ 31 ...	Lujt	„ ...	522,165
„ 5 ...	Duke of Athol	Foochow ..	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
Jan. 14 ...	Ajax (str.)	„ ...	1,432,531
Nov. 13 ...	Falcon	Canton ...	665,399
Dec. 28 ...	Matilda Atheling	„ ...	386,512
Jan. 9 ...	Kintauns Castle	„ ...	910,531

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d.
Shanghai „	5s. 8¾d.	5s. 9¼d.	5s. 9¼d.
Canton „ ...	4s. 2⅜d. to 4s. 2¼d.	4s. 2⅜d. to 4s. 2⅜d.	4s. 2⅜d. to 4s. 2⅜d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2¼d.	4s. 2⅜d. to 4s. 2⅜d.	4s. 3d.
Manila „	4s. 0¾d. to 4s. 1d.	4s. 1⅛d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	223
„ Hong Kong	26⅞ to 27 dis.	—
Bar silver	Tls. 111.2.5	10 prem.
Mexican dollars	„ 74.1.0	⅛ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, par.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 48 per cent. discount.
China Traders' Insurance Company, $350 premium.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $25 premium ex interest.
Victoria Fire Insurance Company, $16 premium ex interest.
Indo-Chinese Sugar Company, $ 83 dis.
Chinese Insurance Company, $185 per share ex interest.
Shanghai Steam Navigation Company, Tls. 78 per share ex div.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8¾d., at Hong Kong 4s. 2⅜d. to 4s. 2¼d., at Batavia F.11.67½, at Manila 4s. 1d., at Singapore, 4s. 2⅜d.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, FEB. 25.—The P. and O. Company's steamer Nizam, with the homeward India and China mail, arrived at 2, and the mail left at 2.30 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, FEB. 22.—The P. and O. Company's steamer Mirzapore left at 6 P.M. to-day for Southampton, where she may be looked for about the 7th March.

NEXT INWARD MAIL.—SUEZ, FEB. 24.—The Messageries Maritimes steamer Provence, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 4th March.

INWARD MAIL DUE MARCH 15.—GALLE, FEB. 19.—The P. and O. Company's steamer Pera, from Australia, and the Gwalior, from China, with the homeward China and Australian mails, arrived here yesterday. The Mongolia leaves for Suez to-day.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, Feb. 25.—The P. and O. Company's steamer Peshawur sailed to-day with the heavy India and China mails, and a full cargo. She took out ninety-six passengers, and twenty-seven proceed by the corresponding steamers from Venice and Brindisi, making a total of 123. The Peshawur goes through the Canal to Calcutta, passengers for Bombay changing steamers at Suez.

INWARD MAIL DUE MARCH 22.—GALLE, FEB. 26.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JAN. 8.—SHANGHAI, FEB. 23.—The P. and O Company's steamer Sunda, with the London mails of the 8th of January, arrived here to-day.

OUTWARD MAIL OF JANUARY 29.—GALLE, FEB. 23.—The Messageries Maritimes steamer Iraouaddy, with the outward French mails from Marseilles, on the 31st of January, left here to-day for Singapore.

TELEGRAMS FROM THE FAR EAST.

DESTRUCTION OF TELEGRAPH CABLES IN CHINA.

COPENHAGEN, FEB. 22.—The Great Northern Telegraph Company has received a telegram from China stating that the land line from Foochow to Amoy has been destroyed by persons hostile to the construction of telegraphs. The material was also destroyed or carried away, but the members of the telegraph staff remained unmolested.

INUNDATIONS IN JAVA.

THE HAGUE, FEB. 24.—An official despatch states that there have been great inundations in several parts of the Island of Java.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, &c., Jan. 9, Scotland (str.); Feb. 26, Meiji Maru (str.), Evelyn.

At SHANGHAI.—From London, Jan. 8, Velocity; from New York, Jan. 8, Golden State; from London, &c., Feb. 23, Pardo (str.), Janet; 26, Ceres, Silver Eagle; Feb. —, Glenartney (str.).

At FOOCHOW.—None.

At HONG KONG.—From London, Jan. 7, Montgomeryshire (str.); 11, Fleurs Castle (str.); from Cardiff, Jan. 19, Charité; from London, &c., Feb. 20, Invincible, Glamis Castle (str.).

At MANILA.—None.

At BATAVIA.—From Glasgow, Jan. 17, Amboina (str.); from Cardiff, Jan. 8, Akbar; from Holland, Jan. 9, Princes Amalia (str.); Jan. 11,

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Noach I (str.); Jan. 20, Holland (str.); Prins Hendrik (str.); from Texel, Jan. 15, Ijmuiden (str.), India Packet; from Brouwershaven, Jan. 16, Graafstroom; from New York, Jan. 16, Endeavour, Lucy S. Wills; from Buenos Ayres, Jan. 16, Adelina Marianne.

At SINGAPORE.—From London, Jan. 21, Abbotsford (str.); from Liverpool, 26, Hector (str.); from Newcastle, 18, Jupiter (str.); from Glasgow, 19, Singapore (str.); 23, State of Virginia (str.); from Cardiff, 16, Sollecito, Fortuna; Feb. 15, Gerard; from London, Feb., Glenartney (str.); from Tyne, 23, Carnaquin (str.).

At PENANG.—From London, &c., Feb., Vanguard (str.); from London, Feb. 27, Gleam.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Jan. 9, Ajax (str.); for New York, Jan. 12, Sooloo.

From FOOCHOW.—For London, Jan. 14, Ajax (str.).

From HONG KONG AND CANTON.—For London, Jan. 6, Ardent; 9, Kinfauns Castle; Jan. 16, Ajax (str.); for New York, Jan. 15, Chinaman.

From MANILA.—For London, Feb. 18, Agnes Muir.

From BATAVIA.—For Rotterdam, Jan. 17, John Bramall (str.); 21, Hampton (str.).

From SINGAPORE.—For London, Jan. 15, Penedo (str.); 16, Menelaus (str.); 23, Ajax (str.), Charles H. Southard; 27, Glenlyon (str.), Atalanta (str.); for Liverpool, Jan. 21, Douglas Castle.

From PENANG.—For London, Jan. 20, Menelaus (str.); 25, Ajax (str.).

VESSELS LOADING.

At SHANGHAI.—For London, Sarpedon (str.), Omba; for New York, Northampton, Inverness.

At HONG KONG.—For New York, Chatanooga, Commissary, John Milton, Chinaman.

At BATAVIA.—For Holland, Cornelius Smit, Otto, Louis August Constantin, President von Rijckevorsel, Tromp, Cornelia, Holland (str.), Prins Hendrik.

At SINGAPORE.—For London, St. Aubin; for Marseilles, David Brown, Charlotte Clark; for New York, Jupiter T., Verona; for Boston, Glamorganshire.

AT PENANG.—None.

FREIGHTS AND CHARTERS.

From SHANGHAI.—London, per steamer, £3 10s. per 40 feet; sailing vessel, £3 per 50 feet.

From HONG KONG and CANTON.—To London and New York, £3 per ton of 50 and 40 feet respectively.

From BATAVIA.—To Holland, per steamer, tobacco f.90; tin f.50, coffee. f.85; hides f.110.

From SINGAPORE.—To London, per steamer, from £3 to £3 10.; sailing vessel, £2 7s. 6d. for dead weight, £3 light weight. To Marseilles, £3 for dead weight, £3 10s. per ton light freight.

From PENANG.—To London, per steamer, tobacco, £4; tin, £2 5s.; tapioca flour, £3 5s.; coffee, £4 10s.; hides, £5; meast., £4 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Dec. 30	Courier	Foochow	Channel
Jan. —	Durham	Zebu	Liverpool
„ 5	County of Stirling	Glasgow	Batavia
„ —	Etta Loring	Manila	London
„ 7	Lady Louisa	Shanghai	New York
„ 8	Sooloo	Manila	Boston
„ 12	Gem	Bangkok	Dunkirk
„ 13	Henriette Behn	Manila	New York
„ 15	Ymuiden	Amsterdam	Batavia
„ —	Alden Besse	Hong Kong	New York

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 25, at Bristol, from Java, Sharperton; at Amsterdam, from Batavia, Dahlia (str.); 26, at Liverpool, from Manila, Yrurac Bat (str.); at Queenstown, from Sourabaya, Petunia; at New York, from Amoy, Picciola; 27, at Deal, from Colombo, &c., Kingstown (str.).

DEPARTURES.—Feb. 25, from London, for Hong Kong, Hervatska; from Cardiff, for Hong Kong, Gustav; 26, from London, for Colombo, &c. (via S.C.), South Tyne (str.); for Penang, Singapore, China, and Japan (via S.C.), Viking (str.); from Liverpool, for Singapore, China, &c. (via S.C.), Deucalion; for Manila, Aurrera (str.); 27, from London, for Yokohama, Suma (str.); from Liverpool, for Hong Kong, Queen of the Seas.

LAID ON.—At Liverpool, for Rio Janeiro and Batavia, Batavia.

SPOKEN.—Ville de Bruxelles, Bangkok to Marseilles, Feb. 1, 30 N., 31 W.

The Bussorah, Gibb, from Sunderland, having shipped another crew, proceeded, Feb. 24, from Grimsby for Anjer; the refractory men (seven in number) have been committed to prison for ten weeks.

ADEN, FEB. 26.—The Hong Kong (str.), London to China and Japan, struck on a sunken rock off Abdelkuri and foundered. A lady passenger—Mrs. J. Walter—and five children drowned. Mate, chief and third stewards, fourth engineer, and butcher drowned; eighteen men arrived; captain and seventeen men and second boat missing. The Hong Kong sailed from London on Jan. 22.

At NAPLES.—Feb. 23, Voorwarts (str.) V. Roggen, from Nieuwe Diep, for Batavia.

At ADEN.—Hampton (str.), McMoutry, from Java, and left, Feb. 24, for Rotterdam; Killarney (str.), sailed Feb. 24, for Singapore.

MISCELLANEOUS.—At Port Said, W. H. Atkinson (str.), from London, for Colombo, &c.; Venice (str.), from London, for Penang, Singapore, China, &c.

JEDDAH.—[Suez, 27th Feb., 7.45 P.M.]—The Ulysses (s.), from Liverpool to China, when entering on the 17th Feb., stranded reef, and on the 20th remains fast—16 feet (? water in) main compartment—two steamers assisting; every prospect of floating; injury to vessel unascertained, but sufficient to prevent resumption of voyage; greater portion of cargo safely discharged; serious damage improbable; fuller details telegraphed; Holt, commander controlling arrangements; telegraph instructions immediately to Suez.

CASUALTIES.—The Viceroy (str.), from London to Colombo, &c., lost rudder and rudder-post at mark 20 feet, in heavy gale, 420 miles S.E. of Malta; she was towed into Alexandria by the Lorne (str.).

PORT SAID, Feb. 27, 2.15 P.M.—The Ulysses went ashore between two rocks at Jeddah, Feb. 17; discharged her cargo, 400 tons damaged; main hold full of water; the Mercury, tug, leaves Suez this evening with steam pumps. Nestor (str.), due here, will follow with Holt's agent; other appliances will take on 500 tons of cargo of Ulysses.

WE observe that CHUNG HOW has been appointed Right Vice-President of the Board of Finances at Peking. It will doubtless be recollected that this official came into prominent notice in connection with the Tientsin Massacre, the circumstances showing beyond any question that if it was not possible to prove that he was actually implicated in the matter, it was due to his neglect to take proper precautions that the outrage was possible. Subsequently he was appointed a special Ambassador to France, where he arrived during the war, had an interview with M. THIERS at Versailles, duly talked that venerable Statesman over, and returned to China, if not triumphant, at least safe and sound. His promotion to an important office at Peking is therefore somewhat noteworthy. He has been taking great interest in the Transit of Venus and other similar matters; but it is worthy of note that up to the very day of the Tientsin Massacre CHUNG HOW was considered the most markedly friendly official towards foreigners in China, and the value of such friendship was illustrated in a rather unexpected manner on the 21st June, 1870. We suspect therefore, that the members of the French Legation will not attach so much importance as might otherwise be the case, to the interest which he manifested in the astronomical observations.

THE Shanghai Chamber of Commerce in the report presented at its meeting in January last, again calls attention to the detriment to the trade in British manufactures which is being brought about by the practice of "heavy sizing," or, in other words, adulterating the goods. The matter has been spoken of so frequently that it is almost beyond hope that it will produce any effect upon the Manchester manufacturers, who seem determined to go on in their more than questionable practices until they have raised up so serious an opposition that they will find it difficult, if not impossible, to hold their own by a too late return to the honest system of manufacture by which they originally obtained their status in the East, and by which they will most assuredly be alone able to sustain it. It is time that the Manchester Chamber took the subject up again, and made a *bonâ fide* effort to arrive at something better than the plausible pretexts in favour of adulteration which were uttered the last time the matter was discussed by that body.

MR. J. F. KNOX, H.B.M. Consul-General in Siam, left by the steamer *Viking*, which sailed on Saturday last.

THE will with two codicils of Mr. Robert Benson has been proved by Mr. William Benson, the brother, Mr. C. R. Moorsom, and Mr. J. M. Moorsom, the surviving executors, the personal estate being sworn under £90,000. The testator provides for his wife, Mrs. Eleanor Sara Benson, having the use of his furniture, with £400 per annum for her maintenance and comfort, during her life or widowhood; to each of his executors he leaves £300, and upon trust to his daughter £5,000; the residue of his property he divides as follows:—Two-fifths to each of his sons, and the remaining fifth upon trust for his daughter. The deceased was a member of the firm of Robert Benson and Co., King's Arms-yard, Moorgate-street.

THE EMBEZZLEMENT FROM THE CHARTERED MERCANTILE BANK.—Alfred James Price, who was last week committed for trial on a charge of embezzling several sums belonging to his employers, the Chartered Mercantile Bank of India, London, and China, was again brought up on the 24th ult. when another charge was gone into. The evidence went to show that in one instance he took £200 and in another £300 out of the moneys paid to him for the foreign drafts, and it was said that the entire defalcations were between £3,000 and £4,000, from which, however, might be deducted £500 which the defendant had deposited in lieu of an indemnity bond.

THE P. and O. steamers now in dock are the *Khedive*, *Geelong*, and *Travancore*. The *Delhi* sailed yesterday, and will take out the Bombay mail of the 4th inst. from Southampton. The *Khedive* will follow with the Calcutta mail of March 11th. The *Bangalore* has gone north, to receive new boilers, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, MARCH 1, 1875.

THE HONG KONG AND SHANGHAI BANK.

"I AM assured that the most ample provision has been "made for all possible losses, which statement the share-"holders may fully rely upon," are the neat and appropriate words in which Mr. JACKSON, the manager of the London branch of the Hong Kong and Shanghai Bank, concludes a circular address to the shareholders, setting forth that telegraphic information has been received from Hong Kong that the meeting of shareholders on the 18th inst. adopted, without dissent, a statement of accounts showing that the reserve fund was reduced to $100,000, that the balance at credit of profit and loss was $120,000, and that, finally, "for a second time in the history of the Bank," the directors had determined not to declare any dividend. This last-named fact, besides being interesting in a historical point of view, has a somewhat direct influence upon the butchers' and bakers' bills of confiding home shareholders, who have invested their all in this lamentably mismanaged institution, and who will scarcely feel consoled for being for a second time disappointed in not receiving a dividend, by being for a third time assured that the "most ample" provision has been made for all possible losses. It is not surprising that Mr. JACKSON should feel compelled to supplement this rather tautological expression by a declaration scarcely less tautological, that the shareholders may "fully rely" upon this statement. We do not object to these little embellishments merely upon grammatical or artistic grounds, but upon much more weighty considerations would have preferred to be informed that all liabilities were provided for to being "assured that the *most* "*ample* provision has been made for *all possible losses*, which "statement the shareholders may fully rely upon." It may be that the directors having twice told the shareholders that all contingencies had been taken into account, and having had twice to admit that the statement was not in accordance with the facts, should have been led by a natural gradation through the three degrees of comparison, and having years ago commenced by stating that the liabilities were provided for, have gone on to stating next that they were "amply provided for," and finally, that they were "most amply provided for." This process of reassuring shareholders, which unfortunately admits that they expect they will not be fully disposed to believe their statements, speaks boldly either for the faith of the shareholders or the credibility of the directors; and it is a somewhat interesting question which of the two facts they desire to indicate—do they intend to convey the impression that the shareholders are less confiding, or that they themselves are less to be believed than other people? Either admission is, to say the least, unfortunate, and leads inevitably to the same conclusion, namely, that for some reason or another there does not exist that confidence between the directors and shareholders which is obviously necessary for the satisfactory conduct of the affairs of the Bank. The repetition of the old statement, that all the liabilities have been disclosed, must come with singularly small effect after the same statement has been made twice before, and has proved to have been false—we do not say intentionally false—but, beyond the possibility of denial, false in fact.

Is this the conduct of their business to which the shareholders in Hong Kong are prepared to submit without dissent, and is it impossible to find directors who will be, we will say, a little more vigilant as to the affairs of the Bank, and ascertain with a littl more accuracy what is its actual position at a given time? The origin of the present state of things is stated, by men well able to judge, to date as far back as the "resignation" of Mr. KRESSER, and the shareholders were guilty of a dereliction of duty in not demanding fuller explanations of the state of affairs at that time, and have repeated the omission at every subsequent meeting. They have encouraged the directors in their neglect, and now reap the results of their apathy. The very wretchedness of the statement now telegraphed is in some sort a guarantee that at last the directors have "made a clean breast of it," but it speaks very badly for the manner in which public institutions in Hong Kong are managed, that a straightforward declaration of the position of the Bank has only been wrenched from the directors when—whether advisedly or not we do not now say—but when, as a plain matter of fact, the shareholders had taken a course of action deliberatively expressive of a want of confidence in them, and after the celebrated case of WHITTALL *v.* BELL had startled them into the knowledge that there is a point at which neglect, incompetency, or misrepresentation on the part directors will render them personally liable.

THE CHINA TELEGRAPH CABLES.

A VERY curious, and at the same time a most unfortunate, coincidence has happened in regard to this matter, for in the brief space of five days we have heard of the successful completion of the second section of the line, and of the destruction of the whole work. The *Foochow Herald*, received by last mail, was somewhat exultant, and naturally so, at the satisfactory progress that was being made, and expressed a confident hope that General RAASLOFF'S arrival at Peking would bring about a fulfilment of the alleged agreement between the Chinese Government and the Great Northern Telegraph Company; it further affirmed that the country people were everywhere civil and friendly to the company's *employés*, and that the Viceroy had received permission to give his official sanction to the work. At the same time our contemporary guardedly remarked, "We trust that this is not a *ruse* to throw the responsibility of rejection on a subordinate officer." This week, we regret to say, telegraphic news was received in London, *via* Copenhagen, that the line had "been destroyed by persons hostile to the construction of "telegraphs. The material was also destroyed or carried "away, but the members of the telegraph staff remained "unmolested." This intelligence is most unfortunate and disappointing, for matters were beginning to wear a cheerful aspect, and it almost seemed as if the thin end of the wedge had been successfully inserted in the outer crust of Chinese prejudice, and that FENG-SHUI'S ghost had been laid for ever, as far as telegraphs were concerned; nevertheless, annoying as this *contretemps* is, we venture to think that the foolish act on the part of the Chinese will afford the foreign diplomatic body at Peking a golden opportunity, if they can only be induced to act in concert in so very important an affair, for procuring the definite and unmolested admission of telegraphs into the country. General RAASLOFF alone, we fear, may not be able to accomplish this end, but the united pressure of the *Corps Diplomatique* ought, at this juncture, to be able to carry the matter through successfully, and we would express a hope that the respective Governments of the Treaty Powers may see the opportunity we allude to, and instruct their representatives accordingly.

WE understand that M. LEGER, who has held a post at the office of the Minister of Finance in Paris, has been appointed the Manager of the new Indo-China Bank at Saigon, and proceeded by the last mail to that port. M. MICHELOT, who has been managing the Saigon branch of the Comptoir d'Escompte, will act as Sub-Manager, and will also liquidate and close that branch on the opening of the new Bank. We have omitted to notice that the dividend declared by the Directors of the Comptoir d'Escompte for the half-year was f. 20 per share, equivalent to 8 per cent. per annum.

WE hear that the withdrawal of the Pacific Mail Company's Subsidy has been confirmed by the United States Senate.

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PROGRESS AT OSAKA.

IN Mr. Consul GOWER'S Report on the Trade of Hiogo and Osaka during the year 1873 we find some noteworthy information, supplied by Mr. Vice-Consul ANNESLEY, with respect to the progress which has been made at Osaka, and which is the more remarkable, as the place had only been open for six years to foreign trade and influences at the time when the report was drawn up. Osaka, as is well-known, is one of the most important cities in the Japanese Empire, and contains more than half a million inhabitants, besides a large fluctuating population. Whether, however, it will eventually answer as a Treaty port, it is, perhaps, premature to hazard a conjecture; at present, at any rate, it certainly does not figure very favourably in the Trade Returns. But this is not the point to which we propose to refer on this occasion, our object being rather to call attention to the advances which have been made there by the Japanese in the adoption of various adjuncts of Western civilisation in matters classed under the heads of *Industries* and *Public Works*. Osaka possesses, it seems, a large arsenal, where all kinds of warlike *matériel* are manufactured, and the works in this establishment are entirely carried on by Japanese artificers; a steam paper-mill was in course of construction at the end of 1873, guaranteed to turn out a ton of paper daily. Several other kinds of foreign machines have been introduced into Osaka; among these are knitting, spinning, and weaving machines, a shoe and boot-making machine, a steam machinery for the manufacture of grey shirtings (unbleached), which is in full operation at Sakai, in the neighbourhood, and a large steam oil-pressing machine, which produces a considerable quantity of oil made from rape-seed cake. A brewery, too, on an extensive scale is at work, and brews beer of a fair quality from American hops. This liquid, adds Mr. ANNESLEY, is much consumed by the Japanese, and must be taken, we presume, as a clear proof of the progress which Western habits are making in the country. Glass-blowing is carried on to a small extent, but not very successfully; cheap kerosene lamps are made at Osaka, and it seems probable that they will soon supersede the paper lanterns and smoking oil-lamps used by the natives in lighting up their dwellings. Turn we now to Public Works. The Japanese Government, we are told, have erected on the opposite bank of the River Kizu, facing the foreign settlement, a large building, intended as a City Hall, in which the local Government offices, except the Customs, are to be collected. This is described as an imposing-looking edifice, and was originally designed by Major KINDER; the Japanese, however, have carried out the details according to their own notions, and are said to "have ignored all the principles of modern architecture." The municipal buildings, Mr. ANNESLEY reports, are nearly completed, and they will consist of a municipal hall, with accommodation for the municipal police, well-built houses for a Shand and Mason fire-engine, and last, but not least, a red brick prison, with a covered prison yard. Some iron bridges have been constructed, under foreign superintendence, and Mr. ANNESLEY further states that the small foreign settlement continues to be well lighted and kept in good order, the streets being well-paved and clean, while trees planted on both sides afford an agreeable shade in summer. Not much has been done of late to facilitate the navigation of the river beyond some occasional dredging, and this ought to be constant to enable the ferry steamers to run. The Japanese appear to have it in contemplation to develop the neighbourhood of Osaka, for "some foreign "engineers have been surveying the Ajikawa as far as "Kiôto, with the view of deepening this river sufficiently "to admit of steamers of light draught navigating the "whole length up to that *fu*, and also to construct a canal "connecting the river with Lake Biwa. . . . This un-"dertaking, if carried out, would place the west coast of "Japan, together with many fertile districts of commercial "importance, within easy reach of Osaka and Hiogo." In educational matters, too, the Japanese are not by any means backward at Osaka, for the place now contains seventy-two primary schools, one college, and one academy, attended by some 10,000 pupils. Six English teachers are employed at the college and academy; and there is also a school for girls under the care of a foreign instructress. Having thus enumerated many matters, which prove that the Japanese at Osaka are progressing rapidly, and, indeed, perhaps too rapidly, Mr. ANNESLEY reserves to the conclusion of his notes a statement which is greatly to their discredit, and which shows incontestably that they are utterly ignorant of the fundamental principles of free-trade. "I am informed," he says, "that an octroi duty of one per "cent. is levied by the Japanese authorities on all goods "in charge of Japanese passing to and from the Foreign "Settlement. As this tax directly affects the free-trade and "interests of foreigners, it is very desirable that it should "be abrogated." In conclusion, we may remark that the number of foreign residents at Osaka, of all nationalities, increased from sixty-four in 1869 to 129 in 1873, while the numbers at Hiogo in the same years were 185 and 415.

CEYLON.

RECENT files of Ceylon papers contain the closing speech of the Governor to his Legislative Councillors, and a summary of the year's occurrences in that prosperous little island. Ceylon is fortunate in possessing a ruler who is at once an able administrator, an energetic chief of the State, and an ardent promoter of learning in all its aspects. Mr. GREGORY not only finds time to visit the most interesting provinces under his government, but gives the utmost attention to new projects for the development of local interests, and, moreover, enters warmly into matters connected with archæology, literature, and history. He has dismissed his Council in a speech teeming with reassuring statements as to the prospects of the colony, and gratifying figures in regard to the past. The revenue for the year just elapsed was stated at £1,280,000, whilst that for the current year is estimated at £1,281,700, from which amount his Excellency has appropriated £277,600 for public works, in addition to £15,500 for railway extension. We are not informed of the sum voted for purposes of education; but we do not forget that there is, beyond the above-named amount voted for public works, a very large outlay on roads under the provisions of the Thoroughfares Ordinance by means of local labour. The re-assertion by the Governor of his resolve that no fresh railway should be undertaken that did not promise a remunerative return is highly judicious, and one that we trust will not be easily set aside by idle clamour. The important work of the breakwater has been fairly commenced, and now that the working plant for that purpose had reached the colony, good progress will be made in what may be regarded as the foundation of the future greatness of Colombo as an Eastern steam port.

The work of the local legislature has partaken pretty much the character of that of the Imperial Parliament, useful without claiming the distinction of being sensational or brilliant. An ordinance for the punishment rather than the prevention of coffee stealing has been passed, which, though not meeting with general approval, may serve at any rate as a basis for some more practical legislation a year or two hence, when the defects of the present Bill will no doubt be made manifest. A law for the management of branch or grant-in-aid roads appears likely to work satisfactorily, as it is formed on the principle laid down many years ago by Mr. WALL, then an unofficial member of Council, of allowing the power of assessment to local committees instead of to the revenue officers, too often very ill informed on the subject. There have also been ordinances enacted for providing funds for the Colombo Breakwater, for a railway to Morotto, connecting that industrial centre with the capital, for railway extension in the interior, and for supplying water to the towns of Galle and Kandy. It is to be hoped that in his anxiety to further the interests of the large coffee districts to the south of Kandy his Excellency will not be unmindful of the very important coffee industry in another direction—that situated to the north of the mountain capital, in and around Matele, Hunasgiria, Kallibokke, and the Rangalla districts. The country in this latter direction is so devoid of engineering difficulties, the work of laying a line of rails would be so inexpensive and expeditious, that we are amazed to find it shelved for so long a period, whilst other and more costly lines are in serious contemplation.

We are glad to learn that native interests have not been forgotten amidst the loud outcry for planters' railways and

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planters' coffee stealing ordinances; the irrigation scheme has been fairly worked; many minor tanks have been repaired under the operation of village councils, and though the health of certain districts has not been good, Government has exerted itself to remedy this evil. We should, indeed, be glad to see a little more timely action in these matters, but when we find the affairs of an important province like that of the western division of the island entrusted to an officer whose declining years demand repose rather than work, we cease to marvel at any shortcomings in administrative action.

The commercial and planting status of the island, though not all that some would desire, cannot fairly be made a matter of complaint. If the import market is overstocked with unprofitable goods importers have the remedy in their own hands. If merchants find they cannot realise a profit in coffee bought costing 120s., who have they to blame but themselves? The present market quotations for coffee in London leave a splendid margin for the grower, but not for over-confident speculators. It is true that there have been short crops in Ceylon, but this is a drawback to which all colonies are occasionally subject: were "bumper crops" the rule in the article of coffee all the world over, where would prices be? In our opinion, the late figures realised for Crown forest in Ceylon for coffee planting tell an unmistakable tale of prosperity, and if the decline in the coffee market at home causes the abandonment of purchase of crops before they are grown, none will have greater cause for rejoicing than the coffee planters of this very flourishing island. With an able and energetic Governor and a Secretary of State with statesmanlike views, there is every reason for believing in the future prosperity of Ceylon.

THE ADULTERATION OF TEA.

The following important provision as to the adulteration of tea is appended as a final clause to the new "Sale of Food and Drugs Bill:"—

From and after the 1st January, 1876, all tea imported as merchandise into and landed at any port in Great Britain or Ireland shall be subject to examination by persons to be appointed by the Commissioners of Customs for the inspection and analysis thereof, for which purpose samples may, when deemed necessary by such inspectors, be taken and with all convenient speed be examined by the analysts to be so appointed, and if upon such analysis the same shall be found to be unwholesome, mixed with other substances, or exhausted tea, the same shall not be delivered unless with the sanction of the said Commissioners and on such terms and conditions as they shall see fit to direct either for home consumption or for use as ship's stores or for exportation; but if on such inspection and analysis it shall appear that such tea is in the opinion of the analyst unfit for human food the same shall be forfeited and destroyed or otherwise disposed of in such manner as the said Commissioners may direct. Tea to which the term "exhausted" is applied in this Act shall mean and include any tea which has been deprived of its proper quality, strength, or virtue by steeping, infusion, decoction, or other means.

From the foregoing we may see that the Government have found themselves unable to resist the complaint urged by the retail grocers in this country, that it was unjust to punish them for selling unwholesome or adulterated tea, which was, after all, only in the same condition as when it passed the Custom-house authorities. Henceforth, therefore, Official Inspectors will make it their business to see that no teas really unsound, or unfit for consumption, escape into the hands of speculators in our home markets. Of course, there will be some considerable expense connected with the discharge of these new functions and the appointment of salaried professionals for that purpose, but after all, considering that tea is nearly as universally consumed as salt, the British public will not be inclined to grumble on that score, provided that the work is effectively performed. The fact is, there is hardly anybody who knows so little what he is about as the unhappy British tea-dealer. We do not refer to the large well-recognised firms, but to the smaller grocers scattered all over the land. They do not understand wherein the difference between good tea and bad tea lies, and if they did it would profit them nothing, for what their customers want is something cheap, and something that will stew down into a good strong brown infusion. We can, however, see one or two points in which care must be exercised should the Government proposal pass into law. Disputes may arise, and litigation ensue, should a tea in fairly sound condition when unshipped be detained for any time in bond, and during the detention, from damp or other causes, turn out too unwholesome to be consumed. Then, again, suppose on a future change of Government some popular administrator abolishes the duty on tea? Is the whole army of analysts to stand or fall with the sixpence a pound, or, *vice versâ*, is a burdensome restriction on a great industry to be for ever riveted round our necks on account of the adulterant tricks of the "heathen Chinee?" Lastly, we may, perhaps, expect that the new system would tend somewhat to enhance the prices of tea. At all times a risky, speculative, and uncertain trade, the merchants in China would now find themselves with a new element of danger to face. If they buy up the cheaper sorts and poorer qualities of tea, there would now be the chance that these shipments may reach home in a more or less unsound state, and be actually excluded from any sale at all. It would be far wiser to purchase only the better and more high-priced stocks, and this is what we may expect to be the prevailing practice. The very cheap teas will not be sent on to the English market at all. We question whether our working classes will altogether relish this.

CARGOES AFLOAT.

—o—

SINGAPORE AND PENANG.

Per Mary Nelson: 320 tons black pepper, 25 tons white pepper, 1 ton gutta, 420 cwt. rattans, 194 cwt. hides, 310 tons sugar. Emilio Rondanino: 350 tons gambier, 150 tons sago flour, 60 tons pearl sago, 75 tons black pepper, 25 tons white pepper, 23 tons gutta, 320 cwts. rattans, 380 cwts. hides, 13 tons india-rubber, 7 tons horns, 462 cwts. copal, 160 cwts. mother-o'pearls, 20 tons tapioca. Colombian (str.): 40 tons gutta. Lake Leman: 665 tons gambier, 335 tons sago flour, 153 tons pearl sago, 7 tons black pepper, 10 tons gutta, 440 cwts. rattans, 1,546 cwts. hides, 20 tons india-rubber, 9 tons horns, 137 m. Malacca canes, 85 cwts. mother-o'pearls, 80 tons tapioca. Excelsior: 26 tons tin, 390 tons black pepper, 780 cwts. rattans, 120 cwts. hides, 290 tons sugar. Amstel: 740 tons gambier, 40 tons tin, 105 tons pearl sago, 555 tons black pepper, 50 tons white pepper, 1,080 cwts. rattans, 665 cwts. hides, 430 tons sugar, 900 cwts. copal, 65 tons tapioca. Alice Ritson: 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 tons horns, 11 m. Malacca canes, 35 cwts. mother-o'pearls, 65 tons tapioca, 14 cwts. gamboge. Asterope: 30 tons tin, 300 tons black pepper, 25 tons white pepper, 240 cwts. rattans, 42 cwts. hides, 430 tons sugar. Claudine: 280 tons gambier, 220 tons sago flour, 60 tons pearl sago, 35 tons black pepper, 20 tons white pepper, 200 cwts. rattans, 5 tons horns, 33 tons tapioca. L. J. Enthoven: 200 tons gambier, 185 tons sago flour, 1,040 cwts. rattans, 7 tons horns. Amsterdam: 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. Zeeburg: 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Andromeda: 50 tons gambier, 480 tons sago flour, 65 tons pearl sago, 8 tons sapanwood, 320 cwts. rattans, 14 tons tapioca. Celæno, 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Yrurac Bat (str.): 45 tons gambier, 420 cwts. rattans, 15 tons tapioca.

MANILA.

Annie: 380 tons sugar, 205 tons hemp. Atma: 385 tons sugar, 255 tons hemp. Seawfell: 400 tons sugar, 567 tons hemp, 9 tons sapanwood. Sir Jamsetjee Family: 600 tons sugar, 4 tons coffee, 535 tons hemp, 35 tons sapanwood, 600 cwts. mastic, 42 cwts. mother-o'pearls, 97 cwts. indigo, 23 tons tobacco, 583 mil. cigars, 257 cwts. hide cuttings. Romeo: 562 tons sugar, 114 tons hemp, 1 cwt. mother-o'pearls, 120 tons tobacco, 2,745 mil. cigars. Mountain Laurel: 800 tons sugar, 387 tons hemp, 10 mil. cigars. Cosmopolyta: 625 tons sugar, 100 tons hemp. British Empire: 732 tons sugar, 5 tons sapanwood. Eugenio: 945 tons sugar. Etta Loring, 400 tons sugar, 375 tons hemp, 10 tons sapanwood. Durham: 500 tons sugar, 740 tons hemp, 3 tons sapanwood. Yrurac Bat (str.): 990 tons sugar, 390 tons hemp, 25 tons sapanwood, 225 tons tobacco, 245 mil cigars. Remus: 650 tons sugar, 350 tons hemp, 4 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp.

THE CHINA TELEGRAPH CABLES.

The *Pall Mall Gazette* says:—The news which has just reached us by telegram from Copenhagen of the destruction of the newly-constructed line of telegraph from Foochow to Amoy affords another instance of the use which the Chinese Government is in the habit of making of local mobs. On the first news of the landing of the Japanese troops in Formosa the Viceroy of Fuhkien engaged the Great Northern

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Telegraph Company to construct an overland line from the Amoy anchorage to his Yamen at Foochow Foo. At first the work went gaily on, and encountered no sort of opposition from the people. But at an unfortunate moment the Russian Minister at Peking heard of it, and thereupon claimed on behalf of his Government his right of making a line from Peking to Kiachta by virtue of a former agreement by which the Chinese Government had promised to sanction the construction of this line in the case of any similar concession being granted to any other treaty Power. This gave rise to numerous negotiations, and meanwhile the work was brought to a standstill, but before any decision had been arrived at the Danish Minister General Raasloff, arrived at the capital prepared to support the cause of the Great Northern Telegraph Company. And so good an advocate did he prove that a few days since we were informed by a Shanghai telegram, dated February 16, that General Raasloff had obtained from the Chinese Government recognition and protection for the line. This put the Peking authorities in a dilemma. They were obliged to accede to the equitable claims of the Danish Envoy, but by so doing they laid themselves open to the demands of the Russian Minister. Out of this difficulty there was only one way. Let the mob be called in, and in the name of outraged Fêng-shui let them put an effectual stop to the work of the troublesome foreigners. It was done, and we now learn that the line "has been destroyed by persons hostile to the construction of telegraphs."

ITEMS FROM PARIS.

(FROM OUR OWN CORRESPONDENT.)

We find the following in a letter from Peking, 15th December, published by the *Dix Neuvieme Siècle*:—The Emperor has just fallen ill. Of course, Venus is answerable for the mischief. Men look wise and say that all the stir made in heaven by that planet was sure to bring trouble on earth. As nobody in China cared about the Transit of Venus before Europeans came, it follows that Europeans are the primary cause of the imperial illness. That is Chinese logic. Since the outbreak of the disease, four days ago, every person entering the precincts of the palace is obliged to wear a piece of red satin, as a sash, or in some otherwise conspicuous manner. It would puzzle all the doctors in Europe to find out the reason why. There it is. The seed of the small-pox is sown in the human body by a goddess of the name of Tzen-Noun-Niang-Niang, just in the same way as green peas or other seeds are sown in the ground. Thence the pimples shoot forth. When they do not blow open, but take a bluish tint instead, the flower —that is, the patient—dies. Now, flowers in China are credited with a great liking for red, and are believed to expand in the vicinity of that most beautiful of all colours. The piece of red satin worn by all servants, high and low, princes or eunuchs, is intended to attract the attention of the pimples and to make them blow open at the cheerful sight. Another piece of gossip from the palace. The young Emperor had the happy thought of having his portrait painted before his illness, but I am assured that the artist was forbidden to look on the Son of Heaven. All that he could do was to try and catch by stealth, now and then, a glimpse of the celestial face. I should not care to guarantee the likeness, under the circumstances.

M. Charles Bousquet, a French advocate from the Paris Bar, had been called to Yedo in 1872, and entrusted with the mission of reforming and codifying Japanese civil laws. His contract with the Japanese Government was for three years, but the completion of this term drawing near, and the Government of the Mikado wishing to secure M. Bousquet's services for some more time, his engagement has just been renewed for another year.

Four Courts of Appeal, with final jurisdiction, are being established in Japan, at Yedo, Osaka, Nagasaki, and another town inland. These Courts will shortly be at work.

We hear from Constantinople that Saradangji-min-Moalha-Ryoden-Rajah, Ambassador of the King of Burmah to the Persian and Russian Courts, arrived in Bagdad early in January, on his return journey from Persia. According to his own statement, he had heard such dreadful accounts of the climate of Russia, that he had resolved to turn back without setting foot on Russian soil. But then, direct advices from Teheran suggest that the behaviour of the Burmese Ambassador gave great displeasure at the Persian Court, and that Russian Government sent him an intimation to stay away and to dispense with his visit to St. Petersburg. The truth of the matter seems to be that the political mission entrusted to the Ambassador by the King of Burmah was of such a nature that his proposals could not be entertained by either Persia or Russia.

A company of Japanese acrobats, who have been performing at the Folies-Bergerie, Paris, for some weeks, under the style of "The Mikado's Own Company," have been invited by the police authorities, on a complaint, it is said, of the Japanese Embassy there, to drop that self-assumed high-sounding title, and are now advertised simply as "Yedo Performers."

The French transport ship *Turn*, under command of Frigate-Captain Desnouy, left Saigon on the 22nd January for Toulon.

We read in *Le Temps*, with reference to the recent treaty between France and Annam:—"Tonking will be opened to trade, either French or foreign, in the first part of March. The Annamese keep the right of making treaties of commerce with any other nation, to which they may grant all the privileges France enjoys, or ought to have enjoyed, alone. Wherever the protection of the tricolour extends, foreign Consulates and agencies may be established, without the first occupiers, that is, the French, reserving to themselves the slightest advantage over the new comers." We should be surprised, indeed, if King Tu-Duc was to complain of the modest part France has assumed in this business. She certainly could have obtained from him much better conditions, considering that a French ship, the *Bourayne*, destroyed the pirate junks by which a great part of his dominions was blockaded, and that we are going to make him, in order that he may keep Tonking under submission, a free present of five steamers, 1,000 guns, and 500,000 cartridges. Who would not suppose, from such liberality, that French arsenals are full to repletion?

The Italian Government has just received from the Consul of Italy at Yokohama a box of tea-seed from the province of Yamosino. The seed has been collected, for the greater part, at Ugi and in its vicinity. It has been distributed among various agricultural establishments in Italy for a trial. There have been already experiments made by the agricultural committee of Caltanisetta, in Sicily, with seed sent from Japan expressly for the purpose. The experiments have been so far successful as to give hopes of acclimatising the tea-plant in that region under favourable conditions.

M. Fernand de Bousignac, Chancellor of second-class at the French Consulate of Hong Kong, is sent, in the same capacity, to the French Consulate of Bombay, by a decree of 19th February last. His place is filled at Hong Kong by the appointment of M. Boulouze (Gabriel Joseph), formerly head clerk in the Chancery of the French General-Consulate of London.

THE SUEZ CANAL.

(THE ECONOMIST.)

It is an event of some interest, we think, in connection with the history of a remarkable undertaking, that the shares of the Suez Canal Company have this week been admitted to a quotation on the London Stock Exchange. The construction of the Canal was for years opposed by Lord Palmerston on political grounds, because the privileges originally conceded to a French Company were so extensive as to authorise, or appear to authorise, the establishment on Egyptian territory—the highway between England and India—of a French colony of some magnitude, which would be in possession of one or two strong military positions. Lord Palmerston's opposition ceased on the firman for constructing the Canal being so modified as to limit the powers of the Company to its avowedly mercantile objects: but the previous contest left behind the impression that England was opposed for selfish reasons to a great work of civilisation, because it would tend to destroy her maritime supremacy for the benefit of France and other Mediterranean States. In the event, however, as is now notorious, the chief use of the Canal has been by English shipowners, the proportion of English ships passing through the Canal being seventy-one per cent. of the total. The idea that the English Government or people were opposed to the Canal on account of any fear for their commercial position was, in truth, a baseless imagination of the continental mind, which totally miscalculated what the commercial effect of the Canal would be. The promptitude with which English merchants and shipowners prepared to use the Canal as soon as it was about to be opened was the best proof that they at least never had any thoughts of its leading to their displacement by foreign rivals, and their continued use of the Canal subsequently proves that they were right. It is this undertaking which is now to be domesticated in England, after having been exclusively owned in France and Egypt, and we have no doubt much interest will come to be felt in it on account of its great utility to English trade. In respect of the present causes of the value of the property, the history of the company is, moreover, as remarkable as its political history. M. de Lesseps's original calculations of profit were, no doubt, gross delusions. The Canal was planned at a period when the principal use contemplated for it was by sailing vessels, for the only classes of steamers then known were so costly to work that they were not to be counted on in any numbers. M. de Lesseps calculated in these circumstances that the annual tonnage using the canal would run up to 6,000,000 tons, and in this there was a double error. As has since been proved, it has not answered for almost any sailing vessels to use the canal; and just before the opening the whole annual tonnage between Europe and the East, instead of being 6,000,000 tons, was barely 3,000,000 tons. If no change had happened while the Canal was being constructed, the shareholders would have been left at the end with a useless property. But the progress of mechanical invention has singularly favoured M. de Lesseps, because there are now fleets of steamers with "compound engines," capable of going long voyages with little fuel, and by this class of vessels, which hardly existed ten years ago or more, the Canal is used—not to the extent of anything like 6,000,000 tons, but still to a moderate extent, the total annual tonnage being now over 2,000,000 tons, with every likelihood of increase. The Canal is consequently a growing property, and the 500f. shares are now quoted on the Paris Bourse at about 580frs., or about 17 per cent. premium, though, of course, we give no opinion, without a fuller statement of our reasons, as to whether this particular quotation is justified. On this head we may take some credit for the accuracy of our own predictions. When challenging M. de Lesseps's estimates, just before the opening of the Canal, we pointed out that instead of a tonnage of 6,000,000 tons annually at the opening, the shareholders would be very fortunate if they had 1,000,000 tons, but owing to the existence of steamers with compound-engines, the Canal would, in time, come to be largely used. Already, at the end of five years from the opening, this condition of affairs is beginning to exist, the tonnage using the Canal in 1873 being 2,085,000 tons, while there is a steady improvement. The annual receipts from tonnage alone, exclusive of about £80,000 additional from the company's domain, now amount to about £1,000,000, and the working expenses, including debenture interest, to about £700,000, so that nearly 5 per cent. is already earned on the shares, which is a very good position for a company with an absolute monopoly, a certainty of growing business, and comparatively small working expenses, to possess. For the information of our readers we may add that the shares admitted to quotation are 400,000 of 500f., or £20 each, making a share capital of £8,000,000; but there is a prior debenture charge of £4,000,000, with an additional amount of about £1,280,000 borrowed on the security of the shares of the Kedive of Egypt, about three-eighths of the total. Last year also some years' unpaid interest coupons on the shares were funded and are to be redeemed with interest out of future profits, but we do not know exactly what this charge amounts to. The Canal itself cost several millions more than the above sums to construct, or about £16,000,000 in all, the Egyptian Government having paid a large indemnity to the Company when the latter surrendered some of those privileges originally granted, in which it was thought lay the political dangers which Lord Palmerston sought to avoid.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAYLIS—On the 29th Jan., at Bombay, the wife of Alfred Baylis, of the P. and O. Company's service, of a son.
BORELHO—On the 11th Jan., at Hong Kong, the wife of Antonio Alexandriono Heytor Brtelho, of a son.
BOEDDINGHAUS—On the 23rd Feb., at Nagasaki, the wife of C. E. Boeddinghaus, of a daughter
BROWN—On the 16th Jan., at Canton, the wife of T. Marsh Brown, of a son.
CHING—On the 21st Feb., at Bicligar, near Sittingbourne, Mrs. Comyn Ching, of a daughter.
MCVEAN—On the 27th Dec., at Tokio, Japan, the wife of C. A. McVean, of a son.
MARTEN—On the 21st Feb., at Blackheath, the wife of W. T. Marten of a son.
MORRISON—On the 15th Jan., at the Oriental Bank Corporation, Badulla, Ceylon, the wife of Charles Morrison, of a daughter.
PARKHILL—On the 6th Jan., at Canton, the wife of Samuel Parkhill, Imperial Maritime Customs' Service, of a daughter.
ROPER—On the 13th Jan., at Nagasaki, the wife of Alfred Roper, of a daughter.
SHAND—On the 23rd Feb., at Lee, Kent, the wife of A. A. Shand, of Yedo, of a daughter.
SPENCE—On the 14th Feb., at Thistle Court, Galle, Ceylon, the wife of P. G. Spence, of a son.
WADE—On the 5th Feb., at the British Legation, Peking, the wife of Thomas F. Wade, C.B., H.B.M.'s Minister in China, of a daughter.

DEATHS.

BEDWELL—On the 15th Feb., on board the s.s. *Achilles*, Perceval Archibald, second son of the late Perceval Bedwell, of the Chancery Registrar's Office.
CASTRO—On the 15th Jan., at Hong Kong, Leonardo D'Almada E. Castro, aged 60 years.
FRIEDERICHS—On the 22nd Feb., at Penang, Straits Settlements, suddenly, Jacob Edward Friedrichs. Friends will kindly accept this intimation.
GRANGE—On the 26th Dec., at Nagasaki. Alexander Grange, shipmaster, aged 59.
LOCH—At sea, between Bombay and Aden, on his voyage to England, per P. and O. s.s. *Lombardy*, Lieut.-Col. Charles A. Loch, Bombay Light Cavalry, son of the late Admiral Francis E. Loch, aged 44.
MATTHEWS—On the 8th Feb., at Mill-hill, West Cowes, after a long and painful illness, borne with Christian resignation, Thomas George Matthews, second son of Robert Henry Matthews, of Commerce House, West Cowes, aged 35 years. The deceased, who was highly respected, was captain of the *Imogene*, one of Messrs. Howard and Co.'s ships, of Hong Kong.
PAPPS—On the 19th Feb., at 5, Percy-circus, W.C., of bronchitis, Charles Henry Papps, aged 78.
SHRUBSALL—On the 14th Feb., at Venice, on board the s.s. *Malta*, William Charles Shrubsall, of the P. and O. Company's service, aged 47.

Naval and Military.

Lieutenant-General Lemon, C.B., Royal Marine Light Infantry, died at Plymouth on the 22nd inst., in the sixty-eighth year of his age. He entered the service in 1829, and took part in the operations on the coast of Spain in 1834, and in the China expedition of 1842. During the China war in 1857 he commanded the provisional battalion of marines before and at the storming of Canton. He was also in command of the 1st Marine Battalion at the attack and capture of the bridge and village of Shektsing in January, 1859, and subsequently assumed command of the brigade of marines, which he commanded throughout the expedition to the North of China and at the attack on the Peiho forts, where he was severely wounded in the head. The deceased officer became Major-General in 1865, and Lieutenant-General two years later. At the time of his death he was the senior officer of his rank.

We hear from the Iron Duke, late flagship on the China station, that they expect to take a high place in the return of prize-firing for the year 1874, the practice having been exceptionally good. This system of prize firing undoubtedly works much benefit by stimulating a healthy competition between the ships of the fleet, and Captain Hood may congratulate himself on the success of the scheme as developed under his guidance when holding the appointment of Director of Naval Ordnance.

A supplementary navy estimate has been issued. The total amount of the estimate is £12,000, and the items are as follows:—Breaking-up ships, £3,000; awarded to officers and crew of H.M.S. Nassau, for services against pirates on the north-east coast of Sulu, £2,000; compensation to owners of vessels for damage done in collision with Her Majesty's ships, £7,000.

The American House of Representatives has passed a Bill, authorising Lieutenant-Commander Frederick Pearson, U.S.N., to accept a decoration of Companion of the Military Division of the Order of the Bath tendered to him by the Queen for his courage in the attack upon the Japanese forts in September, 1864.

Vice-Admiral Drummond, Commander of the Mediterranean Squadron, left Malta on the 23rd ult., to visit the extreme eastern limits of his station. He will go through the Suez Canal in the Helicon.

Commander George Truman Morrell, on the retired list, has been awarded the lieutenant's naval pension of £50 per annum, vacant by the recent death of reserved Commander John O. Freeland.

The Royalist, which is being fitted at Chatham Dockyard as a surveying vessel, is to have a complement of 107 officers and men all told.

A telegram from Yokohama announces the arrival of the Adventure on the 14th ult. to embark the Royal Marine battalion.

LOSS OF THE STEAMER "HONG KONG."

The following telegram has been received at Lloyd's, dated Aden, February 26, 11 A.M.:—"The Hong Kong, steamer, from London to Japan, struck on a sunken rock of Abdel Kuri and foundered. Second mate and eighteen of the crew took to the boats, were picked up, and brought here by the Tiara, steamer. Captain and seventeen of the crew left the vessel, and have not since been heard of. A lady and five children lost." Messrs. Watts, Milburn, and Co. have also received from Messrs. James Burness and Son a telegram, despatched from Messrs. Luke, Thomas and Co., of Aden, in the following words:—"Inform owners immediately steamer Hong Kong struck sunken reef off Abdel Kuri Islands and foundered. Lady passenger, five children, mate, chief and third steward, cook, fourth engineer, and butcher, drowned. Eighteen men arrived. Captain, 17 (second boat) missing."

The Hong Kong was an iron screw steamer, with four bulkheads She was 290ft. long, 35ft. broad, and 25ft. deep, and was built in 1871. Her gross tonnage was 1,881, her burden 2,800 tons She was classed A1 at Lloyd's, and fully insured. Her value is estimated at about £40,000, and she carried besides a valuable cargo. Her master was Captain W. G. Conley, who had, till he recently succeeded Captain Symmington, been chief officer of the same vessel. The Hong Kong left Gravesend on January 24, and arrived at Port Said on Feb. 10th. She left Port Said on the 11th, passed Suez on the 13th, and must then have made her passage down the Red Sea and passed the Bab-el-mandeb Strait. The steamer was to touch first at Penang, afterwards at Singapore, then at Hong Kong, Yokohama, and Hiogo. The last point on the African coast she had to pass was Cape Guardafui, between that promontory and the Island of Socotra, in latitude about 14 N., longitude about 53 E., lie a number ofislands and rocks. It was here she struck, and it was not far from here that the same owners lost the Singapore in 1873. In the list of passengers published in our issue of 25th Jan. occurs the name of Mrs. J. Walton, with five children. The other passengers were only three in number—namely, Mr. Golding, Mr. E. B. Peterson, and Mr. H. J. Lorne. The first mate, who is described in the telegram as drowned, was Mr. F. L. Murphy. The five others who make up the total of 12 people known to have perished were E. Pitman, chief steward; W. Phelps, third steward; C. Stocking, the cook; W. Smith, fourth engineer; and the butcher.

A telegram received this morning states that Captain Conley and seventeen of the crew have arrived at Aden in an open boat.

REFRACTORY SEAMEN.—A few days since seven seamen belonging to the barque *Bussorah*, of Sunderland, bound to China with coals, refused duty when at sea, and compelled the captain to put back to Grimsby, alleging that the ship was unseaworthy. They were taken before the Grimsby magistrates, and it being shown that the ship was perfectly seaworthy, and the men still refusing to proceed to sea, they were committed for ten weeks with hard labour.

IN the House of Commons this evening Mr. Eustace Smith will ask the Postmaster-General if he can state to the House how often during the months of November and December the P. and O. Company delivered the outward mails at Bombay after the contract time, the amount of penalties to which they became liable, and whether it is his intention to enforce such penalties

UNITED STATES.

Mr. John Roach, the well-known shipbuilder, has protested against the cancellation of the contract of 1872 with the Pacific Mail Steamship Line. The protest is signed with his own name, and addressed to Congress. He says: "After searching enquiry, it appears almost certain that not one dollar ever went into the hands of a member of Congress." He represents Irwin as extorting money from "a timid and anxious president of the company for a handful of adventurers. It does not appear that this wasting of money influenced a single vote. Neither the company, nor its present stockholders, nor the builders of their ships, should be held responsible." He claims that vast advantage has accrued to the country from the appropriations for the company, and advertises the ships which he has built. The cancellation of the contract will be a fatal blow to the credit of the company. It will leave the company many ships on hand, not adapted for any other use. It will stop American iron shipbuilding. The protest concludes: "The undersigned, in behalf of himself and his workmen, earnestly prays that the ships which he is proud of having built in American shipyards, of American material, and with American labour, may not, by the hasty action of Congress, be driven from under the American flag."

The House of Representatives has passed the Revenue Bill, increasing the whisky tax to 90c. per gallon, raising the duties on cigars and tobacco, increasing the sugar duties 25 per cent., and repealing the 10 per cent. reduction made in 1872 in the tariff on manufactured goods. Tea and coffee remain untaxed. The Bill provides that the new rates shall not affect goods actually on shipboard bound to the United States on February 10. The Bill goes to the Senate.

Monetary and Commercial.

The report of the directors of the Submarine Telegraph Company (Limited), presented to the proprietors at the meeting on the 23rd ult., states that during the half-year ending 1874 the accidents to the company's cables, and the consequent cost of the ordinary repairs, have been less than usual. Notwithstanding the continued dulness in trade the receipts of the company have exceeded those of the corresponding six months of 1873, and enable the directors to recommend a dividend for the half-year ending 31st December, 1874, at the rate of 16½ per cent. per annum, and add £2,287 15s. 9d. to the reserve fund.

The report of the National Steamship Company (Limited), states that the serious falling off in traffic between this country and America accounts for the fact that the profit on the year's business is only £15,449. They have, however, been able to pay a dividend of 8 per cent. for the year. The sum of £70,000 has been taken from the insurance fund and placed to credit of profit and loss to enable them to do this, and to add £32,224 to the depreciation fund. A balance of £3,962 has been carried forward on the profit and loss account, and the insurance fund balance stands at £101,946, as against £178,552 last year.

The report of the International Bank of Hamburg and London for the past year has been issued. The net profit amounts

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to £78,356 3s. 11d., and a dividend is recommended at the rat of 9 per cent. per annum, £20,000 to be placed to the reserv fund, and £5,706 3s. 11d. carried forward.

Our advices from New York state that the long-talked-of opposition to the Pacific Mail Company's China line is at length a fixed fact, the contract between the high contracting parties having been signed by Vice-President C. P. Huntington, on behalf of the Central Pacific Railroad; Sidney Dillon, for the Union Pacific Railroad; and David D. Colton for the Occidental and Oriental Steamship Company. The Steamship Company is organised with a capital of $10,000,000, and by the terms of the contract the Pacific Railroads agree to raise $5,000,000, while General Colton, on behalf of his company, undertakes to furnish the remainder. In view of the consummation of the contract, the three White Star steamers, *Oceanic*, *Belgic*, and *Gaelic*, have been secured, and it is expected that they will soon be on their way to New York and China. Capt. George H. Bradbury, ex-President of the Pacific Mail Steamship Company, it is understood, will be the China agent of the company, while General Colton will administer the general affairs of the company from San Francisco.

A meeting of merchants and others, Mr. J. G. Hubbard, M.P., in the chair, has been held at the Baltic, to take into consideration the present unsatisfactory forms of bills of lading. It was resolved, "That the special clauses introduced into bills of lading for the purpose of protecting shipowners from the defaults and negligence of themselves and their servants, by relieving them from all responsibility which properly attaches to them as carriers, are unfair to merchants and contrary to public policy;" and "That a committee be appointed to obtain the assistance of members of Parliament, and to wait upon the President of the Board of Trade to induce him to insert in the New Merchant Shipping Amendment Act a provision which shall render inoperative such unreasonable clauses."

The Stock Exchange Committee have ordered the shares of the Suez Canal Company to be quoted in the official list.

With reference to the deliveries of tea *The Times* prints the following:—

The tea trade shows the usual tendency towards decrease which characterises the weeks intervening between the month of January—the period of highest pressure in the whole year—and the delivery of the Chancellor of the Exchequer's Financial Statement. During the week which ended on the 20th of February the quantity of tea cleared from the bonded warehouses in London amounted to 3,068,195lb. This was less by 129,609lb. than that delivered during the previous week, which had itself shown a falling-off of upwards of half a million pounds, when compared with the week before. Of the quantity delivered last week, 2,023,311lb. were for home consumption, 249,241lb. for exportation, 2,985lb. for stores, and 792,658lb. for removal to various outports, of which 77,191lb. were for immediate exportation. The tea duty paid in London last week amounted to £50,582 15s. 6d.

The amount of bullion by the P. and O. Company's steamer *Peshawur*, from Southampton on the 25th ult., was—in gold, to Aden, £1,500; to Galle, £1,365; in silver, to Hong Kong, £23,593 15s.; to Shanghai, £12,700; total in gold, £2,865; in silver, £36,293 15s.

The arrivals of Bar Silver have been rather large; they comprise £59,400 from New York and £74,250 per *Iberia* from the Pacific. A part of the former amount has been sold at 57⅜d. per oz.; the latter has not yet been sold. There have been no arrivals of Mexican Dollars, and we have therefore no business to report.

ARTICLES OF IMPORT.

Dulness is still the characteristic of the Produce Markets. Only a limited business has been done, and no alteration of any importance has occurred, with the exception of a slight recovery in Tin.

TEA.

Messrs. Capel and Co.'s Circular says:—We have no improvement to notice in the tone of our market, business still continues limited, and prices for common red-leaf Congous and Canton Scented Capers have again ruled rather in favour of buyers, large quantities of both having been offered at public sale. In other descriptions there has been no material alteration to notice. In the public sales the total quantity brought forward has been 24,192 packages, the whole of which have been sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	1,919,248	1,657,131
Coastwise	767,680	787,751
Exports	316,452	491,078
Total delivered	3,003,380	2,935,960

Congous: Red-leaf kinds: Siftings have sold from 6¾d. to 7¼d., being a shade easier. Broken-leaf kinds have also declined ¼d. to ½d. per lb. Common, at 9½d. to 11d. per lb., show ½d. per lb. reduction, large sales having been made privately and at public sale. Good Common, free from dust, has sold rather lower. Fair Kaisows, from 1s. 1d. to 1s. 3d., have been in moderate demand, also good from 1s. 4d. to 1s. 8d.; a few free have been sold from 1s. 9d. to 1s. 10d., but they are difficult to move. Finest show no improvement. Pak Lin kinds: Common to fair have been dull of sale, and good to fine in fair request. Black-leaf kinds: Common have sold at auction from 9¾d. to 10d. per lb.; good common sell slowly from 11d. to 1s. per lb., the latter for superior, free from dust. Fair kinds show no alteration. Good medium have sold at former prices; good to fine have been enquired for from 1s. 7d. to 1s. 10d. per lb.; in finest transactions have been few. New-make Canton kinds: Common have sold from 11d. to 1s. per lb., fair from 1s. 1d. to 1s. 3d. per lb., good from 1s. 4d. to 1s. 6½d. per lb., being about former rates. Oolongs: Common have sold at 10d. to 10½d., fair from 1s. 0½d. to 1s. 2½d., good at 1s. 5d. to 1s. 5½d. per lb., being rather easier prices. Souchongs show no material alteration; same at auction realised 1s. 5¾d. to 1s. 6¼d. per lb. for good quality. Scented Teas: Canton Capers show a further decline for common to fair kinds of ¼d. to ½d. per lb., common selling from 8¼d. to 8¾d., good common to fair from 10¼d. to 1s. per lb., with a few good from 1s. 2d. to 1s. 3d. per lb. Canton Orange Pekoes from 10d. to 1s. 0¼d. per lb., being about previous prices. Foochow Capers have sold at public sale at low prices. In Orange Pekoes not much has been done, prices being much as before. Green Teas: The market remains much in the same state, the chief sales being at auction. Imperials and medium Young Hysons have sold about 1d. per lb. lower. Finest Gunpowders also rather lower, and common to fair kinds are only saleable at low rates. Ping Suey kinds have been saleable at about last week's prices.

Messrs. Sillar and Co.'s Circular says:—A dispute having arisen between the dealers and importers as to the time of the delivery of teas, the former have formed a combination not to purchase teas except with "Three Months' Prompt from the completed delivery of the Weight Notes, and with the condition that the buyer may cancel any portion of the purchase for which Weight Notes have not been delivered within seven days after date of contract." This is to come into force on the 1st proximo.

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Circular says:—The public sales of Silk to which we referred in our report of 19th Feb. have just concluded. The bulk of the China Silk sold without reserve was "second hand," and for such prices were irregular, but generally 6d. or so under previous quotations, new Silk, however, realising full rates. Cantons are unchanged and firm at previous quotations. Japans, of which about 500 bales were sold without reserve, realised 13s. 6d. to 18s. 6d. for common Mybach to Sinchew, and of Bengal Silk about 650 bales of filature Surdahs and Comcollys sold without reserve at from 12s. to 14s. 2d. for the former and 11s. to 11s. 8d. for the latter. Deliveries from 1st to 25th Feb.:—1875: 2,650, 350, 397, 170, total, 3,567; 1874: 2,138, 518, 561, 256, total, 3,473.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 18	Chyebassa (s.)	Ballantine	Calcutta, Colombo, &c	London
19	D. McB. Park	Young	Pasarocang	Falmouth
15	Rota	Hansen	Cheribon, for Copnhag.	Off Hirtshals
16	Ferdinand & Louis	Otto	Batavia	Texel
	Anita	Nielsen	Amoy	New York
	Florida	Andersen	Batavia	Do.
20	Glencarn (s.)	Auld	Japan, China, &c., S.C.	London
	Leander	Knight	Shanghai	New York
	Anna T.	Giovanelli	Singapore	Do.
22	Navarino (s.)	Butler	Colombo, &c., via S.C.	London
	Sidney	Kramer	Java	Clyde
	Phaeton	Gibson	Do.	Do.
11	Charles C. Leary	Field	Singapore	Boston
16	Yrurac Bat (s.)	Munitiz	Manila	Cadiz
	Charmer	Lucas	Do.	New York
	Empire	Lechie	Do.	Do.
23	Columbus	Hilton	Batavia	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 18	Eldorado (s.)	Kerr	Colombo, &c., via S.C.	London
18	Ægean (s.)	Spowart	Pen., Sing., Hg. Kg. &c	Do.
17	Claro Babuyan	McGregor	Anjer	Sunderland
18	Bussorah	Gibb	Do.	Do.
5	Rainbow	Rowell	Yokohama & Hiogo	Philadelphia
19	Golden Spur	Farrell	Hong Kong	London
19	Glenfalloch (s.)	McBain	Sing. & Shanghai, S.C.	Do.
	Donna Maria	Bone	Batavia	Deal*
19	Mecca (s)	Johnson	Singapore	Sunderland
	Lincoln	—	Do.	Deal
20	Duke	White	Do.	Do.
20	Lorinda Barstel	Barstel	Amboyna	Liverpool
20	Sea	Halcrow	Anjer	Do.
11	Viceroy	Carter	Singapore	Glasgow
9	Olustel	Nickerson	Do.	New York
23	James Shepherd	Madden	Shanghai	London
23	Sumatra	Montechiaro	Cardiff and Singapore.	Do.
	Salak (s.)	—	Batavia	Clyde
24	Khandalla (s.)	Wicks	Colombo, &c., via S.C.	London
22	William Yeo	Howe	Singapore	Newport
	Bengal	Blanchard	Do.	Cardiff
23	Ulva	McIntosh	Do.	Sunderland
19	Marie Louise	Guibauf	Do.	St. Malo

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Africa. For Penang, Singapore, Hong Kong, and Shanghai: Craigforth, Devonhurst, Tartar. For Penang, Singapore, Hong Kong, Shanghai, and Hankow: Tchihatchoff, Russia. For Singapore, Hong Kong, Shanghai, and Hankow: Glenearn. For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Cheviot. For Colombo, &c.: Chyebassa.

SAILING VESSELS.—For Yokohama and Hiogo: Duke of Abercorn, Jessie Macdonald. For Nagasaki: Sophie. For Hong Kong: Kaisow, Melbrek, Lucia. For Shanghai: Undine, Lauderdale, Elmstone For Bangkok: Ellen Rickmers. For Batavia, Samarang, and Soura.

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baya: Dr. Merzger. For Singapore: Kate Carnie. For Penang: Bristow, Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Glaucus (str.), Agamemnon (str.). For Shanghai: John Parker. For Hong Kong: Midnight. For Batavia &c.: Batavia. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Tordenskjold. For Batavia and Sourabaya: Doris Eckhoff. For Singapore: Bertie, Nellie Hastings. For Anjer: Evening Star.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Ilo Ilo: Janet Ferguson. For Singapore and Penang: Antipodes. For Singapore, Birdston.

SPOKEN.

HINDOSTAN (barq.), Newcastle to Penang, 43 days out, 12 S., 40 W.
SYDENHAM, Japan to New York, 83 days out, off Cape Agulhas.
ADMIRAL TEGETHOFF, Cardiff to Hong Kong, Dec. 19, 17 S., 29 W.
PETUNIA, Java to Queenstown, Jan. 30, 27 N., 36 W.

FREIGHTS AND CHARTERS.

Rates of freight for vessels on the berth show no alteration from our last quotations, and business is quiet. In coal freights there is but little improvement. Homeward chartering is dull

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 75s. weight, 75s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 37s. 6d. weight, 35s. meast. To Hankow: 60s. weight or meast. To Hong Kong: 35s. weight, 30s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 35s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight, 40s. meast. To Hiogo: 40s. weight, 45s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £25 to £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s.

CASUALTIES.

The rents in the Duke of Buccleuch's sides have been plated up, and the vessel has been floated, and towed into the South West India Docks; previous to her being floated she discharged a large quantity of cargo into lighters, which has been landed in the South West India Dock basin.

Advices received from Mauritius, by telegram from Aden, dated Feb. 17, state that the Mary M. Francis, schooner, Francis, from Cheribon to Baltimore, which put in there Dec. 12, leaky, had discharged her cargo and gone into dock; she was stripped, caulked, and re-metalled, had re-embarked the sound portion of her cargo, and would proceed shortly on her voyage.

MISCELLANEOUS.

At GIBRALTAR.—Feb. 20, Oxfordshire (str.), from Colombo, &c., and left, 21, for London.

Off GIBRALTAR.—Feb. 19, Voorwaarts (str.), from Nieuwe Diep, for Batavia; 20, Gordon Castle, from London, for Singapore, China, &c.; 4, N.K.V.R. (Dutch str.), from Batavia, for Medemblik; P.F.J.R. (Dutch str.), for Batavia.

Passed MALTA.—Feb. 7, Emiliano (str.), from Liverpool, for Manila.

At MALTA.—Feb. 12, Kingston (str.), Chitham, from Colombo.

At PORT SAID.—Olympia, from Hamburg, for Shanghai, &c.; Feb. 18, Java (str.), from Nieuwe Diep, and was to proceed, 19, for Java; 22, Eleanor Batters, Toms, from Cardiff, for Shanghai; Fyen (Danish str.), for Singapore; Langeat, for Penang.

At SUEZ.—Glenlyon, from Singapore, &c.

At TABLE BAY.—Jan. 14, Assyrian, Langford, sailed for Singapore; 18, Oleander, Taylor, sailed for Colombo.

At JEDDAH,—Jan. 7. Tom Morton (str.), Webster, from Singapore.

At ADEN.—Lady Clare (str.), Jordison, sailed for Galle.

At MAURITIUS.—Jan. 19, Ephrem, Vaujoyeux, sailed for Galle.

The Bussorah, Gibb, which sailed from Sunderland, Feb. 18, for Galle, anchored at Grimsby, Feb. 22, with crew refractory.

The Cerwyn (str.) has sailed from Falmouth to Bristol, with part cargo, ex Antipodes, from Ilo Ilo, which vessel put into Falmouth, Jan. 28, leaky.

LAUNCHES, &c.

AT Whitelnch, on the 23rd Feb., there was launched from the ship-building-yard of Messrs. Thos. Wingate and Co. a finely-modelled iron sailing ship, for Messrs. Thos. Skinner and Co.'s celebrated "Castle" line, of the following dimensions:—Length, 250 feet, breadth, 40 feet; depth of hold, 23½ feet; 1,923 tons B.M., and classed A 100 at Lloyd's. She is fitted with all recent improvements, including an Emerson and Walker's independent steam windlass, and large donkey engines for working the pumps and cargo gear, and otherwise economising manual labour. The poop is elegantly fitted up in polished maple and teak, and has accommodation for thirty cabin passengers, besides captain and officers. The ship was named the Culzean Castle. Messrs. Wingate have a sister ship on the stocks for the same owners, to be named Brodick Castle, which will be launched in about a month.

ON the 24th inst. Messrs. John Elder and Co. launched from their building-yard at Fairfield a screw-steamer of 573 tons B.M., of the following dimensions:—Length between perpendiculars, 175ft.; breadth, 26ft.; depth, 14ft. 10in. This vessel has been built to the order of the Nederlandsch-Indische Handelsbank, Amsterdam, for their East India trade. The engines, which are to be supplied by the same firm, are upon their compound principle, and of 75-horse power nominal, having two inverted cylinders (direct-acting), with all recent improvements. She was named the *Egeron*.

THE Pyah Pekhet (str.), Captain A. Bowers, built for the Burma Steam Company, had her trial trip on the 20th ult., when she attained a speed of 12 knots. She has since left Greenock for Penang, for service between that and the Siamese ports on the Burma side of the Malayan Peninsula. This is the second steamer for the above Company despatched during the past month.

AN inquiry relating to the loss of the ship Queen of the Colonies, from Java for England, near Brest, has been held at Greenwich Police-court, before Mr. Patteson, Magistrate, and Captains Harris and White, R.N., Nautical Assessors. Mr. Hargrave Hamel attended as counsel for the Board of Trade, and Mr. Wood Hill for the owners and captain. The Court held that no blame attached to the master for the loss of the vessel, and returned him his certificate.

SINCE the ill-fated steamer Chusan sank at the Crinan Rock she has formed a considerable obstruction to vessels entering Ardrossan harbour. The wreck has been shifted some 300 yards towards the shore, and completely clear of the harbour entrance, so that it will no longer prove a dangerous obstruction. At low water all parts of the hull will be easily got at, and temporary repairs effected.

THE new screw steamship Salak, 1,100 tons, 180-horse power, cleared out at Glasgow on the 20th ult. for Batavia and Sourabaya, with a cargo of general goods. The Salak is the property of the Netherlands India Steam Navigation Company, and was built by Messrs. Caird, and Co., Greenock. She is sister to the Sindora, also built by Messrs. Caird and Co., and makes the fourth steamer built on Clyde for this fleet within five months.

THE Board of Trade has suspended for three months the certificate of Kenneth Cameron, mate of the Elizabeth Childs, of Sunderland, in consequence of his conviction by the Marine Magistrate of Singapore for a "brutal assault" upon a seaman.

The China Trans-Pacific Steamship Company's steamer Vasco de Gama arrived at Yokohama on the 22nd ult. from San Francisco—all well—and will leave again for San Francisco on the 3rd inst.

NOTICES TO MARINERS.

China Sea.—Position of the Raglan Bank.—Information has been received through the French Government, that the vessel Jackmel has passed near a shoal, supposed to be the same as that seen by the British ship Lady Raglan in 1858, in lat. 9 deg. 28 min. N., and lon. 109 deg. 25 min. E., and subsequently unsuccessfully searched for by H.M.S. surveying ship Rifleman in the year 1863. The Jackmel passed close to the shoal, on which the sea was breaking heavily, and the position assigned to it by that vessel is lat. 9 deg. 24 min. N., lon. 109 deg. 26 min. E. The position of this danger must be considered as approximate, and caution is necessary when navigating near it.—Hydrographic Office, Admiralty, February, 1875.

EDUCATION.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh ...	... Mar. 14	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Mar. 28		
Djemnah	... Apr. 11		

The Steamers of the 14th March, and 11th April connectat Aden with the Steamers for Reunion and Mauritius.

The Steamer of the 28th March connects at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Delhi ...	2,178	400	Mar. 4	Mediterranean, Aden, Bombay.
*Khedive..	3,742	600	Mar. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Pekin ..	3,777	600	Mar. 18	Mediterranean, Aden, Bombay.
*Thibet ...	2,593	400	Mar. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Mirzapore	3,768	600	April 1	Mediterranean, Aden, Bombay.
*Mongolia.	2,833	530	April 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong...	1,834	250	April 15	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,130	330	Mar. 16
Glengyle	100 A1	1,676	200	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,130	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. & Hankow.	Russia. s.s.	A1 100	S.W.I D.	March 6
Do	Tchihatchoff. s.s.	B in A1	S.W.I.D.	March 18
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko.&Higo.	Flying Spur..	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden ...	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The CONRAD is appointed to leave Southampton March 15 for PADANG, BATAVIA, and SOURABAYA, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £34.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Pen., Sing. H. K., and Shanghai ..	Devonhurst, s.s.	100 A1	S.W.I.D.	March 5
Yokohama & Hiogo ...	Duke of Abercorn ...	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 136, Bishopsgate street Within, E.C.

The "China" line of Steamers via Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk, last shipping day, 5th March, the splendid full powered screw steamer DEVONHURST, 100 A1, 1,065 tons register, 200-horse power nominal; J. MCNABB, Commander; South West India Docks. This very powerful and splendid steamer was built in 1874 by Messrs. C. Mitchell and Co., Walker-on-Tyne, especially for the China trade. Has magnificent accommodation for first-class passengers, replete with every comfort.

For Freight or Passage apply to the Owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 136, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Shanghai ...	John R. Worcester	A1 16 yr.	844	S.W.I.	To follow
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	With des.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	To follow
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Devonhurst, s.s. ...	1,065	Norris & Joyner ..	March 5
Cheviot, s.s.	1,926	M.Gregor, Gow, & Co.	March 3
Atma	523	Wright Bros. &Co.	March —
Glenearn, s.s. ...	2,130	M'Gregor, Gow, & Co.	March 16

LIVERPOOL.

Antenor, s.s. ...	1,601	Alfred Holt ...	Mar. 11
Agamemnon, s.s. ...	1,550	„ „ ...	Mar. 25

GLASGOW.

Bowen, s.s.... ...	1,700	T. Skinner & Co.	Mar. —
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Mar. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K.,Shang. Yokohama & Hiogo	Africa ...	95 A1	2279	V.L D.	Mar. 6
Pen., Sing., Hg.K.. and Shanghai ...	Craigforth... Tartar...	AA1 100 A1	1109 2255	V.L.D. V.L.D.	Mar. 7 Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 6th March.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the magnificent Clyde-built screw steam ship AFRICA, 95 A1, 2,279 tons gross register, 1,811 tons register, 350-h.p. nominal; 1,250-h.p. effective; J. GALLILEE, commander. Victoria Docks. This fine steamer, built by Messrs. Robert Napier and Sons, of Glasgow, and well known in the trade, is strongly recommended to Shippers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's 2,255 tons gross register, will load in the Victoria Docks, and sail about March 15. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 51, Pall-mall, S.W.; and 109, Leadenhall-street, E.C., London.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Colombo	J. MAITLAND and Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
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Bangkok	S. J. SMITH.
Penang...	SANDILANDS, BUTTERY, and Co
Batavia	HOUGHTON and Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	MACEWEN, FRICKEL, and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 601.] LONDON, MONDAY, MARCH 8, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received March 8.
JAPAN—Yokohama	Nov. 27	Jan. 15	Jan. 19
Yedo			
Osaka and Hiogo	—	—	„ 10
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 3
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 14
New-chwang	—	—	Dec. 15
Hankow	—	—	Jan. 17
Kiu-kiang	—	—	„ 13
Chin-kiang			
Shanghai	„ 27	„ 11	„ 22
Ningpo	—	—	„ 20
Foochow	„ 27	„ 11	„ 24
Formosa			
Amoy	—	—	„ 25
Swatow	—	—	„ 26
Hong Kong	Dec. 11	„ 19	„ 28
Canton	—	—	„ 26
Macao	—	—	„ 27
PHILIPPINES—Manila	„ 4	„ 14	„ 21
COCHIN-CHINA—Saigon	„ 18	„ 23	Feb. 1
SIAM—Bangkok	„ 11	„ 17	Jan. 29
BORNEO—Labuan	—	—	„ 25
Sarawak	—	—	„ 26
JAVA—Batavia	„ 25	„ 29	„ 31
Samarang	—	—	„ 20
Sourabaya	—	—	„ 25
MALACCA STRAITS—Singapore	Jan. 1	Feb. 2	Feb. 4
Penang	Dec. 25	Jan. 24	Jan. 30
CEYLON—Galle	Jan. 15	Feb. 7	Feb. 11
Colombo	„ 15	„ 8	„ 9

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with advices Yokohama 26th, Shanghai 29th Jan., Hong Kong 4th, Singapore 11th Feb., which is due, *via* Brindisi, on Monday next, the 15th inst., left Suez yesterday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived March 5.—From Yokohama: M. C. Comte de Litha, Messrs. Beretta, Struve, Echemann, Chapsal, Hasselberg, Petrowsky, Muratta, Yamazana, Wringer, Miss Croome. From Shanghai: Messrs. Forbes, Woodall, Fabrè D'Almida, Mrs. Bidwell. From Hong Kong: Messrs. Gregor, Bidwell, Van Leesen, Daal, Mr. and Mrs. Odell, Mr. and Mrs. Coare, Mr. and Mrs. Kyle, Miss DeKuyter. From Saigon: M. Morin, Mdme. Blouset, Le Sœur Marie Adelaide. From Batavia: Messrs. Bornand, Olrick, Hagemann. From Singapore: Messrs. Fischer, Romhantz, Falcon, Schwieger. From Galle: Messrs. Lisle, St. Rene Churchward.

Per steamer *Ajax* (Holt's line), arrived March 6.—From Shanghai to Port Said: Captain Harmon, and Mr. A. Warrwick. From Hong Kong to London: Mr. James Bain. From Singapore to London: Master Martin, Surgeon-Major and Mrs. Baker and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Peshawur*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup, Mr. J. T. Griffin, and three second-class passengers. To Shanghai: Miss E. Finch, Miss M. Valentine, Mr. A. Johnsford, Mr. M. Nelson. To Hong Kong: Mr. C. H. Beveridge. To Singapore: Mr. and Mrs. Innes, Mr. A. C. McBean, Mr. H. A. O'Brien. To Penang: Mrs. P. Carr. To Ceylon: Mr. Arch Macphail, Mr. S. Miller.

Per P. and O. steamer *Lombardy*, from Venice, March 5.—To Shanghai: Mr. R. Anderson, Mr. R. Nichol. To Ceylon: Mr. and Mrs. Duncan, child, and servant.

Per P. and O. steamer *Lombardy*, from Brindisi, March 8.—To Hong Kong: Mr. W. Paterson. To Galle: Mr. Anthony Trollope.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Shanghai: Mr. O. Percival, Mr. P. M. Grant, Mr. W. Smith. To Hong Kong: Mrs. Maclean and party, Lieut. H. B. Warren, Lieut. C. K. Purvis, Lieut. C. E. Reynard.

Per P. and O. steamer *Baroda*, from Brindisi, March 23.—To Shanghai: Mr. J. M. Ringer, Mr. and Mrs. F. M. Yond, Mr. A. L. Pearey. To Hong Kong: Mr. J. G. T. Hassell, Mr. T. J. Gardiner.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Singapore: Mr. E. Young, Mr. A. Clarke. To Galle: Rev. and Mrs. McLean. To Ceylon: Mr. E. Johnstone.

Per P. and O. steamer from Southampton, April 8.—To Hong Kong: Mrs. Green. To Ceylon: Mr. and Mrs. A. Ross.

Per French steamer *Sindh*, March 14.—To Shanghai: Mr. and Mrs. Cunningham, Mr. F. S. Deacon, Mr. and Mrs. Wheatley, Mr. and Mrs. Evans, Mr. S. Marsh, and one second-class passenger. To Hong Kong: Mr. W. M. Reeves, Mr. and Mrs. R. J. McKenzie, Miss Read, Mr. and Mrs. Vickers. To Singapore: Mr. Daguin. To Batavia: Mr. and Mrs. Erdman, Mr. Van Goens. To Galle: Mr. Tennant, Mr. Fraser Tytler.

Per French steamer *Anadyr*, March 28.—To Yokohama: Mr. F. S. Jacobs, Mr. Geo. S. Aspinall. To Shanghai: Mr. J. B. Johnson, Mr. Geo. Lewis, Mr. Hyde. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon. To Batavia: Mr. Van Oven, Mr. Lucassin.

Per French steamer *Djemnah*, April 11.—To Singapore: Sir William and Lady Jervois and daughters and private secretary, Capt. and Mrs. Patton and child and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific Mail Company's chartered steamer *Vancouver* arrived at San Francisco on the 18th Feb., bringing Yokohama advices to the 30th of January. The subjoined summary of news has been telegraphed to the New York press:—

Two hundred thousand dollars have been appropriated by the Japanese Government for expenditures in connection with the Philadelphia Centennial.

For expenses of the Commissioners to examine industries and report	$100,000
For the exhibition of Japan articles	80,000
For transportation	20,000
Total	$200,000

The provincial offices in Yedo of the various Kens, or former provinces, about 250 in number, have just been abolished, and the business concentrated in a bureau of the Interior Department.

The ex-Damio of Arva offers to construct a road from Yedo to the northern extremity of the island at his own cost.

The small-pox continues among the foreigners in Yokohama and Yedo, but the disease has been declared by the physicians to have reached its limits.

A commemorative medal is to be given to all the participants in the Formosa Expedition.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

During the day and night of the 29th December we had a furious gale from N.N.W., and at daybreak on the 30th the thermometer stood at three degrees above zero.

Amongst the sporting members of the community fox-hunting is at present the order of the day, meets taking place some two or three times a week, as business and weather will admit. On the 31st Dec. the meet took place in a range of wild country known by the name of the Shan-ling-sze, lying on the east side of the river, and beginning at some seven miles distance from the British settlement. A fine well-grown knowing fox was started, who at once went across country in gallant style, and gave the hounds a splendid run of about eight miles ere he took to earth, and thus saved his life and brush. It is almost unnecessary for me to say that this is a splendid country for hunting

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on horseback, as it is open and almost free from obstacles which would prevent horsemen going straight; very different in that respect from the country around Shanghai, where so many large creeks exist.

Immediately after the clocks struck the last twelfth hour of the year 1874 guns were fired from some of the vessels of war in port, to welcome the opening of the new year. The greater part of the 1st of January, in accordance with time-honoured custom, was devoted by the gentlemen of the community to calling upon the ladies. Fortunately the weather was very favourable, being mild and pleasant. The walking about from residence to residence was of itself quite a delight, to say nothing of the pleasure derived from the agreeable occupation of calling personally upon one's friends to wish them a happy new year.

His Excellency Sun Szeta, the acting Customs Taoutai, called upon the Consuls and the Commissioner of Customs on the 3rd of January to wish them a happy new year; and as he is popular with the community, from his tact and courtesy in his intercourse with foreign officials, and from his ability in discharging the duties of his office, his visit was, as a matter of course, received with cordiality.

As I have already mentioned, his Excellency Le Hung-chang, the Governor-General of this province, left here for Paouting on the 23rd Dec.; and I now learn that, while *en route*, he met Ying Han, the newly-appointed Governor-General of Kwangtung and Kwangse, on his way to the metropolis. Ying Han I suppose, will only stay to have audience, and then proceed to the south, overland. At one time it was thought he would stay in the north till the opening of the river in spring, and proceed from Tientsin to Canton *via* Shanghai by steamer. He will now, it is stated, go from Peking overland to Chinkeang, and thence by steamer *via* Shanghai.

In the *Peking Gazette* of the 30th Dec. there is a short Edict granting the great statesman Wanseang a further extension of three months' leave of absence to re-establish his health. In the *Gazette* of the 1st Jan. a decree appoints the Prince of Kung and other Imperial princes to repair on the 4th Jan. to certain temples, to pray for further falls of snow.

SHANGHAI.

The present mail brings advices from this port to the 22nd January; no later mail from London had been received since the 11th January. The following summary of news is from the *North China Herald*:—

The Hong Kong and Shanghai Bank announce that the applications for the £300,000 Chinese loan reached £2,017,100, or more than six times the amount required, and that the applicants will receive bonds *pro rata*. This result would show that the loan is regarded with very great favour, as there was every reason to expect it would be from its conditions; but at the same time it might be unwise to assume that the money market out here is prepared to devote over two millions sterling to one investment on a few weeks' notice. Telegraphic instructions to send in applications might of course be received by agents here from investors at home, but it is probable that the amount has been swollen by not a few people placing their applications higher than their actual wants, in the hope that the allotments would more closely approximate to the latter.—There is some rumour of another and larger loan being contracted for by the Chinese, through the same agency. We have heard the amount put at ten million taels, but we can only give the rumour at present for what it may be worth.

We hear that a scheme for a Chinese naval reserve is being arranged in connection with the China Merchants Steam Navigation Company. It is intended that each of the larger provinces shall furnish two steamers, and the smaller provinces one, to be added to the fleet of that company, and used by it while the country is at peace, but to be at the service of the Imperial Government on the outbreak of war. The scheme has been submitted to the Emperor by his Excellency Li Hung Chang, the Viceroy of Chihli (the prime mover, apparently, in all matters of this nature), and it is stated that the Emperor has given it his approval. The fleet to be thus furnished will number twenty-eight steamers; and we are informed on good Chinese authority that a telegram has been despatched from Shanghai to England to have one built on behalf of the province of Hupeh, at a cost of Tls. 56,000. This prospective enlargement of the C.M.S.N. Co.'s fleet is a serious menace to foreign steam shipping interests in China. We give our information with some reserve, as coming from a Chinese source, but we have been assured of, and have no reason to doubt, its truth.

In accordance with instructions received from Hong Kong, negotiations have been going on for the charter of the China Merchant Company's steamer *Aden*, to proceed to the wreck of the *Japan*, with the view of recovering, if possible, the large amount of treasure on board. The *Aden* will probably leave almost immediately for the scene of the loss, with divers and appliances. We have been informed that the wreck lies in about fourteen fathoms of water.

The steamer *Lee Yuen*, when about thirty miles from Foochow, abreast of Fuhyan, on her passage from this port to Foochow, carried away the lignum vitæ bush in the stern tube. She was beached for one tide under the lee of Matsu Island, for temporary repairs, and then proceeded to Foochow, where she has gone into dock.

At the half-yearly meeting of the Poo-tung Dock Company a dividend of 5 per cent. was declared, and Messrs. Coryell, Webb, and Dr. Little were appointed directors. Messrs. Farnham and Co.'s offer to renew their lease of the Dock for a further period of five years was accepted.

Mr. Keswick has been appointed Chairman of the Shanghai General Hospital, in place of Mr. Forbes, who has resigned on his departure for home. Mr. Forbes has devoted a great deal of valuable time to the affairs of the Hospital, having been one of its Board of Trustees for a number of years; and it gives us pleasure to acknowledge, on behalf of the community, the eminent services he has rendered to this and other public institutions during his past residence in Shanghai. E. Iveson, Esq., has been appointed Vice-Chairman.

A meeting of the North China Branch of the Royal Asiatic Society has been held at the Society's Rooms, the President, Mr. Forbes, in the chair. The minutes of the preceding meeting were read, confirmed, and signed. Messrs. E. J. Caldbeck and H. W. Daniel were elected resident members; and Mr. Harry Wickings, of Hong Kong, a non-resident member. The President tendered his resignation of that office, consequent upon his approaching departure for America and Europe. He also expressed his appreciation of the honour of being appointed delegate to the parent society at home, and hoped during his visit to be able to procure contributions to the library of the Shanghai branch. Mr. A. J. Little moved a vote of thanks to Mr. Forbes, to whom the society owed more than to any man in China, during the six or seven years he had been connected with it, and for the last two of which he had filled the office of President. The motion was seconded by Mr. Reding, and caried by acclamation. Mr. Forbes returned thanks in an appropriate speech. Mr. Wylie rose with a feeling of melancholy to offer a tribute to the memory of the late Mr. H. Lang, whose sudden departure from among them he was sure they would all deeply regret. Mr. Wyllie then proceeded to read a lengthy but interesting paper by the Archimandrite Palladius, entitled "Elucidations of Marco Polo's Travels in North China, &c., drawn from Chinese sources." The meeting closed with the customary vote of thanks.

It has been rumoured that the Japanese mean to include Shanghai in the ports of call of their principal line of steamers; and though we cannot say whether it is intended to keep up a regular service, we hear that an occasional steamer may be expected, and that a special agency will probably be established. The new arrangement by which Japan undertakes the distribution of the American mails after their delivery in Yokohama, might give additional weight to the rumour; but we understand that a contract has been entered into by the Government of that country with the Pacific Mail Steam Company for the conveyance of mails between Yokohama, Hakodadi, Hiogo, Nagasaki, and Shanghai. The contract dates from the beginning of the present year.

A robbery has been committed under peculiar circumstances at the premises of Messrs. Lane, Crawford, and C., Nanking Road. Shortly after day-break it was discovered that one of the large panes of plate glass had been smashed from the outside with a piece of stone, which must have been thrown with considerable force, and which was afterwards found inside the window. Further examination showed that a large piece of Russian Astracan wool-lining and a valuable sea-otter skin had been stolen. The police having inspected the hole in the glass, and the position in the window from whence the articles were taken, some thirty or more inches distant, incline to the belief that they could not have been drawn through the fractured pane, or a much larger hole would have been made. It is right to add, however, that suspicion does not attach to anyone on the premises, and at present there is no clue to the thief.

A concert given by Mr. G. B. Fentum at the Masonic Hall was attended by an audience numbering nearly 200, including many ladies. The programme was an excellent one, and among the selections were several not usually attempted by amateurs. Taken as a whole, the concert was a decided success, the audience being at times roused to enthusiasm, and *encores* being numerous. Mr. Edmund Wells made a very favourable impression on this the first Shanghai audience to which he has sung, and he will be welcomed on future occasions. A pleasing innovation, very successfully carried out, was the perfuming of the programmes, *à la* Rimmel, by Messrs. Watson and Cleave; it is, we believe, the first time this has been done in Shanghai.

The case of "C. E. Hill *v.* Estate of Yang Taikee" has been resumed at the Mixed Court, before Mr. Seward, United States Consul-General, and his Excellency the Taoutai of Shanghai, Dr. Yates being interpreter. Mr. Eames conducted the plaintiff's case, the defendants being represented by Mr. Drummond and Mr. Cowie. The afternoon was occupied in the examination of witnesses on behalf of the plaintiff, and at the close Mr. Eames, in reply to the Court, said he would refrain from calling any further testimony now, upon the understanding that should the other side attempt anything startling or novel in defence he should be permitted to call further witnesses, of whom he had several in reserve. Mr. Drummond said that was a

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question that could be submitted if occasion arose. The Court shortly afterwards adjourned.

It is with deep regret that we record the sudden and unlooked-for death of Mr. Hugh Lang, the editor and proprietor of the *Shanghai Evening Courier*. Mr. Lang seemed in his usual health in the morning, when, between eight and nine o'clock, he visited the office to arrange the conduct of his business for the day. Shortly before the latter hour he returned to his room to dress, and a few minutes later he was found there, lying on the floor, apparently dead. Drs. Johnston and Henderson were sent for, but on their arrival were only able to confirm the melancholy fact; and we understand it is their opinion that rupture of an aneurism of the aorta was the cause of death. Mr. Lang was an old resident, having arrived in Shanghai some thirteen years ago. Up till 1869 he was engaged in commercial pursuits, but in that year he began the connection with the Press which he has ever since very ably and worthily maintained. About four years ago he became sole editor of the *Courier*, and shortly afterwards its proprietor. Mr. Lang wielded a vigorous and graceful pen; his style was scholarly and attractive; and his treatment of public matters was characterised by a force and clearness which, allied to thorough integrity of purpose, exercised a beneficial influence. Where writing of a lighter sort was appropriate, his racy humour overflowed; and his graphic notices of local events have frequently given the highest pleasure to a wide circle of readers. On several occasions also he has contributed to the gratification of local audiences as a public speaker; and a lecture which he delivered a few years since, and afterwards published under the title, "Shanghai Socially Considered," was so favourably received that we believe the published edition is now almost out of print. Mr. Lang's familiar figure and genial manner will be much missed at local assemblies. In the earlier years of his residence he was prominent as a man tall among his fellows; and if we venture to touch on the physical infirmity which later bowed him down after a severe rheumatic attack, it is only because it placed in stronger contrast his remarkable activity, his indomitable energy, and his unvarying cheerfulness. Aside from his duties as a public journalist, Mr. Lang was always at the command of a large circle of personal friends, whose concern at his untimely death will be shared by those who knew him even less intimately. Much sympathy is felt for those on whom the weight of this sudden bereavement directly falls.

The Chinese occasionally betray a fiendish ingenuity in their mode of committing capital crimes. A few days ago one of the native newspapers in Shanghai reported that the body of a woman had been found, crucified on a shutter or doorway, floating in the river outside Woosung. The head of a man was attached to the waist of the woman's body, and both were taken to the district city of Paoshan. The circumstances of this crime have not been discovered, but it is conjectured that the poor crucified wretch had been faithless, and that this revolting revenge had been taken by the injured husband and his friends. Our *Peking Gazette* translations relate how a wife, tired of a dissipated husband, compassed his death by smothering him in a bag of lime, the father and son of the murdered man assisting her. The punishment, however, is equal to the crime in this case—more, it is the most frightful inflicted, even in any of the darkest habitations of cruelty, at the present day. Yet the criminal records of the *Peking Gazette* show that its infliction is a matter of frequent occurrence in this highly civilised empire!

The following items of intelligence are from the *Shanghai Budget*:—

A somewhat awkward *contretemps* occurred at H.B.M. Supreme Court on the 15th Jan. It was the day appointed for the trial of Suleiman Morbrooke, a seaman of a P. and O. steamer, on the charge of stabbing a Chinaman, about the end of November. The due number of British subjects were duly summoned to be in attendance to serve as a jury, and were in attendance, the chief judge was on the bench, the barrister who appeared for the defence was there in his professional robes, the witnesses, the prisoner—all were there, yet no trial could take place. The prisoner managed—how we don't know—to let it be known that he was not a British subject, but an Arab, a subject of the Imaum of Muscat, but when asked in English to plead guilty or not guilty, all he could—or at least would—reply was "no savee"—he had savee enough for that. Thus the Court was brought to a stand still, no interpreter being retained who could question the prisoner in his own language.

We hear, on what is stated to be the best authority, that Fêng, who has so long presided over the Kaou-Chang-meaou Arsenal, has been promoted to be Taoutai of Shanghai. Regarding this change in the Taoutaiship of Shanghai, the *Daily News* of the 20th says:—"The place of the departing Taoutai, a decree in the *Gazette* of 4th January informs us, will be filled by Feng Tsun-kwang, the mandarin who has so long been the native head of the Shanghai Arsenal. Feng has the reputation of being a clever and energetic officer, and we may assume that his connection with the Arsenal and his intimate dealings with foreigners have inbued him with progressive tendencies. He is credited with being the author, or at any rate the warm advocate, of a scheme to establish a public company for the development of Formosa; and though little has been heard of this project lately we believe the idea has not been altogether lost sight of. Feng has a good literary status, having taken the Ku-jen or Master of Arts degree. Instead of proceeding to the capital to have audience, before taking up his appointment, we hear that for the present he will merely visit the Viceroy at Nanking, and consult with him. He leaves by steamer at once, and will return without delay, so as to enable the Taoutai to set out for his new place of residence, Kai-fung-foo, as soon as possible."

A clever forgery has been successfully imposed upon a Chinese clerk at the Shanghai and Hong Kong Bank. A respectable looking Chinaman presented what purported to be an order for the payment of Tls. 1,000. This document bears the chop of one of the most influential firms on the Bund, and was made payable to a well-known wholesale teaman, whose chop was also stamped upon it. The man who presented it said he had been sent by this gentleman to collect the money, and it was paid over to him without hesitation, in ten Tls. 100 notes. Subsequent inspection and enquiry proved the order to be fictitious, and that a double forgery had thus been perpetrated. A somewhat singular feature of the fraud is that the forger is quite unknown, even by appearance; but the fact that the notes paid are all for large amounts it is thought likely will lead to his prompt detection.

FOOCHOW.

The following items of news from this port are from the *Foochow Herald*:—

Captain Hoskier, the Engineer-in-Chief of the Great Northern Telegraph Company, has started for Amoy. Captain Hoskier will proceed overland, and we understand that he is instructed to push forward the construction of the telegraph line between this place and Amoy. The telegraph line to Pagoda Anchorage was cut on the 16th Jan., near the Arsenal, and about 1,500 feet of wire stolen. H.B.M.'s Consul—as senior member of the Consular body—was, we understand, requested to render friendly assistance to the company in their endeavours to discover the thieves; but, for reasons best known to himself, he absolutely refused to give any assistance in the matter. We believe that he was instrumental in obtaining permission from the Chinese authorities to build the line; it therefore seems strange that he should decline to move in the matter, especially when—as we are informed—the other Consuls have taken up the case on behalf of the company, and have insisted upon the arrest and punishment of the thieves. The line has been repaired, and is, we believe, again in working order.

The arsenal has recently received an important addition to its warlike material, in the shape of an 18-ton Armstrong gun, or "Woolwich Infant." This expensive toy will shortly be placed in position on one of the recently-constructed batteries in the neighbourhood of the arsenal.

The projected withdrawal of the *Kestrel* from this station has, we understand, been abandoned for the present. She will probably remain for a further period of three months.

HONG KONG.

Our advices by the present mail extend to the 28th January; no later mail from London had been received since the P. and O. mail of Dec. 11, which arrived out on the 19th January. The following items of news are from the *Hong Kong Daily Press*:—

The Emperor of China is dead. A brief telegram, received on the 27th Jan., announces this momentous fact. He expired on the 12th Jan., probably from some after effects of the small-pox, which disease he was reported to have recovered from. At present, however, this is only conjecture, no information on the point having reached us up to the time of writing. The Emperor Tung-chi was born on the 4th April, 1857, and was, therefore, in his eighteenth year. He succeeded his father, Hien-fung, who died at the early age of thirty years, when an infant in his fifth year. He married on the 14th October, 1872, an accomplished and virtuous lady, Ah-lu-te, the daughter of Chung-chih, lecturer at the Hanlin, and subsequently raised to the dignity of duke. His public acts have been few, and scarcely worthy of mention; his last public edicts indicate a not ungenerous disposition, their purport being pardon to some and reward for good service to others. Generally speaking, however, he has been ruled by the Empresses-dowager and his ministers, and, therefore, kept very much in the back-ground. On the 26th June, 1873, the Foreign Ministers at Peking were admitted to an audience with him, when he comported himself with the dignity worthy of a prince.

It is not yet known who will succeed to the throne. The telegram says it is probable that the grandson of Prince Tun will be the new Emperor, but this is, of course, only conjecture. According to the Chinese laws of succession, the Sovereign has the power of nominating any male member of the Royal Family that he pleases as his successor, and as Tung-chi has left no children, it is rather difficult to surmise on whom the purple will really fall. Hien-Fung was the fourth son of his predecessor, and his elder brothers were passed over by their father without scruple. It was thought when Hien-Fung died Prince Kung would be likely to succeed him, to the exclusion of the infant Prince,

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his son. But English hopes were disappointed, the child was proclaimed Emperor, and a Regency established. Prince Kung stands no better chance now, we fear. The advisers of the late Emperor were always hostile to him, and though his succession would be regarded with pleasure by foreigners generally, and great masses of his countrymen, the event is highly improbable. But we trust the Prince upon whom the royal mantle has fallen, whoever he may be, will prove worthy of the honour, and show a little more vigour than the Princes of the Mongolian dynasty have been wont to display. As a rule, they have surrendered themselves to the enjoyment of low and sensual pleasures, leaving the State to be governed by men whose single object was to wring as much as possible out of the poor and possessed people. Jealous alike of all interference, foreign or native, these princes and officials have made it their almost undeviating policy to seclude the monarch, and render him inaccessible. And until the Imperial seat is occupied by a man who possesses a mind and will of his own, and who is not the slave of his baser passions, there is small hope of China making much more rapid progress, moral or material.

At the Criminal Sessions of the Supreme Court on the 25th January the case of the *Spark* tragedy was brought forward, two Chinamen—Chun Fook Yow and Chun Kwai Yow—being charged with murder and piracy. The Attorney-General said he thought it his duty to inform the Court that he was not in a position to put these men on their trial. The authorities at Canton had been notified as to the day on which the prisoners would be arraigned, and they were requested to take care that the witnesses should then attend. He had received a reply that the witnesses would not be in attendance that day, and he was therefore unable to lay the evidence for the prosecution before the Court, and it was unnecessary to put the prisoners before a jury. As he had no guarantee that the witnesses would attend on any future day, he asked that prisoners might be discharged on their own recognisances to appear if called upon at any time within the next three months. His lordship said he did not see how, under the circumstances, the Attorney-General could have done anything else, but he must say he thought the Colonial authorities—he would not say the Government, because he always considered it necessary in matters like these to draw a line—and the Court had been trifled with in a way that he could not say was at all satisfactory. The prisoners entered into their recognisances, and were discharged accordingly.

With reference to this case Mr. Brereton has appeared in Court at the Magistracy to state he had had no further communication from the Canton authorities concerning Chun Kum Chune, out on bail on a charge of wilfully giving false evidence, and would leave it to his Worship to decide the case. His Worship said fortunately the Captain of H.I.C.M. gunboat *Ching-on* had deposited the $400 security, and under the circumstances he saw no other course than that the covenant should be estreated. Mr. Brereton said he could raise no objection to it.

The Ocean Race for Yachts for the Douglas Challenge Cup has taken place. The yachts started from the coalsheds at Kowloon, round a mark-boat in Macao Roads and back, finishing off a flagboat moored off the south-west point of Stonecutter's Island. The race resulted in the *Wave* arriving at the winning mark first, followed by the *Naiad* and *Naomi*, some fifteen minutes later. It appears that the *Naomi* obtained the lead after passing Green Island, and gradually got away from the other vessels, rounding the mark-boat at Macao twenty-one minutes ahead; and whilst holding a lead of some miles on the return trip unfortunately grounded on the rock which lies in mid-channel off the island of Chung Chow, and remained there, "hard and fast," for a considerable time. The *Wave*, upon coming up to her unfortunate antagonist, hailed her, asking if assistance was required, but as she was making no water, and appeared fixed, the *Wave* was requested to keep on, and to send assistance from Hong Kong, and she accordingly filled away again. The *Naiad*, however, on arriving at the spot, decided to stand by the *Naomi*, but shortly afterwards she slipped off the rock, and the two vessels proceeded on their way together. It is unfortunate that the mishap should have occurred, but on the other hand it is very fortunate that it was not attended with more serious results. We understand the *Naomi* is not injured.

The *Gazette* contains a notification to the effect that "his Excellency the Governor has been pleased to appoint provisionally, until Her Majesty's pleasure may be known, Mr. Henry Lowcock to be a member of the Legislative Council, vice Mr. Rowett, resigned."

An application has been made to Mr. Justice Snowden, in the Supreme Court, on behalf of Messrs. W. F. B. Sams and William McGregor Smith, lately trading in co-partnership with Mr. Victor Kresser, in the Sugar Refinery, to have them adjudicated bankrupts. His lordship granted the application.

The steamship *Scotland*, on leaving her moorings, ran into the stern of a Government steam launch which was making for Kowloon. The launch was passing under the bow of the Government hulk *Meanes* when she was run down. No lives were lost, and as the damage was slight, she proceeded on her passage.

The Saigon *Indépendant* reports the sudden death of M. Larrieu, the founder and director of the Messageries Maritimes Company of Cochin-China. The deceased gentleman was seized with an apoplectic fit when promenading in his garden.

A public examination of the scholars at the Government Central School is announced to be held on the 29th Jan. The Governor will distribute the prizes at noon.

Two attempts have been made to float the *Albay* at high tide, but both proved unsuccessful.

PHILIPPINES.

MANILA.

The accession of Alfonso XII. to the Spanish throne was announced to the inhabitants of Manila by means of a proclamation signed by the Governor-General, and published in an extraordinary number of the Manila *Official Gazette* on Jan. 15.

The close of the old year and beginning of the new was signalised in the Philippines by the taking place of hurricanes of great severity, accompanied by great destruction of life and property. The *Diario de Manila* of Jan. 12 thus summarises the nature and extent of the ravages effected by these storms:—

Quite unexpectedly, because the season in which the N. E. monsoon prevails is far advanced, two typhoons came by surprise upon the country and upon merchant shipping; one on the 26th Dec. and the other on the 1st Jan. By traversing as they did a wide extent of country, these typhoons have conveyed devastation over a large portion of the Archipelago. Letters announce that the damage done to agriculture in Ilo Ilo, Negros, and Capir has been very great, which leads to the inference that similar destruction has been effected in Cebu and Bohal. The agricultural interest has been stricken by these storms at the worst period of the year for the former. The grain crops were either on the eve of being reaped, or had been stacked in the fields; the sugar cane was also being cut, and part had been already taken to the mills and stored in weak buildings, many of which were destroyed along with their contents by the hurricanes. In the Visayas themselves and in several provinces of Luzon the seed plants on various plantations, especially those of tobacco, have been destroyed. Sorrowful news is now coming in of losses of vessels and numerous accidents and loss of life by sea and on land. The recent hurricanes, which have been felt with the greatest severity in the Visayas, have tended to make worse the sad condition in which had been the agricultural interest of those provinces.

The loss of life may be judged of from the fact that at two places in the province of Isla de Negros 134 persons, who had perished in consequence of the typhoons, have been buried. A correspondent writing from this province to the *Porvenir Filipino* thus describes the disastrous effects on human and animal life of the typhoon of the 26th Dec.:—

The unfortunate circumstance of a high tide, happening at the very time that heavy rain was falling and the wind blowing with violence, was the cause of a large number of rivers overflowing their banks in such a manner that the number of victims who have perished by being swept away by the violence of the waters is said to be beyond calculation, for the unfortunates who became victims of the floods found neither on the roofs of the houses nor on the tops of the trees the safe places of refuge they had sought for, and fancied they had reached. Houses and trees, and everything that stood in the way of the floods, were carried away by the unchained elements. I am merely in possession of intelligence of a vast number of personal disasters in the villages of Ginigarum and Ilog, where it is said that after the typhoon the fields were strewn with corpses and with a multitude of drowned animals.

During the typhoon in this same province on the 1st Jan several rivers having overflowed their banks desolated the plantations in the neighbourhood, and caused great loss of life, many persons having been carried away to sea along with their dwellings. Respecting the destruction caused there by this second typhoon a corrrespondent of the *Comercio* says:—

It is not possible to estimate the losses of the persons concerned; many cattle have perished. The sugar canes ready for crushing have been blown down and broken, and the young canes seriously injured. Almost all the buildings on the estate have been thrown down, especially the crushing mills. In short, it had been estimated that there would be a sugar crop amounting to from 500,000 to 600,000 piculs, but it is probable that these figures will have to be diminished by 25 per cent.; besides this a reduction will have to be made of about 25 per cent. in the quality, because it is not possible to make superior sugar from the sugar cane.

According to letters from Ilo Ilo to the same journal, it appears the loss of small craft in the waters near that province have been very great, and that in Ilo Ilo and Isla de Negros alone the lives lost exceed a thousand in number.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 5th Feb.; the French mail from London, Jan. 1, arrived out on the 2nd Feb. We take the following items of intelligence from the *Straits Times*:—

The *Government Gazette* notifies that as the anniversary of the foundation of the Settlement and Chinese New-year fall together on the 6th Feb., Friday and Saturday, the 5th and 6th, will be observed as Government holidays.—The new Municipal Ordinance is ordered to come into operation on the 1st Feb.—Dr.

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F. E. Jackson and Mr. F. C. Sheppard are appointed justices of the peace and magistrates for the Settlement of Penang.—Dr. F. E. Jackson, colonial surgeon, Province Wellesley, is appointed Registering Officer under the Contagious Disease Ordinance.—Mr. Alexander Gentle, having reported his return, has resumed his duties as United States Consular Agent at Penang.

Mr. N. de Maclay, the Russian traveller, has returned to Johore Bahru from an interesting excursion into the interior of Johore, undertaken with the object of learning something of the wild races inhabiting the jungle,—the Jakuns, Oran Rajet and Oran Utrn. As these races always withdraw deeper into the interior, seeking shelter in the forests and mountains on the approach of strangers, Mr. de Maclay had to extend his explorations into places never yet visited by Europeans, and rarely even by the Malays. His travels occupied fifty days, proceeding sometimes by boat, but performing the greater part of the journey on foot. Leaving Johore Bahru, Mr. Maclay went to the Muar river, up which he proceeded as far as Pallon, whence he made a visit to the Oran Rajet. Thence he pushed his way on to Badon Kraton and Djekati (in the district of Rumpen), and from there across over Tenan and Bicko (Batu Pahat) to Leba, Pongut, and Lundan, the settlements of the Oran Utan, and thence down the river Rahan to Indau. This was a trip right across the territory of Johore, in accomplishing which Mr. de Maclay had to travel on foot for thirty days. From Indau he returned overland to the Johore river, and reached Johore Bahru yesterday, where he is being most hospitably entertained as the guest of the Maharajah.

Mr. Maclay's travels were very much facilitated through the kindness of the Maharajah, who gave him circular letters to all the chiefs in his territory, by which the transport of his luggage was greatly facilitated, and he was enabled to obtain occasional supplies of provisions. Considering that the rainy season is not yet over, and that he was obliged to spend many days and nights in flooded jungle, Mr. de Maclay has returned in good health, having only a slight fever. The results of this excursion have so far encouraged him, that as soon as he is fully recovered he intends resuming his researches in the interior of the Peninsula, starting from Pahang and proceeding across the country to Malacca and Quedah.

A few nights since a couple of soldiers and some sailors, who had struck up a sudden friendship, went into the Sailors' Home, and, as almost invariably happens when soldiers and sailors fraternise, they finished up with a fight. The disturbance began in the Home, but was continued in the street, where they attracted the interference of the police. One of the soldiers was arrested, and several times rescued by the crowd, who appeared to want to have the matter all their own way, but were overpowered, and several of them were lodged in the lock-up. One of the men was so severely handled in the fight that he had to be sent to the hospital.

We understand that a committee has been appointed, consisting of the Hon. E. A. Irving, the Hon. H. W. Wood, and Mr. MacArthur, to inquire into and report upon the question of the sufficiency or insufficiency of the existing salaries of Government officials.

Intelligence has been received from Perak, dated the 31st January, from which it appears that all was perfectly quiet—that the residence of the British representative had been fixed upon, and that on the 30th January the flags of England and Perak had been hoisted there with a salute to each.

The *Audacious*, flagship of Vice-Admiral Ryder, the new commander of the China squadron, arrived here on the 1st Feb. H.M.S. *Lapwing*, from Trincomali, 17th Jan., arrived the same day.

THE MAILS.

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PRESENT INWARD MAIL.—MARSEILLES, MARCH 5.—The Messageries Maritimes Company's steamer Provence, with the inward French mails from China and Japan, arrived here to-day at 7 A.M. She brings ninety-six passengers and a general cargo, including 212 bales of silk, 4,345 packages of tea, 245 packages of coffee, 164 bales of hides, and specie to the value of £883, for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 16th of March.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, MARCH 3.—The P. and O. Company's steamer Mirzapore left at 6 P.M. for Southampton, with the India and China heavy mail, where she may be expected on Monday morning, the 8th inst. Experienced heavy weather; all well.

NEXT INWARD MAIL.—SUEZ, MARCH 7.—The P. and O. Company's steamer Mongolia arrived at 6 A.M. on the 5th inst., and the Zambesi at 6 A.M. to-day, with the India, China, and Australian mails, from Calcutta and Bombay respectively.

OUTWARD MAIL OF FEBRUARY 19.—SUEZ, FEB. 28.—The P. and O. Company's steamer Teheran left for Bombay at 10 P.M. on the 26th, and the Baroda, for Calcutta, at 9 P.M. to-day, with the India, China, and Australian mails. The Surat, with the heavy portion of the China and Australian mails, having damaged her screw in her passage through the Canal, transferred her mails, passengers (with the exception of a few who preferred to remain by her), specie, and Australian cargo at Suez to the Baroda. The Surat, after fitting her spare screw at Suez, will proceed to Calcutta in a few days with her cargo for that port, &c.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Jan. 20, 1875	77252159	60276696	930728	19804798	158364381	36374
From June 1, 1873, to Jan. 20, 1874	69936026	49599811	361183	15099180	133996330	48064

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to Jan. 20, 1875	6357143	32654
Do. do. 1873, to Jan. 20, 1874	8325492	22800

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Jan. 20, 1875	$4071294	4497
Do. do. 1873, to Jan. 20, 1874	38921580	4414

TO AUSTRALIA.

From June 1, 1874, to Jan. 20, 1875 14,934,541
Do. do. 1873, to Jan. 20, 1874 14,449,363

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,269,850	51,320
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,373,580	72,887	1873 to 1874	144,588,620	47,873

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 2⅛d.
Shanghai ,, ...	5s. 8⅜d. to 5s. 8½d.	5s. 9¼d.	5s. 9⅜d.
Canton ,, ... } Hong Kong ,, ... } Macao ,, ... }	4s. 2⅛d.	4s. 2⅜d.	4s. 3d.
Singapore ,, ...	4s. 2⅜d.	4s. 2⅜d.	4s.
Manila ,, ...	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302	221⅛
,, Hong Kong	26⅝ to 27 dis.	—
Bar silver	Tls. 111.3.0	10 prem.
Mexican dollars	,, 74.1.5	⅛ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, par.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 to 48 per cent. discount.
China Traders' Insurance Company, $350 premium.
Hotel Shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $25 premium ex interest.
Victoria Fire Insurance Company, $16 premium ex interest.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $185 per share ex interest.
Shanghai Steam Navigation Company, Tls. 78 per share ex div.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅝d., at Batavia F.11.67½, at Manila 4s. 1d., at Singapore 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	79½ ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	5 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530	$58 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.300	Tls.80p.sh
North China Steamer Company	100 ...	100 ...	8 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$573	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$550	$265p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	$1,475	$200.p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.79	... 4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121	... 6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	129	... 6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90	... 4 p.c.

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CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs
Nov. 20 ...	Guinevere	Shanghai ...	981,373
„ 27 ...	Cathaya	„ ...	862,059
Dec. 31 ...	Thibet (str.)	„ ...	134,344
„ 31 ...	Laju	„ ...	522,165
„ 5 ...	Duke of Athol	Foochow ...	1,328,588
„ 25 ...	Harlaw	„ ...	1,136,900
Nov. 13 ...	Falcon	Canton ...	665,399
Dec. 28 ...	Matilda Atheling... ...	„ ...	386,512
Jan. 9 ...	Kinfauns Castle	„ ...	910,531

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Jan. 19, Fleurs Castle (str.); from Liverpool, Jan. 17, Sarpedon (str.); from London, &c., March —, Glamis Castle (str.), Her Majesty, Kate Waters; March 6, Diomed (str.)

At HONG KONG.—From London, Feb. 27, Miako; from Hamburg, Feb. 28, Papa.

At MANILA.—From Hamburg, Jan. 11, Seenymphe.

At BATAVIA.—From Clyde, March —, County of Sutherland.

At SAIGON.—From London, Jan. 7, Gunga (str.); from St. Nazaire, Jan. 15, Sophie.

At SINGAPORE.—From London, Feb. 2, Pardo (str.); from Cardiff, Feb. 3, Foochow (str.), Phineas Pendleton; from Swansea, Feb. 2, Kate; from London, Feb. 26, Somerset (str.), Steinfield, Patrochus (str.), Carl Ritter, Calabar (str.), Anna, Glenavon.

At PENANG.—From London, &c., March —, Lotus (str.), Rosa.

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG.—For San Francisco, Jan. 24, Morning Light, Elizabeth Dougall.

From MANILA.—For London, Jan. 7, Penedo (str.); 15, Glenlyon (str.); 20, Envoy; for Channel, f.o., Jan. 19, Atalanta; for New York, Jan. 5, Henry S. Sandford; 20, Cutwater; for San Francisco, Jan. 16, Comet.

From BATAVIA.—None.

From SAIGON.—For Rio de Janeiro, Jan. 12, Guam; for Valparaiso, Jan. 18, Ango.

From SINGAPORE.—For Marseilles, Feb. 4, David Brown; for New York, Feb. 3, Verona; for Boston, Feb. 4, Glamorganshire; for London, March 2, Zenobia.

From PENANG.—None.

TELEGRAMS FROM THE FAR EAST.

THE WAR IN ATCHIN.

THE HAGUE, MARCH 1.—The Government has received a despatch from Atchin, dated the 23rd of February, announcing that the Dutch have captured three fortifications in Lamara and one in Tibang. The Atchinese suffered considerable loss.

AMSTERDAM, MARCH 5.—The local newspapers contradict the intelligence published by a London evening journal, asserting that the Netherlands Government was preparing a third expedition for Atchin. They point out that the state of things in Atchin naturally necessitates a frequent despatch of troops to keep the Dutch force up to its proper strength, but that these reliefs can in no way be described as a fresh expedition.

WITHDRAWAL OF TROOPS FROM JAPAN.

YOKOHAMA, MARCH 1.—The European troops formerly stationed here have been withdrawn. The British force of marines will proceed to Natal. The French troops return to France.

THE MURDER OF MR. MARGARY.

(TIMES' TELEGRAM.)

RANGOON, MARCH 5.—The Western China Expedition has been attacked and Mr. Margary murdered. Colonel Brown is returning.

THE POLITICAL RUPTURE IN SPAIN.

SINGAPORE, MARCH 6.—Sir Andrew Clarke's friendly intervention at Bangkok between the Supreme and Second Kings of Siam has been successful. The two Kings are reconciled, and the Second King has returned to the Palace with the honours due to his rank. Trade is being actively resumed.

THE OUTBREAK OF PRISONERS AT SINGAPORE.

SINGAPORE, MARCH 6.—The coroner's jury which held an inquest on the body of the late Mr. Digby Dent, superintendent of the criminal jail, who was killed in the outbreak among the Chinese prisoners on the 13th of February, has returned a verdict of wilful murder against fourteen of the convicts implicated in the crime.

At the last meeting of the Anthropological Society a communication was read on the "History of the Heung-Noo in their Relations with China," translated by Mr. A. Wylie, with notes by Mr. H. H. Howorth. Also a paper "On the Milanows of Borneo," by Lieut. C. C. de Crespigny.

The Senatus Academicus of the University of Edinburgh have resolved to confer a degree of D.D. upon the Rev. Joseph Edkins, B.A., of Peking, author of "China's Place in Philology."

Messrs. Hudson, Malcolm and Co. are appointed agents in Japan for the Merchants' Marine Insurance Company, in place of Messrs. Gilman and Co., who are closing their house in Japan.

A meeting of importers of tea will be held on the 11th inst., to discuss proposals for altering the conditions of sale of tea, and putting an end to the "strike" now prevailing.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 4, at London, from Colombo, &c., Sultan (str.); off Penzance, from Shanghai, Coulnakyle; at Queenstown, from Bassein, Yubas; at San Francisco, from Hong Kong, Frederick Tudor; at New York, from Hong Kong, Lathley Rich; at Dunmore East, from Java, Indus; 5, off Dungeness, from Macassar, for Amsterdam, Christine; at Clyde, from Rangoon, Mary Aliee; at New York, from Batavia, Templar; 7, at Deal, from Zebu, Alma; 5, at Greenock, from Java, Duke of Richmond.

DEPARTURES.—March 2, from Greenock, for Penang, Pyah Pekhet, (str.).; 5, from London, for Penang, Singapore, China, and Japan, via Suez Canal, Cheviot (str.); from Shields, for Batavia, Borneo (str.); 5, from Sunderland, for Shanghai, Horriang (str.); from Liverpool, for Batavia or Sourabaya, Aurora Australis.

SPOKEN.—Lady Lisgar, Cardiff to Singapore, Jan. 19, 13 S., 32 W.

LAID ON.—At London, for Colombo, &c. (via S.C.), Dhoolia (str.), Sultan (str.); at Liverpool, for Singapore and Manila (via Suez), Yrurac Bat (str.).

MISCELLANEOUS.—At Suez, March 2, Redewater (str.), Richards, and left same day for Colombo, &c.; ———, Colombo (str.).

The steamer Duke of Buccleuch, which sunk after collision, has discharged her cargo in the South West India Docks, and has been towed to dry dock.

At MALTA.—March 4, Ægean (str.), from London, for China, &c.; Riga (str.), from London, and proceeded for Singapore, China, and Japan.

At PORT SAID.—Eldorado (str.), from London, for Colombo, &c.

At SUEZ.—March 3, Voorwaarts (str.), from Nieuwe Diep, and left for Batavia.

At MAURITIUS.—Julia Ann, from Singapore.

Off MAURITIUS.—Scawfell, from Zebu.

SHANGHAI, MARCH 8.—Hoogly (French mail steamer) grounded at Woosung, but was got off after discharging part of cargo.

The steamer built and engined by Messrs. Caird and Co., Greenock, for the British Burmah Steam Navigation Company, and named Pyah-Pekhet, was a few days ago stopped by the Board of Trade surveyors at Greenock from proceeding to sea, on the ground that she was too deeply laden with coals. The vessel, being of somewhat peculiar construction, it was alleged that it is necessary that her propeller should be deeply submerged in order to navigate her safely. The owners, in accordance with the decision of the Board of Trade's officers, at once set to work and had the vessel lightened (under protest, we understand), and the head officials of the Board of Trade were promptly communicated with on the subject, as was also Mr. Grieve, M.P. After the vessel had been lightened, permission was given to proceed; but on Friday the owners caused another survey to be made upon her by Mr. Boolds (Lloyd's surveyor) and Captain William Neill (underwriters' surveyor), and these gentlemen have, we believe, submitted a report, that in her present trim she is not fit to go to sea. Here the matter rests for the present; but we are informed that representatives of the Board of Trade from London are expected in Greenock, when a further survey will be made. As the question is a peculiar one, the probability is that a searching examination will be made into the whole circumstances connected with the original order to stop the steamer.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BERGEN—On the 4th Jan., at Saigon, the wife of Baron F. L. Werner von Bergen, Consul General for the German Empire, of a daughter.

DELMEGE—On the 22nd Feb., at Galle, the wife of E. T. Delmege, prematurely, of a son, who survived his birth one day.

DENT—On the 26th Feb., at Singapore, a few days after the death of her husband, the widow of Digby Dent, Superintendent of the Convict Establishments in the Straits Settlements, of a daughter, who survived her birth only half-an-hour.

EVERS—On the 4th March, at Yokohama, the wife of August Evers, of a son.

HALLAM—On the 23rd Feb., at Minglee, Hampstead, the wife of J. B. Hallam, of a daughter.

JARDINE—On the 1st March, at Southwood Hall, Highgate, the wife of William Jardine, of a son.

KNECHT—On the 20th Jan., at Bangkok, the wife of E. Knecht, Chancellier to the Franch Consulate, of a son.

MORRIS—On the 24th Jan., at the Hermitage, Hong Kong, Mrs. A. G. Morris, of a son.

SPENCE—On the 3rd March, at Bickley, Kent, the wife of Robert Spence, of a daughter.

DEATHS.

BEAUFORT—On the 26th Feb., at Larkby, Exeter, Mary Anne, relict of the late Stephen Beaufort, of Ceylon.

DELMEGE—On the 27th Feb., at Galle, aged 25, Agnes Jessy, the beloved wife of E. T. Delmege, eldest daughter of John Scott, Prince's-park, Liverpool.

JEFFERSON—On the 26th Feb., at the Albany, Piccadilly, Richard Jefferson, late of the Ceylon Rifle Regiment, in his 75th year.

KELLETT—On the 1st March, at Clonacody, Clonmel, Ireland, Vice Admiral Sir Henry Kellett, K.C.B., in his 69th year.

LANG—On the 19th Jan., at Shanghai, suddenly, Hugh Lang, editor and proprietor of the *Shanghai Evening Courier* and *Shanghai Budget and Weekly News Letter*, aged 43 years.

SANDERS—On the 25th Feb., at Hastings, aged 79, Mr. John E. Sanders, for more than half a century the valued friend and assistant of Messrs. Dent, Palmer, and Co., King's Arms-yard, Moorgate-street, and their predecessors.

Naval and Military.

The 1st Battalion 10th Regiment, now quartered at Singapore, under the command of Lieut.-Colonel Cuthbert Barlow, is about to return home. The regiment left Ireland on foreign service in September, 1864, and after being stationed at the Cape of Good Hope, has been quartered in Japan, at Hong Kong, and at Singapore.

The Royal Marine Battalion, which has just left for home on board Her Majesty's ship Adventure, will proceed by way of the

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Cape, calling at Natal, where the marines will be placed at the disposal of Sir Garnet Wolseley. The Adventure will not be detained at Natal longer than is necessary, nor will the marines be landed unless considered advisable by Sir Garnet Wolseley.

Vice-Admiral Sir Henry Kellett, K.C.B., died at his residence, Clonacody House, county Tipperary, at the age of sixty-eight years, on the 1st inst. The gallant officer entered the navy at fourteen, and commenced active service on the West Coast of Africa, where he was several times mentioned in despatches for having "cut out" slavers and performed other similar feats of daring. He commanded the *Starling* in the first Chinese war, and commanded the Naval Brigade under the late Lord Gough. He distinguished himself in the operations against Canton, and was present at the fall of Shanghai and the subsequent operations. For his services in China he obtained his promotion to the rank of captain, and in the following year was nominated a Companion of the Bath. Returning from China, Captain Kellett played a prominent part in the first and second Arctic expeditions in search of Sir John Franklin. In the second expedition he commanded the *Resolute*, endured unparalleled sufferings, and exhibited consummate pluck and seamanship. Having been subsequently employed on surveying service on the Pacific Station, he attained flag rank, and was promoted to Vice-Admiral in 1868. In 1869 he was appointed to the chief command of the China station, but was placed on the Retired List about two years' later. The evening of his life was spent in his native county of Tipperary, where he was respected and beloved by men of all classes.

We have to announce the death of General Sir James Hope Grant, G.C.B. The deceased General entered the army as cornet in the 9th (the Queen's Royal) Lancers in 1826, and served with that regiment several years in India. He served as brigade-major to General Lord Saltoun in China in 1842, and was present at the assault and capture of Ching Kiang and at the landing before Nankin. After his return to India he served with his regiment, the 9th Lancers, under Sir Hugh Gough (afterwards Viscount Gough) at the battle of Sobraon, in February, 1846, and he commanded his regiment during the greater part of the campaign in the Punjaub in 1848-49. In 1857, at the outbreak of the Indian Mutiny, he commanded the cavalry brigade as brigadier-general during the siege and at the assault of Delhi. He commanded the British forces throughout the campaign of 1860 in China, terminating with the capture of Peking, for which he received the thanks of Parliament for "the distinguished skill, zeal, and intrepidity" displayed in the command of the military forces, and was nominated a Grand Cross of the Bath. He received the freedom of the cities of Edinburgh and Perth, in recognition of his military services to his country, and was made a knight of the second class of the Legion of Honour by the late Emperor Napoleon III., had received the China medal and two additional clasps for the last war, the medal for Sobraon, and the medal and clasps for his services in the Punjaub campaign of 1848-9, and medal and clasps for the Indian Mutiny.

It will be remembered that the Hon. C. D. R. Hanbury-Tracy, M.P., himself some time an officer in the Navy—he having served in the Baltic, as also in China, at the action of Fatshan—very warmly espoused the cause of those officers of the Executive ranks who, from no fault of their own, found their service career virtually stopped by the deadlock in promotion, consequent upon the overcrowded state of the Active Lists in 1873, and succeeded in procuring for them more liberal terms of retirement from Mr. Goschen, then First Lord of the Admiralty. To mark in some slight degree their appreciation of these services, a deputation of Naval officers waited upon the honourable Member, and presented him with an address on vellum, handsomely framed, and bearing the signatures of the officers benefited by his kind and judicious advocacy of their cause.

Colonel William Cooper, 1st battalion 19th Regiment, has been selected for the command of one of the vacant Brigade Depôts. He entered the service in 1843, and was many years connected with the 70th Regiment, which he commanded from April, 1867, to August, 1872. He was attached to the 18th Royal Irish in the Burmese War of 1852-53, and was present at the capture of Rangoon, taking of Prome, and other affairs.

The Royalist, three-gun screw sloop, which has been taken in hand to be brought forward for surveying purposes in the Eastern seas, is found to be in so defective and generally rotten a condition that the repairs to her have been suspended, in order to enable the officials at the Admiralty to decide whether she shall be employed on the service for which she was originally destined.

Major George Grant Suttie, Senior Major of the 75th Regiment, died on the 20th January, at King William's Town, Cape of Good Hope, on the eve of the departure of his regiment for home. The deceased served through the campaign of 1860 in China, and was present at the taking of the Taku forts, and received the medal with clasp.

It is understood that the Right Rev. Bishop Piers Claughton, late Bishop of Ceylon, will succeed the Venerable George Robert Gleig as Chaplain-General to the forces. Dr. Gleig has held the office of Chaplain-General since 1846, and his resignation will be received with great regret.

The appointment of Colonel Sir Andrew Clarke, R.E., K.C.M.G., C.B., the late Governor of the Straits Settlements, to be an Ordinary Member of the Council of the Governor-General of India, for Public Works purposes, is gazetted.

The post of Deputy-Director of Works for Fortifications, rendered vacant by the appointment of Colonel Sir W. F. Drummond Jervois to the Governorship of the Straits Settlements, will not be filled up.

Lord Gilford, the Junior Naval Lord of the Admiralty, has been suffering from a severe attack of rheumatism, and also from the effects of the wound he received during the China war.

Rear-Admiral R. J. Macdonald hoisted his flag Thursday at Sheerness, as commander-in-chief on the East Indian station, in the *Undaunted*, which has been commissioned as his flagship.

Miscellaneous.

THE HON. SAMUEL HOOPER, member of Congress from Massachusetts, died recently at Washington. Mr. Hooper had just completed his sixty-seventh year. He had been in public life for nearly a quarter of a century, the last fourteen years of which he represented Massachusetts in the Lower House of Congress. In the year 1832 he settled in business in Boston, and the following year he became a junior partner in the firm of Bryant, Sturgis and Co., at that time one of the leading houses in Boston, conducting extensive enterprises on the Western coast and in China. He afterwards became a member of the well-known firm of William Appleton and Co., who were largely engaged in the China trade, and with this firm he remained for many years. In 1851 he was elected to the State House of Representatives, serving three years. In 1861 he was elected from Boston to the Thirty-seventh Congress, to fill a vacancy caused by the death of Mr. William Appleton, and he was re-elected to each successive Congress up to and including the present one.

ABBE DAVID, who has devoted some years to the exploration of Chinese territory and the study of the people, writes that the estimate of statisticians that the total population of the Chinese Empire is but 100,000,000 souls is entirely incorrect. The error is due to the terrible ravages made in certain small political divisions, which have rebelled at times, and in which wholesale massacres have reduced the inhabitants to one-half, and in some cases one-fifth their former numerical strength. The province of Kiangsi is, however, the least populated, and the average of each canton therein is 4,000 people. There are 4,345 cantons, making an appropriate total of 17,380,000 inhabitants. Among the eighteen provinces of the empire it is certain that several largely exceed Kiangsi in population but, taking the above given aggregate as a unit, there must be at least 300,000,000 individuals in the country.

IN the House of Commons on the 4th instant Mr. Cartwright asked the Under Secretary of State for India whether there was any foundation for the report that the Expedition which had been sent out with a view to opening up a route from Burmah to China had been encountered by Chinese forces.—Lord George Hamilton replied that a telegram received at the India-office stated that the Expedition was attacked on the 22nd of February by several hundred Chinese and by a large number of the hill frontier tribes at a place called Mauwine, in Chinese territory. The main body of the Expedition escaped with a loss of three wounded, but lost the greater part, if not the whole, of their baggage. Mr. Margary was, with five Chinese servants, surrounded and killed.

MR. EDMUND WHEATLEY, who during the last few months has been prominently before the temperance public in connection with tee-totalism in the Far East, is about to return to China, and an opportunity was recently seized by the National Temperance League to invite a few friends to meet him, and to hold with him a gathering that should be a pleasant *souvenir* of his visit to this country. Mr. Wheatley was a firm friend of the temperance movement when in the East, and has been ineessant in its advocacy since his return to England. The meeting in question was held in the Lecture Hall, 337, Strand, under the presidency of Major-General F. Eardley-Wilmot.

THE practice of giving weight to cotton fabrics by means of China clay is tolerably well known. M. J. Person, in Dr. Quesneville's *Moniteur Scientifique*, has a paper "On Certain Properties of Weighted Silks," in which he states that an increase of weight is produced in silks by treatment with salts of iron and astringents, with salts of tin and cyanides; this factitious increase of weight being carried to the extent of 100 to 300 per cent. It cannot be too widely known that by this adulteration silk is rendered very inflammable, burning like tinder if touched with flame, and that, under certain circumstances, it becomes spontaneously inflammable.

VISCOUNT DE SAN JANUARIO, the late Governer of Macao, has arrived at Rome, accompanied by MM. Pedro Gastaõ, Mesnier, and de Carvalho. He was received by the King Victor-Emmanuel, with his two companions. M. Mesnier presented to his Majesty a copy of his recent work on Japan, a very remarkable composition from the patient and learned researches on the history of the Portuguese and of the first Europeans in those regions of the East in which the Catholic religion, introduced by the Portuguese in the sixteenth century, made immense progress.

THE Bradford Chamber of Commerce has held a meeting, at which the President, Mr. Behrens, reported that as many treaties of commerce with Continental nations would expire during next year, and as movements in favour of protection were already commencing in those countries, it had been decided to form a joint committee of Yorkshire Chambers, with a view to acting conjointly in all tariff questions affecting their interests. The committee will shortly meet in Bradford

AMONGST the latest arrivals at the Brighton Royal Aquarium are ten "telescope fish" from Shanghai. They are very pretty little things, some golden, some silver, and some red and white coloured. A large number of Japanese fish, a little larger than minnows, but of brilliant and varied colour, and a small sea-turtle have also been received.

ON the 1st inst. the Prince of Wales held a levée on behalf of Her Majesty at St. James's Palace, when Colonel Sir William F. Drummond Jervois, R.E., K.C.M.G., C.B., was presented on appointment as Governor of the Straits Settlements.

THE Eastern Telegraph Company has published a statement of the time occupied in the transit of messages from Calcutta and Bombay during the past month, from which it appears that the average from Calcutta was fifty-eight minutes and from Bombay sixty-one minutes.

A LETTER from St. Petersburg says a project is being discussed in official circles for transporting the worst class of criminals to the island of Saghalien and employing them in collieries, facilities of communication having rendered Siberia less suitable than formerly for such persons.

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ITEMS FROM PARIS.

(FROM OUR OWN CORRESPONDENT.)

M. J. de Vigors, who is travelling in the Far East, and sending reports to the Commission for Commercial Geography in Paris, writes as follows about the French trade at Shanghai :—As regards importations, France can only supply the requirements of the few Europeans there in wines, woollen cloths, articles of Paris, &c. It can hardly be called a trade. As for England, she cannot be rivalled now for her cotton goods ; but the United States may prove a formidable competitor in that respect before long. I know for a fact that the French Consul has been instructed from Paris to send a complete list of all articles imported in China. The work of compiling such information has been entrusted to a French resident in Shanghai. I hope it will be put, when received, within the reach of all persons interested ; but I am afraid it will only confirm my unfavourable opinions of the situation and prospects of French trade in China. The French residents in Shanghai are few in number—only ninety-five, women included. Out of that number twenty-five are cooks, or small shopkeepers, selling liquors and preserves ; three are hairdressers, and about thirty are employed in the Custom-house or in English firms. The remainder manage warehouses, among which half-a-score or so are not unimportant. At Hankow, 600 miles up the Yang-tse-kiang, there are only about sixty foreigners, mostly Russians and Americans. The only chance of success there for Frenchmen would be found in the creation of some industry, and yet it would soon meet with the opposition of the mandarins, and with the Chinese competition.

The Japanese Prince Yosihisa-Kita-Sharakawa, uncle to the Mikado, who is staying in Berlin, is confined to his room and severely ill from a cold.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 2.

The absorbing topic of the day is the alleged retirement of Prince Bismark from public life, in which he has passed so many years to the perfect satisfaction of his Sovereign and the advancement and glory of his country. He has well deserved the highest honours that have been showered on him so lavishly on every side, both in Germany and abroad, and the forty-nine orders and decorations that he is entitled to wear give proof of the estimation in which he is held by every potentate in Europe and elsewhere. Though the press in Germany, as indeed everywhere else, have been full of the subject for the last ten days, and extremely fruitful in letting fly their *canards*, their assertions have hitherto proved but unconfirmed conjectures, for in reality nothing has hitherto been finally decided on, nor will be for some time. Last week the old *Vossische Zeitung* of Berlin—better known by the colloquial but not very flattering appellation of "Tante Voss"—contained a sensational article stating that in a lengthened audience on Sunday Prince Bismark had tendered his resignation, which had been accepted by the Emperor. As the article had all the appearance of having been written by authority it made a great sensation, and had even a depressing influence on the value of the funds on the Stock Exchange, as it is generally felt that his retirement at the present time, when Rome is so persistently claiming supremacy in Germany, would be an irreparable loss to the country. It is unfortunately true that the health of the Prince has been for a long time suffering from over-work, and that it has become absolutely indispensable for him to enjoy a season of rest ; but it stands to reason that he cannot retire so suddenly as many people imagine, for there are many things to be considered, and one of the greatest difficulties to be overcome is to find successors for him, initiated in his political views, in the several departments of the Imperial German and specially Prussian Governments, of which he is the head and prime mover. There can be no doubt that it was at first the Prince's serious intention to accede to the pressing wishes of his family and retire from public life on the 1st of April next (his birthday), when he will have completed his three score years. To this he was also urged by his medical attendants, who stated most decisively that if relieved from the cares of public business his life was good for ten years more, but that should he continue to bear the pressure of his present multifarious duties he would be worked to death in less than three years. The latest accounts are that in all probability a compromise will be effected ; that as soon as he has found the right people he will ask for leave of absence for six months or more, by which he will leave open the door for his return to the direction of affairs should he find that the business of the country is not carried on in his spirit and to his satisfaction.

The official *Reichs-Anzeiger* publishes an Imperial Decree ordaining that for the future the ten-mark gold coin shall be called a *krone* or crown, and the twenty-mark piece a *doppel-krone* or double crown. Great exertions are being made in all the German mints to complete the number of coins of the new currency. As soon as they reach the sum of 1,200 million marks, which will be in a month or two, the heavy silver thalers, which still form the bulk of the currency that passes from hand to hand every day, will be called in, put out of circulation, and exchanged at their full value of three marks for a thaler for gold "crowns" and "double crowns."

The Bank Law has now passed its last ordeal, and been accepted *en bloc* by the Federal Council. It is not yet promulgated, as it still requires the formal consent of the Prussian Chambers to transmute the Bank of Prussia into the Imperial Bank of Germany. For this purpose a short Bill has been brought in by Ministers, and will no doubt pass the three readings without opposition. It consists of only three articles. The first authorises the Prussian Government to negotiate and sign a Convention with the Chancellor of the Empire for transferring the Bank on the conditions contained in the Act of Parliament, in accordance with which Prussia is to receive back her capital of 1,906,800 thalers invested in the Banks, as well as one half of the Reserve Fund, for which she transfers the whole establishment, with its assets and liabilities, to the Central Government on January 1, 1876. Prussia further obtains a compensation of fifteen million marks from the Reichs Bank, to be paid out of the new capital of the institution. The right is reserved to the private shareholders of the Bank of Prussia to exchange their shares for new ones in the Central Bank at par, but on condition of their renouncing all their other rights and privileges (including the other moiety of the Reserve Fund) in favour of the new Bank. By Art. 2 the Bank of Prussia is empowered to establish branches and agencies in all parts of Germany with the consent of the territorial Sovereign ; and Art. 3 confides the execution of the law to the Ministers for Finance and for Commerce.

The Hamburg Banks are now beginning to hold their annual general meetings of shareholders and declare their dividends for 1874. The dividend of the Norddeutsche Bank is 75 marks per share, or 10 per cent. ; that of the Vereins Bank is 10 marks per share, or 11 1-9 per cent.; the Wechsler Bank 12 marks per coupon, or 5 per cent., and the German and Brazil Bank of Hamburg 13 per cent., after writing off large sums from various accounts and transferring 160,000 marks to the reserve fund. This result of their first year of business is so favourable that the directors are encouraged to increase their capital by a fresh issue of shares, which they offer to the public at a premium of 3 per cent., with interest from January 1, at the rate of 5 per cent. per annum. The direction is in first-rate hands, Herr J. H. Gossler being chairman, Ferd. Jacobson vice-president, and among the directors are partners in the eminent firms of H. J. Merck and Co., L. Behrens and Sons, Ross Vidal and Co., Schroeder Brothers and Co., Fred. Westenholz and Co., and A. J. Schön and Co., all of this city. The Vereins Bank announce that at the last sitting of the directors Herr J. H. Gossler (of the firm of Berenberg, Gossler, and Co.) was elected president, and Rudolph Schroeder (of the firm of Schroeder Brothers and Co.) vice-president of the Board for the current year.

The International Bank of Hamburg will hold its annual general meeting on the 19th inst. The directors have received formal notice of a motion, to be brought before the meeting on the part of a number of shareholders representing a large amount of the share capital, the object of which is to oblige the Council of Administration in their capacity of *ex-officio* directors of their London establisment—the International Bank of Hamburg and London—to refund the percentage claimed by them as their perquisite on the profits arising from the business done by the London house, which, it will be remembered, last year formed the subject of a lawsuit in the Commercial Tribunal of this city, in which the plaintiff obtained a verdict ; secondly, to give up the shares of the International Bank of Hamburg and London allotted *ex-officio* to the members of the Council of Administration, together with the dividends accruing therefrom ; and finally to pass a resolution prohibiting the Council from disposing of the shares in the London establishment belonging to the Bank in this city, unless with the consent of a general meeting of shareholders ; and to refuse to grant the Council a discharge and relieve them of further responsibility in regard to the accounts till the first two parts of the motion have been fulfilled.

A Silesian journal gives the following instance of the intolerance of the Ultramontanes, and their spirit of hostility to the Prince-Chancellor. Last week the Catholic parents of an infant took their child to the Registrar of Births, Deaths, and Marriages, in obedience to the law, and it was entered on the register by the names of Bismark Otto. The parents then took the child to their parish priest to perform the religious ceremony, who objected to the name of Bismark, and christened it by the name of Joseph. Of course the infant's legal name is that entered in the Civil Register. The parents were so disgusted at the conduct of the priest that they seceded from the Catholic religion and became Protestants.

Whilst your daily contemporaries in London seem to take it for granted that there is to be a race between England and Germany this spring, which of the two shall first reach the North Pole, I regret to dissipate the illusion by stating the simple fact that as far as Germany is concerned the question has hitherto only reached the stadium of the *pia desiderata*. The Society for North Pole Exploration at Bremen memorialised the Government as far back as January 3 to grant the funds for fitting out an expedition to the North. The Bundesrath referred it to the Permanent Committees for Finances and Naval Affairs, who by a majority of eight to two votes propose the following motion : "The Bundesrath agrees to request the Chancellor of the Empire to appoint Commissioners with instructions to make searching enquiry as to the expediency of sending out a North Pole Expedition and report on the scientific advantages and probable cost of the same ; and further, whether the expense should be borne, wholly or in part, by the German Government." This may be considered to be a favourable result as far as it goes, and is mainly ascribed to the urgent manner in which General von Stosch, the head of the Admiralty, supported the motion in Committee, as calculated to be of the deepest importance, not only for the navy, but for the general maritime interests of Germany. The sum proposed to be placed on the estimates in the supplemental budget for this year is 300,000 thalers ; for as the young German navy possesses no vessel suitable or available for this service it will be needful to build one or more on purpose.

In one of my letters at the end of last year I mentioned the new institution of the "Deutsche Seewarte," or Marine Observatory, with its seat at Hamburg, and that the funds for the expenses of the first year had been placed on the estimates and liberally granted by Parliament. Since then the needful steps have been taken so energetically that it has started into life with a perfect organisation and highly satisfactory appointments of the scientific heads of departments, the whole being placed under the management of Dr. Neumayer, the hydrographer of the Admiralty, and for several years director of the Observatory at Melbourne. The whole establishment of the Hamburg Seewarte has been formally made over to the Imperial authorities, and the duties of the office ever since the 1st February are now performed by Government officials, among whom is Captain Koldewey, who commanded the last German exploring expedition in the Arctic Sea.

COMMERCIAL AND SHIPPING.

Since my last letter the frost continues to blockade the Elbe very persistently, so that the only arrivals are a few steamers and col-

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liers from England. The wind blowing from the East the water in the Elbe is remarkably low, and as the surface is covered with ice and the buoys marking the fairwater have been taken up, it is highly dangerous for navigation. Heaps of steamers are stranded on the sand-banks all down the river, and the ice-breaker continues to render efficient service in getting them off. What tends greatly to increase the danger is that the three lightships at the mouth of the Elbe have been obliged by the ice to slip their cables and stand out to sea, where they are now cruising off Heligoland to furnish pilots to such vessels as require them; but under the above-mentioned circumstances no guarantee can be given that a vessel can be brought up in safety to Hamburg, even with a pilot on board.

The Produce Market is in a state of collapse, and no business of any importance has been transacted for a long time.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 3.

We have had a very busy Parliamentary fortnight, full of interesting events. In December 1863 the Java Government resolved to institute an inquiry about the coffee culture in Java. Mr. Steinmetz was charged with this task, but in 1865 he was replaced by Mr. C. J. Bosch, who two years later was ready with his report. The mass of documents relating to this important matter was printed and distributed to our M.Ps., a Commission was appointed to examine the report, and the subject has now been discussed. It was to be foretold that it would cause a great party-fight between our Liberals and Conservatives, because such a difference of opinion existed between the members of the Commission that it was impossible to arrive at a conclusion which could be agreed to by all. Thus the Chamber had to choose between two conclusions, viz., that of the majority advising a gradual abolition of the compulsory culture system, and that of the minority proposing that the Chamber should simply thank the Minister for the information given by the report. From the debate it soon appeared that the majority was supported by Messrs. Blom, Mirandolle, Mees, and Lenting, whilst Mr. 's Jacob alone represented the minority. He, however, was backed up not only by his friends of the Right, but by members on the Left benches, by whom many hard blows were dealt at the majority. A pæan was sung in praise of the satisfactory results of our fatherly care of culture and trade, and all the possible and impossible arguments were brought forward to demonstrate that it was necessary for the State to continue its own coffee planter and coffee trader. We cannot do without the revenue resulting from coffee, was the principal argument. But they forgot that the majority reports, 1st, that the burden imposed by the compulsory culture cannot be abolished without giving up the financial advantages; and, 2nd, that the crop will not augment as long as the State's culture is maintained. Mr. Mirandolle made a brilliant speech, in which he sketched the history of coffee-culture in Java, and in a masterly argument he proved that there was nothing to prevent it at once being made a free culture. But his eloquent speech made no impression; the conclusion of the liberal majority was rejected by forty-two against twenty-six votes, whilst that of the minority was approved of without a division. I regret to state that amongst the "noes" appear several names of Liberal members. It seems as if we have returned absolutely to the Conservative colonial policy.

I hear that already large sums have been subscribed in behalf of the sufferers by the inundations in Java, and if I am well informed a considerable sum will be forwarded by this mail. There is much more willingness to contribute to this fund than to that for the monument, which will be erected to the memory of our brave soldiers who have lost their lives in Atchin. "When shall we leave that Atchin?" asks Professor Vreede to-day in the *Utrechtsch Dagblad*, in reference to a letter which he has received, and in which it is stated that our position remains unaltered. There is still no question of submission, and even if there were it would be of no significance, because the Atchinese are not to be trusted. To continue this war in such an unhealthy climate is a crime, the Professor says. No volunteering coolies are anymore to be had, and the prisons must be emptied in order to provide them. Already 5,000 of these poor Javanese have died from epidemics or sheer misery. It is a shame. Atchin defends its independence, its nationality, which makes its people so stubborn. It is of no use to waste more money and more lives, and it is never too late to acknowledge that we have made a mistake in our appreciation of the Atchinese. So says Professor Vreede, and I may say that many Dutchmen are of the same opinion. Our Conservative papers on the contrary, comfort the public with reports that gold and tin fields exist in Atchin, and that we must conquer a country that will pay for our outlay. A sound policy indeed! We violate the independence of an empire, whilst at the same time it is a matter freely discussed, how to maintain our own independence when Germany shall think fit to annex our country. The steamer *Groningen* has sailed with another reinforcement for our East Indian army, but it has now become almost impossible for the agents to obtain volunteers, however considerable the bounty offered. H.M.'s paddle steamers *Bromo* and *Merapi* are being equipped for Java.

The debate upon the Java Railway Bill has been more satisfactory, the discussions proving that the Chamber earnestly desires to provide Java with railways. By this Bill it was proposed to construct on account of the State a railway between Sourabaya, Passaroean, and Malang, whilst a further credit was asked to prepare for the construction of other lines. A very lengthy debate ensued, notwithstanding that only a few members took part in it. The *piece de resistance* was the question if the construction of railways on private account was not to be preferred above their construction by the State. I should press too much upon your valuable space if I repeated all the arguments *pro et contra*. Most eloquent was the reply of the Minister to the several speeches. He sketched the great necessity of railways in Java for the State, for the farmers, for the merchants, and last but not least, for our military system. If the State did not construct on its own account the Government would have to guarantee interest, which would be all the same an outlay of money. The result of the debate was that the Bill was carried by 44 against 21 votes. Again some Liberals and Radicals appeared amongst the "Noes." Java may rejoice that the first step has been taken to provide her with railways. Mr. Van Goltstein also seems more earnest than Mr. Heemskerk in the design for completing the system of railways in the mother-country.

It will give, I think, as much satisfaction in our colonies as it has given here, that Colonel Pel, the Commander-in-Chief in Atchin, has been promoted to the rank of major-general. By the last mail a magnificent present was forwarded, which will be presented to him by his brother officers. This is most certainly a proof that they highly esteem his military talents, even if he has not yet succeeded in subduing the Atchinese. Some days ago the guns which were captured from the Atchinese arrived here. Some will be melted to make crosses to be distributed amongst the soldiers who formed the two expeditions. One of these guns bears the following inscription: "Thomas and Richard Pit Brothers made this piece in 1617," in addition to the English crown and arms. It is supposed that the gun was presented by Jacobus I. to the Atchinese. Whilst few volunteers are to be found inclined to start for Atchin, a good deal of money has been subscribed to provide our soldiers, and especially the sick and wounded, with luxuries and comforts. At the same time relatively large sums are being received for the purpose of erecting a memorial to those who have perished in this most unhappy war. According to the *Vaderland*, a very large contingent of soldiers will be sent to Java in the course of this year, greatly outnumbering that which was fixed by the law.

Gradually the papers are preparing for the election struggle in June next, when one half of our members of Parliament resign, but they can of course be re-elected. It will be, I think, a very hot struggle.

PRODUCE MARKETS.

The frosty weather that has set in has checked trade, and the market for our Colonial produce has been very dull.

COFFEE.—No transactions of any importance to report. The market, however, remains firm, and if holders would make a concession there would be many buyers.

TEA.—In the course of this week 8,563/4 and 810/2 chests Java have been offered for sale. About half of this quantity was sold, and the rest was bought in, the biddings being unsatisfactory. On the 12th inst. further important parcels will be brought under the hammer.

SUGAR remains unaltered. Superior qualities have improved somewhat in price, but inferior sorts have declined; so that the quotations remain stationary. Some lots were sold at f.3 to f.3½ under November value.

RICE.—No business of any importance to report. Holders, however, decline to operate without a slight advance.

SPICES meet with no demand, and prices are nominal.

JAVA TOBACCO.—About 10,000 bales of various marks have been sold, generally at firm prices.

JAVA INDIGO is very quiet. Only small lots have changed hands.

TIN continues very dull. Banca is quoted f.54½, and Billiton f.52½, but if holders are obliged to sell they must accept lower quotations.

HIDES.—To-day about 30,000 E. I. were sold by public tender. Prices are said to be very firm.

SHIPPING.

DEPARTURES.—Feb. 27, from Maassluis, for Batavia, Groningen (str.).

ARRIVALS.—Feb. 25, at Flushing, from Batavia, 's Gravenhage.

UNITED STATES.

The House of Representatives Committee on Foreign Affairs has agreed to report a Bill providing for the distribution of the Japanese indemnity fund, which now amounts to nearly $1,200,000. The sum already paid by Japan, and which has been invested in United States bonds under the direction of the State Department, amounts to nearly $900,000. The balance due, $375,000 in gold, is now *en route* from Japan. In May, 1872, a Bill was passed by the House remitting the last-named sum, but failed to be enacted. At the last session a similar Bill was reported favourably to the Senate, and was pending at the adjournment. Ever since the indemnity was received from Japan efforts have been made at every session of Congress to pass Bills distributing a certain portion of the indemnity among the officers and crew of the United States ships *Wyoming* and *To Kiang*, which participated in the action which resulted in destroying the pirates at Simonoseki Strait in 1863. It is proposed in the Bill agreed to by the Foreign Committee to remit to Japan the $375,000 now *en route*; distribute among the officers and crews of the *Wyoming* and *To Kiang* $125,000 of that already received and invested; place $300,000 under the direction of the Secretary of State, the interest to be devoted to the education of a certain number of American youths in the Japanese language, in order to enable them to become interpreters for our Consular and Diplomatic service, and the balance to be turned into the Treasury. The President, in his annual Message, recommended the education of interpreters for our Diplomatic service, and the Secretary of State has expressed himself favourable to that section of the Bill, but would prefer to have the entire balance of the fund devoted to educational purposes. The committee has also agreed to report a Bill supplementary to the Acts in relation to immigration, which seeks to prevent the importation of women from China, Japan, or any Oriental country for lewd and immoral purposes, the violation of the law to be visited with severe penalties.

The Senate has passed the Tariff Bill precisely as it was passed by the House of Representatives. It repeals the 10 per cent. reduction in the duties on manufactured goods made in 1872, and takes effect immediately. The President approves.

The Committee of Ways and Means of the House of Representatives has made some further progress with the investigation of the Pacific Mail Company scandal, but no evidence of importance has been elicited.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 8, 1875.

THE STRIKE IN THE TEA TRADE.

DURING recent years the commerce of this country has been seriously disarranged by strikes of greater or less magnitude and of varying degrees of importance, from the colossal and ever-recurring difficulties in the coal and iron trades down to the turn-out of the comb-makers, but the most extraordinary of all, for it is the most unreasonable and foolish, is the Strike in the Tea Trade, which commenced last Monday, and which has for the moment paralysed a business from which the CHANCELLOR of the EXCHEQUER is enabled to place more than £10,000 *per diem* to the credit of the Imperial revenue. This strike, we need hardly remark, is on the part of the tea dealers,—a class which, if common report does not belie them, has not suffered severely from what a contemporary terms "the peculiarly unremunerative nature of the China trade,"—and was announced to the commercial world in the following ingeniously worded manifesto:—"The undersigned hereby "give notice that on and after 1st March, 1875, they will "only buy tea on the following terms:—Three months' "prompt from the completed delivery of the weight notes, "and with the condition that the buyer may cancel any "portion of the purchase for which weight notes have not "been delivered within seven days after date of contract." We call this document "ingeniously worded," because if its authors had done their utmost to draw up a document of such a nature that, as in the case of many an enactment passed by the collective wisdom of the nation, a skilful lawyer could,—to use a somewhat hackneyed expression—drive a coach and four through it, they could not very well have met with greater success. Be that as it may, and setting aside all verbal criticism, this manifesto is clearly an attempt on the part of the tea dealers to arrogate to themselves further power over this important branch of trade. They had previously, in the days when importers could afford to be liberal, obtained concessions in regard to weight, allowance, and interest, against which the importers protested in vain a few years back, and it would seem as if they wanted to get the whole trade entirely under their thumbs, in such a manner as to almost absolutely guarantee themselves against the chance of loss, and that, too, at the expense of the importing merchant. This attempt to enforce a "heads-I-win-tails-you-lose" principle is intolerable, and will go nigh to provoke resistance to the bitter end, in which case the tea dealers may, perchance, find that they will come off but second best. The present ostensible grievance is one of their own making, for, as a correspondent pointed out in these columns a fortnight ago, "when samples are offered "on the market out of vessels only just in the docks, the "dealers bid for the goods, knowing at the time they do "so that it is utterly impossible that the bulk can be out "of ship." If they will keep to this vicious practice, what can they possibly expect in the ordinary course of things except delay in obtaining delivery? The only reasonable remedy for this is suggested by the same correspondent, when he observes:—"Let the "dealers as a whole decline to bid for tea until they "see a reasonable chance of getting a fair delivery." In our opinion they would have done well had they adopted this very sensible advice, and withdrawn their obnoxious and ill-worded manifesto. They have not, however, done so; let them beware and repent, while there is still time, for, as the *Monetary and Mining Gazette* aptly observes, "Many an old established institution has been "before now shaken by the rude innovations of our age, "and by the claims of equity, and we may possibly dis-"cover that the wholesale tea dealers are not able to show "any *raison d'être* for that particular trade out of which "they have accumulated their large fortunes."

We have before us an able pamphlet on the strike, entitled "Tea Dealers and Importers," in which the questions at issue between the parties are forcibly, and, as we think, fairly discussed. Though we cannot, in a brief article on the subject, follow the writer through all his arguments, we quote his concluding observations *in extenso*, as they convey a very pointed warning to the tea dealers of the necessity for setting their house in order, and that soon. 'It might be considered," he says, "at the coming meet-'ing of importers, whether it would not be desirable to "give a hearty support to brokers who offer their teas "direct to the country dealers and grocers? If dealers "will go to China for their teas, and create unnecessary "competition there, why should not importers go more "direct to the consumers? We further suggest that mer-"chants give standing instructions to their brokers to "make much earlier offers of their teas to all those dealers "and shippers who either have not signed the clause, "or intimate their intention of withdrawing from it." In conclusion, we would express an earnest hope that the tea dealers may learn wisdom, while there is yet time, instead of driving the importers to any such extreme measures as those indicated in the foregoing extract, and that we may shortly hear of the amicable adjustment of this unfortunate dispute on a fair and equitable basis. If the parties cannot agree to terms amongst themselves, let the matters at issue between them be referred to the arbitration of some unprejudiced and disinterested persons, and we shall thus be spared what our contemporary, quoted before, calls "the melancholy spectacle of a serious col-"lision between these two influential sections of the com-"mercial community."

THE TRANSIT CERTIFICATE QUESTION.

IT was once hoped that Transit Certificates would be an infallible means of pushing our manufactures into the interior of China, and there can be no reasonable doubt that they would have had a wonderful effect upon the development of that branch of our trade had they ever been allowed a fair trial, and had the British merchant been permitted to use freely and unfettered the right nominally secured to him by Lord ELGIN'S treaty. Thanks, however, to the acuteness of the Chinese official mind in evading treaty stipulations, and to the almost incredible supineness of that officer who, in bitter mockery it would seem, and certainly on the *lucus a non lucendo* principle, is styled the Chief Superintendent of British Trade in China, the British merchant has been deprived of his rights, and the Transit Certificate question is becoming—if, indeed, it cannot be said to have already become—*the* burning question of the day amongst thoughtful men of business in China. But a very few words will show how the system is working, a system, too, which ought, if properly managed, to have been of inestimable benefit to foreigners and Chinese alike. Transit Certificates, we find, are freely used at but three out of the thirteen ports opened by treaty to foreign trade, viz., Hankow, Chinkiang, and Ningpo, and from Chinkiang alone of these three ports is no serious complaint heard of interference with our treaty right! Attempts have been made in other districts to start the system, and thereby to make our privileges operative; but from the causes mentioned above they have proved unsuccessful. Let us here dwell for a brief space on the condition of affairs in a district which has long had an unenviable reputation in this respect; we allude to the Consular district of Kiukiang, in the province of Kiangsi. One of the principal objects of Mr. MAYERS'S mission to Nan-chang-foo in the autumn of 1873 was to discuss with the Governor of Kiangsi "the question of the inland transit duties," and though we are inclined to doubt the prudence of dealing directly with the provincial authorities, in contravention of our usual practice and policy, the matter

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ought, if it had been properly handled by the representative of British interests at Peking, to have been then definitely settled once and for all. In the course of our comments last August on Mr. MAYERS'S report of his mission to Nan-chang-foo, we expressed our opinion that the result was not so satisfactory as it should have been, and towards the conclusion of our article we observed :—"With "regard to the transit pass grievance, after a short and inconclusive discussion, the Governor undertook to have "another proclamation issued 'to repeat in a public manner his assurance that no molestation would be offered "'to legitimate trade.'" We have not far to go to discover the consequences of this shifty Governor's promises and assurances; we do not draw, be it observed, upon a purely mercantile view of the subject, for that the official mind might consider prejudiced, but upon the Report of Her MAJESTY'S Vice-Consul on the Trade of Kiukiang, written just five months after Mr. MAYERS'S visit. The proclamation, it seems, began by ordering the barrier officials "to exercise a watchful supervision, and "to tolerate no discrepancy in the weight or number of "packages, or variation in the point of delivery," and its effect is described by Mr. Vice-Consul KING as being "ominous rather than reassuring," a statement which we can well believe, when we remember that in the previous year a large cargo of lead was condemned and confiscated "by a manipulation of false weights at a war-tax office!" Mr. KING further remarks that the Chinese were not induced by the tone of the proclamation to resume the use of passes, and in support of his view he quotes the following passages from the letter of a Chinese merchant at a barrier town to a friend at Kiukiang, which are decidedly not without their moral. "The tenor of the proclamation," says the writer, "sounds fair enough; but . . . the "scales are different at each barrier, and if the officials do "not confiscate the goods outright, they will want to take "them to the head office at the (provincial) capital to be "reweighed, and so we should still suffer loss, as in the "first case. There is a system of deliberate obstructive-"ness. If remonstrated with, the barrier people reply, "'The law requires us to verify the weights.' Number-"less other entanglements beset us which it is impossible "to explain to you clearly, so that, notwithstanding "this proclamation, there are still great difficulties "in our way. Traders are all desirous of avail-"ing themselves of transit passes, but owing to "the wanton obstructiveness of the barriers, they dare "not." So much for the scandalous state of things in a district where the officials, in defiance of the obligations imposed upon them, will not allow the Transit Certificate system to work. Let us now turn to the next port up the river, Hankow, where, generally speaking, there does not appear to be much difficulty on this score, except in one or two directions, notably in Szechuen, in which province the Transit Certificates granted at Hankow are calmly ignored. We recently reported a case which proves our statement beyond the shadow of a doubt. Some goods under transit pass, "destined for the great marts of Szechuen, were "detained at the Kwei-chan barrier, above the Wu-shan "gorge, where the river (Yang-tsze) crosses the frontier of "the province. The transit passes were totally disre-"garded, and demands for the usual barrier squeezes were "made. . . . The high provincial officials, so far from "disavowing the acts of their subordinates, and apolo-"gising for a gross breach of treaty rights, issued procla-"mations supporting their illegal claims."

We think we have said enough to show what a chaotic state of things exists in China with regard to this, *the* one of our treaty privileges which ought to be of the greatest use to our merchants, and which is nearly everywhere a dead letter from causes which can and must be removed. We do not pretend to go into any of the subsidiary questions involved, such as the nationality following and protecting the goods after sale, which principle has been conceded by the Chinese,—after due consideration, we presume, of the consequences resulting therefrom,—but what we insist upon is the right of a British merchant, under the existing treaty, to demand and use transit certificates to cover goods both to and from the interior of the empire. In regard to the broad question now at issue between the trading community and the Chinese Government, it is objected by some that the latter cannot control the provincial officials. That is their business; we maintain that they ought to do so, and can do so, when they choose and it suits their purpose. We do not doubt that if we had an efficient representative at Peking who did his duty in fostering trade and assisting his fellow-countrymen, when wronged by the Chinese officials, the Central Government would find means of getting its orders obeyed, and if they do not, let them pay the penalty. As a fair and reasonable solution of the existing difficulty, we would respectfully suggest to Lord DERBY that Her MAJESTY'S Minister at Peking be ordered to take up at once some typical case or cases of injustice and violation of treaty rights in this particular,—(we imagine that there are plenty in the pigeon-holes of the Legation, the circumstances of which are simple and undoubted),—and present it or them to the Chinese Government with a demand for the payment, within a specified time, of the amount claimed, together with consequential damages in the fullest and amplest sense, or, if that way of putting the matter be objected to, together with a heavy indemnity as a warning for the future; and further, that the demand of Her MAJESTY'S Government be couched in such terms as shall unmistakably show that we intend to have it complied with. His Lordship may rest assured that a few lessons of this nature, judiciously and firmly administered, would not be long in producing the desired effect, and that the present serious grievance would soon become a thing of the past, to the very great and manifest benefit of the commerce of this country.

CHINA, JAPAN, AND THE LEW-CHEW ISLANDS.

THE wrongheadedness of the Chinese is certainly somewhat astounding. They have barely got clear, and that, too, with ignominy and by the aid of the hated foreigner, of their difficulty with Japan in regard to Formosa, when another small but threatening cloud appears upon the political horizon. This time the impending difficulty is again with Japan, and is caused by the fact that, as we learned by the last Pacific mail, the Chinese officials at Foochow affect to hold authority over the Lew-Chew, notwithstanding the renunciation by the Central Government of Peking. It would seem broadly that some Lew-Chewans have been compelled to perform, or cajoled into performing, the ceremony of *ko-tow* at the Foochow Custom-house. Of course the Chinese and Japanese versions of the circumstances of the case differ materially. The account given by the *Peking Gazette* is plausible, but improbable, when we consider the principles on which the memorials published therein are drawn up. The Japanese, on their part, it would seem, roundly assert that the line of action pursued by the Chinese will, if persisted in, lead to complications, for Japan will no more permit the Chinese to humiliate its subjects than Formosa savages to slaughter them with impunity. Here we have all the necessary ingredients, if we may use the expression, for a very pretty quarrel. We must hope, however, that the Chinese, taught by their recent experience, will at once show their wisdom by making a formal and ample apology to Japan, and by at once disowning the acts of the Foochow local officials, who certainly ought not to be allowed to escape scot free, for their indiscretion and want of tact might have brought about very serious consequences.

IT is with the utmost regret that we learn by telegram that the exploring party under Colonel HORACE BROWN, despatched by the Indian Government, and which was to enter South-Western China through Burmah, have been attacked by a Chinese force, and that Mr. MARGARY has been killed. It is, we fear, but too evident that the attack was made by regular Chinese troops, although all documents necessary to insure the safety of travellers had been granted to Her MAJESTY'S representative at Peking, and forwarded to the local authorities.

THE *Gazette* announces that the QUEEN has granted an audience to WOOYENO KAGENORI, Envoy Extraordinary and Minister Plenipotentiary from the Emperor of JAPAN; to which audience he was introduced by the Earl of DERBY.

IT is expected that Colonel Sir WILLIAM JERVOIS, who has been appointed Governor of the Straits Settlements, will proceed to Singapore early next month. Captain G. PATON, 24th Foot, accompanies him as Aide-de-Camp.

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THE TREATY WITH JAPAN.

WE observe that a somewhat peculiar question has been raised by the Japanese with reference to the revision of the existing Treaty. It appears that on the matter coming forward they at first used every effort to induce the foreign representatives to consent to the abandonment of the exterritoriality clauses. Failing in this, they have now announced that they are prepared to give up the point with reference to exterritoriality, but claim independence with regard to the tariff. Without any noticeable improvement upon the old corrupt and partial system of judicial administration, which had originally made exterritoriality a necessity, Japan claimed to be freed from her obligations in this respect; and she now claims, evidently upon the basis of some crude conception of international law respecting the sovereign rights of States to levy taxes, to be at liberty to impose whatever tariff she pleases upon foreign trade. It is almost superfluous to point out where the misapprehension arises. It is quite true that every nation has a sovereign right to regulate matters of revenue as it thinks best, but this right may be abandoned in respect to other nations by treaty, and where such abandonment has been made, the sovereign right cannot be reclaimed without a virtual breach of the treaty in toto. If the tariff were merely a supplementary or subordinate part of the instrument something might be said in favour of the view which the Japanese desire to uphold; but the foreign treaties with Japan are essentially commercial compacts, and to claim complete independence with respect to the imposition of duties, which would involve the Japanese Government being at liberty from time to time to alter the tariff as it might see fit, is to endeavour to put a meaning upon the right to claim a "revision" such as no reasonable man can suppose for a moment it will bear. The main spirit and bearing of the Treaty ought assuredly to be preserved in any revision of it that may be made, and one at least of its main objects was to fix the import and export duties upon foreign trade on a definite basis. A commercial treaty which did not do this would certainly not be worth the paper it was written upon, and if the Japanese adhere to their present position they will be claiming not a revision of the Treaty, to which they have a right, but a complete rescission of the international compact, which was neither contemplated nor provided for when the instrument was concluded.

THE MURDER OF MR. MARGARY.

(THE TIMES.)

We hope the present disaster will not cause the abandonment, or even the long postponement, of the efforts which have been made to penetrate into China from the north-eastern frontier of our Indian Empire. The enterprise presents such prospects of a rich reward that it is not surprising to find successive Governments willing to advance it and adventurous explorers always ready to undertake the journey. Practical men are disposed to laugh at those who take a map in hand and recommend routes off-hand on the simple principle of drawing a straight line between the two points to be connected. Persons insufficiently informed do, indeed, sometimes propose to cross steep mountain ridges, to navigate rivers that are a succession of cataracts, to draw the track of commerce through deserts of sand or salt, to supply the wants of regions inhabited only by a few half-starved barbarians. But, after all, the straight-line principle is a very important one, and must in the end prevail. The more enterprising and determined the people, the sooner will the obstacles to direct lines of traffic be overcome. We have learnt in this generation to believe that all material undertakings are only questions of money, and also that there is no power in barbarism to resist the ascendency of the civilised races. We believe, with a faith created by the achievements of our time, that there is no insuperable obstacle to the opening of land communication between India and China, and that the resistance of the natives can and must be repressed. It is impossible that a practice can last for ever which carries a parcel of goods, or even a letter, from Bengal all round the Straits of Singapore to a Chinese port in order that it may be sent into a province almost bordering upon the country from which it comes. For a great number of years the idea of direct communication has been entertained. Even a line of railway has been thought of by sanguine projectors, and the scheme has been advocated with some plausibility. But a sort of caravan trade to begin with has been the more moderate aim of cautious persons in responsible positions. Forty years ago the Chinese were invited to send their caravans down to Moulmein, the capital of British Burmah. Of late years the opening of the Burman Empire has caused a renewal of the efforts to establish communication. It was about ten years since that the project began to be seriously entertained by the Indian Government. Various schemes were proposed, one of them being the navigation of the Salween, which flows southward from within the Chinese frontier to the Gulf of Martaban. But the river was found to be a succession of rapids, and the project was abandoned. Very little progress was made until the appointment of Lord Salisbury in 1866 to the post of Secretary of State for India. Under his influence the Government sanctioned the survey of a line of railway from Rangoon to the Chinese frontier at the Shan town of Kiang Hung. A change of Government put an end to the scheme. Events have not been favourable to the revival of the project of direct communication until lately. The Shan States through which the line of traffic must pass are neither enlightened enough nor powerful enough to protect it. A more formidable discouragement existed in the form of a sanguinary war. The Panthay rebellion in Yunnan devastated the entire province. The rebel chief, who took the title of Sultan, expelled the Chinese authorities, defeated the armies sent against him, and established his seat of Government at Tali-foo. The Panthay power lasted unbroken until 1869, and up to that time no one could pass the frontier without recognising the Sultan's authority. But that revival of Chinese military energy which is one of the most remarkable phenomena of recent Asiatic history gradually turned the tide against the Panthays. During three years the Chinese won back the country mile by mile, crushing the rebels with overwhelming forces. In January, 1873, Tali-foo, the last stronghold of the Panthays, was captured after a month's siege, the inhabitants massacred, and the rebel Sultan put to death. After eighteen years of civil war, Yunnan is again tranquil and subject to the Government of Peking. This condition of things in the South-West, and the increasing readiness of the Chinese in all other parts of the Empire to enter into communication with Europeans have encouraged the new expedition. The effects of the war still continue in Yunnan, the country is much exhausted, the inhabitants are poor, and the creation of a flourishing trade must be the work of time. But a great Government like that of India may afford to work for the future.

THE STRIKE IN THE TEA TRADE.

(MONETARY AND MINING GAZETTE.)

We learn on excellent authority that a house divided against itself cannot stand; and practical illustrations of this sound maxim are furnished to us from quarters from which we anticipated no such lesson. Our magnates of the coal and iron trade have managed to pamper or to oppress—we do not care to inquire which—their workpeople until they are like spoiled children, who, by combinations on a colossal scale, have thrown out of gear an integral part of the machinery essential to our national position as head of the coal and iron industry of the world—to the certain curtailment, if not the ruin, of this branch of our trade. Strange as it may seem, from this quarrel, our old friends, the Chinese will derive great advantages, for they have opportunely sent Mr. Henderson to England with full powers to procure the highest talent available for the development of the Chinese coal and iron fields, a task the South Wales strikes will render easy, but the consequences of which we cannot foresee. Strangely analogous to this excessive folly is a strike in another of our staple trades. A dispute having arisen between the importers and dealers as to the time of the delivery of teas, the latter have formed a combination not to purchase teas except with "three months' prompt from the completed delivery of the weight notes, and with the condition that the buyer may cancel the whole or any portion of the purchase for which weight notes have not been delivered within seven days after date of contract." The nominal cause of dispute is so trifling that we cannot persuade ourselves it is the true *casus belli* that it professes to be—a question of a few days, which may possibly elapse between the dates of the exhibition of samples and of the delivery of the teas. If such a small matter is to be magnified into so much importance as to defy the possibility of amicable settlement without bringing to a standstill one of the greatest trades in the kingdom, then there exist somewhere faults of temper or of system, altogether inexcusable. It is an axiom of trade that the buyer is king, and yet singularly enough the kings of this particular trade threaten to cripple or extinguish a branch of commerce which yields to us an annual revenue of three and a half millions, or upwards of £10,000 per day. More than six years ago a protest was made against certain enactions demanded by the wholesale dealers from the importers—exactions in weight, exactions in allowance, and exactions in interest. These the dealers had succeeded in obtaining, though in themselves unjustifiable, at a time when the profits of importers were large enough to permit them to be liberal. But now the peculiarly unremunerative nature of the China trade compels men to draw a closer line, and therefore the importers have resolved to resent any additional exaction; but, unfortunately, the system of trading on borrowed money has crippled their power of resistance, and of this the dealers appear to take advantage to the uttermost. In the interest of the country generally, we cannot look on calmly whilst such an important trade is imperilled by the reckless combinations of covetous middlemen. We therefore call public attention to this question. Perhaps we may succeed in eliciting an opinion as to how far the existence of these middlemen is at all requisite in our commercial relations. Many an old established institution has been before now shaken by the rude innovations of our age, and by the claims of equity; and we may possibly discover that the wholesale tea dealers are not able to show any *raison d'être* for that particular trade, out of which they have accumulated their large fortunes. This trade has been unusually remunerative, the wealth realised in it is no secret, and it is alleged that upon the principle that "much would have more, and more would have all," satisfaction has not yet been reached. If the importers have any well-founded grievance, now is the time for a searching inquisition into the sources of these huge profits, and the nature of the exactions of which complaint is made. Probably this investigation is exactly what the dealers would avoid, for they cannot but apprehend that a careful scrutiny may lead to the discovery that they are but useless interlopers, intervening between importers and purveyors, with no advantage to anyone but to themselves, and whom both the trade and the country would find an interest in suppressing altogether. If this should be so, though we strongly dislike all that savours of the abrupt policy of Trades Unionism and strikes, we may ultimately have

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to thank the promoters of this pretty little quarrel for their mutual recriminations before the public.

The subjoined letter signed "X" appears in *The Times*:—"Sir,—Transactions in tea are at present stopped through a dispute between importers and dealers as to the terms of contract, which might be amicably settled in half-an-hour. Dealers insist that delivery of the weight notes for tea bought shall be completed within seven days after date of contract, the purchaser having then the option of rejecting the unweighed portion. To this clause importers object. Whether the time given be more or less than that required, the principle of the suggested amendment is both business like and desirable. A lax system has sprung up in the trade, under which merchants often sell what they cannot deliver, and dealers often buy what they are certain will not be weighed over for many days after purchase. Still, we must not shift responsibility; the seller should know what he is capable of performing; the purchaser may have doubts as to the delivery of the goods, but it is not his duty to advise the merchant. He accepts the parcel as offered. So far as, I have heard, all the importers' arguments are founded on an assumption that they are bound to sell directly the samples can be procured. Who is to force them? A merchant is no more obliged to sell before the tea is weighed over than he is to make a contract on an overland muster while his goods are in the Bay of Biscay. Through his wharfinger the merchant should know when the tea can be delivered; if he be in no hurry to make a contract, he can wait until it is ready; if he be in a hurry, he must risk rejection of deficiencies. He then simply anticipates a fall in the market, and if right in his judgment, loses on a part of the chop, instead of on the whole. The work between arrival and delivery rests with the importer and wharfinger—not with the dealer. After the terms of sale to a stated time for delivery—whether it be four, seven, or ten days is immaterial—this will form usance. As between sellers and buyers there ever have been, and ever will be, special contracts, and in tea you cannot avoid them at the opening of the season. The importer will decline an offer when his tea cannot be ready for delivery, save with the time clause scored out, and the buyer must either accept or reject the contract with that proviso. Make 'usance' based on principles that should bind ordinary contracts. To attempt forcing uniformity in dealings is as impossible as to decree that no man shall buy above or no man sell below a standard tariff. 'Red tape' alone prevents an amicable settlement. 'What has been must be,' though the whole trade has changed since the terms of the original contract were settled."

With reference to this letter *The Times* says:—It will be seen that the dispute between wholesale tea-dealers in London and the importers is so far a drawn battle. As there are valid arguments to be urged on both sides of the question, it might be well if both sides would yield something so as to reach a *modus vivendi*. It will only produce dissatisfaction and a renewal of the dispute if the stronger party compels the weaker to give way at all points.

Literature.

San-tsai-tou-hoei. Les Peuples de l'Indo-Chine et des Pays Voisins; Notices Ethnographiques traduites du Chinois. Par Leon de Rosny, Professeur à l'école speciale des Langues Orientales. Poissy: Typographie de S. Lejay et Cie.

The *San tsae t'oo hwuy*, in 106 books, we are told by Mr. Wylie in his "Notes on Chinese Literature," "is a comprehensive cyclopædia, compiled by Wang Ke from a number of illustrated works on the various subjects under consideration. There is a great deal of curious matter to be found in it, and the illustrations of Ming dynasty customs it contains give it a certain antiquarian value." M. de Rosny is of opinion that of all the great Chinese encyclopædias which have been brought to Europe this is the most worthy of a complete translation. This, however, being for obvious reasons out of the question, he thinks that it will not be uninteresting to publish some fragments of the work from time to time. He first communicated a specimen to the French Ethnographical Society, and that body asked him to furnish a translation of some of the notices which the author devotes to the foreign nations with which the Chinese were acquainted at the epoch when he wrote. In reading the ethnographical notices in this encyclopædia, M. de Rosny reminds us that we must not be surprised at finding in them some data of which it is impossible to admit the correctness, and which prove the facility with which the nations of the East believe the marvellous and fantastical tales told them by travellers. We must not forget, however, that this failing is not confined to ancient times; and notwithstanding this proviso, the number of purely imaginary tales to be found in the notices is much smaller than might have been expected, and many that at the first blush appear to be of a legendary character prove on examination to have some truth at the bottom of them. However this may be, M. de Rosny gives a translation of the notices which have been chosen for him, leaving it to competent ethnographers to put their proper value on them. He has thought it right to add a few comments of his own on certain passages in the original text, and he has also given some additional particulars from the Japanese edition of the *San-tsai-tou-hoei*.

The first notice is that relating to "Sien-Lo," *i.e.*, Siam, which country appears to have derived its name from the fact that it was originally divided into two States, the Sien and the Lo-kieou: these were united into one kingdom about 500 years ago. Shortly after this, according to the chronicler, the King of Siam offered tribute to China. Some intercourse seems to have taken place between Siam and Japan in olden times, for the Japanese edition of the encyclopædia adds that "the king of this country sends three merchant vessels to Japan every year," and that "formerly Japanese merchants went in great numbers to Siam for purposes of trade." In 1624 two Siamese ambassadors brought tributary presents to Japan, and took back with them a friendly letter from Ita-kura, Governor of the province of Su-vo. M. de Rosny next gives us a short passage concerning "Lao-Tchoua"—Le Lao. The chronicler describes this people as wicked and cruel, and concludes by saying that the natives eat with the mouth, but drink with the nose! The third passage is headed "Kiao Tchi," by which apparently we must understand Tonking, although the translator does not state this expressly. An odd practice is said to have obtained here in regard to marriage, for the vital part of the ceremony, or indeed the only ceremony, consisted in the couple swearing fidelity to one another by a betel-nut. The Japanese editor informs us, *inter alia*, that the men and women all dye their teeth, and that in ancient times Japanese used to frequent their country, some of whose descendants were still to be found there in his time. M. de Rosny concludes his interesting *brochure* with a notice of "Tchin-Lah"—Le Camboge. Some of the customs prevalent in this country in regard to the punishment of thieves were very cruel; they had their hands and feet cut off, and were burned in the stomach and back. The *Wen-hien-toung-kao* states that in Cambodia at the time of a marriage the two families of the bride and bridegroom do not go out for eight days, and keep lanterns alight day and night. According to the Chinese Cambodia has never ceased to send tribute to the Court of Peking for the past five hundred years. We could wish that some of our own sinologues would follow Professor de Rosny's laudable example, and furnish us occasionally with an English version of some of the more interesting portions of the great Chinese encyclopædias, in which are hidden a far greater store of knowledge than many people suspect.

The current part of *All the Year Round* contains two articles relating directly to China. In the first, which is entitled "Eclipses in China," the writer briefly sketches some of the odd customs and practices of the Celestials on the occasion of solar and lunar eclipses, and in conclusion he remarks that all these little peculiarities and eccentricities of the Chinese will doubtless call up a smile to the face of an English reader, but he cites two instances of equally foolish and superstitious absurdities which happened in France and Malta a few years ago, and *à propos* of them he observes:—Mindful of these and similar superstitious practices prevalent among some classes in our own and other civilised countries, we must look with a lenient and pitying eye on the follies of the Chinese, and hope that the day may not be far distant when, through the aid of the civilising influences now at work amongst them, they will be brought to behold in a more appreciative manner the wonders of the heavens. The other paper, "Formosa and the Japanese," is written in a curious style, and does not convey any really solid information; two or three brief quotations will, we think, abundantly prove this. The writer states that the Mantchus, after conquering the island, "annexed it to the Government of Tokien *(sic)*, of which Amoy is the capital." This is rather startling, for, though we may grant that possibly Tokien is a misprint for Fokien, the writer is evidently ignorant that Amoy is ranked as a third class city in the district of Tung-ngan, one of the subdivisions of the Chüan-chow (Chinchew) prefecture. Again, he says that "for two "hundred miles at a stretch there is no port of any kind"; we are aware that Formosa is not well off for harbours, but this statement is an unnecessary exaggeration. Lastly, he remarks of the aborigines, "Missionaries do not despair of them; the old Spanish work still lingers on, and the English and Americans are at it—the former (their enemies say) combining a profitable trade in East India opium and Manchester goods, with the preaching of the Gospel, much as in Tonga and elsewhere they manage to make a very good penny out of arrowroot." Comment on this aspersion would be superfluous. The concluding observation, too, is not the least remarkable in the paper:—"A hostile encounter between China and Japan, with their huge armies and growing steam fleets, could not fail to have its effect on India; and India touched, means England alarmed. So even the little-known island of Formosa may at any time be the cause of trouble here in the West." In a third paper, entitled "Snake Women," a brief outline is given,—from M. Stanislas Julien's translation,—of the "Pih Shay tsing Ke," *i.e.*, the History of the Spirit of the White Snake.

We have before us the *China Directory for* 1875 (Hong Kong, *China Mail* office), being the fifth annual publication of the new series. The title of this work has become quite a misnomer, for it now includes, besides China and Japan, the Philippines, Saigon, Bangkok, Singapore, Sarawak, and Labuan. Knowing full well that this useful publication is compiled under some difficulties, we do not wish to be severe in criticising its shortcomings; but we do think that some of the obvious blunders, especially the typographical errors, might have been avoided with a little more care in revising the proof sheets. We have

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gone through the lists of residents at the various ports very carefully, and, whilst recognising the great value of the work in this respect, we are somewhat taken aback every now and again by very palpable mistakes;—*e.g.*, a gentleman's name is placed on the list of the staffs of *two* Consulates in China, and yet the *Foreign-office List* informs us that his "services ceased" as far back as August 11, 1874. It strike us as unnecessary, too, to retain the names of persons on the lists of residents at ports long after their death. Again, we cannot help expressing an opinion that a very undue preference is shown to Chefoo, for in our copy its directory is inserted *twice;* this, however, may have been done designedly, in order to call attention to the salubrity of its climate and its great advantages as a place of summer residence. In an appendix to the *China Directory* the reader is furnished with a variety of useful information in regard to postal matters, parcels' tariffs, London agencies of banks and companies connected with the Far East, &c., together with other particulars on subjects of more purely local interest to Hong Kong residents.

We have received the *Foreign-office List for* 1875 (Harrison, Pall-mall), which is got up in the usually neat and creditable style. We could wish, however, that there was a nearer approach to complete accuracy in the records of the services of Diplomatic and Consular officers. We believe that there is a good deal of unwillingness on the part of some to supply the necessary details, but still access to official documents ought to prevent glaring errors. As a case in point we take a name on the first page of these statements of services, which we are told are corrected to Dec. 1, 1874, viz., that of Mr. T. Adkins, H.M.'s Consul at Newchwang; he is stated to have been Acting Consul at Kiukiang from June 19, 1861, till October 8, 1864, whereas, in point of fact, he was never in charge of the Kiukiang Consulate at all, but, as every China resident will remember, was stationed at Chinkiang during the period named, and, indeed, rather longer. This mistake, we may remark, has been reproduced year after year for many years past. The six outline maps which accompany this volume, showing where Diplomatic and Consular Agents are resident abroad, are a great improvement on the old and unwieldy skeleton maps formerly given.

The *Geographical Magazine* for March contains some important papers, though there is no article relating to the Far East. The place of honour is assigned to an account of the work of the Arctic Expedition, and is followed by "Cameron's Voyage round Lake Tanganyika, and the Discovery of the Lukuga Outlet," which is illustrated by a map of Southern Tanganyika from a sketch survey by Lieut. Cameron, R.N., together with a sketch map contrasting the configuration of the lake as shown by Dr. Livingstone and Lieut. Cameron respectively. The other articles are "Indian Famines," "A Visit to the Landes," and the continual tion of "Impressions of Jamaica." In what is termed the "Log Book" we find an interesting, though slightly inaccurate, note of Mr. Margary's Journey up the Yang-tsze Kiang to Yunnan. Although that gentleman is travelling in the company of two Yunnan officials, he seems to have been much mobbed, but when he hit upon the not very novel idea of remonstrating with a troublesome crowd, he found that it soon dispersed. Mr. Margary expected to reach Yunnan fu about Nov. 30, and, we should fancy, will have a most interesting account to give of his adventurous journey to meet Colonel Browne and Mr. Ney Elias.

Our knowledge of Eastern archæology promises to be enriched by additions from the labours of Captain Hogg, of the Royal Artillery, who was for some time engaged amongst the ancient ruined cities of Ceylon taking photographs of the more important and interesting of those remains of former greatness. Several packages of the negatives of these have been received at the India House, the authorities intending to place them at once in the hands of an eminent photographer, though with what ultimate object has not yet been decided. It would seem very desirable that these beautiful pictures should be turned to some practical account, the more especially so now that Professor Goldsmidt has commenced his labours in Ceylon as Archæological Commissioner in the exploration of the ruins which have been so successfully photographed by Captain Hogg. The labours of these two gentlemen should be united in one common object.

The Anglo-Oriental Society for the Suppression of the Opium Trade have this month issued the first number of an organ of their own, under the venerable title of the *Friend of China*, of the assumption of which we rather doubt the wisdom. The literature of this small magazine of forty pages is naturally of a very special nature, and comprises an introductory address, accounts of the inaugural conference (already noticed in these columns), and the meeting at Devonshire House, a paper by Dr. Eitel, on the Opium Farm of Hong Kong, which was originally sent to the Aborigines' Protection Society, and the first of a series of notices, from the society's point of view, of the Commercial Reports from H.M.'s Consuls in China for 1873. The periodical, the success of which we shall watch with much interest, is, we believe, edited by the Rev. F. S. Turner, B.A., the Society's secretary.

The *Athenæum* states that during the present year there will be published at Shanghai a volume containing the histories of those provinces of China in which the Treaty Ports are situated, that is to say, those on the sea-board and in the valley of the Yang-tsze Kiang. The MSS. by the various foreign Commissioners of Customs at the open ports are already in the printer's hands. This work, which promises to be of a most valuable and exhaustive nature, will be issued from the Customs' Press at Shanghai.

A series of interesting articles descriptive of visits to various places in China is in course of publication in the *Freemasons' Chronicle*. The writer is Bro. Walter Spencer, the well-known Masonic jeweller.

At the last meeting of the Royal Asiatic Society Mr. J. F. Dickson of Ceylon delivered a lecture on some picture stories from the Buddhist Jâtakas, or histories of former births of Gautama Buddha.

THE ARMY ESTIMATES FOR THE FAR EAST.

From the Army Estimates for 1875-76 we extract the following figures relative to the Far East:—On Vote 1 (for the general staff, regimental pay, allowances, and other charges), the sum to be asked for China is: A major-general, £692; an assistant military secretary, £173; a brigade-major, £173; an aide-de-camp, £173; an adjutant, £87; total, 1,298. For eight subordinates the sum to be asked is £264, and £75 for contingencies, making a grand total of £1,637 for China. For Ceylon the amounts to be asked for are: A major-general, £692; a brigade-major, £173; an aide-de-camp, £173; two adjutants, £174; total, £1,212. The pay of ten subordinates is estimated at £450, and £40 is set down for contingencies, making a grand total of £1,702 for Ceylon. For the Straits Settlements the sums are: A commandant, £91; a brigade-major, £173; total, £264. The pay of five subordinates is estimated at £133, and £70 is put down for contingencies, making £467 for the Straits Settlements. In the 80th Regiment, stationed at Hong Kong, the estimate is for 31 officers, 66 non-commissioned officers, and 820 rank and file, total 917. In the 57th, stationed in Ceylon, the estimate is for 31 officers, 66 non-commissioned officers and 820 rank and file, total 917. In the first battalion of the 10th, stationed at Singapore, the estimate is for 31 officers, 58 non-commissioned officers, 600 rank and file, total 689. The total charge for Lascars (Hong Kong and Ceylon) is: One havildar-major at 2s. 3d. per day; two havildars at 1s. 4d. per day; one bugler at 11d.; four naicks at 1s. a day; 80 privates at 11d. a day; total, 88 men, with a total daily pay of £4 3s. 2d., and a total annual pay of £1,517 15s. 10d. The pay of two companies at the above strength is estimated at £3,035 11s. 8d.; and the pay of one company, with 14 additional privates for service as mounted orderlies to the Governor of Ceylon, to be maintained out of colonial revenues, £1,517 15s. 10d.; making a total estimate for the Lascars, £4,553 7s. 6d. In Vote 2 (the chaplains' department), the total estimate for the officiating clergy and other services is: In China, £487; in Ceylon, £755; in the Straits Settlements, £497. In Vote 4 (medical department), the estimates are: For China, a deputy surgeon-general at £548; five surgeons-major and surgeons, £913; additional pay for all ranks, £894; making a total for medical officers, £2,355. The pay of the subordinates raises the amount to £2,517. For Ceylon the estimate is: Six surgeons-major and surgeons, £1,095; additional pay for all ranks, £894; making a total for medical officers, £1,989. The pay of the subordinates raises the amount to £2,210. For the Straits Settlements the estimate is: Four surgeons-major, £730; additional pay for all ranks, £596; total, £1,326. The pay of the subordinates raises the amount to £1,410. In Vote 9 (commissariat and ordnance), the estimate is: For China, an assistant-commissary general, £529; three deputy-commissaries, £722; two assistant-commissaries, £328; inspectors and assistant inspectors of warlike stores, £91; total, £1,670; contingencies, £25. For Ceylon: An assistant-commissary-general, £446; a commissary, £338; two deputy-commissaries, £484; two assistant-commissaries, £328; inspectors and assistant-inspectors of warlike stores, £46; total, £1,642; contingencies, £30. For the Straits Settlements: A commissary, £338; a deputy-commissary, £256; two assistant-commissaries, £328; total, £922; contingencies, £30. The subdordinates' pay in this vote is as follows: For China, seven clerks, £1,200; other subordinates continuously employed, £2,800; temporary labour and military working parties, £1,200; 29 men of boats' crews, £518; total, £5,718. For Ceylon: Nine clerks, £328; other subordinates continuously employed, £1,200; temporary labour and military working parties, £100; boats' crews, £13; total, £1,641. For the Straits Settlements: Pay of one man of Army Service Corps, £9; ten clerks, £680; other subordinates continuously employed, £1,040; temporary labour and military working parties, £300; one man of the Transport establishment, £18; total, £2,047. In Vote 10 (provisions and forage), the estimates are:—For China: £16,000 for commissariat rations, £1,700 for hospital rations, £200 for prison rations; total, £17,900. For Ceylon: £17,000 for commissariat rations, £2,000 for hospital rations, £400 for prison rations; total, £19,400; and £1,700 in lieu of forage. For the Straits Settlements: £15,000 for commissariat rations, £2,000 for hospital rations, £300 for prison rations; total, £17,300; and £1,000 in lieu of forage. In the same vote the following are included:—For China: Fuel and light, £1,700; rents, rates, &c., £2,500; lodging allowance, £3,000; transport, £800; advertisements, £20; miscellaneous, £300. For Ceylon: Fuel and light, £1,400; paillasse straw, £60; rents, rates, &c., £350; lodging allowance, £910; transport, £1,950; advertisements, £20; miscellaneous, £1,000. For Straits Settlements: Fuel and light, £1,000; rents, rates, &c., £100; transport, £230; advertisements, £30; miscellaneous services, £350. In Vote 13 (the Royal Engineer department) are the following items:—For China, £1,052; for Ceylon, £1,406. The allowances in lieu of servants, fuel and light, travelling, &c., and on account of extra cost of provisions are: China, £13,000; Ceylon, £12,800; Straits Settlements, £8,600. The amount to be received from the Foreign-office for clothing for

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Legation Guard in China and Japan is £257. The total estimate for reconstructing the drains in Wellington Barracks, Hong Kong, was £1,730. The amount to be asked for this year is £800, leaving £930 for completing the work. The amount required for retaining wall to prevent landslips at the Victoria Barracks, Hong Kong, was £2,400. The amount to be asked for this year is £800, leaving £1,600 to complete the work. For smaller works the amounts to be asked for are: China, £1,154 for fortifications and ordnance buildings, and £4,909 for barracks; Ceylon, £342 for fortifications and ordnance buildings, and £4,243 for barracks. Votes as rewards for distinguished services are to be asked for as under :—£100 to Major-General L. Shadwell, C.B., who served with the China expedition in 1842 ; £100 to Colonel J. N. Sargent, C.B., who served in the campaign in China in 1860 with the 3rd Foot ; £100 to Colonel J. W. Thomas, C.B., who served in the 67th Foot in the China campaign of 1860 ; £100 to Major-General G. F. S. Call, who served with the 18th Foot throughout the first China expedition ; £100 to Colonel S. F. C. Annesley, who served in Ceylon during the rebellion in 1848. For pensions to wounded native officers and relatives of native soldiers killed in the several Chinese expeditions, £3,500 will be asked. At the close of last year there were in Ceylon and Labuan 155 officers and men of the Royal Artillery, 6 of the Royal Engineers, 925 of Infantry of the Line, 88 of Colonial Corps, and 2 of the Army Hospital Corps, making a total of 1,176. In China there were 112 officers and men of the Royal Artillery, 26 of the Royal Engineers, 891 of Infantry of the Line, 69 of Colonial Corps, and 19 of the Army Hospital Corps, making a total of 1,117. In the Straits Settlements there were 98 officers and men of the Royal Artillery, 1 of the Royal Engineers, 881 of Infantry of the Line, 1 of the Army Service Corps, 13 of the Army Hospital Corps, making a total of all arms of 994. The amounts in aid of military expenditure passed to the credit of Her Majesty's Exchequer on the books of the War-office between the 1st of January and the 31st of December, 1874, were as follow :—Ceylon, £143,292 8s. 11d. ; Hong Kong, £15,034 14s. ; Straits Settlements, £47,295 8s. 4d.

Monetary and Commercial.

Activity in the Liverpool Cotton Market has imparted additional strength to the Manchester Market, and occasionally higher prices have been asked, but this has checked business, as even at the full quotations of last mail the transactions in both Yarns and Goods have not passed beyond moderate limits, buyers showing great reluctance to extend their operations at the advanced prices beyond pressing requirements.

Tenders for £700,000 in bills on India were received on the 3rd inst. at the Bank of England. The amounts allotted were: — To Calcutta, £185,400, average rate, 1s. 9 31-32d. ; to Bombay, £500,000, average rate, 1s. 10 1-16d.; to Madras, £14,600, average rate, 1s. 9 31-32d. Tenders on Calcutta and Madras at 1s. 9 15-16d. will receive about 2 per cent., above in full ; and on Bombay at 1s. 10 1-16d. about 17 per cent. These results show that a rather better demand exists for means of remittance to the East, for on the last occasion, at the same rates, Calcutta tenders received 11 per cent. and Bombay 31 per cent.

A general court of the proprietors of the Bank of England will be held on the 11th instant, to declare a dividend. A meeting is also called for the 6th of April, for the election of a Governor and Deputy Governor for the year ensuing, and on the following day twenty-four directors will be elected. It is understood that Mr. Henry Hucks Gibbs, of the firm of Antony Gibbs and Son, is recommended by the court for the post of Governor, and Mr. Edward Howley Palmer, of the firm of Dent, Palmer, and Co., for that of Deputy Governor.

The Bank of Belgium and Holland (Limited) announces a dividend of 6½ per cent. upon the paid-up capital. The reserve fund is raised to £10,000 by the addition of £7,000, and the balance of £4,626 is carried to the new account.

The report of the Great Eastern Steamship Company recommends the payment of a dividend of 5 per cent., making, with the interim dividend, 10 per cent. for the year. The charter of the ship to the Telegraph Construction Company expires on the 1st September next, when she will probably be handed over to this company.

The directors of the Mercantile Bank of the River Plate (Limited) have decided to make a call of £4 per share, payable on the 15th April.

A further dividend of 6d. in the pound to creditors of the Northern Assam Tea Company (Limited) will be paid on the 3rd proximo, making, with the three dividends previously declared, 5s. in the pound.

Messrs. Page and Gwyther publish their usual comparative statement and summary of the exports of bullion to the East for the year 1874. The total amount exported represented £11,448,512, against £7,807,605 in 1873, showing a net increase of £3,640,907. The shipments to Alexandria increased in 1874 about three-quarters of a million ; to Bombay, about three-and-a-half millions ; and to Madras and Calcutta, about one million and a-quarter ; but those to China and Straits of Malacca have decreased about two millions.

The following statistics of tea deliveries are from *The Times*:—

Although there is a continuation of that gradual decrease in the tea trade to which we drew attention last week as being characteristic of the present season of the year, the falling-off is comparatively unimportant. The quantity of tea cleared from the bonded warehouses in London during the week which ended on the 27th of February was 3,016,632lb., which was less by 22,563lb. than the quantity delivered during the preceding week. It will be noticed that this decrease is not nearly so great as that of either of the two previous weeks ; while, if we compare the deliveries of the last week in February with those of the corresponding week in January, we shall find a decrease of only 314,780lb.—a small quantity considering that the January deliveries are always exceptionally heavy, and were heavier this year than they had ever been before. Of the quantity delivered last week, 1,881,862lb. were for home consumption, 436,937lb. for exportation, 2,254lb. for stores, and 725,579lb. for removal coastwise to various outports, of which 55,419lb. were for immediate exportation. The tea duty paid in London last week amounted to £47,046 11s. 3d., which was £3,536 4s. 3d. less than was paid during the preceding week. During the month of February the quantity of tea cleared from the London bonded warehouses was 13,018,506 lbs., while the quantity delivered during the corresponding month of 1874 was 11,218,186 lbs., the returns of February, 1875, thus showing an increase over those of February, 1874, of no less than 1,800,320 lbs. Of the quantity delivered last month, 8,136,731 lbs. were for home consumption, 1,617,454 lbs. for exportation, 13,450 lbs. for stores, and 3,250,871 lbs. for removal coastwise to various outports, of which 386,962 lbs. were for immediate exportation. The amount of tea duty paid in London during the month of February was £203,418 5s. 9d., against £163,122 18s. 10d. paid during the corresponding period of 1874—an increase of no less than £40,295 6s. 11d. We believe that the February returns of the present year are altogether unprecedented ; and, taken in conjunction with those of the month of January, which were similarly high, they afford convincing evidence of the large permanent augmentation of business in this branch of trade.

The Eastern Telegraph Company's traffic receipts for the month of February amounted to £32,765, and for the same month in 1874 to £31,084. The receipts of the Eastern Extension Australasia and China Telegraph Company (Limited) for the month amounted to £16,415, and for the same month in 1874 to £17,706.

Arrivals of Bar Silver to the value of £118,000, coming on a weak market, have tended to depress the price still further, and the amount has been sold at 57¼d., showing a decline of ⅛d. per oz. The French and West India steamers have brought the large amount of £286,000 in Mexican Dollars, and this quantity has been disposed of at 56¼d., showing a decline of ⅜d. per oz. from the last price.

ARTICLES OF IMPORT.

Seldom have the Produce Markets exhibited such a widespread depression and want of confidence, for with few important exceptions, there has been more than usual pressure to sell, and an almost general fall in prices has ensued. The chief exceptions consist of Cotton and Coffee ; the former has experienced a more decided activity than for some time past, whilst the latter has continued in good demand, and coloury kinds have further advanced. Business in Tea is almost at a standstill, owing to the "strike" which is referred to elsewhere. Silk has been quiet since the public sales. Sugar having been difficult of sale, business has been scanty, and prices easier. Rice is dull, and new Bengal has declined considerably. Spices are unusually depressed. Sago and Tapioca are cheaper, and Gambier and Cutch have also given way ; Tin shows a further slight advance.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—Business during the week has been very limited, owing to the dispute which has arisen between a large section of the trade and the importers as to conditions of sales, and we have consequently no change to report in prices. The public sales have been very small. The few sales of Congous made privately leave no room for special remark, but there has been a fair inquiry for common to fair common kinds from 10d. to 11d. per lb., these being relatively cheap. There have also been a few sales of good medium Blackish-leaf kinds from 1s. 3d. to 1s. 5d. per lb. In Oolongs and Souchongs there has been no change. *Scented Teas.*—Canton Capers are saleable at the low rates recently established. Canton Orange Pekoes show no change. Foochow Capers and Orange Pekoes have been neglected. *Green Teas.*—The few parcels offered at public sale went off at about previous rates ; but the demand is generally dull. The Stock in the United Kingdom on the 27th ultimo was estimated at 97,497,000 lbs., against 96,108,000 last year, and the quantity afloat (advices by letter) at 10,825,000 lbs., against 11,626,000 of China Tea, and 1,721,000 lbs., against 2,399,000 lbs. of India Tea.

SILK.

Messrs. Waithman, Hogg, and Co.'s Circular says :—From the commencement of February to within a few days of the public sales there was fair current business in both China and Canton Silk, and full rates were obtained. Japan Silk, with few exceptions, was neglected, and Bengal Silk shared a similar fate. At the periodical public sales, which terminated on the 26th ult., a large quantity of Bengal Silk was offered "without reserve," and as this silk had been almost unsaleable for a long time past, the prices realised, although very low, were fully equal to expectations. China Silk, owing no doubt to a large proportion consisting of old and undesirable parcels, sold at an average decline of 6d. per lb. under the prices previously ruling. Canton Silk realised fair market rates. Japan Silk sold heavily at a decline of 6d. to 9d. per lb. Of Thrown Silk the quantity offered was about 40,000 lbs., for which very irregular prices were realised—in some cases being fully equal to those current before the sales, but in other instances the bidding was very slow, the result being that some cheap lots were bought.

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The following is a statement of the quantity printed with the lowest and highest prices obtained :—China : 4,950 bales Tsatlees, at 11s. 6d. to 18s. per lb. ; Taysaams, 9s. 1d. to 14s. 1d. Canton : 367 bales at 11s. 7d. to 16s. Bengal : 1,350 bales Surdah, at 11s. 7d. to 14s. 2d. ; other kinds, 8s. 6d. to 14s. 6d. Japan : 698 bales Mibash and Sinshu, at 13s. 6d. to 18s. 5d. The Market has been very quiet since the termination of the sales ; a few transactions have taken place in common Tsatlees and Taysaams, and also in Cantons, but scarcely anything has been done in other descriptions of Silk. Prices generally are a shade easier. Deliveries 1st to 3rd inst. inclusive :—China, 441 bales ; Canton, 39 bales ; Japan, 60 bales ; total, 540 bales.

LONDON QUOTATIONS—MARCH 4.

CHINA.	
Tsatlee, No. 1	21s. 0d. to 21s. 6d.
„ No. 2	20s. 0d. to 20s. 6d.
„ No. 3	18s. 6d. to 19s. 6d.
„ Red Peacock	15s. 3d. —
Yuenfaa and Haimin, Nos. 1, 2, and 3	12s. 0d. to 15s. 6d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 16s. 6d
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	15s. 0d. to 20s. 0d.
Idah, No. 3	12s. 0d. to 14s. 0d.
Sodai, No. 2	16s. 0d. to 16s. 6d.
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu (none)	
Eichizen	10s. 0d. to 15s. 0d.
Mashita (none)	
Hatchoji (none)	

	Stocks. February 27.		Imports. Jan. 1 to Feb. 27.		Deliveries. Jan. 1 to Feb. 27.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China	28,380	27,254	5,700	3,183	5,543	6,632
Canton	7,198	5,508	397	1,140	1,273	757
Japan	6,505	5,906	1,160	1,488	1,442	1,102

CANTHARIDES.—Four cases China sold at 8s. per lb.

CAMPHOR has been rather more inquired for, and sales of 100 cases China were made recently at 82s. 6d. re-weights, 80s. having been accepted previously for 200 cases.

CARDAMOMS.—Ceylon are firm ; 19 cases of good quality have been quitted at 4s. 9d. to 4s. 10d. per lb.

CHINA STRAW PLAIT.—At auction of 962 bales of new import, 600 bales sold, mottled at £7 12s. 6d. to £10, the remainder white common to good at £6 15s. to £18 15s., very good to fine £22 15s. to £24 15s., one bale selected at £36 7s. 6d. per bale.

CHINA PRESERVES.—100 cases 90 casks China Ginger were offered, and bought in at 6¾d. to 7d.

CUTCH.—On the spot a considerable business has been done in Pegue at easier rates, but particulars are not disclosed ; and for arrival 50 tons Pegue, per steamer, sold at 27s.

COPRA is firm ; 115 bags Penang quitted at £19 10s. per ton.

COCOA-NUT OIL has continued quiet at £43 15s. to £44 for fine Cochin, and £37 15s. to £38 for Ceylon, but the sales of these descriptions have not been large. Of 318 casks Ceylon offered by auction 34 pipes good sold at £37 15s., and since the auctions 60 puncheons at £38, and some slightly dreggy hogsheads at £38 10s. per ton.

COLOMBO ROOT.—Market dull and prices tending downwards.

DRAGON'S-BLOOD.—Market steady ; of 16 cases middling lump half sold at £5 2s. 6d. to £8 2s. 6d. per cwt. for middling to very good.

EBONY.—At auction the large supply of 166 tons (990 logs) Ceylon was offered, and 102 tons found buyers at easier rates, small and mixed sorts at £8 7s. 6d. to £10 per ton.

ESSENTIAL OILS.—*Aniseed* quieter ; 10 cases at auction retired. *Cassia* very quiet, nominally 7s. to 7s. 2d. *Nutmeg* steady ; of 9 cases, one-third sold at 8½d. to 8¼d. per oz. *Cinnamon :* Fine scarce and wanted ; 9 cases at auction, part sold, common at 1s., ordinary leaf at 3d. per oz. *Citronelle* steady ; 78 cases sold at 2½d. *Lemon Grass* quiet ; of 28 cases the bulk sold at 3¼d., the previous value.

GUMS.—*Benjamin :* Siam quiet ; 2 cases retired. Sumatra steady; of 131 cases few only sold at £8 12s. 6d. to £8 17s. 6d. per cwt. for good 2nds. *Copal* steady ; 1,097 cases and 730 bags the bulk sold, hard fair and good at 24s. to 28s. 6d., drossy 18s. to 19s., pickings 14s. to 16s. *Damar* rather better ; of 675 cases Singapore at auction a few only sold at 50s. for good rather yellowish. *Gamboge* steady ; of 23 cases, half sold at £13 to £14 for good part run.

GALLS.—The market has been firmer ; small sales of China have been made at 57s. 6d. on the spot, and 56s. to 57s. afloat. Of 100 cases at auction a few sold at 59s. 6d. to 60s., but there are sellers now at less.

GUTTA-PERCHA has been rather higher, with large private trade ; of 1,445 baskets and 15 tons at auction, a large portion sold, fine genuine at 3s. 3d., good mixed 2s. to 2s. 9d., white 1s. to 1s. 4d., middling and good clean Sumatra 1s. to 1s. 5½d., ordinary 9d., reboiled fair 9d. to 1s., common 6d. to 8d. per lb.

GALANGAL ROOT is scarce ; small sales reported at 20s. to 21s. 6d. per cwt.

GAMBIER has been quiet, and cheaper on the spot, but firmer and dearer afloat. 300 tons January-March shipment sold at 22s. 10½d. to 23s. 3d. ; 100 tons on spot at 23s. 3d. to 23s. 6d., closing firmly ; 3,000 mats cubes part sold at 31s. to 31s. 6d. for fine free, 28s. to 29s. pressed good.

HEMP.—This market remains dull, and only small sales of Manila have been made at easy rates. At the periodical auctions no Manila was offered, and business privately in that description has been very small.

HIDES.—Messrs. Dyster, Nalder, and Co. report as follows upon the market for the past month :—Singapore, Penang, and Rangoon, &c., Ox and Cow Hides have been in large supply, and a considerable proportion of those offered remains unsold. Prices have declined ¼d. to ½d. per lb., the reduction being most decided on the ordinary and inferior qualities. The sales comprise 22,848 Singapore and Penang ; light 14¼d., seconds 12d. to 14¼d., thirds 8d. to 9¼d., fourths 5d. to 6¾d., heavy 7¾d. to 11d., extra heavy 6d. to 9¼d., Small 14¾d., seconds 11½d. to 14d., thirds 6½d. to 9d. per lb.; 3,100 Rangoon : Light seconds 11d. to 12¼d., thirds 7¼d. to 8¼d., fourths 5d. to 5½d., heavy seconds 8½d. to 9d., Extra heavy 6¼d. to 9d., small seconds 11d. per lb. Singapore, Penang, &c., Buffalo Hides continue in fair demand at late prices. The sales comprise 5,257 hides, slaughtered, 1st heavy average 30 to 38¼ lb. 6¼d. to 6¾d. ; seconds 5½d.; thirds 4d.; ordinary, 1st heavy, av. 27¾ to 40¾ lb. 5½d. to 5¼d.; seconds 4¾d. to 5½d.; thirds 4¼d.; light. av. 11⅞ to 15¼ lb. 5⅞d. to 7⅛d. and lb.—Java Hides : A few shaved ox and cow hides of good quality realised an extreme price, but ordinary qualities were neglected. Buffalo-hides in moderate request at about previous rates. The sales comprise 1,841 Batavia ox and cow : shaved, light and small 15¾d.; unshaved, light, thirds. 8d. to 8¾d.; fourths 6½d.; extra heavy 8d.; small, seconds 12½d. per lb.; 4,510 Batavia buffalo : shaved, 1st heavy, av. 23¼ to 26 lb. 9¼d. to 9⅝d.; seconds 6½d. to 7d.; light 8⅝ to 11⅞ lb. 8¼d.; unshaved, 1st heavy, av. 18¾ to 31⅞ lb. 7d. to 8¼d.; seconds 5¾d. to 6⅝d.; 1st light, av. 11¾ lb. 8⅜d.; seconds 6⅜d. to 7d. per lb.

INDIA-RUBBER.—In the auctions 22 packages East India were partly sold, good Java at 1s. 7½d. to 1s. 7¾d. per lb.

JAPAN WAX has been freely offered, and at auction 703 cases and boxes met a steady demand, and the bulk found buyers, at a further recovery in value, middling thin saucer at 51s., good yellow to good bold pale ditto at 51s. to 51s. 6d., good bold white ditto 52s. to 53s., good to fine squares at 51s. 6d. to 52s., one lot extra fine white at 55s. 6d. per cwt.

MUSK.—The market has been quiet; 22 caddies at auction half sold; rough and bally good 19s. to 20s.; 19 tins grain mostly sold at 60s. to 61s. per oz.

PEPPER.—*Black* shortly subsequent to our last was in very speculative demand, and an extensive trade resulted both on the spot and afloat at an average advance of about 1d. per lb., Singapore selling at up to 7⅞d. on the spot, and 7½d. afloat, and Penang at up to 7d. in both positions ; about 1,000 tons were done in all ; the market, however, shortly afterwards became less active, and spot business has recently been done in the former at 7 1-16d. to 7¼d., and sellers to arrive at these rates, Penang selling at 6¾d. Of 3,364 bags at auction only a small proportion sold at relative value. *White* followed the course of *Black* to a great extent, and a large business was done, both spot and afloat at up to 1s. 1¼d. per lb. for Singapore ; 1s. 0¼d. to 1s. 0⅞d. Penang, but subsequently became rather quieter ; the latest sales being for Singapore 1s. 1⅛d. spot, and 1s. 1d. afloat, and Penang spot at 1s. 0⅛d. to 1s. 0⅝d. at public sale for ordinary dingy to good. At public sale 159 bags Singapore and 208 bags Penang, only half of the latter only sold.

PLUMBAGO.—At auction the large supply of 924 barrels Ceylon, principally of new import, was offered, and a good part found buyers at previous prices, fair to good small but bright lump at 15s. to 16s. 6d., common to good chips 9s. 6d to 11s., ordinary to fine dust 7s. 6d. to 9s. per cwt.

RHUBARB.—The market for China has been steady ; of 159 cases at auction about one-fourth sold, sun-dried medium and bold fair fracture 2s. to 2s. 3d., high-dried medium fair colour is 1s. 5d. to 1s. 6d., rather rougher 1s. 3d. to 1s. 4d. per lb.

RICE.—A flat tone has prevailed in all positions, prices of new crop cargoes are slightly easier, whilst on the spot a general slight reduction has been accepted, except for fine new white Bengal, which has declined fully 1s. per cwt. In auction Madras damaged were sold at 7s. 3d. for third to 8s. for second class ; 24,860 packages Japan were all bought in as follows :—9,155 mats, per Araby Maid, at 10s. to 10s. 6d. ; 12,855 mats, per Stornoway, at 10s. to 10s. 3d. ; and 2,850 bags repacked, per John Milton, at 9s., but since the sale 1,500 mats, per Stornoway, have been sold at 9s. 9d. Privately new white Bengal, just arrived, has been sold, commencing at 13s. 3d. and declining to 11s. 9d., ex quay ; old white Bengal at 10s. 3d., Madras at 9s. to 9s. 6d., Arracan (Byat) at 9s. 6d., and Rangoon at 8s. 9d. to 9s., and 8,000 mats Japan at 9s. 9d. to 10s. 4½d. Five cargoes of the new crop have been sold as follows :—One steamer, 1,600 tons Rangoon, February, at 9s. 6d. Liverpool quay terms ; one Bassein, 1,000 tons, March shipment, at 8s. 2½d., and three Necransie, 1,000 tons each, March-April shipment, at 8s. 1½d., open charter.

SPICES.—*Cinnamon :* Market quiet, and but little done since the public sales noticed in our last issue. *Cassia Lignea :* Of 212 cases unworked 100 cases good sold at 58s. *Vera :* 22 cases 100 bundles fine Padang quill partly sold at 48s. *Buds :* 38 boxes China bought in at £7. *Cloves* very dull. *Mace* steady ; of 35 cases half sold at 3s. 4d. to 3s. 5d. per lb. for middling. *Nutmegs* firm, and of 249 cases about half sold, 83's to 89's at 2s. 11d. to 3s. 1d. per lb., 104's to 108's at 2s. 9d. to 2s. 8d., 137's limed at 1s. 11d. to 2s. 1d.

SAGO subsequent to our last was in speculative request, and several thousand bags changed hands at 16s. to 17s. per cwt. for good small ; but at the close the market has assumed a quieter tone, and there are no buyers at these figures. Of 5,729 bags at auction, one-third sold early in the fortnight at 16s. 6d. to 18s. per cwt. for fair and good bright small, and yesterday at 19s. to 23s. good medium and large. *Flour* quiet.

SAPANWOOD continues in demand, and at auction 26 tons Ceylon of fresh import sold at full rates, slightly damaged at £13 5s. to £13 7s. 6d., also 22 tons Manila of indirect but new import at £11 to £11 7s. 6d. for slightly damaged.

STAR ANISEEDS are firm and scarce ; 29 packages in sale held for a high quotation, and retired.

STICKLAC is very firm at the previous value, but little or no business has been done.

SOY.—China is steady, but quiet, at 1s. 9d. per gallon.

TAPIOCA has been in rather better demand, and is a shade higher. At public sale, of 6,220 bags, over half sold, Singapore at 2d. to 2½d. per

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lb. for middling flaky to good bright; a few fine bright at 3d. to 3¼d.; Penang at 2d. to 2¼d. for fair; also 150 bags Pearl at 26s. 6d. to 27s. for medium. *Flour* quiet.

TIN.—A steady business has been done in Straits, and the quotations are again slightly higher, being on the spot £89 10s., afloat £89. Banca is quoted £96, Billiton £91 per ton.

TURMERIC.—China is scarce and Java dull; 20 bags of the latter have been sold at 23s. per cwt.

ARTICLES OF EXPORT.

EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To China ...	20,420	10,970	6,100	31,740	9,505	7,069
	,, Japan ...	—	460	290	38,955	—	2,450
Total		20,420	11,430	6,390	70,695	9,505	9,519
Shipped to the same date last year.....	To China ...	14,220	12,740	5,400	47,915	5,339	4,700
	,, Japan ...	—	360	—	13,290	—	560
Total		14,220	13,100	5,400	61,205	5,339	5,260
Do. 1873	To China ...	2,980	12,160	6,960	85,347	15,835	4,393
	,, Japan ...	—	—	100	24,485	—	8,939
Total		2,980	12,160	7,060	109,832	15,835	13,332
Total shipped during the year 1874 ...	To China ...	89,040	83,900	52,010	284,845	47,135	48,485
	,, Japan ...	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China ...	69,340	76,020	30,955	400,082	73,517	59,820
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

SUNDRIES PER "UKRAINE," FROM NEW YORK FOR YOKOHAMA, JAN. 29.

19000 cs. refined petroleum	190,000 gls.	8 cs. glassware	
		10 do. acid	
100 do. turpentine	1,000 gls.	100 do. chalk	
95 kegs nails	9,500 lbs.	60 do. crayons	
19 cs. hardware		1 cask bay water	106 gls.
1000 do. slates		1 iron safe	4,000 lbs.

SUNDRIES PER "HAZE," FROM NEW YORK FOR SHANGHAI, FEB. 15.

20020 cs. refined petroleum	200,200 gls.	2 bls. rubber goods	
		5 cs. chairs	
178 pkgs. glassware		15 cks. lanterns	
500 bxs. perfumery		130 kegs nails	13,000 lbs.
100 bls. domestics	600,000 yds.	8 pkgs. blocks	
250 do. cttn. goods	150,000 yds.	17 do. ship augurs	
98 bxs. clocks		39 do. stove polish	
4 cs. tobacco	632 lbs.	2 do. ball wick	
5 cs. varnish	50 gls.	1 bale cotton waste	
40 cs. earth closets		11 pkgs. burners	
1 do. oilers		29 do. missionary goods	
1 do. levels			

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb 25	Sharperton	Dunn	Java	Bristol
23	Dahlia (s.)	—	Batavia	Amsterdam
26	Yrurac Bat (s.)	Munitiz	Manila	Liverpool
26	Petunia	Harland	Sourabaya	Queenstown
	Picciola	Grafe	Amoy	New York
27	Kingston (s.)	Chitham	Colombo, &c.	Deal
	Iphigenia	—	Java	Queenstown
26	Ville de Bruxelles	Fayer	Bangkok	Marseilles
	Clara Bell	Pierce	Manila	San Francisco
Jan. 24	Margaret Knight	Lindsay	China	Callao
Mar. 2	Oxfordshire (s.)	Jones	Colombo, &c.	London
2	Princess	Foster	Java	Falmouth
Feb. 26	s'Gravenhage	De Vries	Batavia for Middlesbr.	Flushing
	Anita	—	Amoy	Off Sandy Hook
	Ellen Browse	Runciman	Padang	New York
Mar. 3	Menelaus (s.)	Paxton	China and Singapore	London
2	Liberaal	Wierikx	Batavia, for Amsterdm	Off Dungeness
3	Ajax (s.)	—	China and Singapore	Prawle Point
Feb. 18	Florida	Anderson	Batavia	Boston
19	Formosa	Reynolds	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 25	Hervatska	Schwautz	Hong Kong	London
25	Gusta	Rabin	Do.	Cardiff
26	South Tyne (s.)	Hallitt	Colombo, &c., via S.C.	London
26	Viking (s.)	Tarnnock	Pen., Sing., China, &c.	Do.
26	Deucalion (s.)	Butler	Singapore, China, &c.	Liverpool
26	Aurrera (s.)	Larrinaga	Manila	Do.
27	Sumida (s.)	Brown	Yokohama	London
27	Queen o' the Seas	Haveron	Hong Kong	Liverpool
Mar. 1	Jessie McDonald	Stort	Yokohama & Hiogo	London
Feb. 27	Groningen (s.)	—	Batavia, via Flushing	Maasluis
28	Tres de Mayo	Biatagi	Saigon	Pauillac
16	Sumner R. Mead	Wood	Manila	San Francisco
16	Two Brothers	Gibbs	Do.	Do.
15	Haze	Wilkinson	Shanghai	New York
Mar. 1	Rollo	—	Hong Kong	Lisbon*
3	Kaisow	Anderson	Do.	London
3	Nellie Hastings	Read	Singapore	Liverpool
2	Batavia	Sawyer	Batavia, &c.	Do.

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Africa. For Penang, Singapore, Hong Kong, and Shanghai: Craigforth, Devonhurst, Tartar. For Penang, Singapore, Hong Hong, Shanghai, and Hankow: Tchihatchoff, Russia. For Singapore, Hong Kong, Shanghai, and Hankow: Glenearn. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Chyebassa, Dhoolia, Sultan.

SAILING VESSELS.—For Hiogo: Kashgar. For Yokohama and Hiogo: Duke of Abercorn, Punjaub. For Nagasaki: Sophie. For Hong Kong: Melbrek, Lucia. For Shanghai: Undine, Lauderdale, Elmstone. For Bangkok: Ellen Rickmers. For Batavia, Samarang, and Sourabaya: Dr. Merzger. For Singapore: Kate Carnie. For Penang: Bristow, Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Glaucus (str.), Agamemnon (str.), Achilles (str.). For Shanghai: John Parker. For Hong Kong: Midnight. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Tordenskjold. For Batavia and Sourabaya: Doris Eckhoff. For Singapore: Bertie. For Singapore and Manila, Yrurac Bat (str.). For Anjer: Evening Star.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Ilo Ilo: Janet Ferguson. For Singapore and Penang: Antipodes. For Singapore, Birdston.

SPOKEN.

N.D.F.B. (Dutch ship), Singapore to Liverpool, Jan. 2, 23 S., 84 E.
DUKE OF ATHOLL, Foochow to London, Feb. 14, 43 N., 27 W.
COULNAKYLE, Shanghai to London, Jan. 13, 20 S., 1 W.
RALSTON, Sourabaya to Queenstown, Jan. 14, 19 S., 2 W.
PELICAN (German brig), Foochow to the Channel, Feb. 13, 11 S., 11 W.
TAITSING, Foochow to New York, Jan. 28, 33 S., 16 E.
IRENE, Hong Kong to Hamburg, Feb. 18, 49 N., 17 W.
MOONLIGHT, Cardiff to Batavia, Jan. 6, 20 S., 30 W.
MILLWALL, Shanghai to London, Jan. 26, off Algoa Bay.
N.D.F.B. (Dut. str.), Singapore to Liverpool, Jan. 26, 32 S., 37 E.
ALBUERA (barq.), Hong Kong to London, Jan. 26, 32 S., 37 E.
CAMERONIAN, Sourabaya to Marseilles, Jan. 4, 32 S., 29 E.
NEW REPUBLIC, Yokohama to New York, Jan. 22, 11 S., 3 W.
MADRAS, Sourabaya to London, Jan. 18, 25 S., 4 W.
ST. JUAN, Hong Kong to New York, Nov. 19, in Gaspar Straits.
KURRACHEE, Sourabaya to Cork, Dec. 18, 25 S., 64 E.
FALCON, Hong Kong to London, Jan. 11, 31 S., 42 E.
INSTON, Padang to New York, Jan. 4, 25 S., 37 E.
LAKE LEMAN, Singapore to London, Dec. 12, in Sunda Straits.
TITAN, New York to Shanghai, Jan. 3, 34 S., 6 W.

FREIGHTS AND CHARTERS.

Rates have not advanced, and there is much uncertainty as to their future course. Coal freights are low, and remain with little change.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 75s. weight, 75s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 32s. 6d. weight, 30s. meast. To Hankow: 50s. weight or meast. To Hong Kong: 32s. 6d. weight, 30s. meast. To Singapore: 32s. 6d. weight, 30s. meast. To Penang: 30s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight, 40s. meast. To Hiogo: 40s. weight, 45s. meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Singapore: 20s. To Batavia and Sourabaya: 22s.

CASUALTIES.

The Rainbow (barque), which sailed from Philadelphia, Feb. 5, for Yokohama and Hiogo, has put back to repair damages.

The Bunker Hill, bound to Boston, before reported as burnt and scuttled Manila, will be raised.

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MISCELLANEOUS.

At MALTA.—Feb. 23, Penedo (str.), Cain, from Manila, and left for London; March 1, Eldorado (str.), from London, and left, 2, for Colombo.

Passed MALTA.—Feb. 23, Nestor (str.), from Liverpool, for Shanghai.

At PORT SAID.—W. H. Atkinson (str.), from London, for Colombo, &c.; Venice (str.), from London, for Penang, Singapore, China, &c.; Feb. 28, Voorwaarts (Dutch trading str.), from Nieuwe Diep, and would proceed, March 1, for Batavia; Gordon Castle (str.), from London, for Singapore, China, &c.; Redewater (str.), for Colombo.

At SUEZ.—Hector (str.), from China, &c.

Passed through SUEZ CANAL.—Feb. 18, Emiliano (str.), from Liverpool, for Manila.

At ST. HELENA.—Jan. 23, Caranjah, Cawse, from Canton, for Bremen; 24, Chusan, Mills, from Hiogo, for London; Helena, Mousson, from Amoy, for New York; 26, Sydenham, Bristow, from Hiogo, for New York; 29, Jules Rose, Sicard, from Bangkok, for Marseilles; Feb. 1, Emilio Rondanina, Nicoline, from Singapore, for London; 2, Ocean, Cramer, from Pangool, for Amsterdam; Andromeda, Comber, from Singapore, for Glasgow; 4, Queen of the Age, Montgomery, from Colombo, for London; 7, Zeenymph, Coulon, from Macassar, for Rotterdam; 11, Dordrecht II., Rotgens, from Batavia, for Rotterdam.

Passed ST. HELENA.—Jan. 24, The Sir Jamsetjee Family, ship, from Manila; 28, Ada (Dut. barq.), from Batavia, for Rotterdam; Banian, hip, from Singapore, for Boston; 29, Guinevere, ship, from Shanghai, for London; Feb. 1, Elisabeth Maria (Dut. barq.), from Tjilatjap, for Dordt; Elisabeth (Dut. ship), from Banjoewangie, for Amsterdam; Anna (Dut. ship), from Java; 7, Halloween (ship), from Shanghai.

Passed ASCENSION.—Jan. 22, Petronella, from Macassar, for Amsterdam; 23, St. Helens, from Samarang, for Falmouth; 25, British Empire, from Philippine Islands, for Falmouth; Feb. 5, N.G.B.L. (Dut. barq.), from Batavia, for Amsterdam; 6, Maggie Dixon, from Sourabaya, for Falmouth; 8, Cathaya, from Shanghai, for London.

At TABLE BAY.—Feb. 1, Peep o' Day, Kittle, sailed for Colombo.

At PORT ELIZABETH.—Jan. 27, Coquette, Lauridsen, from Hong Kong.

At NATAL.—Jan. 27, Strata Florida, Vaughan, sailed for Ceylon.

At ADEN.—Feb. 26 (str.), from Nieuwe Diep, and proceeded, 27th, for Batavia; Hampton (str.), McMoutry, from Java, and left, Feb. 24, for Rotterdam; Killarney (str.), sailed Feb. 24, for Singapore.

LAUNCHES, &c.

THE Chusan, paddle steamer, was stranded four months ago on the Crinan Rock, off Ardrossan Harbour, and parted nearly amidships. The fore part was driven into the harbour, the after part having sunk outside, obstructing the navigation. A contract was entered into by the proprietors of the harbour to remove the after part clear of the harbour navigation, and this has been successfully accomplished.

MESSRS. PALMER AND CO. are building on the Tyne, for the Eastern and Australian Mail Steam Company (Limited), a screw steamer of about 2,040 tons B.M., 280-h.p., which will be finished in about four months. Dimensions are—Length, 310 feet; beam, 36½ feet; depth of hold, 26 feet; and will be classed 100 A1 Lloyd's, and 1st Div. Veritas.

NOTICE has been issued that on and after the 12th inst. the first floating green light at the entrance of Port Said will be abolished, and a fixed green light will be exhibited at the extremity of the East Jetty as a signal. No change has taken place with regard to the other lights. To enter Port Said the directing light of the lake must be taken in the offing, leaving the red lights to starboard, and the green to port.

The following is a list of steamers and sailing vessels launched on the Clyde in February of the present year for service in connection with the Far East:—Steamers: Rajanattianuhar, 1,230 tons, 180-horse power, for Messrs. D. R. Macgregor and Co., Leith, to trade between this country and China, by Messrs. J. Elder and Co.; Egeron, 573 tons, 75-horse power, for the Nederlands India Steam Navigation Company of Amsterdam, for the Java and China coasting trade, by Messrs. Elder and Co.; Pyah Pekhet, 400 tons, 40-horse power, for the Burma Steam Navigation Company of Greenock, for the Burmese river navigation, by Messrs. Caird and Co. Iron Sailing Vessel:—The Culzean Castle, 1,923 tons, for Messrs. T. Skinner and Co.'s "Castle Line" of Clyde and Singapore traders, by Messrs. T. Wingate and Co.

The Calabar, steamer, Captain Hutchison, upon which sixty to eighty guineas premium was paid last month at Lloyd's, has arrived at Singapore, where she will remain some weeks to adjust defects in machinery. Those portions of the cargo which are destined for China and Japan ports are to be sent forward by other steamers.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Yokohama	E. L. B. MCMAHON.

OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the Jerusalem).

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Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Edition of 1874. Just issued, large 8vo., pp. 724, cloth, 8s., or bound in half morocco, 10s. 6d.,

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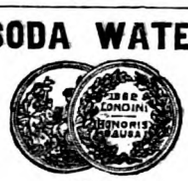

1862.

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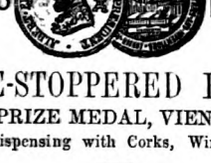
CODD'S  PATENT

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Reserve Fund, $775,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

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FIRST-CLASS English Family Hotel.
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SITUATED on the Alster. A first-class House, at moderate prices.

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Seventy already sold—fifty now on the register.

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.
Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Khedive ..	3,742	600	Mar. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Pekin ..	3,777	600	Mar. 18	Mediterranean, Aden, Bombay.
*Thibet ...	2,593	400	Mar. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Mirzapore	3,763	600	April 1	Mediterranean, Aden, Bombay.
*Mongolia	2,833	530	April 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong...	1,834	250	April 15	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Mar. 16
Glengyle	100 A1	1,676	200	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India-avenue, London.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Sindh ...	... Mar. 14	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Mar. 28		
Djemnah	... Apr. 11		
Tigre ...	... Apr. 25		
Ava ...	... May 9		
Hoogly	... May 23		

The Steamers of the 14th March, 11th April, and 9th May connect at Aden with the Steamers for Reunion and Mauritius.

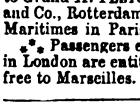
The Steamers of the 28th March, 25th April, and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed, SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg.K., and Shanghai ...	Craigforth ... Tartar ...	AA1 100 A1	1109 2255	V.L.D. V.L.D.	Mar. 12 Mar. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall Mall, S.W., or 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's 2,255 tons gross register, will load in the Victoria Docks, and sail about March 15. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 51, Pall-mall, S.W.; and 109, Leadenhall-street, E.C., London.

CHINA
THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Shanghai ...	Undine ...	A1 16 yr.	796	E.I.	With des
Shanghai ...	John R. Worcester	A1 16 yr.	844	S.W.I.	To follow
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

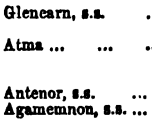
ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K.Shang. & Hankow.	Russia. s.s.	A1 100	S.W.I D.	March 10
Do	Tchihatchoff. s.s.	B in A1	S.W.I.D.	March 13
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko.&Higo.	Flying Spur..	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

FOR YOKOHAMA AND HIOGO, the clipper ship PUNJAUB *AA1, 883 tons register, F. H. RENAUT, Commander; loading in the East India Docks.

KNEVITT and Co., 3, Sun-court, Cornhill.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenearn, s.s. ...	2,120	M'Gregor, Gow, & Co.	March 16
Atma	523	Wright Bros. &Co.	March 25
LIVERPOOL.			
Antenor, s.s. ...	1,601	Alfred Holt ...	Mar. 11
Agamemnon, s.s. ...	1,550	„ „ ...	Mar. 25
GLASGOW.			
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Mar. —
Bowen, s.s.... ...	1,700	T. Skinner & Co	Apr. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

COWASJEE DINSHAW,
Close to the Landing Place, Depo of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 8, 1875.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 602.] LONDON, TUESDAY, MARCH 16, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received March 16.
JAPAN—Yokohama	Nov. 27	Jan. 13	Jan. 26
Yedo			
Osaka and Hiogo	—	—	„ 28
Hakodadi			
Nagasaki	—	—	„ 22
CHINA—Peking	—	—	„ 17
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 21
New-chwang	—	—	—
Hankow	„ 27	„ 16	„ 22
Kiu-kiang	—	—	„ 24
Chin-kiang			
Shanghai	Dec. 11	„ 25	„ 29
Ningpo	—	—	„ 27
Foochow	„ 11	„ 25	„ 30
Formosa			
Amoy	—	—	„ 29
Swatow	—	—	Feb. 1
Hong Kong	„ 18	„ 29	„ 4
Canton	—	—	„ 2
Macao	—	—	„ 3
PHILIPPINES—Manila	„ 4	„ 14	Jan. 24
COCHIN-CHINA—Saigon	„ 18	„ 23	Feb. 3
SIAM — Bangkok	—	—	„ 4
BORNEO—Labuan	—	—	Jan. 25
Sarawak	—	—	Feb. 5
JAVA — Batavia	„ 25	„ 29	„ 5
Samarang	—	—	Jan. 27
Sourabaya	—	—	„ 29
MALACCA STRAITS—Singapore	Jan. 8	Feb. 9	Feb. 11
Penang	„ 8	„ 6	„ 13
CEYLON—Galle	Jan. 22	„ 11	„ 19
Colombo	„ 22	„ 13	„ 18

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, one day late. The Pacific mail from Yokohama Jan. 23 reached London, *via* San Francisco, on the 9th inst. The next inward (French) mail, with advices Yokohama 2nd, Shanghai 5th, Hong Kong 11th, Singapore 19th Feb., which is due, *via* Marseilles, on Monday next, the 22nd inst., left Suez on the 12th inst., its due date.

The telegraph cable between Amoy and Shanghai is interrupted, but the other sections of the China lines are in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived March 12.—From Hong Kong: Lieut.-Col. Brown.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive March 22.—From Shanghai: Mrs. W. Hart, Mr. C. Dibben, Mr. J. Taylor, R.N., Lieut. Hutton, Mr. S. J. Ellis, R.N. From Singapore: Captain and Mrs. Worsley, two children and two servants, Mr. J. Moss.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, March 14.—To Shanghai: Mr. and Mrs. Cunningham, Mr. F. S. Deacon, Mr. H. de Courcey Forbes, Mr. and Mrs. Wheatley, Mr. Chenla, Mr. de Penter, Mr. and Mrs. Evans, Mr. S. Marsh, Mrs. Rice, Mrs. Claudin. To Hong Kong: Mr. W. M. Reeves, Mr. and Mrs. R. J. McKenzie, Mrs. Read, Mr. F. B. Smith, Mrs. Haniz, Mr. Elser. To Singapore: Mr. Marsh, Mr. Pickenpack, Mr. and Mrs. Katz, Mr. Lomez, Mr. Schmid, Mr. Schmit, Mr. Ping, Mr. Mayer Behr, Mr. Figueras. To Saigon: Mr. Ges, Mr. Bezian, Mr. Leonetti, Mr. Matheron, Mr. Bertrand, Mr. Car, and five Sisters of Mercy. To Batavia: Mr. and Mrs. Herdman, Mr. and Mrs. Van Goens. To Galle: Mr. Fraser Tytler.

Per French steamer *Anadyr*, March 28.—To Yokohama: Mr. F. S. Jacobs, Mr. Geo. S. Aspinall. Mr. Manceot, Mr. J. A. Kalis. To Shanghai: Mr. J. B. Johnson, Mr. Geo. Lewis, Mr. Hyde, Mr. J. Brand. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon, Mr. Grotien, Mr. G. W. Coutts, Mr. Tennant. To Batavia: Mr. Van Oven, Mr. Lucassin, Mr. and Mrs. J. W. Ketzen. To Singapore: Sir Arthur and Lady Gordon and two children, Miss Gordon, Mr. Eyre, Capt. and Mrs. Havelock, Dr. and Mrs. McGregor.

Per French steamer *Djemnah*, April 11.—To Shanghai: Mr. L. Gouilland. To Singapore: Sir William and Lady Jervois and daughters, and private secretary, Capt. and Mrs. Paton and child, Mr. J. Henderson, and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew, Mr. E. J. Tolson.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Shanghai: Mr. O. Percival, Mr. P. M. Grant, Mr. W. Smith. To Hong Kong: Mrs. Maclean and party, Lieut. H. B. Warren, Lieut. C. K. Parvis, Lieut. C. E. Reynard.

Per P. and O. steamer *Sumatra*, from Venice, March 19.—To Shanghai: Mr. R. Hugh.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Mr. J. M. Ringer, Mr. and Mrs. F. M. Youd, Mr. A. L. Pearey, Mr. G. D. Fearon, Mr. A. Bourke. To Hong Kong: Mr. J. G. T. Hassell, Mr. T. J. Gardiner, Mr. W. Greig.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Singapore: Mr. E. Young, Mr. A. Clarke. To Galle: Rev. and Mrs. McLean. To Ceylon: Mr. E. Johnstone.

Per P. and O. steamer *Malta*, from Venice, April 2.—To Hong Kong: Mr. G. Oliver.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Hong Kong: Mrs. Green. To Ceylon: Mr. and Mrs. A. Ross.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 26th January; the French mail from London, Nov. 20, arrived out on the 12th January, and the following P. and O. mail, of Nov. 27, was received on the 13th January. The *Japan Herald* supplies the following summary of news:—

There is a dearth of political news to report, and the only public appearance of the Mikado has been at the re-opening of the Kaigunsho (Naval Department). There is an agitation of a weak, fitful character for representative institutions, which are not likely to be granted in their entirety.

A grand banquet has been given at Hamagoten by their Excellencies Sanjio, Daijin, Iwakura, Daijin, and Simamadz, Daijin (Sabas), in honour of General Saigo and his officers, who have returned from the Formosan expedition, and other gentlemen who were concerned during the late difficulty with China. General Le Gendre, M. Boisonade, Mr. Hill, and Mr. Smith were present; and several speeches were delivered by their Excellencies and the Foreign Ministers.

In the Provincial Court, before the Assistant Judge, Mr. Goodwin, the case of W. G. Howell *v.* C. D. Moss and J. R. Anglin was tried. This was a libel action, brought by the plaintiff to recover the sum of $1,000 as damages alleged to have been sustained through the publication of a letter in defendant's paper, the *Japan Gazette*, in its issue of October 17 last. The opening paragraph of this letter—upon which the action was founded—was as follows:—

A letter to the London *Times*, signed "W. G. H.," dated Yokohama, June 19, is naturally attributed to the genius of the *Japan Mail*; and we shall be assured that it was written in order to put the Formosan embroglio truly, fairly, calmly, and dispassionately before the English public. At the time the letter was written there was some sort of agreement between the Japan Government and *Japan Mail*, which, if the latter had any object in originally seeking and the Government had any object in assenting to, meant this, and nothing else:—That the *Japan Mail* was content to sell some kind of benefit to the Government, which it was supposed to be worth the Government's while to purchase, by subscribing for 150 copies of the paper. "W. G. H." may write what he pleases, either in the *Mail* or to *The Times*, but nothing that he can say can give any other complexion to the contract, in the eyes of common-sense people, than that the Government, or some prominent member or members of it, was or were led to believe that the *Japan Mail* would so trim its sails as to make all circumstances fair winds for Japan; and that the Government would find a fair and generous support from the proprietor of the *Mail*. It was an unfortunate moment for the Government and for the *Mail* when the rival editors of the *Herald* and the *Mail* came together, and that

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explanation was given which enabled the former to apply the prod to the latter on the subject of the subsidy. Thenceforth, wriggling like a spiked eel, the *Mail* tried to serve two masters. The small sense of justice it still retained felt that it must not altogether lose sight of the compact; whilst its pride did not like the admission that it was a hireling. The inevitable consequence was that it blew hot and cold; and its sickly attempts to appear independent and at the same time fair towards the Government has been too much for the risibility of its readers for many a day. That must be bad enough for such a skin; but alas! the circulation of the paper for the ensuing twelve months has been jeopardised to the extent of one hundred and fifty copies; and that's enough to make any free and independent editor wince, if not weep.

In summing-up, the Judge told the jury to take a fair and common-sense view of the case. They must take the common meaning of the words in the letter complained of, and if they found for the plaintiff, they would have to state the damages they thought he was entitled to. The jury retired for a quarter of an hour, and then rendered a verdict for plaintiff; damages, nominal $1. The question of costs is to be heard on a future day.

It is stated that the different steamers which were purchased by the Department of Formosan Affairs at the time of the difficulties between China and Japan will be employed from next month in carrying a regular weekly service between Tokio and Hong Kong. These steamers will in the course of their voyage stop at the different intermediate ports. This new line has been specially established in order to develop the commercial relations between China and Japan, and it will interfere considerably with the local trade of the P.M.S.S. Co.

We have pleasure, yet not unmixed with regret, in announcing the appointment of Mr. von Brandt as Envoy Extraordinary and Minister Plenipotentiary to Peking, to be replaced here by Mr. von Holleben, Chargé d'Affaires at Peking. Mr. von Brandt's near departure will be sincerely regretted by all his friends, who will not fail to wish him success at Peking. During Mr. von Brandt's long residence in Japan he has been extremely popular, and much liked by all who came in contact with him.

The annual meetings of the Amateur Athletic Association and of the Fire Brigade have been held. Another meeting to consider the affairs of the Episcopal Church has also taken place, but without arriving at any definite result.

The small-pox epidemic, both here and in Tokia, is still prevalent, and appears to be of a very virulent type, about one in three of those attacked succumbing to its effects.

Much regret is expressed here at the approaching departure of the English and French troops, who have received orders to prepare to move.

The Japanese Government is making preparations to send productions, both natural and manufactured, to the Exhibition in the United States.

Chevalier Von Schaeffer, the Austrian Minister here, has left for Siam to present his credentials at that Court, to which he is also accredited.

Some severe shocks of earthquake have been felt here lately, but without causing any serious damage.

The Japanese have despatched a mission to Siam, but with what object is unknown.

HIOGO-OSAKA.

Our advices extend to the 28th January; the P. and O. mail from London 27th Nov. was received on the 16th Jan. The following items of intelligence are from the *Hiogo News*:—

We understand that Sir Edmund Hornby has instructed H.B.M.'s Acting Consul to remit the fines inflicted upon Messrs. Heimann and Valentine for contempt of Court. As the defendants did not appeal, we cannot help thinking that Sir Edmund has at least travelled a little out of the ordinary routine of the Courts, if indeed he has not been somewhat hasty. At all events it must be admitted that his conduct on this occasion is in marked contradiction to that which he thought proper to pursue in the more notorious case of Mr. Cousens, where actual imprisonment was inflicted for what at least was a most venial offence. Perhaps his Honour thought that as it was not possible to remit Mr. Cousens's punishment, to be consistent he must treat the highly respectable body of gentlemen who interceded in the victim's behalf at Yokohama in the cavalier manner he did. Can it be possible that Sir Edmund has had his former error pointed out to him, and having unduly favoured a Consul on one occasion, now steps out of his way to correct what he considers an excess of severity in another?

The first number of the new issue of the *Minato Shimbun* was published on the 24th Jan. The size of the paper has been slightly increased, but we regret that no advantage has been taken of the change of proprietors to improve its general appearance, the typography being, if anything, worse than the old issue, and the paper of the poorest quality turned out by Continental manufacturers. An alteration in the general arrangement of the news, &c., first attracts our attention. Instead of commencing on what is with foreigners the fourth page, and working backwards *à la Japonaise*, the pages run in reverse order, although they still read from right to left. Though not always a matter of course, with the increased size of the paper much more news is provided, and the new proprietors hope to be able to keep their columns constantly filled with interesting matter. The new editor has had considerable experience in newspaper work, he having been first connected with the press of Tokio, and afterwards with several other native papers in different parts of the country.

The Japanese authorities have notified the Foreign Ministers that there will be an Exhibition at Kioto, commencing on the 1st of March and continuing for one hundred days. Foreigners are invited to visit it, and also to contribute articles for exhibition. Passes will be obtainable at the various Foreign Consulates.

Sir Harry Parkes is expected to pay his long promised visit to Kobe by the next steamer; perhaps then the Recreation Ground question may get settled.

The schooner *Mary Jane*, 120 tons burthen, has been sold at public auction by Messrs. Scott and Co., and bought by Messrs. E. C. Kirby and Co. for $1,300.

The annual procession of the native Fire Brigades took place on the 12th January.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows from this port:—

An accident occurred on the 6th January at the Taku forts by the bursting of two cannons, while the soldiers were practising; four men were killed and six others wounded. The cannons were of a lot said to have been made in China lately, after foreign models. The powder, made at the Tientsin works, is equal to the best manufactured English; and owing to its great strength, it requires cannon to be well made, and of the best quality of metal, to withstand its explosive power.

During the evening of the 5th Jan. a fire broke out in the cookhouse of the Lung-shung hong—a Russian house within the Settlement; but by the prompt aid of the officers and seamen of the Russian gunboat it was speedily got under, before it had done much damage. The men of the British gunboat reached the scene of the conflagration soon after the alarm had been given, but their aid was not required.

The temperance men of H.M. gunboat *Midge* and the U. S. gun-vessel *Palos* have given a tea and miscellaneous entertainment in the Union Church, to which the public were invited. The other men of the gun-vessels give a theatrical entertainment at the Club on the evening of the 13th, and have also invited the public.—Mrs. Waeber gives a ball at the Russian Consulate-General on the evening of the 15th Jan. It will be seen therefore that at present the foreign residents are having many amusements and are enjoying themselves. To-morrow is the first day of the Russian New-year, when it will be our duty to return the compliments of the season to our Russian friends.

During the past seven days our weather has been very pleasant, not having been extremely cold or windy. Within that period the thermometer, in the shade, has risen beyond freezing point; and during the night it has ranged from 26 deg. to 16 deg. I had the river ice measured, when it showed a thickness of ten inches, having increased two inches within the week. There is of course a considerable traffic on it.

SHANGHAI.

The present mail brings advices from this port to the 29th January; the French mail from London Dec. 4 was received on the 24th January, and the following P. and. O. mail of Dec. 11 arrived out on the 25th January. The following summary of news is from the *North China Herald*:—

The most startling news of the week is the announcement of the death of his Imperial Majesty Tung Che, which occurred at Peking on the evening of the 12th Jan. His Majesty was attacked by small-pox on the 9th Dec., and after being reported convalescent, had a relapse on the 5th Jan., from which he never rallied. His successor had not been nominated at the time the mail left Peking. On receipt of the news the flags in the settlement and harbour were put at half-mast, in token of respect, although we understand that having no official intimation of the death, the Chinese officials do not exhibit in their yamens the usual signs of mourning. The death of an Emperor can only be communicated, it would appear, by an Imperial proclamation issued in the name of his successor—the Chinese in this, as in most other matters, reversing the etiquette of Western States. The nation is not supposed to be without its Emperor for a day; and first, therefore, comes the "*Vive le roi!*" to be followed by "*Le roi est mort!*" The embarrassing situation in which the somewhat sudden demise of his late Majesty has placed the heads of the Government accounts for a little delay in the appearance of such a proclamation; and, meanwhile, the only public intimation to the provinces of the loss which the Empire has sustained is the placing in mourning of the official seals A change of colour from the ordinary black to the mourning blue was adopted in printing the edition of the *Shunpao* containing the announcement of the Emperor's death, and this simple fact appeared to be accepted by Chinese as convincing proof of the truth of the intimation, which many among them had previously doubted. The

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Chinese are not credited with taking much interest in newspapers, but they are beginning to appreciate a popular Press, and the *Shunpao's* enterprise was rewarded by an extra sale during the day, in Shanghai alone, of over four thousand copies.

Owing to the discovery of some defect in her crank shaft, the departure of the O.S.N. Co.'s steamer *Sarpedon* was postponed a few days. The shaft is being replaced by a spare one on board, and the steamer will leave on the 30th Jan. The French brig *St. Francois*, which was some time ago much injured by collision with the s.s. *Cawdor Castle*, has been sold at auction to Mr. Nils Moller for Tls. 4,550.

The sailings of the P. M. S. steamers have been rearranged. Instead of leaving on certain days of the week, they will in future start at fixed dates, viz., the 1st and 15th of every month. The present movement, we have been given to understand, is made with the view of having some extra freight accommodation at disposal for tea-shippers who may wish to anticipate the reimposition of the tea duty in the United States, which will probably commence about 1st March.

On the 21st Jan., H.M.'s gunvessel *Curlew* was fouled by a large junk, which did considerable damage to the bowsprit and its rigging, &c. The case was referred next day to the British Consul on the question of amount to be paid for repairs, but was, later in the day, we understand, amicably settled between the parties interested.

Reuter tells us that Mr. W. H. Tapp, lately in charge of the Shipping Office of H.B.M. Consulate, has been gazetted Registrar under the new Order in Council which makes Shanghai a port of registry for British vessels. As most of our readers are aware, Mr. Tapp went home to render that assistance in connection with the framing of the Order which his knowledge of shipping and local conditions peculiarly qualified him to do; and although his preferment to the newly-created post of Registrar was a foregone conclusion, his friends here will be glad to know that the appointment is officially notified.

A meeting of shareholders in the Racket Club has been held. The accounts, showing a profit of Tls. 332.99 on the half year were passed. It was decided to lay the East Court also with Portland cement; and the incoming committee were recommended to extend the facing of Nagasaki stone on the front wall, and to erect lightning conductors. It was resolved to discontinue the purchase of shares on account of the Club, the capital having been sufficiently reduced. The following gentlemen were elected a committee for the ensuing year:—Messrs. Cooper, Cumine, Findlay, Gundry, Hamilton, Jones, Phipps, Wheelock, and D. Brand.

The report for the past year has been issued by Messrs. Nachtrieb, Leroy, and Co., agents for the French Gas Company. Although there has not been any great increase in consumption, that which has actually occurred, taken in connection with a fall in the price of coal, enables the agents to present a very satisfactory report. The net profits are Tls. 8,642.33, of which it is proposed to add half to reserve, raising that fund to Tls. 6,967.14; Tls. 4,180 is absorbed by two dividends, making 11 per cent. for the year, and Tls. 141.17 is carried to new account.

A clever forgery has been successfully imposed upon a Chinese clerk at the Hong Kong and Shanghai Bank. A respectable looking Chinaman presented what purported to be an order for the payment of Tls. 1,000. This document bears the chop of one of the most influential firms on the Bund, and was made payable to a well-known wholesale teaman, whose chop was also stamped upon it. The man who presented it said he had been sent by this gentleman to collect the money, and it was paid over to him without hesitation in ten Tls. 100 notes. Subsequent inspection and inquiry proved the order to be fictitious, and that a double forgery had thus been perpetrated. A somewhat singular feature of the fraud is that the forger is quite unknown, even by appearance; but the fact that the notes paid are all for large amounts, it is thought likely will lead to his detection. Information having been given at the Central Police Station, Mr. Inspector Fowler immediately took the necessary steps. Of course the Bank will not suffer, and it is understood that the clerk is also secured against loss; but the ease with which the fraud was committed should lead to the adoption of means to test bank orders presented by Chinamen before payment is made.

The Chief Judge has given decision in the motion for a review of certain items in the taxation of costs, by the Registrar, in the *St. Francois* and *Cawdor Castle* case. His Lordship, on grounds stated, supports Mr. Robinson on the first point raised by the motion, whether the plaintiff was entitled to the costs of a material witness, M. Chagneau, even though it proved that his evidence was needless. On the other items his Lordship concurs with the Registrar. The costs of the motion are divided.

The case of "C. E. Hill v. Estate of Yang Taikee" has been resumed at the Mixed Court before Mr. Seward, U. S. Consul-General, and H. E. the Taoutai of Shanghai, Dr. Yates being interpreter. Mr. I. B. Eames appeared for the plaintiff, and Mr. Drummond and Mr. Cowie for the defendants. One day was occupied in hearing the case for the defendants, in support of which Mr. Drummond submitted a number of letters, &c., which had passed between the persons concerned more than twelve years ago, and having reference to various matters connected with the "Ever-Victorious Army," in which the plaintiff was interested in connection with Woo Taoutai and Yang Taikee. Dr. Jamieson was examined on behalf of the defendants, and deposed as to the capture of the *Keor-jeor* at Soonkong by Burgevine and Jones, but his evidence on other points, he said, was based only upon hearsay. Two Chinamen were also presented as witnesses. They had been in Yang Taikee's service a number of years before his death, and said they were intimately acquainted with his ordinary business matters, and also with his connection with Woo Taoutai in supplying and paying the "Ever-Victorious Army." Both denied that they had ever seen a charter-party for the *Keor-jeor*, or that they knew the plaintiff in any way, either now or at the time of the rebellion. There were no other witnesses called on behalf of the defendants, and at the close of their cross-examination it was arranged that the arguments of counsel on each side should be submitted in writing to the Consul-General and the Taoutai, copies being supplied both in Chinese and English.

There has been a capital muster of the S. V. C. for battalion drill in the Consular Compound, about 120 rank and file, including the band, answering to their names at the time appointed. The attendance of the band, under the leadership of M. Remusat, was another excellent feature, and added life and spirit to what would otherwise have been in some respects a tame affair. The number of spectators was large, including many ladies, and their gratification was enhanced by the bright weather and the capital music they listened to. A good word is also due as to the manner in which the drill was performed, the various evolutions being executed with a precision that drew forth an expression of satisfaction from Major Hart and the officers generally.

There was a large field out for the weekly Paper Hunt, and the ponies seemed in splendid fettle after their fortnight's immunity from the severer trials of cross-country riding. The meet was close by Mr. Major's bungalow, where a biggish jump over a good-sized creek had to be negotiated as a sort of preliminary examination. Most of the mounts got well away, though not in the spick and span style in which they appeared as they essayed the jump, but nearly a dozen failed to cross it at all, and had to join the hunt by a circuitous route, disqualified by the omission, or abandon their afternoon's sport. The weather was lovely; the ground was well selected and in good condition, though rendered a trifle heavy by the softening influence of the sun on its frost-nipped surface; and spectators at Sicaway had not long to wait after the arrival of the foxes, before the hunt appeared. Mr. Walker rode in first, but is disqualified by previous successes this season; and not a dozen yards behind came four or five others, among whom the winners were Mr. R. Johnston, light weight, and Mr. E. J. Caldbeck, heavy weight. It was remarked that at no previous hunt did the field generally come in more nearly together.

At the annual meeting of members and associates of the Shanghai Temperance Society, Mr. Blethen was unanimously re-elected President; the Rev. J. Thomas, Vice-President; Mr. J. L. Mateer, Honorary Secretary; Mr. T. Scott, Treasurer; and Mr. L. Hassall, Librarian. The following is the new Committee:—The Rev. C. Butcher, Rev. W. Muirhead, Rev. G. B. D. Miller, and Messrs. W. R. Kahler and J. Morgan.

The fourth of the series of lectures given under the auspices of the Shanghai Temperance Society has been delivered in the banquet room of the Masonic Hall, to an audience of about a hundred, including a fair proportion of ladies, by E. C. Taintor, Esq., on "The Iliad, and the Recent Discoveries at Troy." Commencing with an admirably condensed narrative of the mythical, or rather heroic, period of the history of Troy, and the events of which followed the elopement of Helen, as described by Homer in his great epic, the lecturer, by the aid of carefully drawn diagrams, proceeded to illustrate the geographical position, long, and as the recent discoveries have proved, truthfully, believed to have been the site of the ancient city, showing beyond all possible doubt that the Homeric Troy really existed and that those events were actual historical facts. The discoveries principally described in the lecture were those made by Dr. Schliemann, whose excavations at the supposed site have led to the most unexpected and astounding results. Passing through several strata, the accumulations of succeeding centuries, each of which showed the remains of people of a less degree of civilisation, Dr. Schliemann came, at a depth of over thirty feet, upon relics in gold, silver, and bronze, in the shape of arms, vases, cups, coins, female ornaments, and shields, of exquisite workmanship, all of which had evidently been subjected to the action of fire, and the forms of some of which tallied exactly with those mentioned in "The Iliad," and which must have thus lain buried for over three thousand years. It is needless to add that a subject of this kind, treated in a popular manner, was listened to with the closest attention, and that a vote of thanks to Mr. Taintor, moved by the Rev. G. B. D. Miller, and seconded by Dr. Jamieson, was carried by acclamation.

A very large Chinese funeral procession passed through the Settlement on the 24th Jan., on the way to deposit, in a boat at the Hankow-road jetty, the remains of the gentleman whose demise was the occasion of the display, for transmission to his native province of Kweichow. The deceased was a silk merchant, named Ya-kee, head of a hong in the Tientsin road, and one of his sons was formerly a compradore at Ewo, Messrs.

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Jardine, Matheson and Co. Ya-kee died about two months ago, at the age of sixty-eight years, rich and respected. In accordance with a practice not uncommon among the wealthier merchants, he had acquired civilian and honorary rank as a red-button mandarin; and a large number of his official brethren were presented or represented in the *cortége*. The procession was decidedly imposing, and did space permit, we should endeavour to give our readers some description of it, although it is scarcely a novel subject now to residents out here. An enquiry as to the probable outlay entailed by it elicited the reply from an intelligent bystander that it could not be less than Tls. 2,000.

The Governor-General at Nanking, Li Tsung-hi, has obtained leave to retire, on account of failing health, and the Governor of Kiangsi, Liu Kwen-yi, has been appointed to act temporarily in his place. In noticing the promotion of the Taoutai of Shanghai to be Judicial Commissioner of Honan, we were led to state that the change was not a satisfactory one to his Excellency, because it precluded advancement as a territorial Governor. We are assured, however, on good authority, that though the new appointment is of a less lucrative nature, no distinction exists between governmental and judicial posts, but that the change is rather in the ordinary line of promotion, when the official promoted is not fortunate enough to drop into a fat salt-commissionership instead. One local precedent within recollection is that of Ting Taoutai, who became a Judicial Commissioner, and subsequently a Futai.

We hear that there has been a heavy fall of snow in the Ningpo neighbourhood, and that the surrounding hills were covered, presenting a striking and unusual landscape. They probably intercepted the snow clouds which dropped a few flakes in Shanghai the other day, as these passed southward before the wind.

With reference to tea shipments the *Herald* says:—

The proportion of tea shipped from Shanghai during the past season by steamers and sailing vessels has been more in favour of the latter this year than last. Many shippers anticipated that by the time of the arrival of the sailing vessels the market would have recovered from the weight of shipments, crowded forward by steamer, and that their teas, being of earlier growth and consequently better quality than those arriving at the same moment by steamer, would have the preference, and realise full rates. This anticipation has, with a few exceptions, proved fallacious. The great bulk of the business at home seems to be done in the first few months after the arrival of the new tea. After that, with the exception of an occasional spasmodic period of speculation, dulness prevailed. It has been found lately that many outside steamers deliver a portion of their tea so burnt and dried up through being stowed near the boilers that heavy claims are put in by the retail buyers of the tea for difference in sample. There is no hope of obtaining restitution from the ship, as no proof can be maintained. An instance was advised a few mails ago, in which an invoice was sold and gave £150 profit, but on inspection a great many of the chests were so dried up that instead of a profit the loss is nearly £200. In another line the owners have the vessel put into dock and work overside, so that it is generally two or three weeks before the lower tiers of teas come to light; and even samples can only be obtained with difficulty, application to the owners themselves being met with the utmost discourtesy and contempt. Another item is the careless way in which Singapore cargo is taken in without any pains to separate it properly from the tea. Captains of steamers leaving China, and calling at Hong Kong and Singapore and other ports for freight to fill up, place essential oils, pepper, &c., &c., and such like deleterious matters, on the top of the tea; and whole cargoes are not unfrequently deteriorated 1d. to 2d. per lb. through this cause. It is so difficult to enforce any claim on this account that instances frequently are allowed to pass without notice. But the remedy lies on this side; and that the evil is allowed to continue without protest, is characteristic of the way in which business is usually conducted in China.

HONG KONG.

Our advices by the present mail extend to the 4th February; the French mail from London, Dec. 18, was received on the 29th January.

The *Overland Trade Report* announces the following dividends:—

The report of the Hong Kong Hotel Company (Limited), presented at the half-yearly meeting, held at the hotel on the 29th Jan., shows that the company is progressing favourably. A balance of profit on the half year of $6,521.20 was shown. A dividend at the rate of $2.50 per share was agreed upon, and $4,000 was passed to the reserve fund. During the six months the loan had been reduced by the payment of $3,000.

Few insurance companies are fortunate enough to be able to lay a more satisfactory report before the shareholders than that of the Hong Kong Fire Company (Limited). After appropriating $103,500, to pay a dividend of 50 per cent., of the profits, they are enabled to pass $62,100 to reserve fund, besides paying 20 per cent. to contributing shareholders. The managers report that the equivalent of £13,000 sterling has been invested in the Chinese Imperial Loan. The vacancies caused on the Consulting Committee by the departure from the colony of Messrs. Rowett, Sassoon, and G. F. Heard have been filled by the nomination of Messrs. A. F. Heard, J. S. Lapraik, and A. Andre.

A correspondent of the *Daily Press*, replying to an attack made on Mr. Sinclair, H.B.M. Consul at Foochow, in the *Foochow Herald*, with regard to his withdrawal of support to the Amoy and Foochow telegraph, says, "A line to connect Foochow with North and South China will be of advantage to all foreign traders, but the advantages will be dearly bought if such a line is made in defiance of the Chinese Government and people. At present a telegraph company is forcibly making a line in spite of warnings of officials, and the course taken is unfortunate, as prejudices against innovation which had become faint and would have died out are now revived.

The thirty-sixth annual meeting of the Medical Missionary Society was held at the house of Messrs. Olyphant and Co., Canton, Mr. Gideon Nye in the chair. The financial statement showed a balance in hand of $410,61. An abstract of the work of the society, which was read at the meeting, exhibited very satisfactory results. The report of the standing committee recommended the erection of superior wards, and they were authorised to carry out the suggestion and empowered to expend $400 on the buildings.

The annual public examination of the scholars at the Government Central School was held on the 30th Jan. His Excellency the Governor attended at noon to present the prizes. After the presentation, Sir Arthur Kennedy addressed the lads, and having first shown that the school was progressing in numbers, that some of the pupils who had left during the past year had obtained superior appointments, and all had made a fair start in life, he expressed his satisfaction with the results and his entire confidence in the able and discreet manner in which the schools were conducted by Mr. Stewart. Dr. Eitel and Mr. Stewart having addressed the meeting, His Excellency announced the holidays, and the proceedings terminated.

(FROM OUR OWN CORRESPONDENT.)

The Sugar Refinery at East Point might be made a lucrative business; in its present state it is an enormous failure. The value of the property and plant alone is estimated at some million and a half of dollars; at least, that is supposed to be the inside of the sum spent upon it. For the last two years it has been worked under great difficulties, the Hong Kong and Shanghai Bank holding a mortgage of $500,000 upon it, and it being further under the surveillance of Messrs. Jardine, Matheson, and Co. Mr. Victor Kresser, formerly manager of the Comptoir d'Escompte de Paris, later manager of the Hong Kong and Shanghai Bank in Hong Kong, who is at present, I believe, residing in Paris, is one of three partners in the Refinery. His two partners are Mr. W. F. B. Sams and Mr. Smith. The schedule of these three gentlemen has been filed in the Court of Bankruptcy. I have seen it, but it has been sent back for some reason or other for revision. It represents a portentous amount of liabilities True, also, that the assets are considerable, as you may judge from the figures I mention above. As the affair would be a very paying one if worked continuously, with sufficient capital, and as much money and important interests—notably those of the Hong Kong and Shanghai Bank—are involved, I do not think people concerned on the creditors' side can afford to let matters proceed to extremity. I fancy that the embarrassment of the bankrupt firm has been owing not so much to imprudence as to want of the sinews of war. Anyhow, there is now a good opening for any capitalist who has half a million of dollars which he may wish to employ.

I can tell you nothing about the probable successor to the throne of China—the *purple*—as a local newspaper here calls it. By the way, this bull was perpetrated by a new arrival, the fresh editor of the *Press*, whose experience seems to have been with the crowned heads of Europe. Just now there are so many unreliable rumours that authentic rumour is silent, and as I am not a spreader of *canards*, I will follow her example. After all, let the succession fall upon whom it may, it will not make much difference to European relations with China. If even the grandson of Prince Kung were to succeed to the throne, the pro-foreign party represented by his grandpapa have such *festina lente* notions that the course of progress would not advance much more with them than with their rivals.

I am sorry to have to record grievous dissensions in the Church militant, which has become militant indeed. The war that is waging is internecine. You will glean full particulars from the correspondence which has taken place in the *China Mail*. The Bishop of Victoria, who was installed a short time ago with such a flourish, has come into collision with Mr. Kidd, the Colonial Chaplain. "Behold how great a matter a little fire kindleth." In the innocence of his heart Bishop Burdon, in taking part in the Church Services, used generally to read the lessons. In reading he interpolated into the text original comments. This displeased some of the congregation and the Colonial Chaplain. This latter, who is at least as much an official as a clergyman, instead of representing the disaffection caused by the Bishop's practice to him personally, or by a short note, which would have at once stopped the offence, took the matter before the Governor, who, I know of my own knowledge, was very much annoyed at such a bagatelle being made an official matter. Further, in a correspondence which took place subsequently between the Bishop and the Colonial Chaplain, and which the former wished to be considered private, on the minor matter of the substitution of a hymn for an anthem in the afternoon service, was also

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made an official matter by the Chaplain. The result is that the Bishop refuses to take part in the Church Service in the Cathedral, and the congregation is split up; many, who will not now go to the Cathedral with the Bishop, hold a service in St. Paul's College. A curious schism, is it not?

BORNEO.

We find the following news items in the *Sarawak Gazette* of the 1st February:—

The British steamer *Sri Sarawak*, Captain Morrison, arrived from Singapore on the 19th. Passenger, Mr. W. Nail. The steamer left for the same port on the 25th ult. Passenger, Mr. R. B. Goodenough; and returned to Kuching on the 27th ult., after experiencing very heavy weather. She had to lie off Tanjong Po for eighteen hours before she could venture to put about for this port. She was deeply laden, and the water in her engine room rose to within a few inches of her fires. Being on a lee shore and her sails having been blown away the putting out of her fires might have resulted in the loss of the vessel. We hear she also sprung a leak in her fore compartment.

In our last issue we had to give an account of the loss of a large Chinese junk off the Santubong entrance of the Sarawak river, and we have now to report the loss of the brig *Rajah Laut* at the Moratabas entrance. This vessel was built in Sarawak by her enterprising owner, who has been running her successfully for two years. On the 22nd ult. she arrived from Singapore off Tanjong Po; the sea was running high, and wind unfavourable; however, the Nakoda, in his eagerness to reach Kuching, rashly endeavoured to beat her in against a strong ebb tide; the result was, the wind falling calm, she was carried by the current on to the Sibandi sands, and after three bumps went to pieces. She had a full cargo of rice on board; this loss falls upon the Chinese in the bazaar.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 11th Feb.; the P. and O. mail from London, Jan. 8, arrived out on the 9th Feb. We take the following items of intelligence from the *Straits Times*:—

H.E. the Governor has issued a Proclamation to the Rajahs and Chiefs who entered into the engagement at Pulo Pungkor in the early part of 1874 requesting the appointment of Residents. The Proclamation, which is dated the 2nd November last, and has been approved by the Secretary of State for the Colonies, after reciting the nature of the engagements voluntarily entered into, announces that Her Majesty's Government will look to these Chiefs for the exact fulfilment of their pledges, and will hold responsible any or all who violate them. This attitude is obviously necessary to ensure the due observance of the engagements; and is, in fact, not so much as would be required of a civilised power which might deliberately infringe the terms of a treaty. In dealing with Malay chiefs, who have for years been led to believe that the British Government will not sanction any interference in their affairs, and would content itself with useless and ineffectual remonstrances against any breach of the existing treaties or any act of spoliation committed by their people, it is vitally essential for the maintenance of British prestige in these parts, and for the success of the measures now being instituted to place the revenues and administration of those States on a satisfactory basis, that the chiefs should comprehend the binding nature of the contract that has been ratified, and that its observance on their part will be rigidly exacted, and if necessary compelled. We have heard nothing further regarding the late difficulty in Siam, but H.E. Sir Andrew Clarke has been ordered to Bangkok on political service, and will leave on Saturday in H.M.S. *Vigilant;* as this vessel will thence proceed on to China, H.M.S. *Charybdis* will leave to-day for Bangkok, to be in readiness to bring back his Excellency to Singapore.

The question of the reorganisation of the Establishments, together with that of the sufficiency or insufficiency of the salaries of officials and clerks, is at present being inquired into by a Commission consisting of the Hon. E. A. Irving, Acting Auditor-General, the Hon. H. W. Wood, and J. R. Mac Arthur, Esq., who have already commenced their investigations, and from whose report the public will be able to form a just opinion on the questions under consideration.

Admiral Shadwell, in the *Iron Duke*, awaited here the arrival of Admiral Ryder, in the *Audacious*, which reached this on the 1st Feb. In addition to the two flag-ships, we had in harbour, also, H.M.S. *Charybdis*, *Vigilant*, *Hart*, *Elk*, and *Lapwing*. A ball was given at Government-house on the night of the 3rd, to which the officers of the British and foreign men-of-war, and a great number of the residents, were invited to meet the admirals, and which was one of the largest social reunions yet given here. In addition to this the Teutonic Club gave an "At Home," at their club-house, on the night of the 5th, and his Highness the Maharajah of Johore entertained Admiral Ryder at a breakfast on the 8th, to which the leading residents were invited. Admiral Shadwell left in the *Iron Duke* on the 4th, on his homeward cruise, and Admiral Ryder for Saigon, on his way to Hong Kong.

Advices from Atchin only come down to the 15th January. The operations of the Dutch forces were still confined to the immediate neighbourhood of the Kraton. They had taken possession of the mosque at Longbatta, and the Atchinese had mustered in considerable force to recapture this position, but had been repulsed in the attempt with heavy loss. The Dutch commander afterwards took up a fresh position near the river, with a view, we presume, of better protecting his outposts.

The revenue of the Spirit Farmer has, we learn, been greatly reduced of late from an apparently large decrease in the consumption of spirits. Recent disclosures in the police-courts, however, lead to the belief that the farmer's loss is attributable to extensive smuggling, rather than to any falling off in consumption. Not long ago a shipchandler was fined in all $500 for defrauding the farmer by drawing off and removing or consuming spirits without a permit, and a Chinaman was fined $200 the same day for making a pass do duty a second time. On Sunday two Chinese traders of Boat Quay were brought before Captain Douglas, Police Magistrate, charged with using a pass for five cases of brandy twice over, in removing ten cases purchased from a European firm here. They were fined $200, which was at once paid down. These cases, in addition to the smuggling from China and elsewhere, show that the revenue is probably very extensively defrauded, and it is to be hoped the Government in connection with the farmer may be able to devise means for its more effectual protection, else the value of the farm must very materially decline.

From Java we learn that the *Leila*, a British vessel, from New York to Anjer for orders, petroleum laden, stranded. The ship was a total loss, but part of the cargo was saved. The ship and cargo were sold at auction for f.17,200.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been rather more inquiry, though for most goods only low rates were offered. Yarn had been in fair current demand, whilst Shirtings, except best qualities, were difficult of sale. Indigo Shirtings, Cotton Sateens, Turkey Reds, Velvets and Victoria Lawns were fairly saleable. In Woollens, the only feature to note had been rather more inquiry for Mousselines and Black Lustres, whilst Blankets of the heavier weights were less wanted. Bar Iron was weak, and prices generally had a lower tendency.

HIOGO-OSAKA.—The natives having generally adopted the European calendar, business was entirely suspended during the New Year holidays. Since then a tendency towards improvement had been evident, and the clearance of former purchases had been proceeded with in a more satisfactory manner.

FOOCHOW.—Sales had been 1,500 pieces of 7 lbs. T-Cloths at $1.75 per piece. Lead was quoted at $8.50 per picul, but holders were asking $8.75—with no buyers.

CANTON.—Lead had advanced in price, and quotations were: $8.20 to $8.25 for L.B. and $8.30 to $8.35 for W.B. Sales amounted to 1,400 piculs common quality, leaving in stock about 1,200 piculs.

MANILA.—There had been no improvement in the market which had continued dull at nominally unchanged quotations.

BATAVIA.—The market for Imports had been extremely inactive, as owing to the near approach of the Chinese New Year dealers had confined their business to the narrowest limits. The only staple articles in any demand at the moment were 6/4 Dutch Madapollams and 40s Grey Yarn.

SINGAPORE.—The Chinese New Year holidays had intervened, and owing to the customary suspension of business incidental thereto, transactions generally are reported as having been to a restricted extent.

PENANG.—The market had been closed during a greater postion of the fortnight in consequence of the Chinese New Years' festivals, and hardly any business had been done.

EXPORTS.

TEA.

YOKOHAMA.—Business though restricted to two or three purchasers had amounted to a fair total, considering the late period of the season. Since last report about 4,000 piculs had changed hands, prices generally showing an advance of $2 to $3 per picul.—Arrivals during same period had been only moderate, and stocks in hand did not exceed 8,000 piculs.

HIOGO-OSAKA.—Little alteration was noticeable in the market. The report that the question of re-imposition of duty in America was being agitated had not caused any rise. Prices had continued somewhat irregular, but no change in quotations was made, which, owing to the limited supply of tea on offer, were in a great degree nominal.

HANKOW.—Messrs. Evans, Pugh, and Co. forward the subjoined report:—Settlements during the whole season amount to 421,000 chests (inclusive of 80,000 chests of Kew-keang Teas), against 403,000 chests (including 52,000 chests of Kew-keang Teas), showing an increase of 18,000 chests in the business transacted here. As usual, bulk of the settlements was in first crop, of which 245,000 chests were taken, leaving only 55,000 chests of either rejected, or inferior quality chops,

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to supply the wants of the Shanghai market. A noticeable feature is the large increase in settlements of Ningchows, equal to 45 per cent. on the quantity settled here last season. There has been a marked diminution in settlements of Hankow district Teas by Russian houses, which shows a decrease of 38,000 chests, but their purchases of Ningchows are 16,000 chests larger than last season. Quality of Oopack and Oonam Teas was unsatisfactory, particularly the Oanfas, which were all more or less dull, and wanting in that strength and briskness characterising a good crop from this district. Second crops showed no improvement in quality of past two years, and the same may be said of third crops. Of the Ningchows we cannot speak too highly, and the best chops from this favoured district were perhaps finer in every respect than has yet been produced. The high range of prices paid by Russian buyers for these Teas has, we believe, been quite justified by out-turn at the markets for which they were destined. Tls. 54 per picul—3s. 3d. per lb. was the highest price paid, and Tls. 38 per picul —2s. 4½d. per lb. the average quotation for the 80,000 chests of this class of Tea settled in our market. Opening rates for most Hankow district Teas were 2 to 3 Taels per picul higher than last year. Ningchows were again taken at a further advance on former years, and quotations were 5 to 6 Taels per picul above last season's rates, and nearly 10 Taels per picul over prices ruling in 1873. Second and third crops realised about last year's quotations. The direct export to Great Britain, sent forward in nine steamers and two sailing vessels, shows a large increase on previous years, and was 65 per cent. in excess of last season.

	Chests.		Chests.	
Settlements during the past season have been ...	338,242	against	339,349	last season
Shipments on native actount	223,752	„	211,829	„
Contracts	8,171	„	12,005	„
	570,165	„	563,183	„

KIUKIANG.—Black Teas: Settlements, 750 half-chests Kiukiang-packed and Hohow at Tls. 8.7.5 to 14 a picul. Export from the commencement of season to January 20, 1875, 21,990,451 lbs.; export from the commencement of season to 20th January, 1874, 19,910,706 lbs.; increase, 1875, 2,079,745 lbs. Green Teas: About 4,000 half-chests had come to hand, and have been forwarded to Shanghai on Native account.

SHANGHAI.—Black: No settlements reported. Green: The advance noticed a fortnight since had been fully maintained, the market closing decidedly stronger, with increased firmness on the part of teamen. The few fine Teas on offer were meeting with ready sales at full prices. Arrivals from the country had been meagre, and the stock showed a slight reduction compared with last mail's figures. But one chop Pingsuey had been settled during the fortnight. The following were the prices paid:—For Country Tea, Tls. 20 to 35 per picul; Pingsuey, Tls. 27 per picul. Settlements, 24,072 half-chests; stock, 74,200 half-chests.

FOOCHOW.—Business in Congous continued on a limited scale, the further purchases amounting to only 1,143 chests at prices showing about previous values. The stock was reduced to 2,832 chests. Transactions in Ooloongs amounted to 10,520 half-chests at prices which showed no change of moment from our last quotations. For the remaining stock of 6,718 half-chests it was reported that offers very near to the Teamen's selling prices had been made.

AMOY.—The season was over.

CANTON.—No business has been done.

SILK.

YOKOHAMA.—There had again been but a limited business. This was due both to the high prices asked and the mixed quality of what was on offer. Dealers were still holding back a considerable portion of their stock, and even on the inferior parcels which they more readily put forward, they very unwillingly make concessions—a reduction of $5 to $10 had, however, been generally obtained on the small purchases of Hanks. Oshins were scarce, and firmly held; and indeed quotations were higher, especially for coarse sorts.

SHANGHAI.—Early in the fortnight a strong demand existed, and for the French mail settlements were estimated at 1,800 bales, of which those for Europe comprised principally Tsatlees from Tls. 260 to 320, besides a parcel of Cock and Worm chop, Nos. 3, 3½, and 4, at Tls. 395, 370, and 342½; some small lots of nearly all other descriptions, and about 300 bales of Re-reels for the American market; but although prices generally were firm, some sales of medium sorts were made rather below previous quotations, notably that of Red Peacocks at Tls. 315. During the closing week inquiry had been checked by the firmer attitude of holders, but owing to the sale of large parcels of Dancing Bear chop, Nos. 1, 2, and 3, at Tls. 350, 330, and 310, and 9/12 Moss Taysaam at Tls. 235, the settlements had been augmented to 1,400 bales. In addition to the above, sales were reported of Kukee Chin-jan at Tls. 347½, Red Peacock at Tls. 322½, and Blue Elephant at Tls. 330 and 332½. Settlements for the fortnight, Chinas, 2,200 Total settlements since 1st June, 1874, 63,500 bales, against 1873-74, 49,800 bales; 1872-73, 52,000 bales. Comparative unsold stock on this market 1875, 5,500 bales; 1874, 4,000 bales; 1873, 1,500 bales.

CANTON.—Activity had continued throughout the fortnight with a few purchasers, and the quantity settled showed a very fair amount of business, although less than for the two previous weeks. Prices were firm, all fine parcels commanding full values and frequently held at a slight advance. Settlements reported 319 bales Tsatlee and 15 bales Loongkong. In re-reels a purchase of about 20 boxes old season's Silk of inferior quality and colour at $370 was the only transaction to notice.

At a meeting of creditors of Mr. E. M. de Bussche it was resolved to wind up under the Bankruptcy Act. The liabilities are reported at £90,000, exclusive of claims arising out of the New Zealand and San Francisco mail contract, on which he was liable with Mr. P. S. Forbes, as reported in our issue of the 31st August.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅛d.	4s. 2⅛d.	4s. 2⅛d. to 4s. 3d.
Shanghai „	5s. 8⅞d. to 5s. 9d.	5s. 9⅛d.	5s. 9¼d.
Canton „ ...	4s. 2⅛d.	4s. 2⅜d.	4s. 3d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2⅛d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2⅜d. to 4s. 3d.
Manila „	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302½ to 303	223
„ Hong Kong	26⅛ to 27⅛ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	„ 73.9.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 6 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $200 premium (nominal).
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 premium.
Hong Kong Fire Insurance Company, $537½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 76 per share.
China Fire Insurance Company, $29 premium.
Victoria Fire Insurance Company, $19 premium.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $195 per share.
Shanghai Steam Navigation Company, Tls. 78 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9⅛d. to 5s. 9¼d., at Hong Kong 4s. 2⅛d., at Batavia F.11.72½, at Manila 4s. 1d., at Singapore 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 14, Penrith; 19, Black Prince.

At HIOGO.—From Hamburg, Jan. 10, La Plata.

At HONG KONG.—From London, Jan. 23, Scotland (str.); 24, Nankin (str.); Feb. 3, State of Virginia (str.); from Liverpool, Jan. 20, Priam (str.); from London, March 6, Os aka.

At BATAVIA.—From Glasgow, Feb. 2, William Mackinnon (str.); from Holland, Jan. 28, Harrington (str.); from New York, Feb. 2, Pearl; from Boston, Jan. 27, Witch.

At SINGAPORE.—From London, Jan. 28, Ben Ledi (str.); 29, Star of the South; 30, Min (str.); Feb. 9, Swatow (str.); from Aberdeen, Feb. 6, Esmeralda; from Cardiff, Jan. 30, Asterion; 31, Deutchland, G. F. Haendel; Feb. 3, Laskar (str.); Feb. 6, John Clark; from Hamburg, Feb. 4, Egeria (str.); from London, &c., Lotus (str.), Bengal (str.), Glenfinlas (str.), Killarney (str.).

At PENANG.—From London, Feb. 8, Ben Nevis; from Hamburg, Feb. 1, Egeria (str.).

DEPARTURES.

From YOKOHAMA.—For London, Jan. 8, Bellona (str.); for San Francisco, Jan. 9, Altona (st.).

From HIOGO.—For London, Jan. 16, Bertha.

From SHANGHAI.—None.

From HONG KONG.—For London, Jan. 31, Titania.

From BATAVIA.—For Marseilles, Jan. 26, America.

From SINGAPORE.—For Marseilles, Jan. 29, Charlotte Clark.

From PENANG.—For Rotterdam, Feb. 6, Hampton (str.).

VESSELS LOADING.

At YOKOHAMA.—For New York, Laurel.

At HIOGO.—None.

At SHANGHAI.—For London, Sarpedon (str.), Omba; for New York, Northampton, Inverness.

At HONG KONG.—Adria (str.), Alba.

At BATAVIA.—For Holland, Cornelis Smit, Otto, Louis August Constantin, President van Rijckevorsel, Cornelia, General van Swieten, Holland (str.), Prins Hendrik (str.).

At SINGAPORE.—For London, St. Aubin, Star of the South, Professor V. D. Boon Mesch; for Liverpool, Phineas Pendleton; for New York, Jupiter T.

At PENANG.—For London, Coldinghame, Chas. H. Southard.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, by steamer, tea £4 10s. per ton of 40 feet; silk $7 per cwt. To New York, by sailing vessel, £2 17s. 6d. per ton.

From HIOGO.—No vessel loading.

From SHANGHAI.—To London, by steamer, £3 10s. per ton of 40 feet; sailing vessel, £3 per ton of 50 feet. To New York, sailing vessel, £2 10s. per ton of 40 feet.

From HONG KONG.—To New York, £2 10s. per ton of 40 feet

From BATAVIA.—To Amsterdam, sugar f.45; tobacco f.40; hides f.95. To Marseilles, f.75.

From SINGAPORE.—To London, per steamer, from £3 5s. for sago, flour, and tapioca; £4 for pepper and measurement; sailing vessel, £2 15s. to £3. To the Continent, £3 for dead weight, and £3 5s. for light weight.

From PENANG.—To London, bag sugar, £2 17s. 6d.; basket sugar, £3; pepper, £3; hides, £3 15s.

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VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Jan. 17 ...	Kelso ...	Cardiff ...	Singapore
„ — ...	Medore ...	Hong Kong ...	England
„ — ...	Hendrick Fisk ...	Liverpool ...	Singapore
„ 19 ...	Olive ...	Singapore ...	Boston
„ — ...	Guiseppina N. ...	Do. ...	London
„ 20. ...	Leila ...	New York ...	Batavia
„ 22 ...	Idella Berry ...	Do. ...	Samarang
„ 27 ...	Harrington ...	Rotterdam ...	Batavia
„ 28 ...	Chinaman ...	Hong Kong ...	New York
„ 29 ...	Pearl ...	New York ...	Batavia

THE MAILS.

BRINDISI, MARCH 13.—The P. and O. Company's steamer Sumatra, with the homeward India, China, and Australian mail, arrived at midnight, and the mail left at seven this morning for London. The Sumatra was detained for twenty-four hours in the harbour of Alexandria by a gale which made it impossible to cross the bar.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, MARCH 9.—The P. and O. Company's steamer Mongolia left Port Said with the heavy mails at 8 P.M. yesterday for Southampton, where she may be expected about the 22nd inst. The Tanjore, which left Port Said with the Indian mails on the 3rd inst., returned to that port yesterday with some defect in her machinery, and transferred her mails and passengers to the Mongolia.

NEXT INWARD MAIL.—SUEZ, MARCH 12.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles.

INWARD MAIL DUE APRIL 5.—GALLE, MARCH 10.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MARCH 5.—SUEZ, MARCH 12.—The P. and O. Company's steamers Lombardy and Peshawur sailed at noon to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF FEBRUARY 12.—GALLE, MARCH 9.—The Messageries Maritimes steamer Peiho, from Marseilles on the 14th February, left here to-day for Singapore.

OUTWARD MAIL OF JANUARY 22.—SHANGHAI, MARCH 8.—The P. and O. Company's steamer Avoca, with the London mails of the 22nd January, arrived here on the 6th inst.

TELEGRAMS FROM THE FAR EAST.

THE EMPEROR OF JAPAN.

MARSEILLES, MARCH 15.—The *Semaphore* announces that the Emperor of Japan intends paying a visit to France. He will start at the end of August with three ships and a numerous suite, and will come by way of Suez and Marseilles. [We have reason to believe that this report is entirely without foundation.—ED. *L. and C. T.*]

THE ECLIPSE EXPEDITION.

GALLE, MARCH 15.—The Eclipse Expedition arrived here safely to-day. The Indian observing party proceeds to Nicobar Island by the *Enterprise*, which left Calcutta on the 11th inst.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANDERSON—On the 10th Jan., at Yokohama, the wife of Drummond Anderson, of a son.
BEVERIDGE—On the 31st Jan., at Hong Kong, the wife of Henry Beveridge, of a daughter.
BUXTON—On the 8th Feb., at Singapore, the wife of Capt. H. Buxton, of a son.
EVANS—On the 24th Feb., on board the s.s. *Mongolia*, homeward bound, the wife of G. H. P. Evans, barrister-at-law, of a daughter.
FARBRIDGE—On the 13th March, at Chelford, Cheshire, the wife of Cridland W. Farbridge, of a son.
MARQUES—On the 11th Jan., at Yokohama, the wife of C. V. Martinho Marques, of a daughter.
PYKE—On the 3rd Feb., at Hong Kong, the wife of T. Pyke, of a son.
SAUNDERS—On the 6th March, at Olan-Bryn, Leamington, the wife of Frederick R. Saunders, Ceylon Civil Service, of a son.
WELLS—On the 24th Jan., at Shanghai, the wife of Edmund W. Wells, of a daughter.
WHEELOCK—On the 21st Jan., at Shanghai, the wife of Thos. R. Wheelock, of a daughter.

MARRIAGES.

LEQUES—DUCLOS.—On the 1st Feb., at Singapore, Theodore Joseph Leques, of Bordeaux, to Angelique Duclos, of Singapore. No cards.

DEATHS.

BATES—On the 13th Jan., at Tokio, suddenly, Albert G. Bates, aged 21 years, of Washington, D.C.
BIRCH—On the 25th Feb., at Venice, Lieut.-General Sir Richard J. Holwell Birch, K.C.B., late Military Secretary to the Government of India.
DALLISTON—On the 20th Jan., at Yokohama, James Joseph Robert Dalliston, surgeon, aged 54 years.
DAVIDSON—On the 29th Jan., in San Francisco, California, after a long illness, at his residence, Donald Davidson, aged 63 years, formerly of Colombo.
DINESS—On the 8th Jan., at Yokohama, Alexander M. Diness, of St. Petersburg, aged 26 years.
FISK—On the 16th Jan, at Tokio, of small pox, Frederick Fisk, of the Imperial Government Telegraph Service, aged 31 years.
JACKSON—On the 31st Jan., at Kitoola Moola, near Kandy, Ceylon, Mrs. Mary Ann Jackson, widow of the late Capt. Thos. Jackson, H.M. 37th Regiment, and of the late Rev. H. H. von Dadelszen, Colonial Chaplain, Kandy.
PLATT—On the 8th March, at his residence, 73, Lancaster-gate, Hyde-park, of pleuro-pneumonia, Thomas Platt, aged 48 years.
STEFFENS—On the 29th Jan., at Amoy, John Steffens, of Hamburg, for many years foreman Amoy Dock, aged 34 years.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 9, at Amsterdam, for Maulmain, Kenilworth; 10, at New York, from Hong Kong, Hopewell; 11 at Queenstown, from Rangoon, Luisa; 10, at Helvoet, from Banjoewangie, Eole; at New York, from Amoy, Augusto Reimers; from Ilo Ilo, Fearless; from Yokohama, New Republic; 11, at Cuxhaven, from Hong Kong, Irene; 14, at London, from Bassein, Lavagna; at Boston, from Singapore, Banian; 16, off the Lizard, from Manila, Atalanta (str.).

DEPARTURES.—March 9, from Glasgow, for Batavia, County of Ayr; 11, from London, for Penang, Singapore, Hong Kong, Shanghai, and Hankow (via Suez Canal), Russia (str.); from Cardiff, for Manila, Clara; from Swansea, for Hong Kong, Amadin; from Liverpool, for Batavia, Doris Echoff; for Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal), Antenor (str.); for Singapore, Bertie; 12, from London, for Algoa Bay and Java, Condor; for Hiogo, Kashgar; 8, from Shields, for Batavia, Kristinestad; —, from Cardiff for Chefoo, Flying Cloud; from Swansea, for Singapore, Dovercourt; 11, from Hamburg for River Amoor, Marie Heydorn II.; from Glasgow, for Singapore, Antipodes; 15, from London, for Penang, Singapore, China, *via* Suez Canal, Craigforth (s.); 11, from Cuxhaven, for Nicolajefsk, Otto; 12, for Vladiwostock, Venesuela; —, from Monte Video, for Singapore, Gesiena; 15, from Liverpool, for Batavia, Tordenskjold.

DR. HARMAND, one of the members of the French Exploring Expedition to Cambodia, will shortly start for Cochin China to prosecute natural history research in the almost unknown country which lies between the mountains of Cochin China and the River Mekong. M. HARMAND has received a subsidy from the Government, the Museum of Natural History, the Geographical Society, and the Scientific Association. His travels will extend over two years.

REFERRING to the notice of the meeting of tea importers in another column, we understand that no terms of settlement have been arrived at up to the present.

THE FAILURE OF MESSRS. THURN AND CO.—Although it is known that several firms in the China and Straits trade used the credits of this firm we understand that no failures are likely to ensue.—The acceptances, it is now understood, represent about £2,200,000, the residue of the commitment, about £800,000, consisting chiefly of open credits, but a very large sum is stated to be due to foreign houses, facilities here having been reduced for some time past from a knowledge of the ramifications of the business in all parts of the Continent, the East, and South America. Large losses appear to have been made by Messrs. J. C. Thurn and Co. in a railway in Chili and timber estates in Sweden and Norway, as well as in colonial produce. About 2,200 shares of £20 each, now quoted in the Stock Exchange at 10¾, also stand in the name of the head partner in the Direct United States Cable Company (Limited). It is reported that a syndicate was formed last week to meet liabilities of the firm for £200,000, but this arrangement collapsed, and hence the determination to suspend. The stoppage had little or no influence in Mincing-lane, having apparently been anticipated.

MARRIAGE OF YUNG WING.—The *New York Times* reports that Mr. Yung Wing, of Canton, chief of the Chinese Educational Commission now at Hartford, was married to Miss Mary L. Kellogg, at the residence of her father, B. S. Kellogg, in Avon, the ceremony being performed by Rev. J. H. Twitchell, of the Asylum Hill Congregational Church in Hartford, a very particular friend of the bridegroom. The bride wore a dress of white crape, imported expressively for this occasion from China, and elaborately trimmed with floss silk embroidery. Her brother and sister attended as groomsman and bridesmaid. After the ceremony, a collation was served, in which Chinese delicacies were mingled with more substantial dishes of American style. Messrs. Yo Shu Tung, manager, and Yung Yun Foo, teacher of the commission at Hartford, were present in national costume, but the groom, who long since adopted our style, appeared in full evening dress. The bridal presents were numerous and costly. Mr. and Mrs. Wing left on the evening train for this city on a short wedding trip.

LOSS OF THE "MAITLAND."—At present nothing further has been received with regard to the crew of the unfortunate clipper ship *Maitland*, which was lost on Middle Huon Island. There seems to be some mystery connected with the fate of this ship, or rather of the crew, one boat having left the island in charge of the chief officer, on the 31st May, about a week after the vessel struck, with the hope of getting assistance for the remainder of the crew. As they did not return by the 14th June, another boat left in charge of the second officer; and, finally, a third boat, made on the island by the crew, and taken charge of by the captain, on the 25th of August, for the Australian coast. As none of these boats have turned up, it is feared that all have perished.

THE STOPPAGE OF THE "PYAH PEKHET."—Captain Bowers, who is well known in the Straits and China trade, has written a letter describing the absurdity of the official stoppage of his vessel. We are glad that the matter fell into such good hands, and we cannot help stating our opinion that better such foolish exhibitions should occur than that vessels should be allowed to pass that are without doubt unseaworthy But mistakes must be paid for, and Captain Bowers has an equitable right to be indemnified against the loss incurred by the stoppage. In consequence of stress of weather the steamer is still at Greenock.

A TELEGRAM from San Francisco announces that the *City of Peking* has sailed with the United States' mails from San Francisco for China and Japan. A demonstration was made on the occasion by a large odyof citizens, in which the Government, State, and city officials took part. A public meeting has been called to remonstrate against any act by Congress in reference to annulling the contract with the Pacific Mail Company.

COUNT B. DE LITTA, secretary of the Italian Legation in Japan, arrived last week at Naples. He has brought with him rare flowers and plants from Japan, which he intends to offer to King Victor Emmanuel.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
3, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, MARCH 16, 1875.

CHINA AND THIBET.

AMIDST the many changes and vicissitudes going on in the material world, especially in matters relating to trade and commerce, there are few things which promise to work a more important and permanent revolution than the commercial relations between China, Thibet, and other States in the extreme north-east of Asia. It will indeed be a remarkable instance of material compensation if, through this trade as well as by means of an entirely new branch of industry in British India, the cultivators of tea lose in one direction that which they gain in another. For years past the Chinese, finding they were altogether unable by any fiscal restrictions to prevent the introduction of opium into their territories, resolved to encourage the cultivation of the poppy within their own country, and thus retain in their own hands the profits on the growth and preparation of the article. The loss of this market whenever the Chinese cultivation shall have attained its full proportions will be a rather serious affair for the Indian financier; years must, however, elapse before such a final result can be attained, and in the meantime India is making inroads on the tea trade of China, accelerated to a great extent by the reckless manner in which the article is adulterated by the Celestials. In a Blue-book recently laid before Parliament there are some interesting particulars in reference to the existing overland trade between China and Thibet, which bear on the same point, viz., on the inferiority and comparative dearness of the article from China, and which, according to this official document, bids fair at no distant date to work great changes in the commercial relations between these two countries. The Thibetans are to a considerable extent addicted to trade, and it is said that even the chief Lama of the monasteries keeps an agent and carries on trade on his own account. "The commerce of Thibet with China "is carried on almost entirely along the great road between "Tatsien-lu and Lhassa. The Chinese import into Thibet "tea, cotton fabrics, thread, porcelains, and Yunan ponies, "and receive in return silver, salt, blankets, and other "woollen goods, furs, drugs, and musk. Brick tea is the "especial article of import from China. It is made mostly "in the neighbourhood of Ta-tsow, from a hedgerow tree "fifteen feet high, with a large coarse leaf. The packets "of four bricks (weighing five pounds each) is bought at "Tatsien-lu for about six shillings and four-pence; it "sells at Lhassa for £1 4s. to £1 8s., and at a much "greater sum in the districts which lie off the Grand-road. ". . . . Chinese cottons are largely imported into "Eastern Thibet, but at Lhassa their place is supplied by "Indian goods. Silks of good striking colours sell at "about their weight in silver, and are generally brought "from the north of China through the Koko-nor country." Here we find these important facts, that whilst Thibet has for purposes of barter such commodities as silver, gold, furs, drugs, and musk, it is paying for an inferior description of tea a price which would leave a very handsome profit to the planters of Assam. There is already a trade springing across the British frontier which needs but better roads and a little encouragement from the Indian authorities to grow to important proportions. It is true the natural products of such a sterile country as Thibet offers but few commodities in exchange, as we have shown above, but there are mines yielding gold, capable of being worked to a great extent, a metal for which the Chinese have but little regard in comparison with silver, and so long as they can offer the more precious metal there need be no fear of the trade remaining in abeyance. It has been stated by one of the Catholic missionaries settled in Thibet that the yearly consumption of brick tea imported from China is not less than six millions of pounds, and that the trade is capable of considerable development; also that there is a good demand for coral of certain sizes and shapes, and that a piece the size of a pea sells for its weight in gold, the value increasing beyond the augmentation in size. It will be a problem for solution during the next twenty years to what extent the Chinese will lose this overland trade, and how far they may become independent of India for opium and other commodities.

THE DISASTER TO THE BIRMA-CHINESE EXPLORING EXPEDITION.

THE distance between Bhamo, in Birma, to Momein, the frontier town of the Chinese province Yunnan, is about 130 miles, and it would appear that the attack, which began with the massacre of Mr. MARGARY'S party, and ended in the retreat of our exploring expedition, occurred in the vicinity of Manwyne, a town fifty miles, or thereabouts, from Bhamo, outside Birmese territory, and in what are called the Chinese Shan States. It is worth while to refer for a moment to what a very competent authority—Mr. T. T. COOPER—has to say about the policy adopted by China towards her frontier tribes. She reduced them to subjection—he tells us—some centuries ago, and ever since she has found in them a complete barrier against ingress from the West. Every chief has a nominal rank and a trifling salary allowed him. He has an official dress given him, to be worn in the presence of Chinese officers; and may, if he pleases, visit the Court at Peking once in five years; but such visits are not encouraged. Many other details are supplied, the whole showing that the hill tribes on China's Western border are as much under Chinese control and organisation as the Lamas in Thibet. Now, when Mr. COOPER tried himself to get through Thibet into India he was arrested, imprisoned, and foiled, at the instigation of the Chinese authorities. When he essayed again, this time to pass from India into Thibet, "the Chinese Rajah" at Roemah, on the Thibetan frontier, caused the hill tribes to stop him while yet on his way, and sent a knife to him to symbolise his fate if he pressed forwards. Major SLADEN tried the same thing in 1868, but he, too, from similar causes, never got further than Momein on the Chinese frontier. The French party did certainly pass through to the Yangstze a little later, but this was only because the Panthay rebels had temporarily upset the Chinese control of the border provinces. In short, all the recent facts point steadily one way; the Court at Peking will never allow us to "tap" China on that side if they can stop us; and in support of this view we may quote the most recent statement put forward by the Indian Government, which declares emphatically that "the prohibition of trade between India and Thibet is solely due to orders from Peking." It is not likely that the accession of LI-HUNG-CHANG to a predominating influence in the Chinese Government would incline the local officials in Yunnan to relax the old prohibitory policy; rather the reverse, for LI HUNG-CHANG is a man of the most determined character; and, in spite of his superior enlightenment, he belongs to the re-actionary or anti-foreign party. The Chinese Government messengers travel express with remarkable speed; there would be quite time for intelligence to have reached Yunnan of the change in the Imperial Cabinet. The report, however, which most gains ground is that the attack was prompted by the King or BIRMA, and not by the Chinese; and it is certainly true that SLADEN, in 1868, ascribed most of his difficulties to the jealous intrigues of the Court at Ava. To us it rather seems that the Sovereign of Mandalay is too much in British hands to make it safe for him to play such a risky game; and, moreover, his interests lie in opening up the route, not in closing it, whereas the Chinese have a national prohibitory policy, and sound, if selfish, motives for enforcing their exclusiveness. The attack was made, it is said, by 3,000 men, headed by a ne-

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phew of LEE SIE HEE. It was then, as the numbers prove, no mere dacoity, but a deliberately organised attack in force. LEE SIE HEE, whose nephew commanded the party, we take to be that LEES-HEE-TA-HEE who haunted SLADEN'S march, in the very same district, and who was described as a great robber-chief, friendly to the Birmese Sovereign, and under secret instructions from that monarch to make away with SLADEN and his men if possible. To us LEES-HEE-TA-HEE then and his nephew now seem just those border chiefs whom the Chinese so well know how to use.

In the absence, therefore, of clearly convincing evidence, such as it is not likely we shall ever obtain, we incline to look upon this recent lamentable disaster as one more instance of the determination of China to maintain a moral "Great Wall" on her land side. She cannot quite play the same game on her coasts, because we bring ourselves right up to her towns, and anchor inside her rivers in ships; but when we try to approach her through her hill tribes or her mountain frontiers, there she has the advantage of us, and she knows how to use that advantage. We cannot, or at least are not likely to, march our troops and drag artillery through the Shan jungles; we should find it rather hard to pilot a gunboat through mountain defiles. Nothing is so costly, nothing so troublesome, and nothing so unsatisfactory, as warfare with wild hill men, and hence the Chinese can count on keeping us out in that direction as long as they choose. The inferences are quite obvious. If the overland trade with Thibet, Yunnan, and Sze-chuen are valuable—as indeed they are—we should commence our exploring operations in each case *from the China side.* If we do not mean to carry our point *coûte qui coûte*, then let Lord SALISBURY withdraw his instructions, and let us give up without further sacrifice; but if we are in earnest, begin at Peking; put such pressure on the Court there as shall convince them we are not going to tolerate any obstructive intrigue; and then let our exploring party start from Chinese ground, under charge of Chinese authorities, taking their officials with us, so to speak, across the boundaries into the hill tribes, instead of having them drawn up, unseen but hostile, in front of us as we advance. We may ask in conclusion how is it really possible ever to keep such an overland trade-route permanently open, freed from dacoits, and with roadways in practicable repair, unless we take the Shan tribes through whose territories it would pass under our direct superintendence and control? This *at least* we should have to do, and if the King of BIRMA be in reality our enemy, we might be obliged to take charge of his dominions too. The districts to be "tapped" are rich in products, and some of them are very populous. If the thing could be done there are golden prospects for our commerce.

THE Cross of the Legion d'Honneur is conferred by a decree of 12th inst. on M. GABRIEL DEVERIA, first interpreter to the French Legation at Peking, who counts fourteen years of service in China; to M. RENE DE BALLOY, secretary of second class to the French Legation of Teheran, for exceptional services in Persia and China; and to M. HARTUNG, Chancellor of the French Consulate at Batavia, who is now Acting Consul at Singapore.

MONS. E. GODEAUX, the French Consul at Shanghai, has obtained leave of absence, and may be expected home by the April mail. M. de GEOFROY, the Minister at Peking, is at present at Nice, and will probably be in Paris next month.

THE FORMOSA DIFFICULTY.

The official correspondence respecting the settlement of the difficulty between China and Japan in regard to the Island of Formosa has been issued by the Foreign-office, and we subjoin the full text of the principal documents:—

The Earl of DERBY to Mr. WADE.

Foreign-office, Nov. 19, 1874.

SIR,—I learnt with much satisfaction from your telegrams of the 30th ultimo and 1st instant that you had succeeded in inducing the Chinese Government and the Japanese Commissioner at Peking to agree to an arrangement, by which China will pay to Japan 500,000 taels, and the Japanese troops will be withdrawn from Formosa, and I have great pleasure in expressing to you the high sense entertained by Her Majesty's Government of the service which you have rendered in thus bringing about a peaceful settlement of a dispute which might otherwise have produced results disastrous to the two countries immediately concerned and injurious to the interests of Great Britain and the other Treaty Powers. A telegram has been received from Sir H. Parkes stating that the agreement is entirely approved by the Japanese Government, and that they are much pleased with your action in the matter.—I am, &c., DERBY.

The Earl of DERBY to Sir H. PARKES.

Foreign-office, Jan. 14, 1875.

SIR,—The Japanese Minister, Wooyeno Kagenori, called upon me for the first time to-day, and took the opportunity to express to me officially the thanks of his Government for the part which Mr. Wade had taken in preventing a rupture between China and Japan. He could assure me, he said, that the service thus rendered would be gratefully remembered by his countrymen. I made a suitable reply, saying that it was the wish, as it was the interest, of England to preserve peace and prevent unnecessary quarrels wherever English influence extended; and that it would have been a subject of deep regret to the people of this country if war had broken out between two States with both of which our political relations were thoroughly friendly, and our commercial relations, as we hoped, were destined to increase from year to year. His Excellency's visit being of a complimentary character, no other business was touched upon.—I am, &c., DERBY.

Mr. WADE to the Earl of DERBY.

Peking, Nov. 16, 1874.

MY LORD,—Upon the 6th instant the Prince of Kung addressed a Circular despatch to the Legations inclosing copy of the agreement and guarantee signed on the 31st of October, by the Grand Secretary Wên-siang and his colleagues, on behalf of China, and by the High Commissioner Okubo, and the Minister Yanagiwara, on the part of Japan. I inclose translation, which I have authorised Mr. Medhurst to publish at Shanghai. I saw the Prince at the Yamên on the 4th instant. His Highness was very full of acknowledgments.—I have, &c., THOMAS FRANCIS WADE.

The next paper of importance is the following letter from Mr. Wade to the Earl of Derby, dated Peking, Nov. 16. Mr. Wade writes:—

I propose briefly to review the course of the discussion closed by the Agreement, since the month of May last. My report of the proceedings up to that time has already been approved by your Lordship. I had been careful to communicate to the Tsung-li Yamên whatever well-authenticated intelligence I received regarding either the Japanese expedition to Formosa or the attitude of the Japanese Government; but it was not until the end of July, on my announcing my intention to leave Peking on a visit to the ports, that certain Ministers of the Tsung-li Yamên came to speak to me spontaneously of the Formosan affair. Their object, apparently, was to sound me touching the views of foreign nations, and the possibility of their supplying themselves abroad with ships and munitions of war. I understood them to express a desire to submit the issue between them and Japan to arbitration; but in this, as the sequel showed, I was mistaken. I was obliged to repeat that, whatever the merits of the case, the sympathies of foreigners could not be strongly with China until the Treaties were better observed, and that the progressist tendency manifest in Japan, again by its contrast with the reactionary spirit of the Chinese, assuredly put the latter at a disadvantage in foreign opinion. On the whole, I cannot doubt that my language was discouraging to the idea that the cause of China would be supported abroad, and the Conference bore no immediate fruit. Somewhat later, however, I had occasion to draw the attention of the Ministers to the unguarded language of certain official documents relating to the Japanese question. As the Chinese certainly did not desire war with Japan, nothing could be less wise, of course, than to speak and write in a fashion that was not unlikely to produce irritation. This brought us nearer together again, and after a long conversation, in which, as I understood them, the Chinese ministers again expressed a desire to invite foreign representatives to unite in arbitration on the 12th of August, I laid before them a Memorandum on that subject.

The news from Japan had become much more warlike. There had been reported a collision in Formosa. The Japanese General and the Chinese Commissioner had been discussing an indemnity, as far as I could learn, to no purpose. The Minister Yanagiwara had left Shanghai for Peking, as the Chinese affirmed, in the middle of a correspondence with the Chinese Commissioner. Great preparations for war were known to be making in Japan. The Chinese were, on their side, arming for resistance. I became convinced that war was imminent, and believing that if such a blow as I apprehended were struck, the consequence would be most serious to all foreign interests, merchant or missionary, I suggested to the Yamên that foreign Powers should be at once appealed to, to neutralise for a given time the coasts and rivers of China. This, however, I observed would involve an understanding to act together on the part of the Powers addressed; the action they were asked to take would commit them to no small trouble or expense; it might be certain, therefore, that they would accept no engagement of the kind without a *quid pro quo* were secured them. The interests of England, as the Ministers were aware, were exclusively commercial. After some further discussions, I wrote, on the 28th September, a note to the Prince of Kung, in which, after accounting for my advice, past and present, I put five questions, designed to ascertain, first—Whether the Chinese really desired arbitration at all? If so, what point would be submitted to the arbitrators? Whether there was ground for believing that the Japanese would agree to arbitration? Whether the Chinese Government would make any overtures, and, if so, what, to the Japanese? What course, if a rupture ensued, the Chinese Government would follow? In a short but courteous reply the Prince informed me that the Ministers would call at the Legation for explanations. This they did, but my questions remained, in effect, without answer. M. de Geofroy had now returned. He had declared his perfect readiness to co-operate

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in bringing about an arbitration. He, too, had believed that the Chinese desired arbitration. For a time I had reason to think it possible, moreover, that, through M. de Geofroy, overtures might be made from the Japanese side. The High Commissioner Okubo was accompanied by a French "légiste" named Boissonade. I never met this gentleman, but all I heard of him was to his advantage, and I believe that whatever influence he may have possessed was exerted on the side of peace. We came no nearer, however, to any definite solution of the question, and I had all but ceased to hope that either M. de Geofroy or myself, whether separately or with the assistance of our other colleagues, would be able to effect anything towards the pacific determination of the dispute, when I learned that, on the 10th October, the High Commissioner Okubo had written to the Yamên to say that, unless it were closed in five days, he should leave Peking. The Prince of Kung being absent, he subsequently extended this term.

Looking to the necessity that would arise for the protection of our part communities, should war come upon us, I had, on every possible occasion, pressed both the Representatives of Japan for information, but I had never drawn from either what might fairly be termed a statement of the Japanese case. Both seemed equally averse to consider arbitration possible. It was not until the 16th October that the High Commissioner, when calling on me, entered, for the first time, into a detailed exposition of the claims of Japan. The "délai fatal" was to expire some three days later, and the Commissioner's discussions with the Yamên still continued, but they were now narrowed, as I understood his Excellency, to a demand on his part, for an answer to two propositions. He had put two questions which, as I have before stated, were, in effect, as follows :—Why has China not done her part in the education of her subjects? Why, when, for want of education, they have committed crime, has China not punished her subjects. If China, argued the Commissioner, claims these savages as her subjects, she accepts the obligation of affording Japan the satisfaction which Japan has sent an expedition to exact of these people. I inferred from this conversation that the High Commissioner was not inexorably set upon war. There was the less reason that he should be, as one of the declared objects of the expedition had been accomplished by the infliction of a severe chastisement upon the peccant tribes. A money payment had, in fact, been for some time matter of negotiation, but indirectly, and I had no official knowledge of it. Briefly, the Chinese having shown some disposition to pay money (not as war expenses but as compensation to the families of the persons murdered by the Formosan savages), still, according to the Commissioner, declined to specify the amount. He asked for some $3,000,000, and this being refused, and a guarantee for any payment being pronounced impossible, he prepared to leave Peking. The Minister Yanagawara, on the ground that the postponement of his reception by the Emperor of China was proof of unfriendly feeling towards Japan, was to accompany his colleague.

The Commissioner himself called to take leave of me on the 24th of October, but a few hours after the departure of M. de Geofroy. Like me, M. de Geofroy had come to despair of arbitration or mediation. He was, in any case, to have returned to Europe before the end of the year, and the state of his health was now driving him southward earlier than he had contemplated. I was myself waiting from day to day to know whether it might not be also my duty to proceed to Shanghai, where I had written to tell Sir Charles Shadwell I should meet him, should a rupture between China and Japan become inevitable. Having heard the Commissioner's statement, I went immediately to the house of the Grand Secretary Pao, and urged him to move the Prince of Kung to say at once what money China would pay (the Commissioner, be it observed, did not insist upon describing the payment as for war expenses); also, in what way the payment should be guaranteed. Failing any other means, if the High Commissioner would consent, I would myself guarantee the payment promised. On the following day, I was authorised to offer the Commissioner Tls. 500,000, a fifth as a compensation to the families of the murdered Loochooans; the remainder, not as war indemnity, but to meet the miscellaneous minor expenses (eventually specified) which the expedition had occasioned Japan. The Commissioner, I was relieved to find, agreed to put off his departure, and, with myself as intermediary, he resumed negotiations with the Yamên. The difficulties in our way were, first, in form, as to the wording of an agreement in such wise as not to make it appear that the act of either Power, China or Japan, was dependent on the bidding of the other; and next, in substance, as to the dates of the essential acts, the evacuation of Formosa by Japan, and the payment of money by China,—and the guarantees for the performance of these acts.

At last, after six days' debate, the agreement and guarantee were signed by the High Commissioner Okubo and the Minister Yanagiwara at the Yamên. There are two points to which, before closing this long despatch, I beg attention: my apparent separation from my colleagues, whose co-operation as arbitrators I had earlier hoped to invite, and the appearance of my own name in one of the instruments signed by the Chinese and Japanese Ministers. My narrative will have shown that, in the first step in the latter negotiations, my visit to the Grand Secretary Pao, I was, I may say, surprised into action. The High Commissioner called on me on a Saturday afternoon, and was to leave Peking early on the following Monday morning, As to the appearance of my name, I had objected twice to its insertion in papers submitted to me. The paper in which it does figure was not finally prepared, until it was too late in any way to modify its phraseology.

Lord Derby, in reply, wrote as follows :—

SIR,—I have received and laid before the Queen your despatch of the 16th of November, giving an account of the negotiations for the settlement of the Formosan affair, and I have to state to you that your proceedings in the matter are approved by Her Majesty's Government.

A PAPER on the subject of the new route between Australia and China will be read before the Colonial Institute on the 18th inst., the Duke of Manchester being in the chair.

CARGOES AFLOAT.

—o—

SINGAPORE AND PENANG.

Emilio Rondanino: 350 tons gambier, 150 tons sago flour, 60 tons pearl sago, 75 tons black pepper, 25 tons white pepper, 23 tons gutta, 320 cwts. rattans, 380 cwts. hides, 13 tons india-rubber, 7 tons horns, 462 cwts. copal, 160 cwts. mother-o'pearls, 20 tons tapioca. Colombian (str.): 40 tons gutta. Lake Leman: 665 tons gambier, 335 tons sago flour, 153 tons pearl sago, 7 tons black pepper, 10 tons gutta, 440 cwts. rattans, 1,546 cwts. hides, 20 tons india-rubber, 9 tons horns, 137 m. Malacca canes, 85 cwts. mother-o'pearls, 80 tons tapioca. Excelsior: 26 tons tin, 390 tons black pepper, 780 cwts. rattans, 120 cwts. hides, 290 tons sugar. Amstel: 740 tons gambier, 40 tons tin, 105 tons pearl sago, 555 tons black pepper, 50 tons white pepper, 1,080 cwts. rattans, 665 cwts. hides, 430 tons sugar, 900 cwts. copal, 65 tons tapioca. Alice Ritson: 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 tons horns, 11 m. Malacca canes, 35 cwts. mother-o'pearls, 65 tons tapioca, 14 cwts. gamboge. Asterope: 30 tons tin, 300 tons black pepper, 25 tons white pepper, 240 cwts. rattans, 42 cwts. hides, 430 tons sugar. Claudine: 280 tons gambier, 220 tons sago flour, 60 tons pearl sago, 35 tons black pepper, 20 tons white pepper, 200 cwts. rattans, 5 tons horns, 33 tons tapioca. L. J. Enthoven: 200 tons gambier, 185 tons sago flour, 1,040 cwts. rattans, 7 tons horns. Amsterdam: 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. Zeeburg: 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Andromeda: 50 tons gambier, 480 tons sago flour, 65 tons pearl sago, 8 tons sapanwood, 320 cwts. rattans, 14 tons tapioca. Celæno: 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Charles H. Southard: 555 tons gambier, 175 tons sago flour, 130 tons black pepper, 560 cwts. rattans, 54 cwts. hides, 11 tons india-rubber, 40 m. Malacca canes, 1,340 cwts. copal. Douglas Castle: 100 tons gambier, 880 tons sago flour, 20 tons black pepper, 30 tons sapanwood, 155 cwts. hides.

MANILA.

Annie: 380 tons sugar, 205 tons hemp. Scawfell: 400 tons sugar, 567 tons hemp, 9 tons sapanwood. Sir Jamsetjee Family: 600 tons sugar, 4 tons coffee, 535 tons hemp, 35 tons sapanwood, 600 cwts. mastic, 42 cwts. mother-o'pearls, 97 cwts. indigo, 23 tons tobacco, 583 mil. cigars, 257 cwts. hide cuttings. Romeo: 562 tons sugar, 114 tons hemp, 1 cwt. mother-o'pearls, 120 tons tobacco, 2,745 mil. cigars. Cosmopolyta: 625 tons sugar, 100 tons hemp. British Empire: 732 tons sugar, 5 tons sapanwood. Eugenio: 945 tons sugar. Etta Loring: 400 tons sugar, 375 tons hemp, 10 tons sapanwood. Durham: 500 tons sugar, 740 tons hemp, 3 tons sapanwood. Remus: 650 tons sugar, 350 tons hemp, 4 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp. Envoy: 15 tons hemp. Marina: 700 tons sugar, 206 tons hemp, 16 tons sapanwood, 190 mil. cigars. Atalanta (str.): 650 tons tobacco, 400 mil. cigars.

THE MURDER OF MR. MARGARY.

Major-General Margary writes to *The Times* as follows :—As the public have not been informed of the whole facts, real or supposed, concerning the disastrous defeat of the British Mission from Burmah through China, may I beg you to be kind enough to publish the following? The first telegram received said :—"The attacking party was the advanced guard of an army of 3,000, sent by order of the Governor of Momein to annihilate British party; of this there is no doubt." "With deep grief Colonel Browne reports that Margary and his servants, five Chinese, have been killed at Manwine, and their heads exposed over wall of town. Chinese commanded by the nephew of Lee See Hie." The last telegram from Colonel Strover, *via* Rangoon, dated March 3, states :—"From private information I learn that Margary went ahead of expedition to reconnoitre, when twelve miles from Manwine, in consequence of hostile interruption; he entered to reconnoitre, and was treacherously murdered." Poor fellow! we know not what horrible torture he may have been subjected to when the Chinese got him into the town. My heart bleeds to think of it. Will our present noble Government and the British nation allow this most outrageous insult and defiance of it to pass unavenged? I trow not. If it did our hold on India would be imperilled. As it is, no doubt exaggerated rumours of a large force of English "foreign devils" being easily defeated will spread through China and elsewhere like wildfire, and what may be the effects of it if we do not act promptly? Manwine should be razed to the ground and Momein occupied by us—two feats easy to be accomplished; and then there would be sufficient protection, both moral and physical, for a commercial route through Burmah into China open to all countries. We went to war with the King of Abyssinia on account of his imprisoning a Vice-Consul. Lord G. Hamilton, in his tame answer to Mr. Cartwright in the House of Commons on Thursday last, called my son

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a "distinguished engineer who had joined the expedition at Bhamo," thus making him appear a private individual travelling on his own account, whereas he was in Her Majesty's Consular service in China, and was sent to join the Mission to conduct it through China, by order of the British Minister at Peking. He went most willingly, and held Imperial safe conducts.

The subjoined letter from Mr. R. K. Douglas also appears in *The Times*:—The murder of Mr. Margary in Yunnan appears to have been so deliberately committed that it is to be hoped the English Government will not in this case be content with the expression of deep regret and offers of pecuniary recompense to the relatives on the part of the Chinese Government which have on occasions been held to be sufficient reparation for outrages perpetrated on foreigners in China. But in judging of the demand which it would be just and equitable for the English Government to make on the Peking Foreign Office, a reasonable guide may be found in the course which the Chinese pursue among themselves in the case of riots and highway robberies and murders. The theory on which the Chinese Government acts in such matters is that every Mandarin is responsible for the peace and quietude of the district under his charge, and that in the case of acts of violence being perpetrated within his jurisdiction, he can alone hope to escape punishment by instantly taking vigorous and successful measures to bring the offenders to justice. On this point the *Peking Gazette* is instructive reading. Some months ago, for instance, the Governor of the Province of Shansi reported to the Throne that a traveller had been stopped and robbed by highwaymen near a village in the district of Hweng-yuen. "The occurrence of such a daring robbery on the highway," adds the Governor, "is a very grave affair, and seriously implicates the District Magistrate. He is to blame for not having taken measures to prevent such acts of violence within his jurisdiction, and for his inability to catch the robbers after the theft had been committed, and he should be severely punished as a warning to others. The memorialist, therefore, requests that he may be deprived of his button and given two months to catch the robbers and recover the booty, failing which to be reported to the Throne for further punishment." "Let the magistrate be punished, as requested," is the Imperial rescript to this memorial. Again, the Governor of the Province of Kwang-si reported that a gang of thieves had broken into a bank in in Kwei-lin Foo. "Such a state of things," he says, "is disgraceful in the extreme, and shows that the police arrangements of the city are quite neglected by the officials. The memorialist, therefore, requests that the District Magistrate and all the officers of the guard be stripped of their buttons and given one month within which to catch the burglars and recover the plunder, and failing this, to be reported for further punishment." In this case, also, the Emperor approved the memorial, and ordered the officials to be punished as requested. At present our knowledge of the circumstances connected with the murder of Mr. Margary is very imperfect, but assuming that the outrage was committed by a mob opposed to his travelling through their neighbourhood, the English Government would be merely acting in accordance with Chinese practice were it to insist on the degradation of the Mandarins of the district and the trial and execution of the perpetrators of the deed. Of course, if the Governor of Momein should prove, as has been stated, to have been directly implicated in the murder, his crime would be removed to quite another category from that indicated above.

The *Academy* has the following on this subject :—

The untimely check to the Yunan Expedition, the despatch of which we announced some weeks ago, is much to be regretted on every account. We also have to deplore the murder of Mr. Margary, of the Chinese Consular Service, a gallant and accomplished young explorer, who had traversed the whole width of China from Shanghai and Bhamo, in order to join the expedition. The murderer, Lee See Hie, is half Burmese and half Chinese, and it is possible that the Chinese Government will succeed in evading responsibility for his crime. But there can be no doubt that steps must be taken to give him and his savage followers a severe lesson. The expedition had no political aim whatever, and was despatched entirely for exploring purposes, and as a pioneer to commerce. It is, however, much to be regretted that Mr. Ney Elias was not placed in command, instead of being relegated to the second place. If his knowledge and other qualifications were indispensable, they would clearly have been made more useful had he been placed in a position to use them to the best advantage. But jobbery seems to be the inevitable accompaniment of any enterprise that is organised by a Government department. Mr. Ney Elias strongly recommended that the land route direct from Mandalay should be adopted. It passes through the territory of a chief who defies the authority of the King of Burmah, but who is friendly to the English, and hence the opposition of that potentate to its adoption. That opposition would have been overcome by a firm negotiator ; and the present disaster would never have occurred. There is strong reason to suspect the King of Burmah of guilty complicity, or at least of a guilty knowledge, of the intended attack.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 10.

Our Colonial squeezing system is indeed a wonderful one, in its monetary results. The Minister of the Colonial Department has just laid before the members a memorandum stating that since the last East Indian Budget was passed it has been proved that the favourable balances of the services from 1867 to 1873, which were valued at f. 29,300,000, have amounted to f. 39,300,000, notwithstanding that the cost of our war with Atchin had exceeded the credit votes probably by more than six millions. This result has been caused mainly by the high prices paid for Colonial produce, whilst at the same time the Colonial import and export duties have greatly exceeded the estimated amount.

The Second Chamber has been during the whole week occupied with a Railway Regulation Bill. For several years our railway companies have appeared to believe that the public was for them and not they for the public, and all complaints have been in vain. At last the Minister has laid before the Chamber a Bill to bind the managers hand and foot, and the result of six days' debate has been that the Bill is approved of. In yesterday's sitting the Chamber voted a credit for the construction of a breakwater for the canal from Amsterdam to the North Sea.

For some days a rumour has been current in the Hague that Major-General Tolsma would replace Lieutenant-General Whitton in the command of the East India Army. Notwithstanding that this is only a rumour, it has called forth much discussion. There is but one man who can take the place of Lieutenant-General Whitton, it is asserted, and that man is General Verspyck. On the other hand, it is said that the Government has invited the first-named officer to withdraw his resignation.

The Steam Navigation Company Nederland have ordered another steamer from Messrs. John Elder and Co., of Glasgow, destined for the service between Holland and Java. The internal fittings of the new vessel will surpass all those supplied to the other steamers of this Company. The steamer will be named the *Eceron*, and is to be commanded by Mr. R. C. Vetter. You will remember that some years ago the steamer *Willem III.*, belonging to this company, was destroyed by fire in the British Channel. One of the shippers made the company answerable for the losses he sustained by this calamity. The Court in "First Instance" gave a verdict in favour of the company, but on appeal this decision was reversed, and the company was made answerable for the losses. If the Supreme Court affirms this verdict it would, of course, cost the company a good deal of money. Owing to these proceedings the price of the shares had gone down from 91 to 86¾ per cent., and there are sellers at the lower quotation. On the contrary, a most favourable opinion prevails about the Netherlands India Trading Bank, and the quotation for the shares has reached the very high figure of 106 per cent. It needs scarcely to be said that the very unfavourable news about the inundations in Java has caused much depression in the prices of East India Railway shares. According to an advertisement from the manager of the Dutch Trading Company, it is shown that the first telegraphic reports were exaggerated, and that not nearly so much damage was done as was supposed. The price of the said railway shares thereupon improved, as it was found that the lines were not damaged by this calamity.

Endeavours are being made to establish a company (the shareholders to belong, of course, to the "upper ten") to send young gentlemen of ability, but who are unprovided with capital, to Java, in order to find them employment, especially in those islands of the East Indian Archipelago which remain unexplored. Most of the Liberal papers speak favourably of this project.

The Ministry has introduced a Bill to make dry land of the southern part of the Zuiderzee. This unquestionably will prove a better, cheaper, and more honourable undertaking than the annexation of the Empire of Atchin.

Naval and Military.

The following officers, who last served on the China station, have been appointed as under :—Lieutenant C. V. Strange (in the Cadmus, from 1871 to 1874), to the Duke of Wellington, flagship, at Portsmouth ; Lieutenant H. B. Warren (in the Ocean, from 1871 to 1872), to the Charybdis, screw corvette, China ; Mr. G. Gravestock, Engineer (in the Zebra, from 1870 to 1873), to the Rapid, screw sloop, Mediterranean ; Mr. C. H. Ceely, Paymaster (in the Cadmus, from 1870 to 1874), to the Valorous, paddle frigate, Devonport ; Mr. H. V. Forrest, Paymaster (in the Zebra, from 1870 to 1873), to the Rapid ; Mr. J. Kent, First-class Boatswain (in the Cadmus, from 1871 to 1874), to the Boscawen, training-ship, at Portland.

Major-General East Apthorpe, C.B., died on the 3rd inst., at Tunbridge Wells, aged seventy. The deceased accompanied his regiment, the 2nd Madras Native Infantry to China in 1842, and was present at the capture of Woosung, the storming of Chingkiang and the investment of Nankin. General Apthorp next saw service in the Burmese war in 1852-53, and in Central India during the Indian Mutiny. His services during the mutiny were rewarded with the C.B., and also received medals for the Burmese war, the campaign in China, and the mutiny medal and clasp.

Mr. G. A. C. Bencke, Engineer, R.N., who for the last three years has been engaged in Hong Kong Dockyard in re-venting heavy guns, has been appointed to the drawing-room of the Steam Reserve Office at Portsmouth, a post he held prior to proceeding to China. Mr. Alexander Stewart, Engineer, R.N., has been appointed Mr. Bencke's successor.

Several officers, naval invalids, and time-expired men from the ships on the China station have arrived at Southampton in the P. and O. Company's steamship Mirzapore.

THE NAVIGATION OF THE RED SEA.

The subjoined letter from Mr. James Mitchell has appeared in the *Shipping and Mercantile Gazette*:—

I am constrained once more to take up my pen, and to remind you of a letter addressed to you on October 21, 1874. The subject was the irregularity of the compasses of the steamer *Singapore*, observed in rounding Cape Guardafui, in August, 1871. The comments then made led to a disagreeable criticism, which certainly did no good to the cause, as it neither elicited facts from your correspondent proving the truth of his theory, nor disproved my assertion that compasses were affected in and about that neighbourhood, the local attractions apparently constantly changing according to the state of the atmosphere, and, perhaps, this may in part account for the attraction not being observed. My personal experience leads me to conclude that compasses are seriously affected by local magnetism, and I believe there are many men acquainted with the navigation of those seas who can testify to

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this. Those whom I have consulted have told me that they found their vessels drawn in towards the land when steering courses that should have kept them well clear of it, and to that circumstance I attribute the loss of the steamer *Singapore*. We are again reminded of the dangerous navigation of that quarter by the total loss of the steamer *Hong Kong*, not far from the place where the *Singapore* was lost. How her loss will be accounted for remains to be seen; at present it is only conjecture. May I again ask, when will these dangers be lighted? How many valuable ships must we lose on them before the necessity is forced upon us? The Red Sea continues in the same state as when I addressed you years ago. Last year you drew attention to this in an editorial, but all seems to fail; no effect from past experience as yet. How much longer it will remain so, who can tell? Another valuable steamer has grounded on the reefs of Jeddah—viz., the *Ulysses*. In my remarks on this part of that dangerous sea I pointed out that the seemingly safe part was really the most dangerous, from the reefs extending a long way from the coast, and entirely out of sight of the main land, especially when coming from the northward. There has been but one new light erected in the Straits of Jubal, viz., Ras Aboaderage, about half-way up the Straits, and its position for usefulness seems very doubtful. If you look at a chart of the Straits, you will see that the light is embayed considerably in coming from the northward, and this is perhaps really the cause of the grounding of the steamer *Dhoolia*. That vessel was steering down the Sea, about three or four miles off the south shore, no doubt anxiously looking out for the light, and, not seeing it when expected, they would close for its supposed position, and in doing so shut in the light by the land.

FRENCH PERFUMERY.

M. Legrand is well-known as the introducer of the substance known as "Oriza" into the manufacture of toilette requisites, and as the basis of a new style of perfumery. The scientific name Oriza comes from the Latin *Oriza-Labra* (cultivated rice). It is from this vegetable, which had hitherto served only for culinary purposes, that M. Legrand has been able to create hygienic productions indispensable to the toilet of those who desire the useful and the agreeable. This house includes in the rich catalogue of its productions *La Crême Oriza de Ninon de Lenclos*. This hygienic preparation, of which the maker has the secret, is specially suited to the fair sex, and it is proved beyond doubt that by its constant use the skin retains the transparency, the freshness, and the velvet softness of youth. It is, apparently, to this perfect cold cream that the ladies of Parisian society owe the extraordinary beauty of their skin. M. Legrand has received such great encouragement by the results of his first applications, that he has generalised the use of them: his regular customers have fully appreciated his new productions.

Monetary and Commercial.

The suspension is announced of Messrs. J. C. im Thurn and Co., merchants, of East India-avenue, Leadenhall-street, with gross liabilities of over three millions sterling, of which two millions are the firm's acceptances, the remainder being open claims and indorsements on bills receivable. It is stated that a considerable proportion of the acceptances will be duly provided for. The losses have arisen largely from bad debts and money being locked up, but it is confidently believed that the liquidation will be favourable, although at present it is very difficult to form any reliable estimate. The house was established in 1844, and through the personal energy and perseverance of its founder attained the highest character as regards respectability and means. The firm had many connections, chiefly on credits, with the Straits Settlements and with China. The *Manchester Guardian* states:—"It appears that the connection of Messrs. J. C. im Thurn with this market was almost wholly of a financial kind. As acceptors of drafts against produce or manufactures their liabilities are very widespread and extensive, and in the event of the failure of other houses it is likely that some of these liabilities will ultimately fall upon Manchester; but at present we believe that the probable losses here in consequence of this suspension are inappreciable. Moreover, the catastrophe has long been apprehended, and the liabilities have therefore been greatly curtailed."

The first annual drawing of the Bonds of the Japanese Government Seven per Cent. Loan will take place at the Oriental Bank on the 1st proximo.

A meeting of tea importers was held at the City Terminus Hotel Thursday—Mr. C. Magniac in the chair—for the consideration of the report of the committee appointed on the 27th of January, on the objections urged by the dealers in tea to the existing conditions of sale. The Chairman entered into a detailed statement as to the work of the committee in bringing about the desired result, from which it appeared that they had come in conflict with some portion of the tea trade, constituting another committee, mainly in reference to terms of sale and weighed teas, and the proposed guarantee. The committee proposed that there should be separate conditions of sale for weighed and unweighed tea. That as regarded weighed teas, they adopted as a basis the present conditions of sale; but inasmuch as the principal demand of the buyers was that delivery within a specified time might be ensured to them, the committee recommended that they be frankly and unreservedly met by the insertion of a clause in the conditions containing words which would operate as a guarantee against loss due to a non-fulfilment of contract in this respect. The various matters having been freely discussed, resolution were passed to the effect that it was necessary under the present system of conducting the tea trade that there should be separate conditions of sale for weighed and unweighed teas; that in view of the objections of the dealers and some importers in reference to the guarantee clause the committee be granted full powers to alter that clause if necessary. The Chairman explained, in reference to the last resolution, that the dealers proposed that if the weight notes were not delivered within seven days of the date of purchase they should have the option of cancelling the contract for such lots in reference to which they had not obtained weight notes. The clause proposed by the committee was that the dealers should be enabled to recover damages against the seller if grounds for such existed. A further resolution was passed making the terms to be settled by the committee the recognised conditions of sales of tea in future.

The report of the directors of the Agra Bank states the net profits for the past year, including the balance from 1873, at £71,582. The first portion of the year, owing to the high value of money in India consequent on the famine, was favourable to profitable working; but in the latter half, owing to the reaction which generally follows extreme prices, money was comparatively abundant, and greater difficulty was experienced in employing it to advantage. Out of the profits the directors have already paid an interim dividend of 5 per cent. per annum, free of income tax, amounting to £24,699, and they now recommend the payment of a further dividend of like amount, the carrying of £20,000 to the reserve fund, which will then stand at £40,000, and the balance of £2,184 to the next account. In recommending so large an addition to the reserve fund the directors state that they are influenced by their conviction of its importance, and of the beneficial effect which the proposed appropriation will have on the bank's future welfare. The following figures are from the balance sheet, viz.:—Current accounts, £733,121; fixed deposits, £1,664,844; exchange, bills payable, including credits issued, £1,853,044; cash in hand, £258,384; government securities, £679,828; discounts, loans, credits, and other investments, £2,251,366; bills receivable, including security for credits issued, £1,914,069.

At an extraordinary meeting of the Telegraph Construction and Maintenance Company (Limited), the resolution passed at a previous meeting to form a trust of certain telegraph shares held by the Company was confirmed. Each shareholder will be asked of what denomination he would like to have his certificates, and then the matter will be carried out without delay.

The Great Northern Telegraph Company's traffic receipts for the month of February were—this year, f.256,146; last year, f.293,206. Total receipts from January 1 to February 28—this year, f.522,167; last year, f.617,672.

Messrs. Pustau and Co. have been appointed agents at Hong Kong, Canton, and Shanghai for the Merchants Marine Insurance Company.

The amount of bullion by the P. and O. Company's steamer *Khedive*, from Southampton Thursday, was—in gold, to, Aden, £1,000; to Galle, £1,355; in silver, to Bombay, £82,000; to Penang, £27,880; to Singapore, £46,950; to Hong Kong, £67,550; to Shanghai, £107,700; total in gold, £2,355; in silver, £332,080.

The market for Bar Silver, in the absence of enquiries, has again become weaker, and sales have been effected at 57d. and 57 1-16d. per oz. The Mexican Dollars by the West India and French steamers have been disposed of at 56¼d. per oz. for China.

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard and Co.'s Circular says:—Business for the week has been almost at a standstill, owing to the continued disagreement between the importers and dealers, but there is every prospect of a speedy arrangement. Public Sales.—China Sorts: 5,257 packages "Without Reserve." All kinds went very cheaply, owing to the dispute in the trade. 950 half-chests and 1,544 boxes Ping Suey Greens were sold. 2,160 boxes scented Caper obtained 9¾d. to 11d. Deliveries from London, from 1st to 8th inst., inclusive, or seven days 1875, 3,712,122 lbs., against seven days 1874, 3,288,095 lbs. Imports, deliveries, and stocks in London, from 1st January to 27th February:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
24,240,680	39,631,207	25,958,238	28,437,063	87,398,071	89,567,450

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—The market has relapsed into extreme quiet, and there is little or nothing doing in China Silk. This is no doubt the result of the public sales held at the end of last month, when the trade bought sufficient for immediate wants. Cantons are inquired for at 11s. 9d. to 12s. for ordinary to good No. 4, with some little business. Japans and Bengals very quiet; no

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transactions. We make no alteration in general quotations. Deliveries from 1st to 10th instant, bales :—

	1875.	1874.
China	1,217	1,097
Canton	146	293
Japan	163	203
Bengal	101	145
Total	1,627	1,738

COFFEE.—The auctions of Ceylon have passed off steadily, without essential change in prices. The current rates for Plantation are—triage, 80s. 6d. to 92s. 6d. ; small to low middling, 93s. to 101s. ; middling to fine middling, 101s. 6d. to 109s. 6d. ; superior, 116s. ; peaberry, 120s. 6d. to 122s. 6d. Little or no business has been done in Native, which shows no change. The only sale of other East India has been 40 bags Manila at 84s. per cwt.

CUTCH and CAMPHOR.—There have been no transactions during the week.

COCOA-NUT OIL.—The market continues quiet, but steady; Ceylon in pipes, £37 15s. to £38, hogsheads, £38 10s.; fine Cochin scarce, and for new oil £44 would be paid.

GALLS.—An offer of 220 boxes China has been sold at 52s. 6d. to 53s. 6d. for good fair quality.

GAMBIER.—The market continues dull. The decline becomes more decided, and some further parcels, just arrived, have been sold at 24s. 6d., ex quay, with all faults.

JAPAN WAX continues in steady demand. In auction, 646 boxes saucer were all sold, good white at 52s. 6d. to 53s., yellowish at 50s. 6d. to 51s. per cwt.

PEPPER.—*Black :* The market continues very flat, and whilst large supplies have been offered, only a small portion sold, Singapore at ¼d. to ⅜d. decline. The quantity catalogued was 2,468 bags, of which 214 bags sold at 5⅜d. for good clear, 3 bags fine bright at 5½d.; of 1,782 bags Penang, the sound was all retired, about 250 bags damaged selling at 4½d. to 4⅞d. per lb. for second and third class. At the close there is some desire shown to buy at current rates. Yesterday 5 9-16d. was paid for Singapore, and business was done at 5⅜d. per lb. for arrival. *White :* No business during the week.

RICE.—An extremely quiet tone has again characterised the market, and the business done has been almost nil. Holders are firmer, and no further decline is report. The only sales this week have been 600 tons new Rangoon, Feb. sailing, at 8s. 7½d., 1,000 tons new Necransie at 8s. 2½d. per cwt. open charter, and 250 tons Madras, March-April-May sailing, at 9s. 3d., ex quay.

SAGO remains quiet ; 631 bags small grain bought in at 17s. per cwt., excepting 20 bags, which sold at that price. *Flour :* A parcel of 1,450 bags sold at the reduced price of 13s. 3d. for pinky Singapore ; 1,281 bags were bought in at 14s. per cwt.

SUGAR.—There has been no alteration in the market. The dull tone continues, and sales, which have been very small, show no alteration in the rates previously current. On the 5th inst. 4,300 bags clayed Manila sold at 18s. to 18s. 6d., and 2,150 baskets date Penang at 15s. ; on the 6th 5,000 bags unclayed Ilo Ilo at 15s. 9d., and 400 baskets Penang at 15s. ; on the 8th about 600 tons Ilo Ilo at 15s. 7½d. ; on the 9th 1,000 bags Manila, very low and out of condition, at 12s. These transactions constitute the week's business in East India descriptions.

SPICES.—*Cassia :* For unworked prices have given way 2s. per cwt., but of 2,600 chests offered 2,000 chests were cleared off at 55s. to 56s. per cwt. *Buds :* A parcel of 38 boxes good quality sold at £6 per cwt. *Cloves :* Penang have declined 3d. per lb., 46 cases partly selling at 1s. 9d. per lb. for good bright. *Cinnamon :* 13 bales withdrawn ; 262 bags chips and bark partly sold, the former at 4¾d. and the latter at 2⅝d. per lb. *Mace :* 20 cases Penang were offered and 8 cases sold, middling red at 2s. 7d. to 2s. 9d., common dark at 2s. to 2s. 3d. per lb. *Nutmegs :* 5 cases limed bought in, 118's at 2s. 8d., 175's at 1s. 6d. per lb.

TAPIOCA has brought steady prices. Of 732 bags Singapore 518 bags sold, bold flake at 2½d. to 2⅝d., rather small at 2¼d., small at 2d.

TIN.—A moderate business has been done in Straits, on the spot and floating, during the week at from £90 to £87 per ton. The market closes firm. Banca is quoted £94, Billiton £88 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh : Rails, £7 ; Bars, £9 ; Staffordshire Best : Bars, £10 5s. to £11 ; Nail Rods, £10 5s. to £10 10s. ; Hoop, £11 5s. to £12 10s. ; Sheets, £12 10s. to £13 10s. ; Scotch Pig, No. 1 £3 16s. to £4 12s. ; Swedes, Bars, Hammered, £17 5s. to £17 10s. ; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d. ; Sheathing and Rods 8d. per lb.

TIN.—English Refined, £95. Tin Plates : Charcoal I C, per box, 36s. to 40s. ; Coke, 27s. to 33s.

LEAD.—WB, £22 15s. ; do., other brands, £21 15s. to £22. Spanish soft, ex ship, £21 to £21 10s. ; Sheet, £23 10s. ; Shot (kegs extra), £26 10s. ; White do., £29 10s. ; Red do., £24 10s. to £25 10s.

SPELTER.—Silesian, £23 15s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £20.

Messrs. French and Smith report :—The Metal Market continues very quiet. There is no alteration in quotations excepting in Tin and Lead, which are weaker.

MANCHESTER GOODS.

The inactivity in this Market has given place to a much firmer feeling, and in some quarters a rather better enquiry has prevailed, though the aggregate business was only of limited extent. At the close prices, in all cases, are very steady, but there is only a moderate business doing, buyers confining their operations in both Goods and Yarns to absolute requirements.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 4	Sultan (s.)	Owen	Colombo, &c.	London
4	Coulnakyle	Gordon	Shanghai	Off Penzance
4	Yubas	Stafford	Bassein	Queenstown
	Frederick Tudor	Bearse	Hong Kong	San Francisco
	Lathley Rich	Mitchell	Do.	New York
	Templar	Haskell	Batavia	Do.
7	Atma	Watson	Zebu	Deal
5	Duke of Richmond	Brander	Java	Greenock
	Indus	Cockerill	Do.	Dunmore East
4	Johanna Margaretha	—	Batavia for Rotterdm.	Off Scilly
6	Princess Louise	—	Java	Bristol
7	Christiansand	—	Do.	Shields
7	Condor	—	Do.	Do.
	Comet	Bray	Hong Kong	San Francisco
	North American	Tucker	Do.	New York
9	Mary Nelson	Fothergill	Penang	London
9	Duke of Atholl	Pebbles	Foochow	Do.
9	St. Helens	Wickman	Samarang	Falmouth
9	Silistria	Angus	Java	Do.
Feb 22	J. B. Ford	Weeks	Yokohama	San Francisco
22	Catterina Pietra	Canara	Batavia	New York
23	Columbus	Hilton	Do.	Boston
20	Sansone	Capone	Singapore	Do.
Mar 10	Glenlyon (s.)	Grange	Manila and Penang	London
10	Mary Nelson	Cornigall	Penang	Do.
10	Francisco Caffarino	Gotossa	Rangoon	Do.
10	Penedo (s.)	Cain	Manila	Deal
7	Johanna Margaretha	Ruhaak	Batavia	Off Dungeness
10	Mountain Laurel	Henry	Manila	Liverpool
7	Christina	Bang	Macassar	Texel
Feb. 26	Clara Belle	Pierce	Manila	San Francisco
	Harlaw	—	China	Prawle Point
10	Whitburn (s.)	—	Ceylon	London
10	Europe	Nyberg	Tagal, &c.	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 2	Pyah Pekhet (s.)	Bowers	Penang	Greenock
5	Cheviot (s.)	Watt	Pen., Sing., China, &c.	London
	Borneo (s.)	—	Batavia	Shields
5	Horriang (s.)	Beal	Shanghai	Sunderland
8	Ellen Rickmers	Menka	Bangkok	London
9	Dr. Merzger	Iverson	Bat., Samg., & Sourab.	Do.
8	Royal George	—	Batavia	Shields
8	Groningen (s.)	Homfmann	Batavia, via S.C.	Flushing
6	County of Ayr	M'Phee	Batavia and Sourabaya	Glasgow
10	Africa (s.)	Gallilee	Peng., Sing., China &c	London
10	Chycbassa (s.)	Ballantine	Colombo, &c.	Do.
10	Devonhurst (s.)	McNabb	Pen., Singp., & China,	Do.
10	Duke of Abercorn	Dalrymple	Yokohama & Hiogo	Do.
7	Tynedale	Thomas	Singapore	Shields
9	Evelyn Wood	Scheele	Anjer	Sunderland
5	Aurora Australis	—	Java	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai : Glenlyon. For Singapore, Hong Kong, Yokohama and Hiogo : Oxfordshire. For Penang, Singapore, Hong Kong, and Shanghai : Tartar. For Penang, Singapore, Hong Hong, Shanghai, and Hankow : Tchihatchoff. For Singapore, Hong Kong, Shanghai, and Hankow : Glenearn. For Padang, Batavia, Samarang, and Sourabaya : Celebes. For Colombo, &c. : Dhoolia, Sultan.

SAILING VESSELS.—For Yokohama and Hiogo : Punjaub, Coulnakyle, Flying Spur. For Nagasaki : Sophie. For Hong Kong : Melbrek, Lucia. For Shanghai : Undine, Lauderdale, Elmstone. For Batavia, Samarang, and Sourabaya : Ceres. For Singapore : Kate Carnie, Atma. For Singapore and Penang, Bristow. For Penang : Hope. For Colombo : Gertrude.

At LIVERPOOL.—For Yokohama : Benjamin Sewell. For Yokohama and Hiogo : Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai : Glaucus (str.), Agamemnon (str.), Achilles (str.). Menelaus (str.). For Shanghai : John Parker. For Hong Kong : Midnight. For Batavia, Sourabaya, and Samarang : Mindin. For Manila : Trinidad. For Singapore and Manila : Yrurac Bat (str.). For Anjer : Evening Star.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London) : Glengyle (str.). For Singapore and Shanghai : Rajanattianuhar (str.). For Ilo Ilo : Janet Ferguson. For Singapore, Birdston.

SPOKEN.

M.C.R.K. (N. Ger barq.), Rotterdam to Samarang, Dec. 4, 24 S., 26 W.
E. (?) M.N.J. (Brit. barq.), Hong Kong to London, Jan. 14, 27 S., 62 E.
N.M.R.L. (schooner), Sunderland to Singapore, Jan. 6, 39 S., 20 E.
SKIMMER OF THE SEA (barq.), Sunderland to Anjer, Jan. 14, 36 S., 39 E.
CAMERONIAN, Sourabaya to Marseilles, Jan. 4, 32 S., 29 E.
INSTON, Padang to New York, Jan. 4, 25 S., 57 E.
VEGO (barque), Hamburg to the Amoor, Jan. 21, 9 S., 31 W.
SYDENHAM, Hiogo to New York, Nov. 15, in Gaspar Straits.
WARRIOR, Manila to New York, Nov. 15, do.
SAN JUAN, Hong Kong to New York, Nov. 15, do.
COLUMBUS (Swed. ship), Batavia to Boston, Dec. 25.
HOOGHLEY, Manila to Boston, Nov. 13, off Anjer.
CEYLON (barque), Liverpool to Hong Kong, Jan. 2, 33 S., 26 W.
LADY LISGAR, Cardiff to Singapore, Jan. 19, 13 S., 32 W.

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FREIGHTS AND CHARTERS.

Berth rates of freight to the East show no advancement, but higher prices are expected to rule later on. Coal rates are without alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 75s. weight, 75s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hankow: 55s. weight or meast. To Hong Kong: 35s. to 40s. weight, 30s. meast. To Singapore: 35s. to 40s. weight, 30s. meast. To Penang: 35s. to 40s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 25s.

From Birkenhead, per ton.—To Singapore: 20s. To Batavia and Sourabaya: 22s.

CASUALTIES.

The Wyk-aan-Zee (Dut. ship), de Looper, from Java to Amsterdam, has arrived in the Downs in tow, and anchored, having, it is reported, been ashore on the Ridge; she is also reported to be making water.

Advices from Cape Town, dated Feb. 11, state that the Sacramento (Amer. ship), from Java to Queenstown, put into Simon's Bay, Feb. 9, leaky. On Jan. 17, when to the southward of Mauritius, she encountered a terrific cyclone from the W.S.W., the vessel straining to such an extent as to make on an average 10in. water per hour, necessitating the incessant employment of the pumps.

Advices from Mauritius, dated Feb. 5, state that the Mary M. Francis, from Cheribon to Baltimore, having been docked, the leak was found to be in the seam of the port garboard strake, where the oakum had worked out for a length of about 12 inches, below the step of the foremast. Several planks above the copper, altogether 525 feet in length, were found wormeaten, and had to be taken out and replaced by new. The vessel was caulked and re-metalled, and is now reloading her cargo of sugar. The expenses amount to $7,689.16.

The Bussorah (barq.), Gibbs, of and from Sunderland, for Anjer, which vessel sailed from Grimsby, Feb. 24, after having shipped another crew, the former proving refractory, has put back again to Grimsby with loss of bowsprit and other damage, having been in collision six miles N.N.W. of the Dudgeon lightship; she would have to go into dock.

JEDDAH, MAR. 4.—[By tel. dated Aden, 9th Mar.]—Ulysses (from Liverpool to Shanghai) still stranded attempt to float unsucessful all cargo landed about 1,200 packages badly damaged charge consul making merchantable recommend disposal wet cargo "unfil" delivery trade good weather fine apprehend no danger steamer Mercury attending. Lloyd's agent waiting instructions.

JEDDAH, MAR. 5.—[By tel. dated Suez, 10th Mar., 3.5 A.M.—The Ulysses remains stranded; 1,200 damaged packages.

MISCELLANEOUS.

At SUEZ.—Sarpedon (str.), from China, &c.; Mar. 3. Voorwaarts (str.), from Nieuwe Diep and left for Batavia; Eldorado (str.), left March 9, for Colombo, &c. Passed through Suez Canal Feb. 23, Romulus (str.), for Colombo.

At PORT SAID.—March 9, Braemar Castle (str.), from Cardiff, for China; Glenfalloch, from London, for China, &c.; Salak (str.), from Glasgow, for Java; Riga (str.), from London, for Singapore, China, &c.; Ægean (str.), from London, for China; Aurrera (str.) (?), from Liverpool for Manila.

At JEDDAH.—Feb. 13, Cawdor Castle (str.), from Cardiff, and was to leave 21, for Penang, Singapore, China, &c,

At TABLE BAY.—Feb. 5, Warrior, Teasdale, from Manila.

The steamer Duke of Buccleuch, which sunk after collision, has discharged her cargo in the South West India Docks, and has been towed to dry dock.

At MAURITIUS.—Julia Ann, from Singapore. Jan. 19, Ephrem, Vaujoyeux, sailed for Galle; Feb. 3, Mercia, Gibson, sailed for Galle.

Off MAURITIUS.—Scawfell, from Zebu.

LAUNCHES, &c.

THERE was launched from the yard of Messrs. Raylton, Dixon, and Co., Middlesborough, on the 8th inst., a handsomely modelled screw steamer, built by them for the Star Ball line of steamers between Holland and Java, *vid* Southampton. She is sister ship to the Thomas Sorby, launched on the 22nd ult. at Stockton for the same company. Her dimensions are:—Length, 265 feet; breadth, 32 feet; depth, 24 feet; 1,500 tons gross register. She will be supplied with compound engines 130-horse power nominal. She was named J. B. Walker.

MESSRS. CAIRD AND CO., Greenock, launched on the 9th inst. an iron screw steamer of about 500 tons for the Netherlands India Steam Navigation Company. She was named the Merapi by Miss Clay, and is intended for local trade at Java. Her dimensions are—Length, 170 feet; beam, 25 feet; and depth of hold, 12 feet.

THE P. and O. steamers in dock (Victoria) are the Thibet, Mirzapore, and Geelong. The Thibet will take the China mail of the 25th inst., and the Mirzapore the following Bombay mail. The Geelong will probably remain in dock till the middle of April.

THE steamer Glenearn, loading in the South West India Docks, for the Straits, China, &c., will take out to Singapore a large shipment of copper coins, weighing twenty-one tons seven cwts., from the English Mint for the Government of the Straits Settlements.

A GASOMETER for Hong Kong has been placed on board the Devenhurst (str.), which vessel sailed on the 10th inst. *vid* the Suez Canal.

NOTICE TO MARINERS.

CHINA—EAST COAST.—*Reported Danger off Breaker Point.*—Information has been received from the Hong Kong Government of the existence of a danger three miles to the south-west of Breaker Point, on which the British steam vessel Ningpo struck when on her voyage from Hong Kong to Shanghai, on the 16th November, 1874. The master of the Ningpo could not ascertain whether the danger the vessel struck on was a rock or a wreck, and the position he assigns to it—namely, Flat Island bearing North, distant three miles, and at the same time Breaker Point bearing N.E., ½ N.—places the danger in about lat. 22 deg., 51 min., 20 sec. N., long. 116 deg., 26 min. E., and one and a half miles west of the position assigned to the danger on which the British steamship Ulysses struck in 1872. The depth of water alongside at the time the Ningpo struck was eleven fathoms. As these reported dangers are uncertain in their position, mariners are cautioned accordingly.—Hydrographic-office, Admiralty, March, 1875.

AUTOMATICAL PIANOS.

(NEW INVENTION.)

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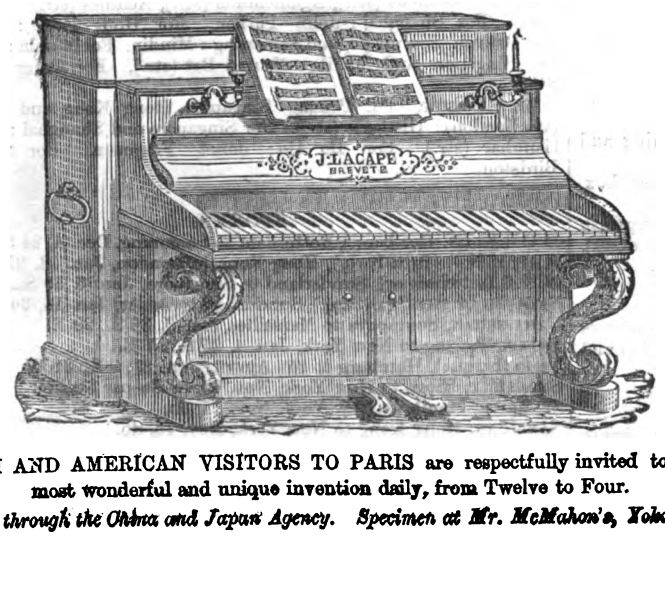
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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IMPERIAL GOVERNMENT OF JAPAN SEVEN PER CENT. STERLING LOAN, £2,400,000.—Notice is hereby given, that the FIRST ANNUAL DRAWING of the BONDS of this Loan, to be paid off on the 1st July next, will take place at the office of the Oriental Bank Corporation, Threadneedle-street, London, on Thursday, the 1st April next, at 1 o'clock precisely.

The drawing will be in the presence of a representative of the said Bank, of a Notary Public, and of such bondholders as may be pleased to attend. The numbers of the bonds drawn will be duly advertised for the information of those concerned.

For the Oriental Bank Corporation, Agents for the Loan,
P. CAMPBELL.

London, 15th March, 1875.

MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS

DINNEFORD'S FLUID MAGNESIA.

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15,000,000 Thalers (£2,250,000).

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The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

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CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

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82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

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Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1875.

Diploma of Merit, Vienna Exhibition, 1873.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
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GUERLAIN, 15, RUE DE LA PAIX, PARIS.—Veritable Ambrosial Cream for shaving, fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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FIRST-CLASS English Family Hotel.
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Close to the Landing Place, Depo of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

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COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.

Agent for the *London and China Express*.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Pekin ..	3,777	600	Mar. 18	Mediterranean, Aden, Bombay.
*Thibet ...	2,593	400	Mar. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Mirzapore	3,763	600	April 1	Mediterranean, Aden, Bombay.
Mongolia .	2,833	530	April 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong...	1,884	250	April 15	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr	... Mar. 28	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah	... Apr. 11		
Tigre ...	... Apr. 25		
Ava ...	... May 9		
Hoogly	... May 23		

The Steamers of the 11th April and 9th May connect at Aden with the Steamers for Reunion and Mauritius.

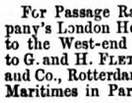
The Steamers of the 28th March, 25th April, and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



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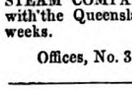
Offices, No. 34, Leadenhall-street, London, E.C.

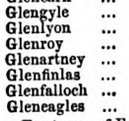


GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glencarn	100 A1	2,120	330	Mar. 17
Glengyle	100 A1	1,676	200	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

With despatch.



FOR HONG KONG, the well-known clipper ship MELBREK, A1 15 years, 870 tons register; JOHN PEIRCE, Commander; South West India Docks.

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

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THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K. Shang. & Hankow.	Tchihat-choff, s.s.	B in A1	S.W.I.D.	March 23
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko. & Higo.	Coulnakyle ..	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

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TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 30th March. The favourite full-powered Screw Steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 nett, 200-h.p. nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

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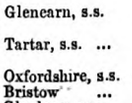

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glencarn, s.s. ...	2,120	M'Gregor, Gow, & Co.	March 17
Tartar, s.s.	2,255	Gellatly, Hankey, Sewell, & Co. ...	March 24
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	March 30
Bristow	574	Wright Bros. & Co.	March 31
Glenlyon, s.s. ...	2,118	M'Gregor, Gow, & Co.	April —
LIVERPOOL.			
Agamemnon, s.s. ...	1,550	Alfred Holt ...	Mar. 25
Achilles, s.s. ...	1,550	„ „ ...	Apr. 8
GLASGOW.			
Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Mar. 22
Bowen, s.s.... ...	1,700	T. Skinner & Co	Apr. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

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GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
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PARIS.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources o supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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WALL LIGHTS AND LUSTRES FOR
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TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY.
YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, March 16, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 603.] LONDON, MONDAY, MARCH 22, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received March 22.
Japan—Yokohama	... ...	Dec. 11	Jan. 28	Feb. 2
Yedo	... ...			
Osaka and Hiogo	... ...	—	—	Jan. 28
Hakodadi	... ...			
Nagasaki	... ...	—	—	Feb. 1
China—Peking	... ...	—	—	Jan. 20
Tien-tsin	... ...	—	—	,, 23
Chefoo	... ...	—	—	,, 28
New-chwang	... ...	—	—	,, 4
Hankow	... ...	Nov. 27	,, 16	,, 27
Kiu-kiang	... ...	—	—	,, 27
Chin-kiang	... ...			
Shanghai	... ...	Dec. 18	Feb. 3	Feb. 5
Ningpo	... ...	—	—	Jan. 30
Foochow	... ...	,, 18	,, 3	Feb. 7
Formosa	... ...			,, 5
Amoy	... ...	—	—	,, 8
Swatow	... ...	—	—	,, 9
Hong Kong	... ...	,, 25	,, 5	,, 11
Canton	... ...	—	—	,, 9
Macao	... ...	—	—	,, 10
Philippines—				
Manila	... ...	,, 18	Jan. 29	,, 4
Cochin-China				
Saigon	... ...	—	—	,, 16
Siam — Bangkok	... ...	—	—	,, 12
Borneo				
Labuan	... ...	—	—	,, 5
Sarawak	... ...	—	—	,, 7
Java — Batavia	... ...	Jan. 8	Feb. 12	,, 14
Samarang	... ...	—	—	,, 10
Sourabaya	... ...	-	—	,, 8
Malacca Straits—				
Singapore	... ...	,, 15	,, 15	Feb. 18
Penang	... ...	,, 8	,, 6	,, 13
Ceylon—				
Galle	... ...	,, 29	,, 22	,, 26
Colombo	... ...	,, 22	,, 13	,, 24

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, this morning, its due date. The next inward (P. and O.) mail, with advices Yokohama 9th, Shanghai 12th, Hong Kong 18th, Singapore 25th Feb., which is due, *via* Brindisi, on Monday next, the 29th inst., left Suez on the 12th inst., its due date, left Alexandria yesterday, and will be delivered on Saturday, two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived March 20.—From Yokohama: Messrs. Atkin, Derminston, Satow, Orny, Sadarke, Mrs. Holtz, Mrs. Schwartz, Miss Musy. From Shanghai: Messrs. Hardy, Barfoot, Chartin, Tisserand, Medard, Simon, Andre. From Hong Kang: Mr. A. J. Gower (H.B.M. Consul), Messrs. Cowell, Argaez, Gojon, Miss Houghton. From Saigon: Messrs. Lamotte, Lourdeault, Bareil, Houette, Chevalier. From Batavia: Mr. Kenjie, Cannel, Leysin, Mr. and Mrs. Focquin. From Singapore: Mr. Shaw (Lieut. Governor of Malacca) and Mrs. Shaw, Mr. and Mrs. Cox, Mr. and Mrs. Delkio, Mr. Coourtier, Mr. De Vargac. From Galle; Mr. and Mrs. Adderley, Mr. and Mrs. Scott, Mr. and Mrs. Carver, Messrs. MacCharter, Fitzroy Kelly, Ewen, Davidson.

PASSENGERS OUTWARD.

Per P. and O. steamer *Khedive*, from Southampton, March 11.—To Yokohama: Mr. W. Hooper, Mrs. Hatton. To Shanghai: Mr. O. Percival, Mr. P. M. Grant, Mr. W. Smith, Mrs. Maclean, two Misses Maclean, and servant. To Hong Kong: Lieut. H. B. Warren, Lieut. C. K. Purvis, Lieut. C. E. Reynard, Miss Robinson. To Ceylon: One second-class passenger.

Per P. and O. steamer *Sumatra*, from Venice, March 19.—To Shanghai: Mr. R. Hough.

Per P. and O. steamer *Sumatra*, from Brindisi, March 23.—To Shanghai: Mr. J. M Ringer, Mr. and Mrs. F. M. Youd, Mr. A. L. Pearey, Mr. G. D. Fearon, Mr. R. Bourke. To Hong Kong: Mr. J. G. T. Hassell, Mr. W. Greig.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Singapore: Mr. E. Younz, Mr. A. Clarke. To Galle: Rev. and Mrs. McLean, Mr. G. T. Nicholls, Mr. R. Miller. To Ceylon: Mr. E. Johnstone.

Per P. and O. steamer *Malta*, from Venice, April 2.—To Hong Kong: Mr. G. Oliver Mr. A. L. Turner.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Shanghai: Mr. W. Russell. To Hong Kong: Mrs. Green. To Singapore: Mr. and Mrs. J. Brennand. To Ceylon: Mr. and Mrs. A. Ross, Mr. J. Tayler, Lieut. C. V. B. Kuper.

Per French steamer *Anadyr*, March 28.—To Yokohama: Mr. F. S. Jacobs, Mr. Geo. S. Aspinall, Mr. Manceot, Mr. J. A. Kalis, Mr. S. Marcus. To Shanghai: Mr. George Dowdall, Mr. Petroff, Mr. Geo. Lewis, Mr. G. W. Coutts, Mr. Hyde, Mr. J. Brand. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon, Mr. Grotien, Mr. Tennant. To Batavia: Mr. Van Oven, Mr. Lucassin, Mr. and Mrs J. W. Ketzen. To Saigon: Three Sisters of Mercy. To Singapore: Sir Arthur and Lady Gordon, two children, and servants, Miss Gordon, Dr. Maye, Mr. Eyre, Dr. and Mrs. McGregor, Mr. and Mrs. Harris.

Per French steamer *Djemnah*, April 11.—To Shanghai: Mr. L. Gouilland, Mr. Johnson. To Singapore: Sir William and Lady Jervois and daughters, and private secretary, Capt. and Mrs. Paton and child, Sir W. and Lady Hackett, Mr. Isaac Henderson, and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew, Mr. L. Ankersmith, Mr. E. J. Tolson.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig.

Per Nederland Company's steamer *Conrad*, from Nieuwediep, March 13.—Mr. and Mrs. C. D. W. Pape, Mr. and Mrs. J. W. van den Broek, Mr. and Mrs. J. C. van Wessem, Mr. C. de Waal, Mrs. D. C. Deye, Mr. and Mrs. Hondius van Herwerden and four children, Mr. and Mrs. P. A. L. Maclean, Mr. and Mrs. T. W. van Sandick, Mrs. Stoffers, Mrs. G. Olland, Mrs. Bekker Bakhoven and child, Mrs. Varkevisser and four children, Messrs. L. Wolff, M. Tromp, W. H. de Jong, A. Peters, G. A. M. van Ewyk, P. J. Teltkamp, Mr. and Mrs. M. P. Raket and six children, Messrs. P. H. Prager, T. H. Benker Andreae, Mrs. Jasper and child, Mrs. H. A. Mensing, Messrs. W. Etty, C. L. van der Meer Mohr, Mr. and Mrs. W. L. Foorduyn and two children, Mr. and Mrs. P. Dyckmeester, Messrs. L. F. Krainz, C. B. Kolke, A. van Yperen, F. Pool, A. C. Pool, B. A. Stieler, T. Beyer, G. A. P. Brender à Brandis, G. D. van Werdt, Mr. and Mrs. D. de Jongh, Mr. D. Koehs, Mrs. Koot Briunvis, Mrs. Veenstra, Messrs. H. A. G. F. D. Rant, N. C. Slegt, W. J. van der Noordau, J. D. van Kuyk, P. Cambier, Mr. and Mrs. K. F. R. Andrau and child, Mr. and Mrs J. M. Schoth and two children, Messrs. A. E. van Nugteren, J. J. F. van Hamel, Mr. and Mrs. W. G. E. Vetter, Messrs. J. L. Koster, H. Kusky, J. Hazenberg, P. C. Koopmans, A. M. Hoogeveen, P. C. Burgers, E. Fischer, C. Schagen, G. van de Stadt, E. Franckle, Mrs. A. C. Hendriks and four children.

Per steamer *Glenearn*, to leave London March 20.—To Singapore: E. C. Davidson, T. Kehding.

Summary of News from the Far East.

CHINA.

PEKING.

We have at last definite information as to the course of events in Peking since the death of the late Emperor, and learn that a boy named Tsai-tien, a cousin of the late Emperor, is the new ruler of China, under the style and title of Kwang-su. The death of the young monarch, who had reigned since August, 1861, under the style T'ung Che, took place at about five P.M. on the 12th January, in the nineteenth year of his age. Early on the morning following it was rumoured that a grandchild of his eldest uncle, the Prince of Tun, had been selected for the succession, in the absence of a direct heir, but in the course of the day it became known that the two Empresses, *i.e.*, the Empress Dowager and the Empress Mother (of T'ung Che) the well-known Regents during the late minority, had selected the only son of the seventh prince, the Prince of Ch'un. This child, who is at present, it is said, between three and four years old, was designated as Successor to the Throne in a decree of the Empresses, to which sanction was declared in the valedictory manifesto of the departed Sovereign. The selection is popularly attributed to the choice of the Empress Mother, who is a sister of the Princess of Ch'un, and consequently aunt by blood as well as marriage to the child. These two august ladies are said to be daughters of a Manchu functionary formerly in office as Taoutai of the Kwe-sui Circuit in Shansi, named Chêng-lin. The result shows that the Empresses have known how to maintain and exalt the position gained by their *coup d'etat* in 1861, when they seized the reins of power after the death of Hien-fung; and we cannot but ad-

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mire the vigour and determination with which they dominate the rival parties and bend princes and ministers to their will. The effect of the present selection is to make them again *ex-officio* Regents.

The youthful Sovereign-elect was conveyed to the Palace from his father's residence, at about 4 A.M. on the 13th Jan. The decrees published in the *Peking Gazette* on that and the following days record the successive official stages of this historical episode. The adoption of the new *Kwoah Hao* or style of the coming reign of the new Emperor was announced in the *Gazette* of 16th January. The characters chosen are *Kwang Sü*, which may be translated Continuation of Glory. They appear to have been selected from a sentence occurring in a State-paper of the Sung dynasty, entitled "Memorial requesting the bestowal of a title of honour [on an Imperial person]." So far, then, all appears to be settled; everything is tranquil at Peking; and the great mass of the Chinese people care little whether their ruler be Tsai or Yih or Mien or Pu, so long as order is kept, and they are left in peaceable enjoyment of their earnings. There is perhaps a possibility of further rivalry within the walls of the palace; and Peking news will be looked for with special interest for months yet to come. The grandsons both of Prince Tun and Prince Kung were looked on as having better claims, and there seems to be a feeling of dissatisfaction at the choice made. Still the same influence which enabled the Empresses to secure the appointment of their nominee may continue to overpower and stifle opposition. A correspondent of the *North China Herald* says that a regency is about to be constituted on the same basis as the last. But whether he means as to form or *personnel* is not clear. In the latter case it may be inferred that all are in accord, and that the late foreign policy will be followed out. Otherwise it seems unlikely that Prince Kung will allow himself to be quietly effaced. Of Prince Chun, whom the turn of events has brought into prominence as father of the new Emperor, we know little. He has not, we believe, come much in contact with foreigners, nor is he thought to view them with a very kindly eye. Report credits him with military tastes, and he has, we believe, a position at the head of the Manchu garrison of Peking, which gives him strength to support the new order of things.

A correspondent writes under date 20th Jan.:—

The Emperor of China died on the evening of the 12th inst., of the *sequelæ* of small-pox, by which disease he was attacked on the 9th December. After an apparent convalescence his Majesty, who at the time of his death was only eighteen years and nine months, had a relapse on the 5th or 6th inst., and for some days before the fatal event his recovery was considered hopeless. As no heir had been born to him from any of his five or six consorts, the question of the succession became one of absorbing interest to the people of Peking as the crisis was seen to be approaching, and general expectation fixed itself on a choice between two or three young children, great grandsons, either in the direct line or through adoption, of Tao Kwang, either of whom, according to the Chinese laws of succession, might have been declared adoptive heir to the deceased Emperor. It was not generally known until the evening of the 13th that the selection had been made differently, and that a child three years old, named Tsai T'ien, son of the younger brother of the Prince of Kung, had been declared Emperor. This choice, according to common report, was the act of the ex-Empress mother, who, when all her counsellors held their tongue at the moment of decision, took upon herself the nomination of a successor for her deceased son. The child was immediately sent for, and is to reign under the style Kwang Su. The Empresses will act as Regents, as they did during the long minority of T'ung Che. The announcement of the adoption was received at Peking very quietly, although in the popular mind there appears to be an impression that his late Majesty has been unhandsomely dealt with in the failure to provide him the immediate successor who is required according to Chinese notions for the full acquittal of the sacrificial rites, &c. According to the decree issued on the 13th, he is only to have an heir when a son shall have been born to the child who is now put upon the throne.

SHANGHAI.

The present mail brings advices from this port to the 5th February; the French mail from London Dec. 18 was received on the 3rd February. The following summary of news is from the *North China Herald*:—

The Chinese New Year is about to open, but it is likely to be shorn in this case of much of the usual festivity, on account of the Emperor's death. At any rate, overt rejoicing is forbidden, as shown by the following account of the customary proceedings in China on the death of an Emperor:—The "sorrowful proclamation," or official announcement of death, is not published until after the receipt of the "joyful proclamation," or announcement of accession. The proclamations are sent to the Generalissimos, Viceroys, and Governors of the several provinces, and these in their turn make the contents known to their respective subordinates, instructing them to select a proper time and place for performing the necessary ceremonies. These being chosen, the officials collect in plain clothes (black, and free from colours or embroidery), and read out the announcement of accession. They then proceed to the temple dedicated to the Imperial presence, where they go through the ceremonials of Court congratulation. This done, they select another public locality, where, dressed in mourning, they open and read the announcement of demise and solemnise the funeral service, which has to be repeated three successive days, once in the morning and once in the evening. The officials then wear mourning for twenty-seven days, keeping their heads unshaven for that period, and refraining from marrying or giving in marriage for 100 days, and from official music for one year. These intervals all reckon from the date of receiving the proclamations. As regards the people, they are expected to wear mourning, the men as regards caps, the women as regards head ornaments. For twenty-seven days they may not shave, for thirty days they may not marry, and for 100 days all music is to be stopped. A proclamation very much in this sense was posted in the City and at the Mixed Court, announcing the death of the Emperor and giving orders as to the details of mourning to be observed. It is said that Fêng, the new Taoutai of Shanghai, was directed to take up office at once, because, had he delayed till the period of mourning set in, it would be necessary to delay until it was over.

A meeting of the French Gas Company was held on the 29th January. The account showed a profit on the year's working of Tls. 8,642. A dividend of 11 per cent. will absorb Tls. 4,180, Tls. 4,321 are placed to reserve, and Tls. 141 carried forward.

We are sorry to find the committee of the Eurasian school lamenting the want of adequate support. The fees were purposely fixed at a very low rate, in order to encourage attendance, and in the belief that sufficient numbers would be thus attracted to render the institution self-supporting. Up to a certain point the progress was encouraging, but the increase has not been maintained as the committee were entitled to hope. The present number of scholars is, we believe, thirty-one, and though the progress made by them has been satisfactory, disappointment is very naturally expressed that a much larger number do not avail themselves of the institution. In principle, we quite agree with Mr. Hanbury that it is preferable the school should be worked as a public institution, but the committee find themselves unable to do this without the public support for which they appeal.

A fire has occurred on the bank of the Defence Creek, at the upper side of the French Settlement. A Chinese bamboo-built dairy and out-buildings, the latter being filled with straw, had, from some unexplained cause, caught fire, and burnt with an intensity that destroyed them before the French fire-engines could get to the spot. The greatest danger lay in the proximity of some other Chinese houses, towards and on to which the wind carried quantities of the burning straw, but fortunately without setting them on fire. The Chinese authorities showed a somewhat unusual appreciation of the event, by turning out a strong guard of soldiers, fully armed with rifle, bayonet, &c., but each carrying the inevitable lantern, used on this occasion, presumably, to see their way to the blazing buildings. The usefulness of the local electric telegraph was strikingly exemplified on the occasion. In a very short time after the alarm bells were rung, the Hongkew detachments of the Fire Brigade were ready to move, the Hook and Ladder Company had in fact started, and were toiling up the steep ascent of Hongkew Bridge, when the message was telegraphed that their services were not required. They were thus saved a long and useless journey.

We have received the Shanghai Customs Trade Returns for the last quarter of 1874, and abstract some of the principal figures; 457 vessels, measuring 311,865 tons, entered, against 451, measuring 292,615 tons, in the corresponding quarter of 1873; but only 440, measuring 296,640 tons, cleared, against 491, measuring 323,436 tons. 124 in each case were sailing ships, the remainder steamers. The import of grey shirtings shows a falling off from 910,918 pieces to 824,502; while T-cloths show a slight increase, from 348,058 to 356,709, the figures being, however, in this case less than a third of those shown in the corresponding quarter of 1871 and 1872. English drills stand at 116,900, against 240,800. A considerable decrease is also notable in American and Dutch kinds. Sheetings, chintzes, velveteens, and handkerchiefs also show a falling off. Turkey reds figure for 31,700, against 13,600. Woollens show a total decrease of 10,000 pieces, long ells, figured lustres, stripes, and cloths having each fallen off; while lastings show a considerable increase. The import of iron was 65,895 piculs, against 17,189; but that of lead only 4,952, against 17,731. The marked increase of 4,000 chests occurs in opium; coal, on the other hand, both native and foreign, showing a very marked decrease. There is a large increase in both import and export of beancake; a considerable decrease in both import and export of tea; silk standing at nearly the same figure. The import of brown sugar fell off, while that of white more than trebled; the export of both shows a decrease. There is again a decrease under nearly all heads in internal transit; except in that of silk and wool for export. The total revenue for the quarter was Tls. 828,636 against 931,434. The de-

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crease is spread over every item except outward transit passes; the falling off in tonnage dues was nearly Tls. 10,000.

A motion is fixed for hearing at H.B.M.'s Supreme Court, before Sir Edmund Hornby, that is calculated to solve a somewhat important point in legal jurisdiction in China and Japan. It is well-known that the Tientsin Treaty provides a tribunal for the adjudication of differences between British subjects and Chinese, in the shape of a Court presided over by the Consul and Taoutai, who jointly investigate matters brought before them. But subsequently to this Treaty, the Order in Council (1865) was framed, establishing Law Courts entirely different from the treaty tribunal above-mentioned, and independent of the treaty. The latter Court, being more perfect in organisation, and in accordance with English practice, has been exclusively resorted to by litigants. But the Order in Council not having interfered with the provisions of the Treaty of Tientsin in this respect, the treaty tribunal still exists, and the two Courts are therefore liable to clash in their jurisdiction. It is also well known with what laxity the Chinese officials inquire into matters of difference between persons of their nationality and foreigners. The motion that is to be argued in the Supreme Court is in reference to a suit heard at Foochow, before a Mixed Court composed of H.B.M.'s Consul in conjunction with H.E. the Taoutai there. The suit was brought by Kwo-fuh Tih, master and owner of the junk *Kiu'tsai*, against G. D. Pitman, master of the steamer *Kwangtung*, agent for Douglas Lapraik and Co., and others, owners of the steamer. Mr. Wainewright, solicitor for the defendant, will move the Supreme Court either to declare the judgment of the Mixed Court to be null and void, or to direct the Consul to rehear the suit, in the manner provided by the Order in Council, or to remove it for hearing into this Court. Under the circumstances detailed above, the interest of the motion would appear to lie in the fact of the judge having to consider the conflict of authority which at present might seem to the uninitiated to exist between the two tribunals; and the motion might definitely set at rest any doubt on the point.

At the Police Court a somewhat unusual charge of robbery has been investigated. Two young fellows, an able and ordinary seaman of the British ship *Corona*, were charged with stealing 400 lb. of fat, the skimmings of the ship's coppers. They took the fat, which was contained in two barrels, out of the fore-peak of the vessel on Saturday night, and sold it to a Chinese in Hongkew, bearing the euphonious name of "Buffalo," for $4.50 per barrel. The chief officer, on being questioned, said the oleaginous compound belonged to the owners of the vessel, and that he had sold two similar barrels of it in New Zealand, by the authority of the captain, for 25s. each. The defence was unique. It was to the effect that the fat was the produce of the boiling of the pork and beef served out as food to the crew, that it was part of the food of the crew, who, if they had chosen to do so, might have gone to the coppers and skimmed it off for themselves; and that, although it was skimmed off by the cook, and put into barrels, it did not belong either to owner or captain, but remainded the property of the crew—in this case the more especially as the cook of the vessel (who was discharged in New Zealand for drunkenness) had saved it, expressly by arrangement with the captain, for sale, the money to be divided among the crew. Mr. Mowat declined to solve this knotty or, rather, greasy point, without an interview in Court with the captain. Everything else apart, the case is one which shows the necessity of a more perfect understanding between the captains, officers, and crews of merchant vessels as to the ownership of the refuse of food actually handed over for the men's consumption, and which they might have eaten if they could only have swallowed it.

The possibility of the establishment in Shanghai of a special agency for a purely Japanese line of steamers plying between this port and Yokohama appears to have become an accomplished fact. Until further notice, one of the vessels of the "Mitsu-Bishi Steam Navigation Company" will be despatched every Wednesday for Nagasaki, Hiogo, Simonoseki, and Yokohama. The company appear to possess at present only four vessels, the *Tokio-maru* (late *New York*), the *Kanagawa-maru* (late *Madras*), the *Tokai-maru* (late *Acantha*), and the *Luzon*. The times for the despatch of the vessels from Yokohama are not yet notified, but we are informed that more complete arrangements are pending, and will be shortly published.

We are informed that the weather on the coast, although fine, has been exceedingly cold, the hills round Foochow and all the way up to this port having been covered with snow since the 23rd Dec. Twenty-four hours before the *Costa Rica* left Nagasaki a severe snowstorm was experienced at that port. The *Costa Rica*, when in Kü Channel (eighty miles from Hiogo), passed and spoke a German barque with her main and mizen-masts gone by the board, but although he proffered assistance, none was required.

The s.s. *Ocean* while steaming down the river came into collision with the C.N. Company's steamer *Ichang*, moored in mid-stream off the French Bund, and caused some slight damage to the rails, stanchions, and woodwork of the upper deck of the latter.

The barque *George Washington* has been sold at auction by Messrs. L. Moore and Co., for Tls. 2.960. The vessel was bought by the China Merchants' Company, to be made into a hulk, for use at Chinkiang, we believe; and the sails, included in the above price, were sold to Mr. Reeves for Tls. 210.

Foreigners who from past experience or present position know something of the inner working of Chinese officialdom, have not hesitated to declare that the agitation of the Formosan question was kept up an undue length of time, in the provinces at any rate, simply with the object of reaping the rich harvest of fresh squeezes which the imminence of war formed the excuse for exacting. Something apparently confirmatory of this view of the case comes to us on excellent authority. The Governor of Kiangse, anxious, it is said, to show his activity in preparing for the emergency of war that seemed likely to spring from the difficulty with Japan, imposed new taxation in his province which brought in about Tls. 500,000 to his treasury before the pacific termination of the affair. Oppressed with this *embarras de riches*, the Governor is now employing a portion of it in the purchase of arms and munitions, among the latter being five million percussion caps, an order which ought to clear the foreign market of these explosive and exploded articles. It is reported that he also intends to fortify the mouth of the Poyang Lake—presumably against sampans and teaboats; and both these patriotic operations will no doubt afford a wide field for jobbery. If, writes our informant, the money thus collected in this and other provinces had been fairly appropriated to meeting the late war preparations, China might have saved recourse to the unnecessary and somewhat humiliating expedient of raising a foreign loan. Every one in power seems, however, to do the wrong thing. Foreign representatives are the last persons to hear of such matters; the Customs officials appear to have no influence to advise what is right; and there is an absence of homogeneousness in the government of this vast and wealthy Empire which is nowhere more apparent than in the mal-administration of its fiscal affairs. In a country possessed of such ample means of its own, the small foreign loan recently contracted appears to be more an evidence of weakness than of wisdom on the part of its counsellors.

The influence of the Empresses-Dowager of Hien-fung in the Peking Court has decided the Imperial election in favour of a son of the Prince of Chun. The Prince of Chun is seventh son of the Emperor Taokwang, and his son is therefore of the same generation as the deceased Monarch. A more natural selection would have been the grandson of either the Prince of Tun or the Prince of Kung—both of a generation next to the late Emperor and who could therefore have been adopted by the young Empress-Dowager. But the latter would in that case have become Regent; and the old Empresses have had influence enough to carry the election of the young Prince Tsai-tien, who has to be adopted by them as a son of Hien-fung, and during whose minority therefore they become again Regents. The arrangement is not viewed altogether with contentment; but there is no appearance thus far of opposition.

It is only natural that the death of the Emperor and the uncertainty in which the occurrence left the succession, should have given rise to rumours of trouble; and all sorts of reports gained currency in Shanghai pending the arrival of certain news. It was rumoured at one time that the possession of the Dragon Throne was already being contended for *vi et armis*, that the palace was surrounded, and that a large army was at Peking, supposed to be Li Hung-chang's southern legion. Another rumour was that orders had come from Peking, forbidding the Chinese men-of-war in harbour to leave the river, unless under direct instructions from the Peking Government. Later on again the young Empress (Ah-lu-te) had committed suicide. But, as we have shown, all these rumours turned out to be pure canards, and we mention them only as indicating the uncertainty in the Chinese mind as to the course events would take.

As straws show which way the wind blows, some edicts that had lately appeared in the *Peking Gazette* suggest that a struggle had been lately going on at Peking between the rival parties whose influence was probably strained on the question of imperial succession. We need hardly refer to the late degradation of Prince Kung and his prompt reinstatement by the influence of the Empresses-Dowager. Later on, the Prince of Tun was put forward to offer certain sacrifices in the stead of the Emperor during his Majesty's fatal illness; while a decree of the 1st January, again, gives prominence to Prince Kung on a similar occasion. More significant than all is a still later edict advancing Li Hung-chang to the post of Senior Grand Secretary; and the guess may be hazarded that, if we could say to whose influence this appointment is due, we should have a clue to the probable bias of that great mandarin, and the view he may take of the present arrangement.

The operations in the Woosung-road were interrupted yesterday by a woman at Kongwan, who incited the villagers to prevent the formation of an embankment in that neighbourhood. She raised an uproar, calling upon the crowd to attack Mr. Hill, whereupon about 150 people rushed towards and pushed him, but we are glad to hear that he escaped with but slight injury.

The wreck of the British barque *George Washington*, together with her equipment of anchors, sails, &c., has been sold by auction. She was purchased, we believe, for the C.M.S.N. Company, to be used as a hulk at Chinkiang, for Tls. 2,960.

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The good will, stock, and plant of the *Shanghai Evening Courier*, and the *Shanghai Budget and Weekly News-Letter*, are advertised for sale, in consequence of the death of Mr. Lang.

FOOCHOW.

(From the *Foochow Herald.*)

In addition to the information published in our last issue, anent the telegraph to Amoy, we are given to understand that a number of poles, together with that portion of the line erected between the 20th and 22nd ultimo, were stolen by the *quasi* mob —led on by Yamen runners—whose valiant proceedings have now become matter of history. The remainder of the line had not up to yesterday fallen into the hands of the Philistines. Perhaps they think that in this case "discretion is the better part of valour."

A very destructive fire broke out on the night of the 1st instant in the south-west suburb of the city, near the bridge. It was discovered between ten and eleven o'clock, and spread with such rapidity that before 3 A.M. more than 400 houses were destroyed. At one time it was feared that the hongs recently occupied by Messrs. Ivanoff and Co., and Ruttonjee and Co., would become a prey to the flames, in which case the premises of Messrs. D. Sassoon, Sons, and Co., and Messrs. Gibb, Livingston, and Co., would have been seriously jeopardised; fortunately the fire was arrested at about 3 A.M., without having caused any injury to foreign property. The loss of native life is said to be comparatively small, but it is difficult to obtain reliable information on the point. This lamentable event is generally ascribed to incendiarism. The fire originated, it is said, in an uninhabited house, into which it is supposed that one or more ruffians effected an entrance, and, with a view to looting the surrounding premises, set it in flames. We understand that the authorities are in quest of these miscreants. Fires are always more or less frequent at this period, and it is well to exercise more than ordinary supervision of native servants, owing to their slovenly method of handling the fiery adjuncts common to Chinese festivals.

HONG KONG.

Our advices by the present mail extend to the 11th February; the P. and O. mail from London, Dec. 25, was received on the 5th February. The following items of intelligence are from the *Hong Kong Daily Press*:—

The Chinese New Year's Day passed off with the usual deafening accompaniment of crackers, fireworks, &c. The time allowed for the indulgence of this delightful pastime, viz., from 4 P.M. on Friday until 9 P.M. on Saturday, was by no means strictly adhered to, as the reports were pretty frequent during Saturday night, while even yesterday was not free from uproar. It is to be hoped, however, that the posse of offenders whom we may be pretty sure will appear in the Police-court to-day, charged with an infringement of this law, will be lightly dealt with, for Chinese holidays are infrequent, and it is well to give a little license on such an occasion. As far as the Europeans are concerned, they no doubt feel with us that it is a good thing, seeing the use they make of it, that the Chinese have but one general holiday.

Mr. James Parker, acting clerk in the Registrar-General's office, has, we learn, been appointed second clerk at the Magistracy, and Mr. Seth has been appointed chief clerk in the same office, vice Mr. J. Collins, deceased.

The *Albay* has been beached high at Wanchi, and her port quarter found completely cut away, probably by the *Leonor*; the top work at the starboard fore-chains the same. It is considered her bottom is tolerably sound, and she will be pumped out and docked by to-morrow.

We note the departure for England, by the *Surpedon*, of the Rev. John Preston, of Canton. Mr. Preston, who was one of the missionaries belonging to the Wesleyan Society, has been in China for upwards of twenty years, and we understand that he does not intend to return again to the East.

The Japanese steamship *Meiji Maru*, has arrived for the Japanese Government.

We learn from the *Diario de Manila* that it is in contemplation to light that city with gas. The same journal informs us that an extensive fire occurred at Bayonbong, in the province of Nueva Vizcaya. A severe shock of earthquake was experienced at Manila on the morning of the 27th ultimo.

Another attempt to float the steamer *Albay* has been made. The steam tugs *Fame*, *Pilot Fish*, and the *Saada* took her in tow, and moved her astern about ten feet, when suddenly she struck against a bank. A little later she was observed to move broadside on, when the tugs took her by the bow and towed her off that way. She was taken down to Wanchi and beached. She is lying there now, and measures are being taken to prepare her for docking.

On the Emperor's death and successor the *Press* says:—

The question as to the succession in China is at length set at rest. In the decrees of January 12, published in the *Peking Gazette*, the following passage disposes of the matter:—"Let Tsai Tien, the son of Yih Hwan, Prince of Ch'un, be adopted as heir to his Majesty the Emperor Wen Tsung Hien, and enter upon the inheritance of the great dynastic line, as Emperor by succession." The successor of Tung-chi, who will reign under the style or title of Kwang-su (or Continuation of Glory) is a child of between three and four years of age. Another and longer regency must therefore ensue, and the reins of Government have once more fallen into the hands of the Empresses-Dowager. The selection of this boy was no doubt owing to the influence of the Empress-mother, who is a sister of Prince Ch'un, and consequently aunt by blood, as well as marriage, to the young Emperor. The claims of the grandsons of Prince Tun and Prince Kung have been set aside in favour of a child, whose possession of the dignity will confer power and dignity on two old but ambitious women. The father of the Emperor is reported to be a foe to progress, an enemy to foreigners, and an adherent of the foolish and exasperating policy which attempts to effect their exclusion from China. Furthermore, he is said by the *Shanghai Evening Courier* to entertain a personal antipathy to the French, and to "have been no stranger to the agitation which, not long after his well-known encounter with the Count de Rochechouart, spread over a large portion of China, and in 1870 culminated in the massacre of Tientsin." His position as President of the Military Council will undoubtedly give him great influence at Court, which there is too good reason to believe, from his antecedents and known opinions, will be exerted in a direction hostile to foreigners.

Altogether there is not much ground for hope of improvement from the new order of things. The old policy will be followed, though it may be carried out more boldly, and there is small chance of any concessions being extorted from the Ministers who will in future guide the affairs of the Empire.

PHILIPPINES.

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MANILA.

On the morning of the 2nd Feb. the American ship *Bunker's Hill*, which was then anchored in the Bay of Manila, signalled that she was on fire. Assistance was speedily afforded by the men-of-war in the roads and by the harbour authorities, but proved ineffectual, because the fire, having broken out during the previous night, had made such progress that overcoming it became impossible. The burning vessel was consequently towed to a distance from the other shipping and was sunk in five fathoms of water, up to her deck. She was bound for Boston, and had, at the time of the disaster, taken on board 700 tons of dry sugar, 1,680 bales of hemp, and a quantity of sapanwood. The *Porvenir Filipino* states that the cause of the fire was not known, and that the vessel can be got afloat again at little expense, within a few days.

In Ilo Ilo the sugar trade is much paralysed, only two vessels taking in cargoes of that article. The ravages of the late hurricanes have delayed crushing, and the conveyance of sugar to that port; the damage done by them in this province is estimated at about one million of dollars, the sugar destroyed amounting to 120,000 piculs, valued at $360,000. The *Diario de Manila* thus sketches the state of matters in Ilo Ilo:—

Agriculture has received a deadly blow; should a protecting hand not be found, it is with difficulty that it can rise to its former height of prosperity, even though the cultivators should work with greater zeal to repair the losses suffered. But of what avail will be all their efforts, if means to make them efficacious be wanting? Black is the horizon before the agriculturists, but they are not discouraged on that account; they bravely continue their labours, for Providence, which has sent them this calamity, will enable them to find a way to obtain what is necessary for the work they have to do.

According to official returns received by the provincial authorities, there have been lost 300,000 cavans of paddy, 1,200 houses of bamboo and attap, and 322 of plank, and 156 sugar mills; the third portion of the sugar crop, 400 buffaloes and 200 cattle drowned; the whole of the tobacco crop, owing to the destruction of the tobacco plantations; eight schooners and twelve smaller craft; a countless number of cocoa, coffee, and other valuable trees; and, what is more painful, twenty-six persons killed.

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* has the following items:—

There are now in Siamese waters three war vessels. The French gunboat from Saigon is at anchor off the French Consulate. The officers of said gunboat have had an audience with H.M. the Supreme King, and have had a steam yacht placed at their disposal to take them on a pleasure trip to the old City Ayuthia. H.B.M.'s gunboat the *Thistle*, from Hong Kong, came up the river on the 20th, and is anchored off H.B.M.'s Consulate General.

The *Saco*, one of the U. S. corvettes, anchored in the roads off the mouth of the Chow Phya River on the 23rd inst. On the 24th one of the Siamese steam yachts, flying at her mast head the U. S. flag, passed down by Bangk'olem Point, manifestly

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bound to the U. S. corvette to bring up some of her officers, and give them an opportunity of visiting Bangkok before the vessel leaves Siam for other stations. On the 25th a fire broke out just below the temple at Wat Samplum. It devoured a large number of the attap roof houses. Many European residents and people from H.M.'s gunboat *Thistle* repaired to the scene of the conflagration to assist in overcoming the flames.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 18th Feb.; the French mail from London, Jan. 15, arrived out on the 15th Feb. We take the following items of intelligence from the *Straits Times*:—

The news of Sir Andrew Clarke's appointment to be Minister for Public Works and Member of Council in India, which took the community by surprise last week, will hardly, we imagine, be very palatable to the Indian Service, nor is this much to be wondered at. Here these members of the most exclusive service in the world see preferred over their heads to a post of first rate importance and responsibility, which ought to be one of the prizes of the Service, a mere Colonial Governor, a Colonel of Engineers who has spent half his official life in the Colonies and the other half at home, and who never set foot in India at all. Their surprise will probably be all the greater when they consider that the appointment has been conferred by the Secretary of State for India, Lord Salisbury, a Tory of Tories, upon a Liberal who obtained his present, as well as previous appointment, from the Liberal Governments of the day. Certainly, it would appear that his Excellency must be held in high estimation or be possessed of great influence in Downing-street, to be the man whom both the Liberal and Conservative chiefs delight to honour, in total disregard of party claims, generally regarded as sacred.

As we have already said, it would be ungenerous for us Straits folks to begrudge his Excellency his promotion to a position of more eminence in every way than the Governorship of these Settlements. We do not do so, and his Excellency will leave us to the regret and with the cordial good wishes of the whole community. All the same, however, it is hard on the colony, and it is no offence to say so, to lose so soon a Governor who has shown such practical interest in our prosperity from his first coming amongst us, and in one short year has so thoroughly proved himself the right man in the right place. We make no doubt there are quite as good Governors to be got as Sir Andrew Clarke, but the question, the doubt is, whether we shall get a Governor who will identify himself with us so much, and above all, who will carry out thoroughly the new policy towards the native States, the good work inaugurated in the Peninsula. That new policy has only been just initiated, its machinery is not in working order yet, its success is by no means beyond doubt, and to ensure that success will require judgment, firmness, and unremitting vigilance, such as can reasonably be expected, or perhaps is possible only, from its author. This is the great point which makes Sir Andrew Clarke's departure a misfortune, and the selection of his successor a matter for anxiety to all interested in the welfare of the colony.

The funeral of Mr. Digby H. Dent, Superintendent of Prisons, who met his death at the hands of the mutineers in the prison, took place on the 15th February, from the principal entrance to the Gaol, on Brass Bassa-road. All the military and civil officers, and nearly all the members of the European community, were present. The military and navy were represented by a company of the 1-10th, preceded by the regimental Band, and a detachment of seamen from one of H.M. vessels in harbour. The funeral procession was one of the largest ever seen in this Settlement.

We learn that the number of prisoners who escaped during the mutiny in the gaol has been reduced to three, all long-sentence prisoners, one having been sentenced in Penang, one in Malacca, and one in Singapore, to imprisonment for ten, fourteen, and fifteen years. Seven prisoners have been identified as having been concerned in the murder of Mr. Dent, and have been placed under arrest. Two of them are said to have actually been seen striking him.

Captain Dunlop, Inspector-General of Police, has this year refused passes for the Mohammedan processions. As the Mohammedans have, in anticipation of being granted passes, made extensive preparations for their processions at great expense, the refusal to permit the parade has greatly disappointed them.

We learn from Batavia that the British barque *Argo*, from Sunderland, bound to Batavia with coals, went ashore off Anjer on the 11th Feb., and became a total wreck; bringing only 1,070 guilders in auction. The British ship *Mangerton*, from Whampoa, for Trieste, arrived at Batavia on the 5th Feb., having put into that port in consequence of the crew having mutinied.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Feb. 3, 1875	77416186	60276696	930728	19804798	158428408	37627
From June 1, 1873, to Feb. 3, 1874	70357459	50491656	361183	15343796	135644123	40514

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to Feb. 3, 1875	6357143	34094
Do. do. 1873, to Feb. 3, 1874	8335092	23045

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Feb. 3, 1875	45261717	5038
Do. do. 1873, to Feb. 3, 1874	41340718	4495

TO AUSTRALIA.

From June 1, 1874, to Feb. 3, 1875	14,934,541
Do. do. 1873, to Feb. 3, 1874	14,456,563

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,586	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	79 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	5 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530	$58 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...		Tls.300p.sh.
North China Steamer Company	100 ...	100 ...	8 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$578	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...		$550p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	$1,475	$200.p.sh
China and Japan Marine Ins. Co.	Tls.50 ...	Tls.100 ...	Tls.80 ...	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121 ...	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	129 ...	6 p.c
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.85 ...	4 p.c

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅝d.	4s. 2⅞d.	4s. 2¼d. to 4s. 3d.
Shanghai ,, ...	5s. 8⅜d. to 5s. 8⅞d.	5s. 9¼d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅝d.	4s. 3d.	4s. 3⅛d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅛d.	4s. 2⅜d.	4s 3d.
Manila ,, ...	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 301½	223
,, Hong Kong	26½ to 27 dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	,, 73.8.7	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 11 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $200 premium (nominal).
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 premium.
Hong Kong Fire Insurance Company, $337½ prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 81 per share.
China Fire Insurance Company, $28 premium.
Victoria Fire Insurance Company, $19 premium.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 80 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d. to 5s. 9¼d., at Hong Kong 4s. 2¼d., at Batavia F.11.73½, at Manila 4s. 1d., at Singapore 4s. 2⅛d.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Feb. 1, Nanking (str.), Scotland (str.); March 16, Marmion; 20, Champion of the Seas.

At HONG KONG.—From London, Feb. 7, Miako; 9, Ben Ledi (str.); from Liverpool, Feb. 8, Hector (str.); from Clyde, 8, Meiji Maru (str.); from Cardiff, March 18, Green Jacket.

At MANILA.—From Tyne, March 8, Carnaquin (str.).

At BATAVIA.—From Southampton, March 14, Torrington (str.).

At SINGAPORE.—From Cardiff, Feb. 15, Adriatico, Cawdor Castle (str.), Amaranth; from Newcastle, Ella Beatrice.

At PENANG.—None.

DEPARTURES.

From SHANGHAI.—For London, Feb. 2, Sarpedon (str.).

From HONG KONG.—For London, Feb. 6, Legislator (str.); 9, Sarpedon (str.); for New York, John Milton.

From MANILA.—For London, Jan. 23, France; 26, Marina; for New York, 21, Carricks; for San Francisco, 22, Joseph Haydn.

From BATAVIA.—None.

From SINGAPORE.—For London Feb. 16, Sarpedon (str.), Zenobia.

From PENANG.—For London, Coldingham.

VESSELS PASSED STRAITS OF SUNDA.

March 7, Zenobia, from Singapore to London; 8, Agnes Muir, from Manila to London.

THE MAILS.

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PRESENT INWARD MAIL.—MARSEILLES, MARCH 20.—The Messageries Maritimes Company's steamer Tigre, with the inward French mails from China and Japan, arrived here to-day at 7 A.M. She brings ninety-seven passengers and a general cargo, including 112 bales of silk, 2,003 packages of tea, 100 bales of cotton, 251 bales of tobacco, 363 sundries, and specie to the value of £50,685 for London, which part of her cargo will be forwarded to its destination per Company's steamer Copernic, due in London on or about the 30th inst.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, MARCH 22.—The P. and O. steamer Mongolia, from Port Said 8th, Gibraltar 17th inst., arrived here this morning.

NEXT INWARD MAIL.—ALEXANDRIA, MARCH 21.—The P. and O steamer Nizam, with the India and China Mails, left at noon to-day and may be expected at Brindisi on the 24th inst.

INWARD MAIL DUE APRIL 12.—GALLE, MARCH 20.—The P. and O. steamer Kashgar, from China, arrived on the 18th inst., and the Cathay, leaves for Suez to-day. Specie £360,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, MARCH 16.—The P. and O. Company's steamer Khedive, from Southampton 11th instant, arrived at six and left at ten A.M. for Port Said. All well.

OUTWARD MAIL OF FEB. 6.—SHANGHAI, MARCH 20.—The P. and O. Company's steamer Khiva, with the London mails of the 5th ult., arrived here to-day.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, MARCH 16.—The Nederland Company's steamship Conrad sailed at seven o'clock this morning for Naples, Batavia, Padang, &c., taking out Dutch mails and specie, eighty-seven cabin passengers, 125 Dutch troops, and a full cargo.

TELEGRAMS FROM THE FAR EAST.

THE ATCHIN WAR.

THE HAGUE, MARCH 19.—The Government has received a telegram from Major-General Pel, dated the 17th inst., stating that the health of the troops at Atjeh has, within the last few days, considerably improved.

THE WESTERN CHINA EXPEDITION.

(THE TIMES CORRESPONDENT.)

RANGOON, MARCH 19.—The Western China Expedition of Colonel Browne and party arrived at Rangoon this day. All the wounded are well. The attack on the party was made by Chinese frontier officials, instigated by others. The baggage and presents have been recovered. The Sikhs fought bravely; twenty Chinese were killed and a large number wounded. All communication with China on the frontier is stopped by large bands of armed men. The instigators are suspected, but proof is at present insufficient for certainty. Richardson's battery of the 5th Brigade, with 200 Infantry, will march for the frontier. The King of Burmah is sending 4,000 men towards the Arracan frontier.

WE are glad to learn that instructions have been sent from the Colonial-office to Governor CLARKE to await the arrival of his successor, Sir WM. JERVOIS, who proceeds by the French mail of 11th April, accompanied by Lady JERVOIS and two daughters. His Excellency's Aide-de-Camp, Captain PATON, also proceeds by the same opportunity, with Mrs. PATON.

WE hear that Mr. SINCLAIR, Consul at Foochow, may be expected home on leave next month. His post will be filled by Mr. PEDDER, at present at Amoy. Mr. HUGHES, who proceeds from Hankow to Amoy, will be relieved by Mr. ALABASTER.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 17, at New York, from Foochow, Taitsing; 18, off Prawle Point, from Java, for Rotterdam, John Bramall; 16, off the Lizard, from Macassar, for Amsterdam, Professor Simon Thomas; 19, at Bristol, from Java, Kurrachee; — at Glasgow, from Sourabaya, Petunia; — at New York, from Amoy, Helena and Joachim Christian; at Cardiff, from Shanghai, Challenge; off Prawle Point, from China, for Bremen, Caranjah.

DEPARTURES.—March 18, from London, for Shanghai, Undine; from Rotterdam, for Samarang, Pietronella; 16, from Hamburg, for Nicolajefsk, Fano; 19, from London, for Singapore and China, Glenearn (str.); from Shields, for Japan, Webfoot; 17, from Bremerhaven, for China, Androklos; 20, from Cardiff, for Singapore, George Peake; 20, from Liverpool, for Hong Kong, Midnight; 19, from Shields, for Batavia, Sarikoski; from Cardiff, for Batavia, Brothers German; 20, from Liverpool, for Yokohama, Benjamin Sewell.

SPOKEN.—Mauritius, Banjoewangie to Channel, Jan. 19, near St. Helena.

CASUALTIES.—The Ulysses (s.), from Liverpool to Shanghai, &c., floated at Jeddah 6th March, and would leave for Suez after temporary repairs. No further information received as to cargo. The Clara Bell, Pierce, which arrived at San Francisco 26th Feb., from Manila, reported having encountered heavy weather, during which she had wheel broken, bulwarks carried away, decks partially swept, and two men washed overboard; the master was confined to his cabin by illness.

MISCELLANEOUS.—At Port Said (previous to 20th).—Aurera (str.), Larrinaga, from Liverpool, for Manila; Sumida, from London for Yokohama. At Suez.—Priam (str.) from China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BEAZLEY—On the 3th January, at Hankow, Mrs. H. Beazley, of a daughter.

KRAUSS—On the 31st Jan., at Shanghai, Mrs. Alfred A. Krauss, of a son.

MERRILEES—On the 30th Jan., at Shanghai, the wife of A. G. Merrilees, of a daughter.

PADDAY—On the 14th March, at Penang, the wife of Alfred Cecil Padday, of a daughter.

PALM—On the 16th Jan., at Yedo, the wife of Dr. Theobald A. Palm, of a daughter.

SMITH—On the 8th Feb., at Canton, the wife of George Mackrill Smith, of a daughter.

TAYLOR—On the 31st Jan., at Shanghai, the wife of John T. Taylor, of a son.

MARRIAGES.

DARLING—MURTON.—On the 17th March, at the parish church, Smeeth, by the Rev. William Murton, uncle of the bride, assisted by the rector, the Rev. C. Hope Robertson, Daniel Addison Darling, of Amoy, to Janette, second daughter of Frederick Murton, of Smeeth, Kent. No cards

FARDON—BROWN.—On the 17th March, at the Friends' Meeting House, Luton, Thomas, eldest son of Joseph Ashley Fardon, of Droitwich, to Sarah Anne, only daughter of Henry Coles Brown, of the Brache, Luton.

SWAMY—BEEBY.—On the 18th March, Sir M. Coomara Swamy, M.L.C., Ceylon, to Elizabeth Clay, elder daughter of the late William John Beeby.

THOMSON—REYNELL.—On the 18th March, at St. Luke's, Cheltenham, by the Rev. — Ashton, Henry Thomson, third son of the late George Thomson, of Boynes Mill, Aberdeenshire, to Edith Alma, daughter of Capt. H. Reynell, late H.E.I.C.S.

DEATHS.

HOLMES—On the 15th March, at his residence in London, Richard James Holmes, late second officer P. and O. Company's s.s. *Pekin*, in his 26th year, dearly beloved by all who knew him.

MITCHELL—On the 16th March, at his residence, No. 50, Charles-street, Berkeley-square, Thomas Alexander Mitchell, M.P. for Bridport, in his 63rd year.

PALM—On the 19th Jan., at Yedo, Mary, the beloved wife of Dr. Theobald A. Palm, and only daughter of the late Rev. Hugh Anderson, aged 28.

PHILLIPS—On the 28th Jan., at Shanghai, Stuart Tanqueray Lionel Phillips, fourth son of the late Rev. Francis R. Phillips, Vicar of Eling, Southampton.

REMEDIOS—On the 1st Feb., at Macao, Maximiano Antonio dos Remedios, aged 65 years.

STRONG—On the 16th Feb., at Singapore, the infant son of Captain Strong, 1-10th Regiment.

RENNIE—On the 3rd Feb., John Thomlinson, youngest son of John Rennie, of the Kiangnan Arsenal, aged 2 years.

Miscellaneous.

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THE MURDER OF MR. MARGARY.

In the House of Commons on the 16th inst. Mr. Wait asked the First Lord of the Treasury whether it was the intention of the Government to demand the punishment of the perpetrators of the treacherous massacre of Mr. Margary and his five servants at Manwine while engaged on Her Majesty's Consular service, and what directions, if any, had been given on the subject.

Mr. DISRAELI: We sent instructions to Mr. Wade, Her Majesty's Minister at Peking—and Her Majesty's most able Minister at Peking, for it would be impossible to speak too highly of his qualifications—to call upon the Chinese Government to make a strict investigation into all the circumstances connected with this deplorable affair, and until we receive his report it will of course be out of our power to decide upon the steps we will take. The death of Mr. Margary is a public calamity. He was the son of an officer in Her Majesty's service, and he was a young man of great promise and ability, who had displayed all those qualities which were suitable to the eminent career which I have no doubt awaited him had his life been spared. This unhappy event occurred in a district scarcely within the boundary of the Chinese Empire, a district in which it is doubtful whether the power of the Imperial Government was clearly established, and which is inhabited by a mixed population of Shangs and Chinese. The moment the Government receive from Mr. Wade the result of his appeal to the Imperial Government I shall have, I hope, to make a further communication to the House.

THE TELEGRAPH AT FOOCHOW.

The following letter has been published in *The Times*, dated Foochow, January 30:—

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I could not write by last mail as I was making hurried preparations to accompany Captain Hoskier on his trip overland to Amoy. That gentleman had just arrived from England to superintend the erection of the first telegraph wire in this country. During the Formosa difficulty with the Japanese, the Chinese authorities in this district granted a contract to the Great Northern Telegraph Company to erect a telegraph wire between this port and Amoy, and expressed great solicitude to have it commenced and completed at the earliest possible period. Every assistance was promised to be afforded by the mandarins, through whose territory the line should pass, while under construction, and every protection to the property when completed. The exclusive concession was granted for thirty years, and all Government messages were to have precedence, and to be sent free of charge. No time was lost in commencing the work, and we soon saw the magic wire stretching over this island (Nantai) and extending ten miles over the mainland, where a small station-house was erected. Thus far no opposition of any kind had been shown, and the work was rapidly proceeding, when the Formosa difficulty was amicably arranged, and the Chinese Government may have repented their novel concession and bargain with the outside barbarians to introduce new-fangled notions and modes of communication to the Celestial Empire. However, the small working party of Europeans, while busily engaged in erecting some poles about seven miles beyond their new station-house, were suddenly interrupted by an overwhelming body of armed Chinese, who threatened immediate violence unless all further operations were suspended. Captain Hoskier thought it prudent to comply with their summary request, and ordered his men to retire to their temporary lodgings—a small *yamen*. On reaching their quarters every man looked to his own revolver, and every fowling-piece of the party was loaded with the heaviest shot. I cannot truly say we expected to be attacked during the night, but we took the above necessary precautions, intending to make as good a fight as possible. The next morning Captain Hoskier ordered the interpreter and chair-bearers to be ready to start for the nearest village, Kwang Tao; but the interpreter immediately feigned sickness, and the chair-bearers positively refused to go. After considerable persuasion we induced one of our body servants to accompany Captain Hoskier, myself, and the three Danes. On reaching the village we inquired for the headman or chief. He would not receive us, but sent his son, who expressed great sorrow at the occurrence of the day before, and assured us that none of the men from their village had been of the armed party. On hearing this Captain Hoskier demanded to know if the work could be proceeded with through his father's territory without further molestation. The wily heathen answered, most assuredly, as far as the people of his village were concerned, but he could not answer for the bad men of the surrounding villages. The latter remark was sufficiently significant, and Captain Hoskier decided to return at once to Foochow and report all the circumstances to Her Britannic Majesty's Consul for transmission to the authorities at Peking. Since our return here we have heard that much of our work has been destroyed beyond the station-house.

MARINE INSURANCE.

The Times, in a leading article upon this subject, remarks that the discussion of the 12th inst. on the Law of Marine Insurance appears to have brought out two points with great clearness and certainty. It was admitted by most of the speakers that the law in question was not at present satisfactory, and was, indeed, in many cases the occasion of great mischief; but it was also generally agreed that the attempt to alter it would be a most difficult and delicate task, which must be undertaken with the utmost caution if any real improvement were to result from it. Instances were brought forward by one speaker after another of vessels which had left port so heavily insured that they had made their owners' fortunes by simply going to the bottom, since they had thus given them not only the full profits of a completed voyage without any of the expenses which would have been incurred in making it, but had secured, besides, a good bonus on the transaction. It seemed, apart from any suspicion of fraud, which was by no means usually to be entertained, that shipwrecks such as these were not likely to be guarded against with the care and watchfulness which were absolutely necessary for preventing them. The underwriters, on whom the losses fell, and to whose vigilance it would be natural to look to prevent such dangerous insurances from being effected, were partly content to compensate themselves by the higher premiums they were able to secure all round from sound and unsound policies, and partly were compelled by competition to undertake business without proper enquiries, and to protect themselves in some measure by a subdivision of each separate risk, rather than by any precaution which might render the risk in itself lighter. The consequence of all this was not only a great and preventable yearly loss of property which was simply thrown away to the detriment of the consumer, who was compelled to pay for it in the end, but there was also a great loss of life, which was even more to be deplored, and which rendered the interposition of the Legislature at once necessary and justifiable. There was some difference of view whether or not a new Royal Commission should be appointed, and there was a general agreement that a merely departmental Commission would be unsatisfactory. Probably, however, after the expression of opinion which has been given, the House will be content to leave the matter in the hands of the Government, which may be trusted to proceed with caution and under the guidance of the best advice it can formally or informally summon. The House of Commons is evidently alive to the importance of the subject to be dealt with, and the responsible authorities will be aware that any legislation they may recommend will be keenly and intelligently criticised. In face of the existing divergence of judgments it would be impossible to please everybody, but we may at least hope that some moderate and practicable measure may be drafted which will satisfy those who are best acquainted with the kind of difficulties to be overcome, and will, at the same time, not interfere needlessly with either shipowners or underwriters, whose interests, indeed, it ought rather to be a principal object to secure.

MR. T. A. MITCHELL, M.P. for Bridport, died on the 16th inst., after a long illness. The hon. member, who was a native of Montrose, was born in 1812, and was principal of the well-known mercantile firm of Mitchell, Yeames, and Co., of New Broad-street. He was one of the committee of management of "Lloyd's Shipping Register," and was chairman of the Chartered Bank of India, Australia, and China. Mr. Mitchell was first returned to the House of Commons at the general election in 1841, as member for Bridport, in conjunction with the late Mr. H. Warburton, and again in 1847, having Mr. W. B. Cochrane as his colleague. Since then he had uninterruptedly represented that borough in Parliament, having been at the several subsequent contested elections returned at the top of the poll. Mr. Mitchell was a Liberal in politics.

AT the annual meeting of the Liverpool Shipowners' Association, Mr. J. Macdonald in the chair, in the report, which was adopted, it was stated, in reference to the Merchant Shipping Acts Amendment Bill, that the forty-first clause was objectionable, inasmuch as it made the responsibility of the shipowner unlimited. Several details in the Bill, it was hoped, would be remedied. With regard to the strictures of Mr. Plimsoll, M.P., and Mr. Macdonald, M.P., upon the shipowners, the chairman said he believed that as a body the shipowners conducted their business honourably, and none except the black sheep, would desire to gain by the loss of their vessels. Mr. C. T. Bowring expressed a similar opinion, and hoped that the system of sailors' advance notes would be abolished in foreign countries.

WE hear that Captain Soames, for many years a commander in the P. and O. Company's service, has resigned, owing to failing health and family reasons. We can remember Captain Soames's arrival in Hong Kong in 1847, and his running the steamer *Corsair* on the Hong Kong and Canton line. Many a good story could be told of her exploits. We cannot remember any serious accident under Captain Soames's command during his long connection with China, and we consider it a wise decision to give up active service after so long and successful a career. We wish him a full enjoyment of his retirement.

SIR ARTHUR GORDON, the new Governor of Fiji, has received deputations from the committee of the Aborigines Protection Society, the Wesleyan Missionary, and the Missionary Congregation of the Marists (Roman Catholic). The first-named presented an address congratulating his Excellency on the powers that had been conferred upon him with respect to the Polynesian labour traffic. Sir Arthur, in his reply, expressed a hope that he might be able to check if not wholly to repress the piratical acts which had excited so much reprobation.

THE sale of the effects of Mr. Sam. Mendel, which is to extend over twenty-one days, has been commenced at Manley Hall, near Manchester. The estate, consisting of eighty acres, has been purchased by Mr. Ellis, Lever Bowdon, for £150,000. The amount realised on the first day's sale was £2,500, but on the second day over £4,000, and on the third day upwards of £5,000 were cleared. Admission to the sale can only be obtained by the purchase of a catalogue at the price of half-a-crown, and between seven and eight thousand have already been sold.

THE annual return by the Marine Department of the Board of Trade of the numbers of persons who left the United Kingdom in the year 1874 has been issued by the Board of Trade. The total number was 241,014 in 1874, against 310,612 in 1873. Of these 116,490 were English, 20,286 Scotch, 60,496 Irish, 38,465 foreigners, and 5,277 not distinguished.

THE patent life raft invented by Mr. Henry Christie, of the P. and O. Company, for use on board ship, has been successfully tried on the Thames, in presence of the Board of Trade and Admiralty authorities, and a large number of gentlemen who had been invited to witness the experiment.

THE new Netherlands steamer *Eycrow*, of 573 tons, and 75-horse power, built by Messrs. J. Elder and Co., Glasgow, for the Netherlands-India, Handelsbank, has sailed from Glasgow for Amsterdam. She proceeds thence to Batavia.

The Eastern and Australian Company's steamer *Brisbane* arrived at Singapore from Brisbane on the 19th inst., five days early, with Queensland mails.

A meeting of creditors of Messrs. Hay, Ingram and Co., in the Akyab rice trade, will be held to-morrow, when a decision will be arrived at as to their affairs.

AT the next meeting of the Geographical Society a paper will be read on "Trade Routes, *viâ* British Burma, to Western China," by Mr. J. Coryton.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 16.

On the whole the year 1874 has not been so favourable for the trade of this city as might have been wished, for there is a falling-off in many branches of business, though it cannot be denied that that diminution is compensated to a considerable extent by an increase in others. The fact is that commerce has not yet recovered from the wounds received by the insane over-speculation of 1871 and 1872, which, though it emanated *in primo loco* on the Stock and Share Exchange, could not fail to have a baneful influence on the trade, manufactures, and industry of the country. In the trans-Atlantic trade there is a falling-off both in the imports and exports, as seen by the shipping lists, which show only 727 vessels arrived from distant countries, against 762 in 1873, and 681 sailed, against 829 in 1873. Similar proportions belong to the European trade; but, on the other hand, there is an increase in the number of steamers, more than half of the trade being now carried by that description of vessel, particularly to North and South America, whilst that to the Far East is still confined to the monthly line of steamships belonging to the Hamburg Company. In the number of vessels that hail from this city there is a trifling increase, the Hamburg flotilla consisting now of 445 vessels of 217,044 tons, against only 417 vessels of 200,025 tons in 1873. In one of our important branches of business—marine insurances—there is a falling-off

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of more than 200 million marks, though, it must be added, there is a trifling improvement in the premiums paid, which amounted on the average to 1·01 per cent., against only 0·93 per cent. in 1873. In the imports of tea there is a considerable diminution, the total quantity being 33,304 chests, against 44,723 chests in 1873, thus showing a falling-off of 11,419 chests, or about 25 per cent.; but as at the commencement of the year there were 21,420 chests in the warehouses, this quantity, added to the imports, gave a working stock of 54,724 chests, which were fully equal to the demand, the sales being 43,457 chests, leaving a stock of 11,267 chests in the warehouses at the end of the year.

Several of the Hamburg Banks have now held their annual general meetings, and published their balance sheet and profit and loss accounts. Few of them have had such a good year as 1873, but on the whole the business is conducted on such a safe footing, that public confidence in them has not been for a moment shaken. The profits of the Norddeutsche Bank were 5,084,170 Reichsmarks, and after deducting the current expenses and writing of various sums for bad and doubtful debts, depreciation of property, and other items, they were enabled to declare a dividend of 75 marks per share, on the 60,000 shares, which is equal to ten per cent. Among the assets in the balance-sheet the new bank building is put down at 1,102,608 marks, and their old establishment, recently vacated, at 420,000 marks. The latter has just been sold by public auction, and realised 460,000 marks. Senator Godeffroy and two other members of the Court of Administration having to retire by rotation, the following gentlemen were elected in their place: Herr Robert Kayser with 1,539 votes, H. Münchmeyer with 1,527 do., and H. C. Baasch with 1,406 do.

The Vereins Bank of Hamburg shows a profit of 1,442,511 marks, from which 167,082 marks are deducted for expenses, leaving a clear profit of 1,275,429 marks. Of this amount a million marks are absorbed by a dividend of 10 marks per share on the 30 per cent. paid up share capital of nine million marks (equal to 11 1-9 per cent.), and the remainder goes to the Reserve Fund, and remunerations for the directors and other officials, as provided by the Bank statutes. Among the assets we find the bank building (formerly the offices of the late banker Carl Heine) figure for 423,612 marks, and 20,000 marks for furniture. The house has been pulled down and rebuilt. At the general meeting of the shareholders, the directors were all re-elected.

The Commerz and Disconto Bank cannot show such brilliant results, though they can boast of a working capital of 20,935,320 marks paid up, and a reserve fund of 96,650 marks. They have declared a dividend of 3½ per cent., viz., 10 marks per share on the first issue of 50,000 shares, and 4 marks on 49,461 shares of the second emission, with 40 per cent. paid up (539 shares are still undisposed of). There remains 2,909 marks over as indivisible and carried to the new account, so that the total clear profit of the Bank was 699,853 marks. Among the assets in the balance sheet the new bank building figures for 1,020,000 marks. At the general meeting, held on the 10th inst., Herr C. Woermann was elected President, and Theodor Wille Vice-President of the Council of Adminstration for the present year.

The Anglo-German Bank of Hamburg has had no luck. The accounts have been distributed, and are anything but satisfactory. The losses incurred in 1873 are put down at 2,548,540 marks, and 4,412,923 marks for 1874, making together 6,961,463 marks, which, added to the expenses of rent, salaries, &c., give a total of 7,864,324 marks, and as the working capital of the Bank is put down at 23,972,220 marks, it appears that the shareholders have lost one-third of their investments.

The question of the German Arctic Exploring Expedition has been delegated by the Bundesrath to the Chancellor, with a request to appoint a special committee of enquiry. Prince Bismark has transferred this to the Naval Minister, who has done the needful, and the chairman of the committee is Professor Neumeyer, the Hydrographer to the Admiralty. This is considered a favourable symptom for the execution of the project, as it is well known that both the Minister and the hydrographer are decided supporters of the undertaking.

ARRIVALS AT HAMBURG.—Mr. and Mrs. Erdmann, from Batavia; Falkmann and family, from Batavia; J. H. P. Pinkvoss, from China; J. H. Rautenberg, from Hong Kong; P. R. Parr, from Manila; von Carlowitz, from China; A. König, from Java; Miesegans, Mühlhof, and Heineman, from Hong Kong.

COMMERCIAL.

The Produce Markets are firm enough, but there is no disposition to operate. The only articles in which there is any alteration to notice are Cassia Lignea and Pepper, which are both lower; the former may be had at 61½ to 62 marks per 100 lbs., and the latter at 60 marks for Singapore and 55 to 57 marks for Penang.

SHIPPING.

ARRIVALS.—Sylvia, from China and Singapore; Irene, from Hong Kong.

SAILED.—Venezuela and Marie Heydorn, to Vladivostock; Otto, to Nicolayefsk.

The thaw has at length set in; there is but little ice now in the Elbe, and that little offers no impediment to navigation.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 17.

The Members of the Second Chamber will probably disperse this week for the Easter recess. After having carried the Bill prescribing the conditions for the drawing up of extradition treaties with foreign Powers, by which it is stipulated that political refugees are always to be granted an asylum, the Chamber resolved by a very small majority to commence operations on Mondays not before one o'clock, and to take a holiday every Saturday. The Bill to appropriate another ten millions out of the East India surplus to the redemption fund was of course approved of unanimously, and the business will be most likely concluded with the passage of the Budget for providing our fortress-system. I think that this will give the Minister of the War Department a hard nut to crack. The report of the committee appointed to examine this Budget, in which all parties are represented, is highly unfavourable. I never have seen a Parliamentary document in which a Minister was so abused alike by friends and foes. It seems that there was no member who dared to undertake the defence of the Minister. And indeed Mr. Weitzel has gone too far. Perhaps you will remember that in December last his Fortress Bill was so sharply criticised by Messrs. Stieltjes, De Roo, and Storm, that the Chamber, at the instance of Mr. Fransen van de Putte, resolved to send back the measure to the Minister for revision. And what has Mr. Weitzel done? Instead of taking note of the objections and altering the Bill accordingly, he has done nothing. Of course, the members could not be satisfied with such behaviour, and the committee declare that they are anything but satisfied. The question whether the Minister is deserving of confidence must, under these circumstances, be brought forward. Some are inclined to support the Minister, under certain circumstances, while others declare that he has forfeited the confidence of the Chamber. The majority in the "Sections," however, advise the Chamber not to reject the Bill under condition that all the objectionable clauses are erased. The question remains whether the Minister will consent to such a proceeding. It is not improbable that he will prefer to make the matter a question of confidence. After the Easter recess the Chamber will deal with Mr. Kappeyne's Railway Bill, the fate of which seems to be very problematical. The Academical Instruction Bill will remain on the Parliamentary *menu* for the following Session, because the definitive report will not be ready this month. It is stated upon good authority that a new *Code pénal* will shortly be laid before the Chamber. There will thus be once more a chance of escape from the *Code Napoleon*, which is still in force here.

The Bill asking a special credit for the voyage of the new Governor-General of Java has given rise to a lengthened debate in the Sections, not about the sum required, but upon several questions of Colonial policy which cropped up during the discussion. Complaints in the first place were made that no definitive elucidations had been given as to the true reasons why Mr. Loudon had resigned, and a good deal was said about the relations between the Minister and the Governor-general. Several members were of opinion that the Minister ought not to interfere too much with the acts of the Governor-general, and that especially a very prudent use ought to be made of the telegraph. It was the general opinion that since 1854 circumstances have been so much altered that it was necessary to increase the powers given to the Governor-general. The Minister in his reply did not shed any more light upon the dismissal question, and regarding the principal point he was of opinion that the Governor-general ought to be subordinate to the Minister, and as a rule should strictly follow the orders from home. The policy of the Ministry must be the *norma agendi* of the East India Government, because the Minister is answerable to the Chambers. Mr. Van Goltstein was not of opinion that an alteration of the Constitution is necessary.

It is stated that important changes are pending amongst the officers of our corps of engineers.

The last number of *Punch* has given much satisfaction by its article "Leiden *viâ* Schiedam," in which the nonsensical reports upon our Tercentenary Academical Festival by the occasional correspondents of *The Times* and the *Morning Advertiser* were sharply criticised. To make it quite clear what nonsense the correspondents trust to the press, the *Dagblad* translates a letter which was inserted in the *Morning Advertiser* of the 6th inst.

There being so great a lack of recruits for the East India army, it is intended to enrol men without enforcing the rule that they shall be provided with a certificate of good behaviour.

The news from Atchin by the last mail is again most distressing. I am anxious to know what General Van Swieten will have to say about the complaints which are made of his proceedings, which are of a most serious character. News has likewise been received about the inundations, and I think that the subscriptions will be re-opened on behalf of the sufferers.

The King is slightly indisposed, but there is no foundation whatever for the alarming rumours which have been spread during the last days with reference to his illness.

Mr. Groen van Prinsterer has published a reply to the last historical work of Mr. Motley, about Barnevelt. Mr. Groen's book bears the title of "Maurice et Barnevelt, etude Historique."

PRODUCE MARKETS.

The business in our markets for Colonial Produce has been very limited, and no transactions of any importance have taken place, the public sales excepted. About 5,000/4 chests Java Tea of sundry marks were partly sold, some lots at and above the brokers' valuations, and some parcels at a reduction therefrom. Raw Sugar has remained in the same condition as before, with scarcely any buyers. Important parcels of Java Tobacco have been offered for sale, and in consequence of the news about the inundations in Blitar relatively high prices were obtained. Of E. I. Hides 10,000 ps. have changed hands, but no particulars are made known about the prices paid. Forty-four chests Java Vanilla offered by public tender were all bought in, as the quality was not satisfactory. Tin is nominally quoted at f.52; the Trading Company will sell on the 31st inst. 22,500 slabs Banca and 3,000 slabs Billiton.

The Trading Company has chartered the following vessels to convey Government produce from Java to Amsterdam: Constance, at f. 82.82; Merapi, at f.83.68; Sindoro, at f. 83.68—to Rotterdam: Jonge Cornelis, at f. 81—to Middelburg: Kortenaer, at f. 82.97—to Schiedam: Noach II., at f. 80.

SHIPPING.

ARRIVALS.—March 9, at Brouwershaven, from Batavia, Johanna and Margaretha; at Hellevoetsluis, from Banjoewangie, Eole; at Texel, from Moulmein, Kenilworth; March 12, at Texel, from Batavia, Wyk aan Zee.

DEPARTURES.—March 11, from Texel, for Batavia, Borneo (str.); 13, from Texel, for Batavia, Conrad (str.); 14, from Brouwershaven, for Batavia, Petronella; from Texel, for Sourabaya, Rozella Smith.

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Literature.

The Dáthávansa; or, The History of the Tooth-Relic of Gotama Buddha. Translated into English, with Notes. By MUTU COOMARA SWAMY. London: Trübner and Co. 1874.

It has been the fashion of late to consider the study of the Páli language important mainly because it is "the repository of the teachings of the founder of Buddhism;" Sir Mutu Coomára Swámy, however, takes a more enlightened view of the matter, and asserts that it has a far wider value. "To all interested," he says, "in antiquarian inquiries, whether these relate to religion, philosophy, history, or sociology, Páli literature offers a wide field for research." Until its treasures have been ransacked, we shall never fully understand the ancient history of India. Unfortunately, as was the case some years ago with Chinese, the ordinary facilities for the prosecution of the study are almost entirely wanting; nay, we may even say that "the difficulties in the way of the Páli student are very disheartening. A simple and scientific grammar has yet to be published." Professor Childer's dictionary is not finished, and printed text-books are scarce. Under these circumstances the appearance of the text of Dáthávansa will be very acceptable, and it will be the more useful, as it is accompanied by a close and literal translation. It will be interesting to remark here that Páli, otherwise called Mágadhi, was formerly the language of a district north of Benares; "the country itself, in which it was spoken, was called Mágadha, the birth-land of Buddhism, and the scene of many a momentous event in ancient times. When the religion of the Great Indian Reformer was expelled from Hindustan, Mágadhi itself ceased to flourish there, and found its home in the island of Ceylon, and in the Siamese and Burmese kingdoms in the Malayan Peninsula." From its recounting the history of the founder of their religion, "Dáthávansa" is held in great esteem as well by the Páli literati in Ceylon as by the Sinhalese priesthood and laity. To appreciate it fully, it must be considered from a threefold point of view,—literary, religious, and historical. It is looked upon as one of the finest specimens of Páli poetry, so much so that it forms the text-book for lectures illustrating the grammatical constructions of the language. That it should be esteemed from a religious standpoint in Ceylon is only natural, seeing that the original and much-venerated Tooth-Relic is believed by the devout to be at present lodged in a shrine at Kandy. Again, "the work throws some light on the history of India immediately after the date (about 2,500 years ago), when Buddha died or attained his *Parinibbána*, the state of extinction, as his votaries term it." Sir Mutu Coomára Swámy, in his introduction, quotes an interesting account of the Tooth-Relic from the *Asiatic Society's Journal* for 1867, which was written by Mr. Fergusson. This account, however, though it gives the main features of the events recorded in the Dáthávansa, differs from it in some respects, being partly drawn from other sources. The Dáthávansa, indeed, "does not continue the history beyond the period of the arrival of the relic at Anurádhapura, in Ceylon, whence it has been moved to several places, being finally deposited at Kandy. We must not omit to mention that grave doubts have been thrown on the identity of the relic, now worshipped in Ceylon. Rebeiro, indeed, affirms that it was captured and destroyed by Constantine de Braganza in 1560. Others, again, who have seen it, assert that it is too large for a human tooth, but this objection is met by fervent Buddhists with the exclamation, "True, but in Buddha's time human beings were of much larger size than they are now!" The present translator adds that they might "claim as a proof of identity the fact that the stains now observable in the relic were made the subject of remark centuries ago by King Pándu, as recorded in *Dáthávansa*." The translation of this work is comprised in five somewhat lengthy chapters, to which are annexed an English version of a brief history of the author, Dhammakitti. The copious notes are by no means the least valuable part of the volume before us, and of these we quote the following specimens as affording information of general interest:—"*Dipankara Buddha.*—One of the twenty-four Buddhas who preceded *Gotama Buddha*, or the last Buddha to which this work refers. To enlighten the world every now and then a Buddha appears. The one next expected is called *Metteyya Buddha*. The world is believed at present to be under the dispensation of *Gotama Buddha*."—"*Bodhi-tree.*—Each Buddha sits in meditation under the shade of a tree, and attains Buddhahood, whence it is called the tree of Buddhahood or *Bodhi*-tree. Gotama Buddha's *Bodhi*-tree was a *ficus religiosa*. A branch of it is yet believed to grow at Anurádhapura, in Ceylon, having been planted there in 288 B.C. Every Buddhist temple now has a *ficus religiosa* growing within its confines. Childers writes that the *Bodhi*-tree occupies in modern Buddhism the same position as the cross in Christianity." In concluding our notice of this valuable work it is but right to observe that the thanks not only of all students of Páli literature, but also of all those who desire to gain a deeper insight into the mysteries of Buddhism in its various phases, are due to Sir Mutu Coomára Swámy for the pains and labour he has expended over the volume now before us; and we are glad to learn that he has it in contemplation to publish others on cognate subjects.

We have been favoured with a copy of the last *Annuaire de la Société d' Ethnographie* (Paris, Maisonneuve), of which Professor Léon de Rosny and M. Ed. Madier de Montjau are respectively President and General Secretary. In the *brochure* before us we are first given the official decrees under which the Society was constituted, together with its rules and regulations. These are followed by a carefully drawn up statement of the objects of the Society, in the opening sentence of which Ethnography is defined to be a new science, the object of which is the physical, moral, and intellectual study of humanity. In a table giving various equivalents for A.D. 1874, we notice a curious error; the year is stated to be the *twelfth* of the late Chinese Emperor, Tung-Chih, whereas we need hardly say that it was the thirteenth. We next come to Professor Léon de Rosny's inaugural address, in which he sketches the history and doings of the Society, together with other matters closely connected with it, and at the conclusion of which he pays a graceful compliment to the incoming Secretary-General, M. Madier de Montjau. A very full report is furnished on the financial position of the Society, to which are annexed the accounts for the previous year. The remaining portion of the *Annuaire* is principally devoted to a general list of the members, at the head of which we notice, among others, the names of H.M. the Shah of Persia and H.M. Pra Paramender, King of Siam. Among the *membres honoraires* we observe the name of the Rev. Joseph Edkins (of Peking), and in the list of *membres libres et correspondants* that of Mr. Alex. Wylie (of Shanghai). Japanese names abound, but Chinese are conspicuous by their absence; in fact it is easy to see, from a glance at the names of the *membres non-résidants et correspondants*, that the work of the Ethnographical Society of France has attracted much greater attention in Japan than it has in China.

Multum in parvo might well be the motto of a *brochure* by Dr. Alexander Williamson, and published by Nisbet and Co., entitled *Brief Sketches of the State of Japan in* 1872 *and* 1874. The author maintains that "though Japan claims the credit of high antiquity, carrying back its annals to a distance which dwarfs the pretensions of modern European dynasties, we yet know almost nothing of its history." The extent and resources of Japan, the revolution of 1868, the national characteristics of the country, and the progress made by its people in the direction of civilisation, are then dealt with, and the tiny volume concludes with an urgent appeal on behalf of the missionary movement.

A continuation of the Ornithological Notes made at Chefoo by R. Swinhoe, Esq., H.M.'s Consul, has been printed in Vol. V. of the Society's Journal, in continuation of the first portion, which appeared in Vol. IV. They are extremely interesting, even to those not well informed in the technicalities of ornithology.

Naval and Military.

The *Gazette* notifies that the Queen has conferred the Albert Medal of the second class on Lieutenant the Honourable Francis Robert Sandilands, of the Audacious, flagship of the China Squadron. The following is an account of the services in respect of which the decoration has been conferred:—In latitude thirteen deg. forty-four min N., longitude fifty-eight deg. twenty-nine min. E., at one o'clock A.M. of the 1st Jan., 1875, the ship being under steam, it being at the time dark, and the weather fine and clear, Frederick Cowd, ship's corporal of the first class, fell overboard from the topgallant forecastle, and passed aft, apparently unable to help himself. Lieutenant the Honourable Francis Robert Sandilands, who had had the first watch, and was at the time on the bridge in conversation with the officer of the middle watch, immediately sprang after the drowning man, from a height of twenty-four feet, swam to him, and kept him above water. Owing to part of the slipping apparatus having been carried away, some delay was occasioned in getting the life-boat clear of the slings, but Lieutenant Sandilands never ceased his efforts to keep the man above water. Both were eventually picked up, the ship's corporal being insensible, and dying soon after being got on board the ship. Lieutenant Sandilands was unable to reach the life-buoys which had been let go, and he supported the man in the water from twelve to eighteen minutes, never quitting him until he was taken into the boat.

Captain Bedford Pim has given notice of a motion in Parliament for a Select Committee to inquire into the particulars of the design, construction, cost, seaworthy, and other qualities, as well as the present state and condition of the following ships and vessels designed by the late Chief Constructor of the Navy, Mr. E. J. Reed, C.B.:—Unarmoured Vessels.—Amazon (foundered), Niobe, Vestal, Blanche, Nymphe, Daphine, Dryad, Minstrel, Cherub, Helicon (P.W.), Osborne (P.W.), Inconstant, Thetis, Blazer, Comet, Scourge, Snake, Vigilant (P.W.), Lively (P.W.), Shah, Plucky, Woodlark, Vulture, Bittern, Druid, Briton, Tenedos, Dido, Thalia, Active, Volage, and Raleigh. Armoured Vessels.—Pallas, Favourite, Research, Enterprise, Waterwitch, Vixen, Viper, Audacious, Invincible, Vanguard, Iron Duke, Triumph, Swiftsure, Repulse, Sultan, Monarch, Hercules, Bellerophon, Penelope, Lord Clyde, Lord Warden, Glatton, Hotspur, Rupert, Cyclops, Hecate, Hydra, Gorgon, Thunderer, Fury, Devastation. Transports.—Euphrates, Serapis, Jumna, Malabar, Crocodile.

A motion has been made in the Admiralty Court for an interlocutory decree to be made in reference to operations carried on against pirates in the China Seas by Her Majesty's ship Algerine. It appeared that in 1869 Chinese officials complained of the depredations of a large num-

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ber of pirates in an island about seventy miles from Hong Kong. Commander Grey, in the Algerine, proceeded against them, and on four occasions landed with the boatswain and about twelve men, destroying altogether twelve snake boats, with the arms and ammunition, and liberating two junks with several Chinese who had been captured. It was estimated that 220 pirates were engaged in resistance, but they were invariably driven back, although none were captured. Mr. Cohen, Q.C., moved the learned judge to receive the affidavits of Commander Grey and boatswain James Walker, and to make a decree certifying the number of pirates stated to have been proceeded against. The judge agreed with the prayer, and made the decree accordingly.

Lieut.-General Sir Thomas M. Steele, K.C.B., will succeed the late Sir Hope Grant in the command of the Aldershot Division. Lieut.-General Steele obtained his commission as cornet in 1838. He served in the Eastern campaign of 1854-55 as military secretary to Lord Raglan and General Simpson. Sir Thomas has received the Russian war medal with four clasps, the Cross of the Legion of Honour, the appointment of Commander of the Second Class of St. Maurice and St. Lazarus, the Third Class of the Medjidie, and the Turkish medal.

Captain H. A. Mackey, Royal Artillery, succeeds Captain Hood, 2nd Queen's, as brigade-major at Jamaica. Captain Mackey joined the army in 1859, and was promoted captain, 1871. Brevet-major W. L. Dalrymple, 88th Regiment, will proceed out to Bermuda to take up the duties of brigade-major. Major Dalrymple entered the army, 1863; became captain, 1871; and brevet-major, 1874. He served with distinction in the Ashantee war.

Sir John Forster Fitzgerald, G.C.B., who will, it is stated, shortly receive the bâton of a field-marshal, is the "father" and senior general of the British army. He was born in 1786, obtained his first commission in 1794, and served in the Peninsular War and in India. Sir John is colonel of the 18th (the Royal Irish) Regiment, and possesses the gold cross for Badajoz, Salamanca, Vittoria, and the Pyrenees.

Captain William Maloney, half-pay late depot battalion, has been selected to fill one of the vacancies among the Military Knights of Windsor. Captain Maloney served with the 80th Regiment throughout the Sutlej campaign of 1845-46, in the Burmese war of 1852-53, and in the Indian mutiny campaign of 1858-59.

The Distinguished Service Reward of £150 per annum for colonels of the Royal Marines, vacant by the promotion of Colonel W. S. Aslett to the rank of major-general, has been conferred by the Admiralty on Colonel Penrose Charles Penrose, C.B., Colonel Commandant Royal Marine Light Infantry at Plymouth.

Major Moncrieff, F.R.S., has read a paper at the United Service Institution on the subject of harbour defence, in which he expressed his adherence to the principal of dispersion as compared with that of concentration. In the discussion which followed Admiral Codrington concurred in this opinion.

The Captain's good service pension of £150 a year, vacant by the retirement of Capt. Richard W. Courtenay, R.N., has been conferred upon Capt. J. G. Goodenough, Commodore of the 2nd class, and Senior Officer of Her Majesty's ships and vessels on the Australian Station.

Deputy Surgeon-General W. G. Watt, lately returned home from Ceylon, has been appointed to the Staff of the South-Eastern District, vice Deputy Surgeon-General Sir Anthony Home, V.C., K.C.B.

NAVY ESTIMATES FOR THE FAR EAST.

From the Navy Estimates for 1875-76 we select the items relating to the Far East (the figures in parentheses are the sums voted last year):—Hong Kong Dockyard: Naval officer in charge, £841 (£841), and £547 10s. for his naval duties; retinue of naval officer in charge, £278 (£278). Master Attendant, £737 (£737); Inspector of machinery afloat, £748 (£748); three Engineers, £939 (£1,823); Foreman of the Yard, £450; Assistant-master-Shipwright, £172 (£172); Boatswain; £286 (£286); Chaplain, £237 (£237); Surgeon of H.M.S. Victor Emanuel, for additional duties in attending the Dockyard men and their families, £46 (£46); Naval and Victualling Storekeeper, £778 (£778); Accountant, £1,000 (£1,000); two Senior Clerks, £1,226 (£1,196); temporary employment of writers, £2,736 (£2,759); writer home on the books of the Victor Emanuel, £37; allowances in lieu of stationery, £52 (£52); postage, boat hire, advertisements, and other small expenses, £75 (£100); total salaried establishment, £10,658 (£11,297). Wages of 187 (187) shipwrights, artificers, labourers, &c., £7,340 (£7,208); wages of 27 (22) seamen for service in the Yard, £1,244 (£827); wages of 15 (15) persons employed for yard service afloat, £350 (£363); wages of six (six) seamen for yard service afloat, £198 (£198); allowance in lieu of provisions to some of the above, £133 (£133); wages and clothing of the 36 (36) police employed in the yard, £3,448 (£2,451). Total sum for Hong Kong yard, £24,671 (£23,757).—Shanghai Yard: Paymaster in charge of Naval and Victualling Stores and Coal Depot, £592 (£584); water, £40 (£40); contingencies, £65 (£90); total salaried establishment, £707 (£714). Wages to artificers, &c., £1,264 (£1,190). Total for Shanghai Establishment, £1,971 (£1,904).—Singapore: Allowance to Senior Commissariat Officer, for taking charge of the Naval Coal Depot and Stores, £100 (£100); wages of hired artificers and labourers, £59 (£51); total for the Singapore Coal Depot, £159 (£151).—Hong Kong Victualling Yard: Wages of 24 (24) men, £990 (£991). Yokohama Victualling Yard: Paymaster borne on books of the Audacious, £579 (£579); contingencies, £25 (£25); total salaried establishment, £604 (£604). Wages, £329 (£305). Total for Yokohama Victualling Yard, £933 (£909).—Hong Kong Hospital. Deputy-Inspector-General of Hospitals, £590 (£694); two surgeons, £533 (£520); allowances to medical officers in lieu of provisions for themselves and servants, and for fuel and light, £328 (£328); clerk, £361; allowance in lieu of hospital provisions to the chaplain, £73 (£73); dispenser, £268; lighting the hospital with gas, £200 (£200); contingencies, £165 (£195); total salaried establishment, £2,518 (£2,448). Wages, £1,054 (£1,018). Total for Hong Kong Medical Establishment, £3,572 (£3,466).—Yokohama Hospital: Staff-surgeon, £329 (£329); surgeon, £228 (£283); allowances to medical officers in lieu of provisions for themselves and servants, and for fuel and light, £220 (£220). Rents, £230 (£230); contingencies, £77 (£67). Total salaried establishment, £1,084 (£1,129). Wages, £762 (£762). Total for Yokohama Medical Establishment, £1,846 (£1,891).—Sums of £5,000 are to be asked for restoring buildings at Hong Kong and Kowloon damaged by typhoon; £1,500 for repairs and maintenance of buildings; and £1,250 for repairs to plant and machinery; total, £7,750; £940 is to be asked for repairs and maintenance of buildings at Shanghai; and £500 for repairs and maintenance of buildings at Yokohama. Sums of £750 are to be asked for smaller works at Hong Kong, and £200 for smaller works at the sick quarters at Yokohama. There is a sum of £445 (£401) for the naval prisons at Hong Kong and Bermuda. Among the pensions for good and meritorious services are: £300 to to Admiral Sir A. L. Kuper, G.C.B., who served in the operations against China in 1841, and as commander-in-chief in the East Indies and China from 1862 to 1865; £150 to Captain Sir W. N. W. Hewett, V.C., K.C.B., who served in the Basilisk and Ocean on the China station; and £150 to Captain R. V. Hamilton, who served in China in 1857. Last year there was a vote of £3,220 for colonial pay and field allowances to Marines in Japan; this year nothing is asked.

CHINA.—THE EMPEROR'S DEATH.

(THE TIMES.)

In a letter which we publish our correspondent at Shanghai describes the first impressions which the Emperor's decease has caused on the Chinese and on the foreign communities. His letter is dated January 27, and the death of Tung-Chi had been known as certain for only two or three days, although the Emperor had expired on the 12th. When the small-pox attacked him he was at once secluded even from those who are generally admitted to the august presence, and it would seem that in the capital itself it was long before the dangerous character of the illness and its fatal termination became known to the public. In order to prevent those contests for the Throne which often break out over an Eastern Sovereign's death-bed, the practice is to conceal the death of the Ruler until the successor whom he has nominated, or who finds favour with the Palace, has made his power secure. On the present occasion there had been mysterious rumours in Shanghai for some days, in spite of the official bulletins issued from Peking. The Emperor continued in retirement, but signalised his happy convalescence by acts of grace conferring increased honours and emoluments upon members of the Imperial Family and officials about the Court. Our correspondent, when he mentioned these circumstances in one of his former letters, added that there were rumours about the native town that all was merely a blind to conceal the real fact of the Emperor's demise. These rumours might or might not be true, for there was no certainty where the mysteries of Court life were concerned. The suspicions of the vulgar proved to be correct. There had been a relapse, the Emperor was dead, but the flow of the Imperial bounty went on as before. At last, twelve days after the death was admitted, the official seals were changed from red to blue, and the nation knew that its Sovereign had passed away. At this moment the whole Empire is engaged in the ostentatious display of grief with which its master is honoured. The most treasured pigtails are cut off, beards go unshaven, while the vested rights of the barbers are compensated out of the Exchequer; endless sacrifices are offered, elaborate religious ceremonies are observed, and the Emperor's corpse is borne in state to its last resting-place, to be mourned three months by the people and nearly three years by those more intimately connected with him.

The political significance of this event can hardly as yet be determined. It often happens in Asiatic as well as in European Monarchies that the change of the Sovereign is of less account than the change of a Minister. An Emperor might by a caprice in the selection of a favourite make a greater change in the character of his Government than he would cause by leaving the world altogether. Whether the real master or masters of China will remain the same as during the last fourteen years—that is, since the death of the Emperor Hien-fung—we cannot say with certainty at present. But if the accounts of the succession be correct, the circumstances of the times are a repetition of those which marked the former epoch. The affairs of China were administered for years by a Regency, and again a Regency must be installed, for the Emperor is now, as then, a child. The effect of the late Emperor's death is to put an end for the present to the experiment of a ruler of full age governing independently in face of the whole civilised world, represented by the envoys of its principal States. There will now be no Emperor from whom to extort a ceremonious audience, or to whom to appeal for redress from Minister, or Governor, or General. It was quite possible that if the late Emperor had lived, his personal disposition might have affected the great political question of his Empire—the intercourse with foreigners and the entrance into new paths of civilisation. We know little or nothing about him; whether he was clever or stupid, whether he had a fund of energy or was a purposeless imbecile, are hidden for ever in the tomb. But he was young, and we remember that youthful Sovereigns often delight to abandon the policy of their predecessors. Within a wide range of State usage he was all powerful, if he chose to emancipate himself from the tutelage of his minority. He might have given a strong impulse to the intercourse with foreign nations, and dissipated in a few years some of the most settled traditions of the Peking Government. Or he might have become a reactionary, and brought his Empire into collision with the energetic races of the West which are now crowding at its gates.

All policy based on the existence of an actually reigning Emperor must now be suspended, for we have only the prospect of another Regency. Who shall exercise the chief power will probably be decided by palace intrigue, if not by more violent means. The British Legation can exercise no direct influence in the selection of this temporary ruler;

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but he should be made to understand from the first that no restriction of the rights of foreigners as guaranteed by Treaty will be permitted. It happens that at this moment the Queen's Government has to enquire seriously into an event which has occurred on Chinese territory. Mr. Disraeli stated on Tuesday in the House of Commons that instructions had been sent to Mr. Wade, Her Majesty's Minister at Peking, to call upon the Chinese Government to make a strict investigation into the circumstances connected with the death of Mr. Margary. It is possible that the Peking Government will be able to prove itself blameless in the matter, and to convince the British Minister that the murder was committed in a district and by persons beyond its control. This is the more probable as Mr. Margary had undoubtedly just passed through China from the sea-coast to the frontier in safety. But the precedent of the Japanese Expedition to Formosa may be remembered. There, as probably in this case, the outrages of which Japan complained were committed by barbarians only nominally subjects of China; but Peking claimed them for subjects, and in the end recognised the logical consequence that it was responsible for crimes they had perpetrated. If the news of this murder spread through China without the sequel that reparation has been demanded and made, those hostile to the foreigner will be able to record a success very prejudicial to a good understanding between Europeans and the new Government.

THE FAILURE OF J. C. IM THURN AND CO.

(THE TIMES.)

The heavy mercantile failure which it has been our painful duty to record furnishes another memorable instance, to find a parallel for which we have to go some ten years back, of a collapse arising mainly from the radically vicious system of granting blank credits. It appears that no longer ago than six months the late firm of J. C. im Thurn and Co. possessed a capital of about £700,000, having its name under acceptance for the enormous sum of about five millions sterling, and we believe that large credits were granted to persons in all quarters of the world, Australia alone excepted. Apart from this credit business the firm was largely interested in several speculative enterprises, in which it si understood about one-third of the capital has been lost. On the first signs of the credit of the house being in the slightest degree impaired by the extent of its liabilities getting wind, resolute efforts were at once made to reduce them; but such is the perfection of the machinery of freemasonry among bankers, aided as they are in these times by the telegraph, that all was of no avail. Three millions of direct liabilities were disposed of in a short time, and yet a house of thirty years' standing, with an acknowledged reputation in the mercantile world, found it impossible to stem an opposition which had gathered in such unprecedented force against the name in the discount market that apparently the greater the exertions the more hopeless did the task become of meeting the liabilities as they fell due. An impression prevails that the losses will fall more heavily abroad than here, and it appears that the difficulties to be encountered latterly were due in no small degree to distrust having spread on the Continent to such an extent that bills which should have been remitted some days before the maturity of the acceptances they were intended to cover were purposely not forwarded, thus leaving the firm to meet its own acceptance—a precaution taken by the remitters for obvious reasons. Such a circumstance, however, shows the danger of these open credits, and may well act as a warning to others, of whom it is to be feared there are many, with similar engagements resting merely upon the good faith of foreigners, of whose distant operations too little is known until the truth comes to light, as is often the case, that the assistance was applied for because it could not be obtained on the spot, and then helped but to prop up for a short time a position already unsound. It is thought that the gross liabilities may amount to four millions, of which, however, not more than three-fourths will rank against the estate. The very extensive business transactions of the firm in every part of the world will render it an arduous task to complete a balance-sheet.

(DAILY NEWS.)

With regard to the failure of Messrs. J. C. im Thurn and Co., it is now stated that the liabilities greatly exceed the £2,000,000 at which they were at first estimated, and that they are more likely to prove double that amount. It is asserted that for some time past the firm has been largely speculating in Swedish pig-iron for the English and Belgian markets, and the decline in the value of that metal has had much to do in bringing about the failure. Their connection with some iron mines near Drammen in Norway is also talked of as having proved at one time very expensive and unremunerative, whilst they were also connected with a large tract of forest land from which so far but little timber has been obtained, owing to the difficulty of getting it down to the seaboard.

(LIVERPOOL JOURNAL OF COMMERCE.)

It has transpired that the firm transacted business in nearly every important market of the world. With India and South America their transactions in Manchester goods were on a very large scale, the extent of their business being at once apparent when it is stated that their acceptances amounted not very long ago to about £5,000,000 sterling. Latterly, however, their liabilities have been much reduced, but they are still estimated at £2,000,000 to £2,500,000. The firm has been reported as being in difficulties for some few months past, and the loss of credit they have sustained in consequence has prevented them obtaining a renewal of their bills. A large amount of capital is locked up in the firm, and at present no information can be afforded as to the prospects of the liquidation of the estate. The *Manchester Guardian* says Mr. Thurn, is in the South of France, suffering from illness brought on by the magnitude of his business and the difficulties which have lately surrounded it, and adds—"This is the largest failure recorded since the panic of 1866, and were it not for the fact that trade is conducted within legitimate limits, and that no inflation of prices exists, serious results might be anticipated. As it is, many firms must be affected by so large a failure.'

MARINE PREMIUMS.

(LIVERPOOL JOURNAL OF COMMERCE.)

One of Lloyd's correspondents, who has evidently paid much attention to the subject, has sent for publication a few comparisons between current rates of premium and the actual results to underwriters of the risks to which they attach. He says:—

First of all in importance to underwriters must of necessity be the results of the Suez Canal, which has just completed the fifth year of its existence, so that we are enabled to sum up all the losses and casualties that have taken place upon this route to the East during a space of four and a half years. We have divided these into four heads—China, Calcutta, Bombay, and steamers to and from the rice ports, Java, Ceylon, and the Malabar and Coromandel coasts. Voyages to and from Manila and the Persian Gulf may be considered separately. Each one of the above four headings presents us with a loss, so far as regards an even line, upon every steamer sailing thereto or therefrom, at the current rates of premium at which they have been insured. It is of course possible that this may have been rectified in many individual instances, either by limiting insurances to cargoes by vessels of those owners who have never sustained a loss, or by giving a great preference in point of line to some owners over others. This only goes to prove that there is but a portion of the trade that is worth touching, and unless we are acquainted with its general results we shall be at a loss how to estimate the increase or diminution of rate that may justifiably be made to meet special cases.

The first point that strikes one, under each head but that of Bombay, is the enormous difference in result between the outward and homeward voyages. Thus of steamers carrying general cargoes out to Calcutta there have been but two lost, the Delaware (s.) in 1871, and the Dhoolia (s.) in 1873; while six have been lost upon the return voyage, the Aral (s.) in 1872, and the Azalea (s.), Agra (s.), Woosung (s.), Arcturus (s.), and Queen Elizabeth (s.) in 1873. The whole number of voyages out has been 298, and home 274. Thus allowing 20 per cent. for brokerage, discount and expenses, and setting aside say £50 upon the line of £100 to meet the claims arising out of the minor accidents which befell about a dozen of the other voyages each way, we find that while a premium of 25s. would have left a profit of 15 per cent. on a line of £100 by each steamer, it would have taken no less than 80s per cent. to have brought about a like result upon the homeward passage, the interest in each case being presumed to be such as would either be free from, or not liable to, particular average.

And when we add to this estimate the greatly increased value of the homeward cargo, and the practical impossibility of regulating lines upon this voyage, and the fact of the average premium on interest free of average having been throughout the four and a-half years in question less than one-third of the above rate, we shall see at once at what a ruinous loss to underwriters this business has been carried on. We must also note the loss in 1873 of the steamer Calcutta, which does not appear in the above calculation, as at the moment when she was run down in the Hooghly she had on board an inward cargo of rice from Sonapore. In above estimate also the steamers belonging to Messrs. Green, of Blackwall, and Messrs. G. Smith and Sons, of Glasgow, have not been included, as underwriters have always given them a preference in point of premium. These have made altogether forty-seven successful voyages within the four and a-half years.

In like manner, of the steamer sailing out to China, one has been lost, the Don (s.) in 1870, four have met with serious accidents, and about ten with lesser ones upon a number of voyages amounting in all to 201. Homewards, however, we have no less than five losses and two accidents of an important kind (with five smaller ones) on 174 voyages. While, therefore, a premium of 30s. outward would have paid well, it would have taken nearly £5 per cent. to have left a fair profit homewards, and that without taking at all into consideration the values of silk and tea cargoes. The five losses homeward were the Parnassus (str.) in 1872, the Drummond Castle (str.), Singapore (str.), and Canton (str.) in 1873, and the Gordon Castle (str.) in 1874. In the above calculation Messrs. Holt's steamers have not been taken into account, as underwriters have from the first given them a preference in point of premium over all others, except those of the P. and O. Company, a preference fully justified by the successful issue of no less than ninety-six voyages within the four-and-a-half years. To and from Manila the line of Spanish steamers have made fifteen voyages out and home within the same time, but of these, one was temporarily sunk at Liverpool, through collision in 1872, and a second has still to face an allegation of liability for the loss of the Wyberton (s.). If we also class together all voyages to and from the rice ports, Java, Ceylon, and the Malabar and Coromandel coasts, we find that, out of a little under 100 voyages outwards, one presents us with a total loss, viz., that of the Wyberton (s.) in 1874, and of about 140 voyages home, we have the two losses in 1873 and 1874, of the Arracan (s.) and Tenasserin (s.). This head, therefore, at the current rates, in as much in the rear as the others.

Again, from the Persian Gulf and Kurrachee, we have the loss of the Ispahan and the Isais in 1871 and 1870, coming against a number of voyages materially under fifty either way. Neither does the more fortunate head of Bombay really do much to relieve the dismal picture, as we have the two losses outwards in 1871 and 1873 of the Breadalbane and Collingwood, against 240 voyages, and of the John Dryden (s.) homewards in 1870 upon 320 homeward voyages. The lighter cargoes of cotton seem thus a favourable element in comparison with those from some other places.

We hope, however, enough has been said to show that while 25s. and 30s. would have been a barely remunerative rate to Bombay and Calcutta, free of average, by the ordinary run of steamers, and 30s. to 35s. to the lower and upper ports of China, all the homeward risks, with the single exception of Bombay, have been perfectly ruinous. In addition to the considerations of value, and of the impossibility of selecting particular steamers, there would seem to be a much greater risk and difficulty in making the Red Sea from the Indian Ocean than in issuing from it, as so many losses have taken place in this neighbourhood.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 22, 1875.

HER MAJESTY'S GOVERNMENT AND THE MURDER OF MR. MARGARY.

WE must own to some disappointment at the answer of Mr. DISRAELI (which will be found in another column) to the question put to him on this subject in the House of Commons, an answer which is fraught with serious danger to our national *prestige* in the East, and which is certainly not after the manner and principle of *Civis Britannicus sum*. How different would have been Lord PALMERSTON'S reply to a similar question, had he been in Mr. DISRAELI'S position! Her MAJESTY'S Minister at Peking has been instructed "to call upon the Chinese Government to make "a strict investigation into the circumstances connected "with this deplorable affair." Now we all know what that means; a number of grandiloquent despatches will be written and proclamations issued, and after that has been going on for a year or more, if the Chinese still find that the matter is not allowed to drop, some poor wretched coolies will be sacrificed to appease the clamour of the barbarians. Until Mr. WADE'S report (based, of course, upon what the Chinese choose to tell him) be received, Her MAJESEY'S Government, we are told, cannot decide upon the proper steps to be taken in the matter, and yet Mr. DISRAELI admits that "the unhappy event occurred "in a district within the boundaries of the Chinese Em- "pire." A British Consular officer, when in the execution of his duty, and holding special safe conducts from the Imperial Government at Peking, has been foully murdered in Chinese territory by a body of men acting, there can be no doubt, under instructions from official superiors, and Her MAJESTY'S Government cannot decide upon the proper course to be pursued without asking the Chinese for their view of the matter. But that we have Mr. DISRAELI'S word for it, the whole thing would appear incredible.

We publish in another column a letter from Mr. MARGARY to his father, Major-General MARGARY, to which a melancholy interest will now attach, and in which he describes his movements after reaching Momein, on the Yunnan frontier, and also after entering the Shan States. Read by the light of later events, Mr. MARGARY'S confidence in his own safety is very touching. I am protected, he says, by the Chinese Government, and so have nothing to fear! At Manwynne, in the territory of Nan Tien, where the latter part of the letter was written, Mr. MARGARY unfortunately came across that unmitigated scoundrel, LI HSIEH TAI, who attacked our last exploring expedition, and to whose dastardly machinations it is much to be feared that this gallant young officer owes his untimely end. This precious rascal, formerly a brigand, "has been rewarded lately "for his services against the rebels with a military com- "mand over all this country," and, therefore, according to all Chinese law and practice, he is undoubtedly responsible for poor Mr. MARGARY'S death. Mr. WADE must not forget this, and he must not rest until this man has been brought in irons to Peking and examined with all the usual Chinese formalities in his presence; then, perhaps, there will be some chance of getting to the bottom of this black business. Unluckily, as we have said, poor Mr. MARGARY met with this scoundrel, and still more unluckily he forgot the old saying, *latet anguis in herbâ*, though if he had been on his guard, it is difficult to see what he could have done to prevent the final catastrophe. He got on quite familiar terms with LI HSIEH TAI, who prostrated himself and paid him the highest honours, laughing, no doubt, in his sleeve, at the innocence of the unsuspecting young foreigner. LI assembled some of the principal inhabitants of Manwynne and the chieftains of the savages, and introduced Mr. MARGARY to them, saying that he had come protected by an Imperial Edict, and that they had better take care of him. How sadly this part of the letter reads, for we cannot but suspect that that very interview may have been devised to exhibit the victim to his murderers. Mr. DISRAELI might well say that Mr. MARGARY was "a young man who had given the greatest promise of ability;" we venture to go further, and to add that he had already clearly proved his ability. At an unprecedentedly early stage in his career he had temporarily filled, with credit to himself, the highest interpretorial post in the Consular Service; he was universally liked and respected both in and outside of the Consular Service; and as to his personal bravery and gallantry, had he not received the decoration of the Albert Medal of the first class, as well as the medal of the Royal Humane Society for his conduct in that awful typhoon on the coast of Formosa? And if anything were still wanting to confirm our estimate of Mr. MARGARY'S character and ability, is not his own unaffected and modest record of his progress through such a country, and under such difficulties as he had to encounter, amply sufficient to prove the sterling qualities which he possessed? To allow the murder of such a man under such circumstances to pass unavenged on the authors of the foul deed would be a scandal to civilisation, and would leave an indelible blot upon the honour of Great Britain.

COURTS OF ENQUIRY AT HOME AND ABROAD.

As illustrative of the correctness of the views which we expressed with reference to the Court of Enquiry at Hong Kong into the loss of the *Mongol*, having refrained from expressing any opinion as to the conduct of the late captain and chief officer, on account of their having unfortunately lost their lives in the disaster, we may point to the finding which has just been given with respect to the loss of the steamer *La Plata*, where the whole conduct of the late captain is passed under review, and the clearest and most definite opinion expressed as to the action which he adopted. We do not enter into any discussion of this finding as a whole, as our object is merely to bring the case forward as a strong practical illustration of the most unfortunate blunder into which the Hong Kong Court of Enquiry has fallen. We cannot but look upon it as another among the too numerous illustrations repeatedly occurring of the exaggerated importance which is too frequently attached in that Colony to private and social considerations over those of a public character; and the action of the Court of Enquiry here into the loss of the *La Plata*, as compared with that of the Hong Kong Court into the wreck of the *Mongol*, marks with tolerable accuracy the difference of feeling among people at home as compared with those in China in respect to such matters. There can be no doubt in the mind of any right thinking person of the paramount importance, upon public grounds, of a definite opinion being expressed upon a loss of so unprecedented a character as that of the steamer *Mongol*, and we sincerely trust that means may yet be discovered to prevent so serious an omission as that such a disaster should take place, and no opinion of an official nature be expressed as to the conduct of those responsible for the occurrence. There can be no doubt that the case was only another illustration of the lamentable recklessness which has of late years become the characteristic of steam navigation generally, and has been especially conspicuous in the steamers running *via* the Suez Canal and on the coast of China. It may perhaps seem in one point of view extremely severe to make the fact that a man lost his own life in a painful disaster of the kind a ground for more serious comment upon his action than would otherwise be made, but it is impossible to deny that such is the plain common-sense view of the subject. It is very ordinarily thought that the best security that can exist for the prudence of a man in a responsible position is the fact that if he be guilty of error or neglect he will have to pay for his shortcomings with his own life. Everyone, for example, is satisfied that the extremely responsible duties of a locomo-

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tive engine-driver will be performed with the utmost vigilance and care, as, in the event of an accident, the first man to be killed is, in ninety-nine cases out of a hundred, the engine-driver himself. But experience proves that the passion of emulation is so strong that even the care which a man has of his own life and of the lives of those nearest and dearest to him is not sufficient to form a security against his running into unnecessary peril for the sake of distancing a rival. There can be no doubt that the cause of nine-tenths of the disasters which have of late years taken place has been nothing else than the desire to make quick passages, and those acquainted with the facts connected with the loss of the *Mongol* can hardly doubt that this lamentable catastrophe was due to the same cause. We can only hope that the Board of Trade may find some means of still obtaining a decision upon this matter, and that it may either send back the so-called "finding" as incomplete—and in fact no finding at all—or may itself be able to give public expression to some definite opinion, and so prevent the idea gaining currency that, under any circumstances, a want of due care by a shipmaster of the lives and property committed to his charge will escape the censure which they deserve and which is necessary as a protection to the public.

THE CHINESE NAVAL RESERVE.

THE China Merchants' Steam Navigation Company probably owes its first origin to a memorial from TING SIH-CHANG, Governor of Kiangsu, who in 1869 suggested that the steamers which were then being built at the Government Dockyards should be utilised for the transport of rice to Tientsin, and that foreign steamers and ships should be chartered for the same purpose. In course of time this suggestion, revived and developed, no doubt, by LI HUNG-CHANG, for special reasons of his own, bore fruit in the formation of this company, which the Government—to quote the words of Mr. Consul MONGAN'S Report on the Trade of Tientsin in 1872—"liberally sudsidised by agreeing to "pay a rate of freight for the conveyance of the grain much "higher than the average rate charged in the open market." High Mandarins, too, took shares in the undertaking, which was strictly confined to Chinese, foreigners not being allowed to be shareholders. This fact, as well as the general tenor of the company's prospectus, very sufficiently points to the strong official influence at its back. The company has now been working between two and three years, and has extended its operations to all the coast ports as well as to those on the Yang-tsze. How far it has paid, commercially speaking, we cannot say, but on the Ningpo line Mr. Consul ALABASTER considers that it has not been a success, for the vessels employed were "old, worn-out, and unsuitable;" still it was seemingly doing the work for which it was intended, "the chief avowed object of the Viceroy "of Chihli (LI HUNG-CHANG) in establishing it having "been the diminution of foreign influence and interest on "the coast."

But, if the information of the *North China Herald* is to be relied upon, the China Merchants' S.N. Company is now about to enter upon a new phase of its existence, and a scheme for a Chinese Naval Reserve is being arranged in connection with it. This expression would at first sight appear to indicate a patriotic desire on the part of the Chinese Government to encourage the junk-building trade, but we need not say that this is not the case, for China is going in for a "Steam Reserve"—of a certain sort. The scheme is not a very complicated one, and certainly promises to be most advantageous to the China Merchants' S.N. Company, for its fleet will be materially increased by the transaction. The whole affair is, of course, based upon a squeeze, which, we are bound to say, has the merit of being ingeniously applied. It is intended, we are told, that each of the larger provinces shall furnish two steamers and the smaller provinces one, to be added to the fleet of the company and used by it while the country is at peace, but to be at the service of the Government on the outbreak of war. The number of additional steamers thus raised is to be twenty-eight, and, as if to prove that the matter is seriously taken up, the province of Hupei is said to have telegraphed to England to have a steamer built at a cost of fifty-six thousand taels. Unless, however, the other provinces are willing to go to a higher figure, we fear that the Chinese Naval Reserve will not be of much use from a warlike point of view, and that the vessels forming it will have to give even the Japanese ironclads a very wide berth indeed. Viewed from a commercial standpoint, "this prospective enlargement of the C. M. S. N. Company's fleet is," as our contemporary rightly remarks, "a menace to foreign steamshipping interests in China;" and if the arrangement be carried out in its integrity, the British and American carrying trade will ere long be extinguished in the China seas, for it is hard to see how foreigners are to contend against a company which is not only heavily subsidised, but has its steamers found for it to boot. We may, however, take heart of grace, for, after all said and done, this novel scheme is still in embryo, and will probably never get much further, even though LI HUNG-CHANG, "the prime mover in all matters of this nature," is its staunch supporter, and has procured for it Imperial countenance and approval. Meanwhile this odd scheme and LI HUNG CHANG'S connection with it will give us a faint idea of the policy he may be expected to initiate if it be true that he has stepped into the Prince of KUNG'S old position at Peking.

FOREIGN CUSTOMS TRADE REPORTS IN CHINA

WITH laudable emulation of H.M. Consuls in China, the Commissioners of H.I.M. Customs continue to issue Reports on Trade at the Treaty Ports, so that a "Yellow-book" appears annually *pari passu* with the British "Blue-book." We have before us a copy of the one published for the year 1873 at Shanghai, by the Imperial Maritime Customs Statistical Department, which is not only an improvement on its predecessors, but will compare favourably in arrangement and typography with those issued by H.M. printers. Moreover, the subject matter, and comments thereon, are so couched in a clear and practical manner, that in some instances they bear the palm over their rival's returns. Be that as it may, these double reports on trade in China are of great value to the merchants, bankers, and others connected with the commerce of that country.

Like the first issue of the Consular Reports, this volume omits the returns for Shanghai, besides Hankow and Canton, which we presume will appear in another Yellow-book. Meanwhile we shall take a cursory glance at its pages, and as these number a hundred and forty-nine of closely printed matter, our remarks must be brief, and confined to a few only of the Treaty Ports. First on the list is Newchwang, by Mr. Commissioner MAN, who judiciously extends his observations beyond the statistics of imports and exports to the lawless condition of the neighbouring country, which materially affects the state of legitimate trade. Freed from the evils of a nomad banditti, with posts of military "established in the hamlets lying amidst the disturbed districts," he looks forward to better security for person and property among the traders visiting the port. He further states: "That the country is sound as a market, "and that its capacity for consumption has not been "gauged, will be doubted by no one who has travelled "along its highways and wandered into the bazaars of its "towns. Without claiming for Manchuria that high place "as a consumer believed so near at hand for it by Mr. "MEADOWS, or noticing the, at best, uncertain prospect "of the kingdom of Korea demanding any large quantity "of imports, I yet hold, with the lamented official who "first planted the foreign flag on these shores, that "we are justified in looking upon the present deve-"lopment as but an instalment of the commercial "value of this gateway for Western products." Mr. Commissioner BROWN, of Chefoo, has a much less hopeful report to make of that port than his more northern colleague. He begins by stating that "the intense com-"petition in trade, arising from the desire to accumulate "wealth in the shortest possible space of time, made "foreign merchants during former years, but more especi-"ally in 1871 and 1872, enter into stupendous transactions, "which necessarily brought on bitter disenchantments. "The end of 1872 and the commencement of 1873 pre-"sented the aspect of glutted markets at home and "abroad; in consequence, no demand, and general stag-

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"nation of trade." The result in the Customs collections was a decrease of one-fifth in a total of Taels 277,452. Passing the more southern ports on the mainland we come to those from Tamsui and Takow, in the Island of Formosa. Although, of course, these reports contain nothing concerning the Japanese invasion of the island during 1874, nevertheless they present much that is new and interesting. Accompanying Mr. Commissioner HOBSON'S report on the former is a "Sketch Map, showing "the mainland ports engaged in the junk traffic with "Tamsui and Kelung;" which elucidates that branch of the China trade in this direction—of which so little is known—by an enumeration of their import and outward cargoes, to the ports of destination. But the most comprehensive of all the reports is that by Mr. Commissioner HART, on Formosa generally, and Takow specially. It opens with an excellent geographical description of the island, its population and annexation by the Chinese, from its earliest known history. Then follows an account of the Aborigines, their political and social condition, their industry and trade, and a special account of Takow and the surrounding country. Altogether this volume, issued under the supervision of Mr. Inspector-General HART, is creditable alike to the Commissioners, and reflects much credit on himself, who, doubtless, sketched out the form in which the returns should be made for the benefit of his Chinese superiors and the foreign residents at the Treaty Ports generally. There is no notification on it that it is for sale, but no doubt many would purchase the volume if such was the case.

THE COMMERCIAL PROSPECTS OF JAPAN.

THE commercial prospects of Japan do not appear very bright at present, and unless the Government of the MIKADO speedily bestirs itself, and awakens to a full sense of its responsibilities in this respect and to the necessity of taking prompt measures for the development of the material resources of the country, there does not seem to be much chance of any improvement in the immediate future. Reforms, it is true, have of late years been proceeding with giant strides in Japan, but much of the energy which has been displayed has, we fear, been misdirected, and the true commercial interests of the Empire have not met with due attention at the hands of the powers that be. Sir HARRY S. PARKES makes some allusion to this subject in a note which, in accordance with his annual practice, he addressed last September to the Japanese Minister for Foreign Affairs, when forwarding copies of the Consular Reports and Returns of Trade for 1873. He expresses his regret that these returns compare unfavourably with those for the previous year, and having specially called attention to the serious falling off in the export trade, he reminds the Minister that the wealth of a country consists in its power of production, and consequently that its exports furnish an important test of its prosperity. It is unfortunate, he proceeds to say, that the exports of Japan should be mainly confined to tea and silk, as she has to compete in these products with the larger field of China; that the export of rice, the principal production of Japan, should be prohibited, as this causes large tracts of land to remain untilled; and that the mineral resources of Japan, which are reputed to be large, should remain undeveloped. It is to be hoped that these hints of Her MAJESTY'S Minister may meet with greater attention than the good advice which he tendered in the previous year; for, as he truly remarks in his General Report to the Earl of DERBY, the prosperity of Japan may be said to depend upon her abilities to increase the supply of those productions which are fitted for a foreign market. This is the more especially the case as she has "no accumu- "lated wealth or capital, and pays for her imports with "the crops of the year." The main products which she can now offer in exchange for foreign goods are silk and tea, and those, too, in comparatively small quantities, the value of the amount annually exported being under three millions sterling. In these staples of her trade she cannot hope to compete successfully with China, and in addition to them what has she to offer besides vegetable wax, camphor, and tobacco, which "are produced in quantities too "small and in a manner too uncertain to meet a standing "demand of large extent?"

It is clear, then, that Japan cannot depend on these articles of commerce for her prosperity, and it behoves her to weigh well the sensible words addressed by Sir HARRY PARKES to her Foreign Minister. She should look to her mines, and yet at the same time not place too much dependence on them, for they may or may not turn out successfully, nothing much being at present known of their actual worth. Besides, "successful mining necessitates the employment of capital, "which the Japanese do not possess, and also the em- "ployment of foreign skill, which, under the system of "management at present pursued by the Japanese Go- "vernment, implies economical failure." There cannot be much doubt that Sir HARRY is right in considering the cultivation of rice the most promising field of industry in Japan, for every peasant has a perfect knowledge of the subject, and there are large tracts of rich and fertile land available for the purpose, which are now turned to no account whatever. Of a truth, it does seem "a pity that "in this respect the native farmer should not be permitted "to improve his condition and that of his country by "being allowed to dispose of his produce in foreign "as well as home markets. The prohibition on the export "of rice deprives him of the opportunity of sending "abroad any surplus crop, and he has no inducement, "therefore, to grow more grain than he knows he can "dispose of in his own country." We must hope that the Japanese Government may soon gain some insight into the doctrines of political economy, and that they will then gradually awake to the fact that it is better to foster and develop the industry of their country instead of foolishly fettering it and stunting its growth. If, however, they can be brought to see the errors of their old prohibitive policy, and, adopting the sound, practical advice which they have received, set themselves to work to carry it out, there is one matter to which they must pay particular attention; they must improve, and that without delay, the means of communication throughout the Empire. Scantily provided as Japan is with navigable rivers, and pack-horses and coolies forming the only means of transport which the country possesses, it is of the utmost possible importance for the development of the industrial resources of the interior that good roads should be constructed. As matters now stand in this respect, "it is remarkable to notice," as Sir HARRY PARKES points out to the Japanese Foreign-office, "that, owing to the want of good communications, the "price of rice is sometimes twice as high on one coast of "Japan as it is on another." Surely such an argument as this should be sufficient to convince the Japanese of the absolute necessity of making roads suited to wheeled vehicles. If they will only do so, and carry them through the cultivated and populous districts of the Empire, they will soon find that they will *ipso facto* increase materially the productive power of the country. There is one more obstacle to the growth of commerce in Japan, viz., the disposition of the Japanese to indulge in speculation and—to quote Sir HARRY PARKES'S words—the strong inclination which prevails among officials and traders to run all commerce into the mould of guilds and monopolies. The Japanese merchant must be left to himself, to act freely and independently, for the Government may rest assured that the Empire will never be really prosperous "until the nascent commerce of the country "is relieved from the weight of the combinations and re- "strictions which at present choke its growth and impede "enterprise."

WE much regret to observe in the last mail papers that there has been some disagreement between the Bishop of Victoria and the Colonial Chaplain as to the conduct of the services in the Cathedral. Such exhibitions are always to be regretted, and this one is the more so, as in a small place like Hong Kong there is little room for differences upon minor points of religion, and the object of all should be to work together harmoniously. As respects the conduct of the service it is clear that the opinion of the majority of the residents in Hong Kong should be the standard to be kept in view; and a leaning towards plainness and simplicity is therefore desirable, as being least calculated to give offence to any. If, therefore, as we believe is the fact, the Bishop is in favour of a less ornamental form of worship than the Colonial Chaplain desires, it would seem

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that upon grounds both of common sense and deference to authority, the latter should yield the point. It is true that the position of the Bishop is such that he may not have any absolute right to dictate to the Colonial Chaplain what form of service he should adopt, but it would certainly be both wise and seemly on the part of the Rev. Mr. KIDD to yield to his authority, for the sake of avoiding what must appear to those outside an unfortunate and somewhat undignified disagreement.

THE Committee of the American House of Representatives, which has been investigating the charges of bribery made against members of Congress in connection with the grant of an additional subsidy to the Pacific Mail Company has made its report. The conclusion arrived at is that about $900,000 were disbursed "upon the allegation that it "was used in aid of the passage of the Act now under in- "vestigation" (the subsidy), but that there is no testimony "showing that it was a reward paid to any person at that time a member of either House of Congress." The Committee, however, framed a Bill designed to prevent a resort to bribery in passing private measures through Congress.

WE believe that the large increase in the Straits Settlements Government Estimates for 1875-76 has engaged the attention of persons at home interested, and representations on the subject have been made to Lord CARNARVON and to Sir W. JERVOIS, the new Governor, with a view to their reduction next year. We have on several occasions pointed out and protested against the number of offices and appointments made during Governor ORD'S reign. The cost of them has now arrived at a point beyond which, &c., and we trust that the new Governor will on his arrival make a judicious curtailment.

THE last New York papers report that the controversy between the Pacific Railroad Companies and the Pacific Mail Company has ended, by the Board of the former assuming the control and functions of the latter, and to strengthen the fleet three boats of the White Star Line have been chartered. This must be taken *cum grano salis*.

THE TEA SEASON 1875-76.

In giving our views as to operations in the leaf for 1875-76 we must impress upon operators the necessity of accepting and realising the altered state of the China trade, for it would seem that the merchants have been the last to adapt themselves to the great changes that have taken place, and have continued the past few seasons to buy tea at prices far beyond its value. The agitation on the weight note question will not tend to better the position, the action of the so-called "Liverpool clique" having, no doubt, ulterior objects in view, viz., to control the buying power of the other dealers, some of whom, it would seem, begin to realise this, and have, consequently, withdrawn from the "strike." The season is now-a-days finished in six months, and if such is to be the case in future, to avoid loss (profits in tea are now quite a phenomena) it is imperative that merchants should revise the scale of prices at which teas in China have been bought the last few seasons, and not operate except at taels 10 per picul, or, say, 6d. to 7d. per lb. reduction for fine and finest, and 3d. to 4d. per lb. for second quality, and even at such reductions we question (with the enormous increase in the production from China and India—180,000,000 lbs. season 1874-75!) if more than a commission would result. It is quite certain the Chinese, owing to the enormous profits (on first crop teas ranging from ten to twenty taels per picul), are largely extending the cultivation of the leaf, and doubtless during season 1875-76 the receipts of first crop leaf will be in excess of any former period, especially from districts where the so-called Kiukiang teas are produced.

The following are limits at which teas should be laid down in London, including freight £4 to £4 10s. per steamer—of which there will be a large fleet—both at Hankow and Foochow, and therefore the rate named is full high. Exchange at Hankow 5s. 10½d. per tael, Foochow 4s. 4d. per dollar.

Black-leaf Congou.—Extra fine Ningchow, fancy prices, and only suitable for Russian buyers; finest quality, 1s. 8d. to 1s. 9d. per lb.; fine do., 1s. 5d. to 1s. 7d.; medium to good medium quality, 1s. 2d. to 1s. 4d.; fair to good do., 11d. to 1s. 1d.; good common Congou, 10d. to 10½d.; ordinary clean (Shantam), 9d. to 9½d.; first crop dust (good liquor), 8d.

Kaisow Congou.—Finest (up country teas), 1s. 8d. to 1s. 9d.; of late years quality has been very inferior. Fine do., 1s. 6d. to 1s. 7d.; Ching Wo, finest (if fine), 1s. 8d. to 1s. 9d. The yield from this district in 1874-5 was appreciated. Second class quality, 1s. 6d. to 1s. 7d.; Pakling, finest (if fine), 1s. 8d. to 1s. 9d. The loss of steamer *Canton*, with a large quantity, caused prices to rule very high during 1874-5. Second class do., 1s. 6d. to 1s. 7d.; third class do., 1s. 4d. to 1s. 5d.; Sayune district, finest, 1s. 5d. to 1s. 6d. This class is appreciated for its great strength. Second class quality, 1s. 2d. to 1s. 4d.; good Sayune kinds (strong), 1s. to 1s. 1d.; Kaisow kinds (flavoury), 1s. 1d. to 1s. 2d.; leafy kinds (first crop), 9d.; good broken leaf do., 7d.; dusty kinds, 4½d. to 5d.; dust not wanted.

Canton District Congou.—Finest, 1s. 4d. to 1s. 5d.; fine, 1s. 2d. to 1s. 3d.; medium strong burnt, 1s. to 1s. 1d.; good common, 10d. to 11d. The past few seasons this class of tea has been of inferior quality, and prices fall to a low level when country Congous arrive.

Fancy Teas, say—Oolong, Canton Scented, and Green.—For these classes a lower range of prices have been permanently established here, the 20,000,000 lbs. Indian leaf now imported being equal to the total supplies of the entire fancy crop from China, and as consumers give the preference to Indian tea, there is no chance of profit unless bought on a new basis.

Oolong.—Finest and extra fine, Formosa kinds, if fine, 1s. 6d. to 1s. 8d. (the last two seasons these have been very inferior); finest and extra, Foochow kinds, 1s. 5d. to 1s. 6d.; fine, 1s. 3d. to 1s. 4d.; medium, 1s. 1d. to 1s. 2d.; good common, 11d. to 1s.

Scented Orange Pekoe (Foochow district).—Finest and extra fine (if properly scented), 1s. 8d. to 1s. 9d.; fine (if properly scented), 1s. 5d. to 1s. 7d.); good to medium (if properly scented), 1s. to 1s. 4d.

Scented Caper (Foochow).—Fine and finest (quality of late years very inferior), 1s. 4d. to 1s. 6d.

Scented Caper (Canton).—The imports last season were deficient in scent, and supplies throughout in excess. Fine and finest, 1s. 2d. to 1s. 4d.; good medium quality, 1s. to 1s. 1d.; fair to good (clean), 10d. to 11d. Canton scented Orange Pekoe going out of consumption.

Green Teas.—Pingsueys 15 per cent. under last year for 1st crop, 20 per cent. reduction for 2nd crop. Moyunes and Fychows 10 to 15 per cent. reduction. The future of this class of tea is not promising, and must be bought at low prices to avoid loss.

THE JOURNEY OF THE LATE MR. MARGARY.

The following letter, which has now a melancholy interest, has been received by General Margary. It was addressed by Mr. Margary to his father and mother, and dated from Teug Yuen Chow, January 5, 1875:—

Here I am at the very end of China, and in the goal I sought. But I am going further. I had not arrived half-an-hour the night before last when a packet was put into my hands, from the Political Agent at Bhamo, announcing that the Expedition was not yet started, and I was to join it at Bhamo if possible soon after January 1. As there are seven stages between, and a savage territory, I was obliged to well consider my plans, and it was 3 A.M. of the same night before I had resolved, written, sealed, directed, and prepared my messenger. The latter, after receiving my instructions, had three hours' nap and called me at four to receive my final blessing ere he started off with my packet. For I determined to see him depart with my own eyes—and I was asleep again in five minutes. Yesterday I arranged business with the mandarins, to-day I write letters and engage baggage animals, and to-morrow I start again for the savage borders four stages off, to await my return messenger. If, as I hope, they have not started from that end, I go on; if otherwise, I drop back to await their arrival at the conjunction point of the three main routes, for the Expedition are to follow a wide *détour*. I suppose they wish to survey a railway route. This latter will, I hope, go *viâ* Burmah, and outstrip the last three I sent you, from Yun-nan, Ta-Li, and Yung-Chang, on November 29, December 18 and 29, which will drag their slow length along over many broad provinces before they reach the mail steamer at Shanghai. I am at the ancient city of Momein or Teug-Yuen-Chow. It is in ruins. For only last year this remaining stronghold of the Mohammedan rebels became a scene of slaughter, and by falling into Imperial hands again put an end to the fifteen years' kingdom of Tu-Wen Hsin. I visited the Tartar General at Ta-li-fu, in the palace of this late worthy and much-to-be-respected rebel. I have no time, I am sorry to say, for a good long letter, but it is a great comfort to be able to gladden your anxious hearts with even a scrap from these buried wilds, and to be able to avail myself of the short cut through Burmah. You have done the same for me with three delightful letters, which reached me in a large packet from Hankow almost immediately after the one from Bhamo. Dates July 28 and two of August 11. . . . I might have got through two sheets by this time but for interruptions. The Brigadier commanding the centre division of the Army paid me a long visit and brought his little boy with him. It is customary in China to give presents to children in such cases, and as I am all but cleared out of everything. I was obliged to give the little fellow a pair of tortoise-shell sleeve-links, which seemed to delight him much. I like these military men. They are devoid of that stuck-up pride of the literary Mandarins. I called on the General yesterday, and had a very civil reception. His name is Chiang, and he is much famed for a daring military feat which brought about the fall of Ta-li-fu. I was very curious to see the intrepid man who scaled the rocky heights behind the great city and dropped down in its rear. He has a calm, sphinx-like countenance and a charming smile. Yet this man slew thousands of Mohammedans on that day without quarter. It was his birthday, and he was giving a fete to the people. A sing-song was progressing in front of the audience dais, and I had my interview in the presence of 200 or 300 citizens who thronged the court-yard.

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Territory of Nan-Tien, Jan. 11, Town of Manwynne.

I have travelled four stages further since I wrote the first sheet through a beautiful valley inhabited by a people called Pa-yi, who are a mixture of Chinese settled here 500 years ago and the Shans or Laotions, who cover the whole country between Burmah, Siam, Cambodia, and China. Their dress and habits afforded me intense interest and curiosity. Divided into little Principalities, three of which we have visited on our way, they are governed by native chiefs, under Chinese supervision. In every case I have, of course, been the guest of the chief, and, owing to their sociable dispositions, enjoyed a good deal of intimacy with their families. The women are not shy, like the Chinese, nor fear to talk with a stranger. Their dress is marvellous. I could not keep my eyes off the strange, picturesque figures that met me at every turn. The marvel consists mainly in their turbans, which outrival the busby of a Grenadier. They rise in concentric folds, backwards from the forehead, and attain a diameter of fully a foot at the same height above the head. The head can be seen in the hollow behind, where large silver buttons attach the hair, which is plaited into folds. A neat little dark blue jacket, fastened at the throat with a broad silver buckle, and short petticoats, tightly folded to the figure, of the same dark material and relieved by a phylactery of red, blue, white, and embroidered panels, give them a neat, homely look. They wear also embroidered shoes, and wrap their ankles and shins in blue embroidered cloth. I spent a whole afternoon surrounded by the male members of the family. They examined all my things, and I learned a good many sentences of their language, which they wrote down for me. They write, like us, from left to right, and the characters have almost a Roman look. The men are light, active, well-made fellows. They wear blue cloth round their shins, and expose the knee in a fashion which at a little distance looks uncommonly like the Highland dress. Sometimes dressed in pure white, with a red girdle, covered with a straw hat like a Leghorn, and carrying a long sword in the belt, they enliven the road with their picturesque attire.

The earrings of the women are made of silver in profuse variety, and other ornaments of silver adorn both sexes.

January 12.—I am still waiting my messenger, who ought to arrive to-night. I was quite tired out yesterday, and felt in no mood for writing a good letter. The above hurried account of these interesting people is very unsatisfactory, but you will understand how much I have to do. I was only able to snatch an hour in the afternoon for a stroll through the market. It was frequented by a number of queer little semi-savages from the mountains; most of them were women, and they certainly had a most repulsive scowl on their faces. Colour, cowries, silver ornaments distinguished their attire, and they moved about with a shuffling trot, throwing hurried glances right and left. The men carried javelins, but dressed much like Chinamen. These curious creatures inhabit the country lying between this and Bhamo, and the two stages ahead of us are infested by their dangerous presence. I am protected by the Chinese Government, and so have nothing to fear. A famous ex-brigand, called Li-Hsich Tai, who attacked our last expedition in 1867, has been rewarded lately for his services against the rebels with a military command over all this country. He is here, and I felt much curiosity to see how he would receive me. To my surprise he prostrated himself and paid me the highest honours. I had a most successful interview. He sent for a few notable townsmen and the chieftain of the savages, and introduced me with the greatest respect. We sat in a small room, badly lighted—quite a conclave—and carried on a regular battery of mutual buttering. Li told them I had come protected by an Imperial edict, and that they had better take care of me. This morning I went out with my gun to get some exercise, and having bagged half-a-dozen wild ducks, I have just sent a brace to the commander as a present. I took two of my servants, and we had great sport. The river was half a mile wide and full of sandbanks, on which duck rested. The first difficulty was to find a boat, and after searching up and down stream we were fortunate enough to find a diminutive punt under the bank without an owner, and calmly took possession of it; but we could not manage it against the stream with the slender paddle which was attached to it. A native, however, offered to paddle us over, and so, with the present of a little cash, we soon found means to be landed on a sandbank. Kicking off gaiters and boots, I waded about after the duck and managed to bag a good many. We returned through the motley market with our spoil, and excited quite a sensation. Cries of "Ah-a-ah!" in the peculiar high-pitched tones of these people greeted me, and they held up their thumbs to express their admiration of such prowess. I have bought one of the jackets worn by the little wild women, but cannot find a petticoat to complete the attire. The villages on this lovely plain are all embowered in groves of feathery bamboos and plantains. The latter are ripe even now, and I can buy any quantity for a couple of copper cash apiece. The weather is as temperate as we could wish. On the third stage to Teug-Yuen we rested at a little village nestled high up in a forest-clad mountain. It had been a long stage, and full of magnificent scenery. After threading the long gorge, with a torrent dashing below, we entered a wide plain covered with a two-years' jungle growth, and crossed the Meikong River by an elegant suspension bridge. Darkness overtook us just as we began to mount up the steep paved path which scaled the opposite mountain. Hastily procuring rough torches of straw, bound in sheaves of upwards of 10ft. long, we wound our weary way up the interminable staircase for fully two hours, not daring to stop for fear of our lamps not lasting. The latest spark expired as we woke up the village with our shouts. The valley below, as we zigzagged up the slope, presented a lovely illumination. The returning peasants were burning away the jungle from their long-neglected fields. One of my men carelessly set light to the parched-up grass alongside our path, and immediately it blazed away down the hill, involving, I fear, many a young tree in ruin. Our Eyrie Rest could only boast of two or three simple huts, and we had missed the way to the Temple where they told us quarters could be found. It was fortunate we had, as on visiting it next day I found an open ruin. Chinese officials, however, had to put up in its dilapidated sheds. A fearful wrangling ensued, which I put a stop to by taking possession of a hut which turned out to be a newly-erected one. We slept very comfortably, although the walls were only bamboo laths. Next day being New Year's Day, and curiously enough, our not being able to procure carriers, caused us to stay in this lovely spot, and I resolved to rummage the forest for game.

Taking Bombagine (his faithful servant) and a boy to carry provision basket, I plunged into a wood-cutter's path, which soon came to an end, and then we forced our way through Jam, brake breast high. All at once an infernal noise woke the primeval echoes, and came nearer and nearer. Bombagine thought it might be a tiger, though it was as much like a feline roar as a trumpet to a whole brass band. It was more of a howl. I was not very well, and consequentiy nervous. I could hear my heart beating in the stillness, and felt quite annoyed at it. Eagerly watching for the coming beast, we stood on the *qui vive*. A heavy tread, as of some animal angrily striking the ground, was clearly audible. Just as I was preparing for a shot, however, the beast moved off, and, though we followed, none of us caught a glimpse of the mystery. I have not time to record any more of the numerous incidents that occurred. You must kindly wait until the journal is complete. It has already attained to three volumes of foolscap. I don't remember whether I have mentioned our goat before. Miles away back, at a now distant city, a Mandarin gave me a goat for food, but I saved it from the butcher's knife, and it has trotted along ever since, repaying us with much diversion. If I take a stroll it likes to accompany me. One day he ate up several orchids I had gathered with some trouble out of the forest, and the poor beast suffered two whole days for his folly. It was amusing to see my men petting it; they put it in a basket and made two coolies carry it. I mean to buy a monkey for it to carry on its back.—The following is part of a letter dated Bhamo, January 17, 1875:—"You will, no doubt be surprised to find me in so advanced a position. But here I, am safe and sound, and the first European who has travelled through the trade route of the future. They sent me a Burmese guard of forty men, who conducted me through the savage Kakhyen hills, and when we debouched on to wide, flat Burmese plains, covered with jungle and forest, on the 15th, just as the setting sun was bathing the wide expanse in colours, and the new life and semi-Indian manners and customs of the Burmese burst upon us as we rapidly trotted through their picturesque and homely villages, a delightful sense of relief and pleasure came over me and my Chinese companions alike. We slept in a Burmese bamboo cabin perched on hills, and next day floated down the river to Bhamo. It was one of the most delightful periods of my life to come in sight of the British flag again and soon to be congratulated by a distinguished group of Indian officers on my 'splendid journey.' Colonel Horace Brown is a fine-looking man, with a heavy moustache and imperial. Dr. Anderson has the kindly manners of a *savant*, and I look forward with intense pleasure to spending hours in such intelligent company. We have an officer with a guard of five sheiks and a host of baggage animals and countless stores. The steamers are going soon, and I am pressed for time, so can only add a sort of 'latest intelligence.' We shall follow a long round, I expect, and very much doubt if May will nearly put an end to my long travels. I am the picture of health, as people tell me, and you may imagine how full of delight I am at the happy result of my journey and the glowing prospect ahead."

A letter signed "D.S.S." in *The Times* of Friday says:—The Prime Minister stated last night that instructions had been sent to the British Minister in Peking to inquire into the attack on Colonel Horace Browne's party and the murder of Mr. Margary and his five servants. It is to be hoped that similar inquiries will be made in Mandalay. Some days ago Lord George Hamilton stated that the attacking force was composed partly of Chinese and partly of Hill men. Manwyne is the first Shan town eastward of the King of Burmah's territories, and but a few miles from them, and the Hill tribes concerned must have been Kakhyens, who are Burmese subjects, and who occupy the hills between Manwyne and Bhamo. In 1868 Major Sladen's party was long detained at Ponsee, a Kakhyen Chief's village, about ten miles west of Manwyne, and with great difficulty succeeded in proceeding eastward. At Manwyne it was well received and kindly treated. A reference to Major Sladen's report shows that the opposition to his advance was offered by the Kakhyens and by the Chinese under Lee-See-tahi, who were investing Momein, then in the possession of the Mussulmans, and that it was mainly, if not entirely, due to the efforts of the Mussulman Governor that the party succeeded in reaching Momein, with the garrison of which town Major Sladen entered into friendly relations. The Burmese Government could have been little more friendly to the advance of Colonel Browne than to the advance of Major Sladen, and Lee-See-tahi would naturally view with displeasure the approach of a party of British officers, whose predecessors had made friends with his bitter enemies, the Mussulmans. That the attack on Colonel Browne was made just beyond Burmese territory in a tract of country known to be wild and lawless, and not under control from Peking, taken into consideration with the conduct, in 1868, of the petty Kakhyen Chiefs of Ponsee and Ponlyne and the local Burmese officials, as described by Major Sladen, with the relations known to exist between the Burmese and Lee-See-tahi, and with the fact that Colonel Horace Browne's party was preceded by a Burmese mission, shows to those acquainted with Burmese policy that the Government of the King of Burmah is at least as much, and probably more responsible than that of the Emperor of China.

THE PACIFIC MAIL COMPANY.

(NEW YORK TIMES.)

The Union and Central Pacific Railroads formally took possession of the Pacific Mail Steamship Company on the 3rd inst. A meeting of the directory of the latter company was held in the afternoon, and the session was prolonged until a late hour. The resignation of Mr. Russell Sage, which has lain on the table for a long time, was first taken up and duly accepted. Mr. Sidney Dillon, President of the Union Pacific Railroad Company, was then elected to fill the vacancy. Then Mr.

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F. L. Talcott handed in his resignation, which was at once accepted, and Mr. Jay Gould was nominated and elected in his place. Then Mr. Albert J. Hatch, brother of the managing director of the company, asked leave to resign, which was granted. His place was filled by the immediate election of Mr. Oliver Ames, one of the directors of the Union Pacific Railroad. Mr. William H. Guion then followed with his resignation, which was also accepted without loss of time, and the vacancy thus created was filled by the election of Gen. D. D. Colton, of the Central Pacific Railroad. It is reported on good authority that at a future meeting Mr. Rufus Hatch's resignation will be in order, and that his place will be filled by Mr. Hutchinson, of the Central Pacific. The next business taken up by the Directory was the election of a President *pro tempore* to take the place of President Alexandre, who is absent in Havana. Mr. Sidney Dillon was chosen without hesitation. Mr. Alexandre is now the only representative of the shipping and commercial interests in the board, and it is said that his return to this city will be contemporary with his resignation from his dual position of President and Director. The meeting adjourned about four o'clock.

During the afternoon a conference between representatives of the Union Pacific Railroad and the Pacific Mail Steamship Line was held in the offices of the Union Pacific Railroad, at No. 287, Broadway. It was agreed to increase the rates for freight to the Pacific slope 100 per cent. over the schedule which has hitherto been in force. The new schedule will not be fully made out until this afternoon, but the new rates will be as follows :—First class, $6.50 per 100 pounds ; second class, $4 ; third class, $3.80 ; fourth class, $3.60 ; class A, $3.40 ; class B, $3.20 ; class C, $3 ; class D, $2.80. The representatives of the two companies say that the increase of shipments to the Pacific coast has been so enormous as to astonish railroad men, and that they will have all the freight they will care to carry at the new rates. The railroad and the steamship line will also be enabled to run at such a profit that they can not only pay off their indebtedness, but declare dividends in a short time. They saw that the merchants are in favour of a higher tariff because the rates have been so low that everybody was able to ship goods across the continent, and the high rates will prevent any but the larger shippers from going into the business of supplying California and the Far West with the products of Eastern and foreign industry.

THE DISPUTE IN THE TEA TRADE.

Several meetings of importers and dealers have been held during the past week. The following conditions of sale have been put forward. From the internal squabbles among the dealers, and the number who have seceded from their body, the best course for the importers to pursue is to be firm in resisting the demands of the dealers.

CONDITIONS OF SALE.

1. The highest bidder to be the purchaser, and any dispute that may arise, to be settled by the selling broker.

2. Brokers must declare, in writing, their principals within two days after the purchase, or be held responsible, and those who may execute orders at this sale for parties not resident in London shall produce a known agent here, who shall undertake to complete the contract ; in failure of which, the broker so buying shall be held responsible ; and if any broker shall purchase for any person or persons under age, he shall be held responsible. In the case of teas sold for cash, the buying broker to be held responsible.

3. Every person who shall be declared the highest bidder shall pay to the selling broker the following deposit, viz. : £1 per chest, £4 per lot of half-chests, and £2 per lot of small boxes, on all descriptions, excepting Imperial and Gunpowder, and on them £1 deposit per chest and half-chest, and £4 per lot of small boxes, at the time of sale, if demanded, or on the Saturday following the day of sale, or on the delivery of the weight notes ; the remainder of the purchase-money of weighed teas to be paid on or before the nearest Friday occurring on or after the expiration of three calendar months from the date of contract, and of unweighed teas on or before the nearest Friday occurring on or after the expiration of three calendar months from completion of weighment of each parcel, as specified on the contract note. Missing and examined packages excepted. Interest at the rate of £5 per cent. per annum will be allowed on payment of the deposit, and on the remainder from the day of payment to the prompt day. Partial deliveries of unweighed teas preceding delivery of weight notes to be paid for by cash, less discount, at the rate of £5 per cent. per annum for three calendar months from such delivery.

4. The tea to be taken by the buyers at the Customs weight, and to be delivered in bond, with Customs tare. Draft as usual. The weight notes of weighed teas to be ready for delivery within seven working days from the date of sale, and of unweighed teas within fourteen days from completion of weighment, or the buyer to have the option of refusing to accept such lot or lots for which he cannot obtain the weight notes, upon giving a declaration to that effect to the selling broker at the expiration of the said respective periods. Missing packages, if not more than 5 per cent., are exempted from this condition, and are to be taken by the buyer at the original prompt and price if produced within a further fourteen days.

5. No allowance will be made on account of any damage, rubbish, false package, or unequal goodness, found or alleged to be found, after the goods have been taken from the warehouses.

6. All teas sold at this sale to be at the risk of the sellers until the prompt day, unless paid for previously; but only to the extent of market value. In the event of non-delivery by loss from fire, the contract for such portion to be void, and the deposit paid to be returned. Rent to commence from the prompt day.

7. Lot money to the selling broker as usual.

8. If any buyer shall fail to comply with the above conditions, the vendors shall be at liberty to re-sell the teas, either by public or private sale ; the deficiency, if any, with interest of money from the prompt day—warehouse rent, and all other charges and damages of every kind, to be chargeable to such defaulter, and be recoverable against him at law.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received at the Bank of England on the 17th inst. The amounts allotted were—To Calcutta, £193,000 ; to Bombay, £500,000 ; to Madras, £2,000. Tenders on Calcutta and Madras at 1s. 9 15-16d. will receive about 20 per cent., above in full, and on Bombay at 1s. 10d. about 94 per cent., above in full. There is a considerable falling off in the demand for remittances apparent in these figures.

A prospectus has been issued of the Trust, Loan, and Mercantile Agency of the Cape of Good Hope (Limited), with a capital of £500,000, in 100,000 shares of £5 each, to make advances by way of mortgage upon landed and other real estate in South Africa, and also to a limited extent upon the security of wool, thereby affording, it is mentioned, the same advantages derived from similar institutions in Australia, Canada, and elsewhere. The company will also act as agents upon commission. Debentures will be issued to the extent of the uncalled capital.

The balance-sheet of the Suez Canal Company is more satisfactory than has been generally believed. It shows that the present market price of the property is by no means excessive, according to the estimates of experts, or in consideration of the company's prospects in reference to the facts and figures placed before us. In round numbers, the works appear to have cost £19,000,000. From that sum, however, £6,000,000 has to be deducted, which was derived from other sources than the pockets of the shareholders ; it came chiefly in the way of indemnity for rash concessions by the Khedive that were subsequently retracted. But in withdrawing these first concessions of extensive riverain desert, the company was still permitted to retain considerable domains round such centres of its traffic as Port Said and Ismailia. The consequence is, as the *Economist* puts it, that it is in possession of a property at £6,000,000 below cost price, as well as of very considerable stretches of soil or sand which probably may advance materially in value. The receipts for 1873 —those for 1874 have not been issued—were £991,000. The expenditure amounted to £225,000. The cost of working is said to be no more than 23 per cent. From the net balance of £766,000 of profit must be deducted a sum of £469,000, appropriated to various preferential claims. But the upshot is that the company was earning in 1873 a dividend of 3¾ per cent. ; that it must certainly have been improving its position in the past year ; and that there can hardly fail to be a progressive advance, although there must necessarily be a variety of opinions as to the amount of it.

The Paris letter of the *Economist* says :—The rise in Suez Canal shares has perhaps not yet reached a limit, but the price they have now attained is out of proportion to any adequate profit they can yield for a long time hence, as up to 2,600,000 tons in the traffic, every increase of a hundred thousand tons will be followed by a decrease of 50 centimes per ton in the tolls. The shares touched 875 yesterday, but closed at 850, and in the general reaction lost 65 at 785 ; the Five per Cent. Bonds with lottery drawings are at 516¼, or 16¼ above par. A security of this company rarely heard of has been recently the object of some transactions ; these are the founders' shares, which have a right to 10 per cent. of the surplus profits, after payment of 5 per cent. to the ordinary shareholders, and the addition of 5 per cent. to the reserve. The value of these founders' parts was last year about 4,000f. ; they have been sold within the last few days at 22,000f., and are demanded at 20,000f.

The Eastern Telegraph Company (Limited) notify that an interim dividend of 2s. 6d. per share, free of income-tax will be paid on the 14th April in respect of profits to the 31st December, 1874.

The directors of the London and Glasgow Engineering and Iron Shipbuilding Company (Limited) announce the proposed payment of the second instalment of £2 per share of the dividend (16 per cent. per annum) declared for the year ending the 30th June, 1874.

The failure is announced of Messrs. Siordet and Co., general merchants, of 59, Mark-lane. The business is a very old one, having been established as far back as 1790, and, after various changes in the style of the firm, passed into the hands of the present partners in 1868. The firm was connected with Messrs. J. C. Thurn and Co., both in business and by marriage. The liabilities are about £250,000 to £300,000, of which the greater portion is in bills on foreign houses, which are expected to be met at maturity. The results of the liquidation, therefore, greatly depend upon this contingency, but the general impression is that it will be favourable.

Rumours of additional failures have been current, but in only one case were they confirmed ; and that is not one which will seriously compromise interests in this country. The bills of the

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General South American Company (Limited)—La Compania General Sud Americana—have been returned, and arrangements for liquidation will be made. This company has only been in existence about five years, and its transactions are supposed to have been chiefly with Peru, where a portion of its means appears to be locked up. It is not quoted in the Stock Exchange official list, but, according to the "Stock Exchange Year Book" it had a capital of £392,500 in fully paid shares of £100 each, and a reserve fund of £46,533. Its annual meetings to receive the accounts for the year ending with March were held in May, and the last dividend declared was at the rate of 18½ per cent. The liabilities are estimated at about £400,000, but nothing seems to be known as to the prospects of the liquidation.

Vice-Chancellor Malins has sanctioned the payment of a further dividend of 1s. in the pound to the creditors of the Joint National Agency (Limited).

At a meeting of the creditors of Messrs. James, Holroyd, and Co., woollen manufacturers, Leeds, the statement of account presented showed liabilities £56,433 9s. 6d., and assets £16,835 10s. 9d. The meeting arrived at no resolution.

We have received a volume—well bound and clearly printed—containing a series of tables compiled by Mr. W. K. Hughes, of Hong Kong. These tables show the net returns in sterling for the various descriptions of Manchester Goods shipped to Hong Kong and Shanghai by the Suez Canal. The correctness of the tables is guaranteed by the author, and they cannot fail to be of great service to those engaged in the trade to which they refer.

Purchases of Bar Silver for the East have, within the last day or two, made the market somewhat firmer, and the limited amounts offering have been placed at 57⅛d. per oz. The West India mail and French steamers have brought about £100,000 value of Mexican Dollars, but they have not yet been disposed of.

We understand that Mr. William Kaye, for many years manager of the Chartered Bank of India in Hong Kong, &c., has been appointed sub-manager in London of the Hong Kong and Shanghai Bank. We commend the directors for their wisdom in this appointment.

Sir Henry Peek, M.P., introduced to the President of the Local Government Board a deputation representing the wholesale and retail tea trade of London. Various alterations were suggested in the Sale of Food and Drugs Bill before the House, to some of which Mr. Sclater-Booth assented. In particular, he adopted a provision for having tea analysed in bond, and passed only under the sanction of the Commissioners, after which the vendors shall not be liable, if they can prove having sold the tea in the same condition as it passed the Custom-house.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns have been issued for the month of February, showing that there is still a falling off in the exports of British and Irish produce, the total for the month being valued at £17,467,256, against £18,228,803 in the corresponding month of 1874, or a decrease of 4¼ per cent. The imports for the same period represented a total value of £25,925,518, against £31,350,778 in 1874, being a decrease of 14 per cent. In the exports cotton yarn shows an increase of 5¼ per cent. in quantity, but the value has decreased 8½ per cent.; cotton piece goods increased in quantity about 2 per cent., but there is no material change in value; linen yarn decreased 17½ per cent. in quantity, and 18¾ per cent. in value; linen piece goods increased 19 per cent. in quantity, and 13¾ per cent. in value; woollen yarn decreased 15 per cent. in quantity, and 10¾ per cent. in value; woollen cloths increased 24 per cent. in quantity, and 25½ per cent. in value; worsted stuffs increased 5¾ per cent. in quantity, but only 1 per cent. in value; iron and steel increased two per cent. in quantity, but the value has decreased as much as 15¼ per cent.; and coal fuel, &c., decreased 9¼ per cent. in quantity, while the value has fallen 32 per cent. A principal cause of the falling off in the imports is again the diminished import of wheat, which shows a total value of £1,217,764 for the month, against £2,382,871 last year, or a decrease of 49 per cent., while the reduction in the quantity is 34 per cent. The other chief decrease is in raw cotton, which has fallen off 36 per cent. in quantity, and £2,152,000, or 39¼ per cent. in value, the decrease being chiefly in imports from the United States. The value of the imports for the first two months of the year has been £58,301,993, as against £62,624,560 in the like period of 1874, and £55,010,095 in 1873. The value of exports of British and Irish produce or the same period has been £34,456,016 as compared with £37,701,270 in 1874 and £40,632,153 in 1873.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 28th Feb. 1873.	1874.	1875.
China and Hong Kong	lbs.	505,300	1,040,500	1,034,000
Japan	„	937,200	326,400	774,000
Straits Settlements	„	100,400	141,700	221,600
Ceylon	„	16,900	29,500	30,500
		For the Two Months ended 28th Feb.		
China and Hong Kong	lbs.	1,115,830	2,454,300	2,202,100
Japan	„	1,220,810	1,229,600	2,060,500
Straits Settlements	„	222,010	303,400	351,700
Ceylon	„	55,800	43,900	54,200

COTTON MANUFACTURES.

To		For the Month ended 28th Feb. 1873.	1874.	1875.
China and Hong Kong	yds.	23,098,200	38,665,000	34,379,400
Japan	„	3,270,100	1,126,500	2,347,500
Philippine Islands	„	92,800	955,300	1,571,500
Java	„	3,319,650	911,300	4,358,700
Straits Settlements	„	3,343,500	7,370,600	6,388,900
Ceylon	„	2,510,300	5,056,300	1,550,500
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	56,212,600	87,398,840	66,118,300
Japan	„	4,644,500	6,766,900	7,567,500
Philippine Islands	„	335,100	1,379,240	4,032,200
Java	„	3,501,650	3,681,500	8,372,300
Straits Settlements	„	6,962,200	14,477,500	12,651,200
Ceylon	„	5,642,200	8,347,600	4,801,100

WORSTED STUFFS.

To		For the Month ended 28th Feb. 1873.	1874.	1875.
China and Hong Kong	yds.	887,290	759,350	1,149,000
Japan	„	216,790	35,020	593,500
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	2,457,050	1,808,590	2,328,300
Japan	„	338,160	152,170	1,372,100

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 28th Feb. 1873.	1874.	1875.
China and Hong Kong	yds.	98,540	61,490	123,200
Japan	„	10,850	9,500	100
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	315,300	147,330	259,100
Japan	„	40,980	9,500	5,900

LEAD TO CHINA AND HONG KONG.

For the month	tons	414	1,599	456
For the two months	„	523	2,102	1,182

ARTICLES OF IMPORT.

For the most part the Produce Markets have remained in the same inactive condition as reported for some time past. Coffee, perhaps, being the only important exception. The dispute in the Tea trade has again prevented business, and the small sales made show great irregularity in prices. Silk continues quiet, but there are signs of an improvement. Sugar has, towards the close, been in better demand, especially Manila and other brown sorts. The demand for Coffee has increased, and prices of Plantation are again higher. Rice is flat and rather cheaper. Sago is in little demand. Black Pepper continues to decline, but White is steadier. Cloves are again lower. Cassia is also cheaper. Other Spices neglected. The Cotton Market has been quiet, but prices are only slightly easier. Hemp shows no improvement. Cutch and Gambier are rather cheaper. Cocoanut Oil is unchanged. Tin is steady.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—The dispute between a large section of the trade and the importers as to conditions of sale has so much interfered with business that there has been scarcely anything of interest to advise. We regret to say that the matter is still unsettled, and consequently that transactions are still on a very limited scale, so much so as to preclude our usual remarks under separate kinds for transactions by private contracts. The few sales made, however, show no change in prices. Public sales have not been held on the usual days, but two special sales have been held, one on the 11th inst., comprising 4,236 packages, and one yesterday, comprising 5,217 packages, both of which passed without spirit in the absence of many large buyers. Congous and Scented Teas, however, were firmly maintained, but Green Teas sold irregularly. Ping Sueys at previous prices, but Moyune kinds in favour of buyers. The deliveries for the fortnight, as compared with last year, are as follows:—

	1875. lbs.	1874. lbs.
Home Consumption	4,001,300	3,030,153
Coastwise	1,374,117	1,244,909
Exports	938,057	1,250,006
Total delivered	6,313,474	5,525,068

SILK.

The market is quiet, although there is rather more inquiry within the last few days for common to medium Tsatlees, and some business has been doing in these, as also to some little extent in other classes of Chinas, prices generally showing no change from those current at the end of last month. Canton Silk is in fair demand at 12s. for No. 4 Tsatlee, and several parcels have been sold. Japans and Bengals continue neglected. Deliveries are fairly good, being from 1st to 17th instant:—China 1,860, Japan 327, Canton 265, Bengal 172, total, 2,624 bales.

Messrs. Arles, Dufour and Co.'s Lyons Circular states that after the large purchases of January transactions in raw and thrown Silk have been limited to immediate requirements, leading, however, to a fair business daily. Chinas have had again the larger share in the demand at firm quotations for most sorts, and a small advance on a few. Japans and Bengals, out of consumption for some time past, have only been disposed of at further sacrifices on the part of holders. Classical European Silks have been comparatively scarce, and have maintained their value. Medium and low sorts both plentiful, and driven out of consumption by Chinas remain difficult of sale, in spite of fresh concessions

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assented to. The future now depends upon the success of the spring season. At all events, the settlement of home politics and the better news received lately from New York ought to give a favourable impulse to consumption and business in general.

COFFEE.

The general position of the market has continued favourable, inspiring more confidence, and most descriptions have sold freely. The satisfactory result of the Dutch sale, good ordinary Java selling at about 53c., equal to 89s. per cwt., imparted additional firmness to the market, and prices further advanced. Plantation Ceylon of the new crop, which has maintained its excellence of quality, has been pressed forward, but the demand has been active, and prices have gradually advanced. The public sales of Plantation have consisted almost entirely of new crop, ex steamers Kingston and Oxfordshire. The demand for coloury has been active, and prices have gradually advanced, closing 2s. to 3s. higher; grey sorts have been dull until recently, when they have advanced 1s. to 2s. per cwt.; middling closes at 103s. 6d. to 106s. In native only small sales have been made at former rates. Closing prices are, Plantation, triage, 80s. to 93s., grey to coloury small 93s. to 99s. 6d., low middling grey kinds 100s. to 103s., middling coloury 103s. 6d. to 106s., good middling to fine middling 106s. 6d. to 110s. 6d., good to very fine bold 111s. to 118s., pea berry 120s. to 124s.; native ordinary 82s., good ordinary 83s. 6d. to 84s. Galle kind also 84s., fine ordinary 85s. 6d. The sales of other East India have been 250 bags Manila at 84s.; 100 bags Singapore, ordinary pale Bonthyne at 80s. to 80s. 6d.; and 60 bags Penang at 79s. 6d. per cwt.

The Dutch Trading Company's sale of 79,979 bags Java, &c., held on the 17th inst. in Rotterdam, went off with good spirit, prices commencing ½c. to ⅝c. above valuations, but afterwards advancing and closing fully 1c. above, and more for better qualities. Good ordinary Java sold at 52⅜c. to 53½c., against 53c. to 53¼c. at the February sales. The following is the result in detail :—

Lying in Rotterdam.

	Bags.	Valued at.—Cents.	Result.—Cents.
No. 1	3,903	56	56¼ to 57
5	7,076	52¼	52¾ to —
6	5,523	51½	52 to —
13	6,079	53½	55 to 55½

Lying in Amsterdam.

No. 1	4,756	52	52½ to 52¾
2	1,123	52	52¼ to —
8	2,663	52¾	53½ to 53¾
9	1,177	52¼	53¼ to 53½
10	2,435	52¼	53 to 53¼
13	1,363	52¾	54 to 54¼
15	1,965	53¼	55 to 55½
20	2,192	55	56¾ to —
31	4,692	51	52 to —

SUGAR.

During the last few days a general improvement has taken place in the market, refined goods have recovered the previous fall in value, and the trade have been induced to buy the raw article more freely, resulting in larger transactions, and checking the downward course of prices. The demand has been principally directed towards brown qualities, which therefore constitute the bulk of the business. Both clayed and unclayed Manila have sold freely, closing about 6d. dearer. *Penang :* Native has maintained the previous value of 15s. in baskets, at which several parcels have changed hands. *Manila :* After a rather long interval there has been a good demand, chiefly for refining purposes, resulting in sales of about 3,000 tons, and prices at the close are about 6d. above the recent lowest point. The sales have been about 111,000 bags, consisting of the cargo of 18,000 bags unclayed Tsal, just arrived per Lizzie Iredale, at 16s., 43,000 bags unclayed Ilo Ilo at 15s. 6d. to 16s., 27,000 bags good new ditto at 16s. 3d. to 16s. 6d., 10,000 bags fair to good clayed at 18s. to 19s., and 13,650 bags fine clayed at 19s. 6d. *Java :* Of a cargo of 1,562 baskets 9,014 bags, per Pride of the Ocean, consisting entirely of washed, a few lots brown sold at 18s. 6d. to 19s., the remainder good to fine grainy yellow and grey at 22s. to 23s. 6d., white at 23s. 6d. to 24s. per cwt. *China* and *Siam :* No sales.

CHINA GRASS.—At auction 510 bales (35 tons) were withdrawn.

COCOA-NUT OIL has been in only moderate demand at £43 15s. to £44 for fine Cochin, at £37 15s. to £38 for Ceylon in pipes, £38 in puncheons, and at £38 10s. for hogsheads.

CUTCH remains quiet, and no sales are reported. At auction 1,717 bags Pegue of old import were bought in at 26s.

CAMPHOR has been very quiet, and no transactions are reported.

COLOMBO ROOT.—Good quality is in request. Small sales of good but wormy have been effected at 22s. per cwt.

DRAGON'S-BLOOD has continued quiet; 3 cases quitted in public sale at £7 for fair bright lump.

ESSENTIAL OILS.—*Aniseed* firm, and about 20 cases sold at 9s. to 9s. 1½d. *Cassia* continues dull, and very plentiful; small sales at previous value. *Nutmeg* quiet and again easier; good sold at 7d. *Lemon Grass* quiet and offering freely; few sales at 2⅞d. and some large quantity at 2⅝d. *Cinnamon* scarce, and fine still wanted. *Citronelle* easier, and sales at 1⅞d.

GUMS.—*Benjamin* higher; and about 50 cases Sumatra realised £12 5s. to £12 15s. for fine seconds, £8 15s. to £10 fair to good seconds, 77s. 6d. to 80s. thirds, and 25s. to 32s. fourths. *Copal* has assumed a quiet tone, and of 400 packages at auction the bulk retired. *Damar* firmly held; of 70 cases the bulk sold at 64s. 6d. to 65s. for good white. *Gamboge* steady, and of 30 cases half sold; good pipe a little run at £12 7s. 6d., with pickings at £10 5s. to £10 12s. 6d.

GAMBIER.—There has been rather more demand, and about 250 tons just arrived have been sold at 24s. 3d. to 24s. 9d., ex quay, with small sales at 24s. 9d. to 25s. for whole bales. For arrival 50 tons, January sailing, have been sold at 24s. 6d., ex ship. At auction 440 bags blocky cubes were bought in at 37s.

GALLS.—The market shows a slight improvement; privately about 800 cases China have been sold, partly afloat, at about 50s. to 51s. 6d., unworked closing at the latter price. At auction 286 boxes good fair China sold rather dearer at 52s. 6d. to 53s. 6d. per cwt.

GUTTA-PERCHA.—Very dull.

HEMP.—Only a limited demand has prevailed for Manila, and sales have been light. At the fortnightly public sales the bulk was bought in, a small part selling at and since at former rates. Of 2,724 bales about 550 bales sold, brown at £29 to £29 10s., chiefly mixed quality below fair at £31 10s., good fair current at £32 15s., a few bales £33 15s., good Zebu sea-damaged at £32 10s. to £32 15s., the remainder bought in at £30 to £34, Quilot at £48 per ton.

ISINGLASS.—A good demand prevailed for most descriptions at the auctions on the 16th inst., and the bulk was sold; Penang leaf rather lower, ditto tongue about 6d. dearer; 59 cases 12 bags Penang sold, good to fine pale leaf at 4s. 8d. to 5s., thick 4s. 6d., low and ordinary at 2s. 6d. to 3s. 7d., good to fine tongue at 4s. 4d. to 4s. 10d., middling 4s. to 4s. 1d., low and ordinary at 3s. to 3s. 8d., good cake at 1s. 5d., mixed ditto at 7d. to 9d. Of 33 bales 5 bags Saigon 5 packages sold, good leaf at 4s. 10d., middling at 3s. 9d., tongue 2s. 3d., cake 1s.

INDIA-RUBBER.—Market quiet, but steady.

JAPAN WAX has been steady, and at the close exhibits an improving tendency. At auction 836 cases (just arrived) chiefly sold at dearer prices, middling yellow squares at 50s., fair pale to good bold white do. 51s. to 52s. 6d., chiefly good small saucer (550 cases) at 52s. 6d. to 53s. per cwt.

MUSK.—The sales have embraced 62 tins Tonquin, half sold; fair selected pods at 35s. to 35s. 6d., rough and bally middling to fair at 13s. to 16s., 17 tins Cabardine three-fourths sold at 12s. to 13s., 4 tins grain 2 sold at 50s. per oz. for good but rather damp.

PEPPER.—*Black* has continued very dull, and is lower with restricted trade; in Singapore at 5⅞d. down to 5⅝d.; Penang at 5½d. down to 4⅞d. and 4¾d., short prompt; and of 5,300 bags in public sale only a small proportion sold, Singapore at 5⅝d., Penang at 4¾d., closing with sellers. Afloat 150 tons sold, Singapore at 5¼d. to 5¼d., Penang at 5d. to 4¾d. and sellers. *White* has been more inquired for, and some 700 bags have changed hands, chiefly Singapore at 7d. per lb., but more recently at 7¼d. to 7 5-16d.; and, at auction, of 200 bags one-fourth sold at 7⅜d., and Penang at 7d. per lb.

PLUMBAGO.—At auction of 396 barrels Ceylon one-half sold at former rates, middling to good small lump 15s. to 17s. 6d., fine chips at 11s., and common to fair dust at 7s. to 8s. 6d. per cwt.

RATTANS.—Good are scarce and in request, common plentiful and dull. At auction of 14,404 bundles offered 12,000 bundles Singapore sold at 3s. 1d., first class damaged 1s. to 3s. per 100 canes; 11,122 bundles (37 tons) from Rangoon, &c., were also offered and sold at £9 5s. to £18 5s., including damaged, but chiefly sound Java at £10 2s. 6d. per ton.

RHUBARB.—Of 97 cases China at auction three-fourths sold, bold bright mostly pinky fracture at 2s. 7d., medium ditto 2s. 1d. to 2s. 2d.; rough and horny 1s. 4d. to 1s. 7d., common 9d., being for most a slight advance.

RICE.—The market has been very quiet throughout, especially on the spot, in which position only a small business has been done at easy rates. New Burmah cargoes have been slow of sale at barely previous rates. On the spot new white Bengal, F.S.R., has been sold at 12s. 4½d. old at 10s. 7½d., ordinary old Askoolie at 9s., Madras at 9s. 3d. to 9s. 4½d., Necransie at 9s., and Rangoon at 8s. 3d. to 9s. 3d.

SAPANWOOD continues firm and scarce, at auction 15 tons Ceylon sold at £13, damaged £10 10s. to £12 15s., and 10 tons Manila damaged at £11 to £12 7s. 6d.; also 12 tons slightly damaged Java of indirect import at £11 7s. 6d. per ton.

SHELLS.—Macassar Mother o'Pearl scarce and wanted; last price £16 2s. 6d. to £16 5s.; Manila firmly held, and sales in retail at £12 for medium and bold fair in sorts. Next sales fixed for 23rd instant.

STAR ANNISEEDS are quiet, but firm at the last quoted value.

SOY is in short supply and good request; no business reported.

SPICES.—*Cassia Lignea :* Of 2,602 cases unworked offered, 2,000 cases fair sold at cheaper rates, the bulk at 55s., a few lots at 56s. *Buds :* 34 boxes China of recent import were sold at £6. 20 cases Japan *Bark* bought in at 26s. *Cinnamon :* 33 bales Ceylon bought in at 2s. 4d. to 3s. 2d. Of 17 boxes China 10 boxes sold at 11d. *Chips :* Of 320 bags Ceylon 190 bags sold, coarse bark at 2⅝d., middling to fair chips at 4¼d. to 5¼d. *Cloves :* In auction, of 46 cases Penang about 16 cases sold at a decline of 3d., at 1s. 9d., one lot 1s. 8d. *Nutmegs :* 31 cases 5 boxes Penang were mostly disposed of at steady prices, average 62 nuts to the lb. at 4s. 2d., 71's and 78's at 3s. 8d., 78's at 3s. 5d. to 3s. 6d., 92's at 3s., 112's at 2s. 10d. *Mace :* Of 22 cases 8 boxes Penang 12 packages sold at cheaper rates, pickings at 1s. 8d., ordinary to good ordinary red at 2s. 4d. to 2s. 7d., middling red 2s. 8d. to 2s. 9d., 2 casks Java bought in at 2s. 4d. per lb.

SAGO.—The market remains flat, and in auction of 631 bags small pearl only a few sold at 17s. *Flour :* Of 2,731 bags Singapore offered by auction 1,450 bags sold rather cheaper, good at 13s. 9d. to 14s., chiefly ordinary at 13s. 3d., with first-class damaged and discolored at 12s. Privately 350 bags good have been sold at 13s. 9d. to 14s.

TAPIOCA.—1,182 bags Singapore and Penang were chiefly sold at steady rates, fine white bold and medium at 2½d., one lot 2⅝d., small at 2⅛d., old small white at 1⅞d. to 2d. Privately 200 bags bold have been sold at 2½d. *Pearl :* 85 bags chiefly sold, medium at 20s. 6d. to 21s., large medium at 20s.

TOBACCO.—In auction 528 bales China leaf sold at 3d. to 7¼d., 373 bales ditto damaged 2⅞d. to 6½d., 141 bales Japan 5d. to 7½d., 144 bales ditto damaged 4½d. to 5d.; 10 bales Sumatra at 2s. 8d. to 3s. 10d., 1 bale Java at 4d., and 20 bales repacked damaged ditto at 1¼d. to 2d. Of Cigars 1 case Japanese realised 1s. 7d., 3 cases Manila Cheroots, 2 heated at 4s. and 4s. 3d., 1 sea damaged at 3s. 9d., 2 cases repacked at 4s. 9d. and 5s. 3d.; 1 case Cigarettes 15s. per 100 bundles.

TIN.—There is still a fair amount of business doing both on the spot and afloat, and prices are well maintained. The current quotations are :—Straits on the spot £87 to £87 £10s., afloat £87; Banca £94, Billiton £87 10s. per ton.

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ARTICLES OF EXPORT.

MANCHESTER GOODS.

There has been no noticeable change in the aspect of this Market. The small business in Cotton leads buyers to operate cautiously, and a quiet tone has generally prevailed. On the other hand producers will make no reductions in their prices. The lower qualities of Shirtings have commanded most attention, and prices continue firm. A good enquiry has existed for common 8¼ lb., and full prices have been paid. In other descriptions the demand has been slack, without change in values.

QUOTATIONS FOR CHINA GOODS.

	lbs.	Count.	Price.	Price this time last year.
Grey Shirtings ... ... 39 in....	7	14×13	6/6	7/3
Do. ... ... ,, ...	7	14×13	8/0	8/1½
Do. ... ... ,, ...	8 4	16×15	7/10½	8/9
Do. ... ... ,, ...	8 4	16×15	9/6	9/7½
Do. ... ... ,, ...	9	19×19	11/6	11/6
Do. ... ... ,, ...	10	19×19	12/6	12/6
T-Cloths ... ... 32 in....	6	14×14	5/1½	5/3
Do. ... ... ,, ...	6	15×15	5/6	5/7½
Do. ... ... ,, ...	7	15×15	5/10½	5/10½
Do. ... ... ,, ...	7	16×16	6/3	6/4½
Mexican... ... ... ,, ...	7	18×18	6/4½	6/9
Do. ... ... ,, ...	7	18×18	7/6	7/7½
Do. ... ... 36 in...	8	18×18	7/6	7/9
Do. ... ... ,, ...	8	18×18	8/7½	8/7½
Spots ... ... White...	—	—	10/9	10/7½
Brocades ... ... ,, ...	—	—	10/3	10/10½
Drills ... ... 30 in....	15	—	3½d.	3¾d.
Do. ... ... ,, ...	15	—	3¾d.	3¾d.
Jeans ... ... ,, ...	8	—	8/4½	8/9
Do.	8	—	9/0	9/0

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 9	Kenilworth	Mitchinson	Maulmain	Amsterdam
10	Hopewell	Parsons	Hong Kong	New York
11	Luisa	Ansaldo	Rangoon	Queenstown
10	Eole	Aquesse	Banjoewangie	Helvoet
	Auguste Reimers	Reimers	Amoy	New York
	Fearless	Smith	Ilo Ilo	Do.
	New Republic	Reynolds	Yokohama	Do.
11	Irene	Behrens	Hong Kong	Cuxhaven
14	Lavagna	Narzona	Bassein	London
	Banian	Alleyne	Singapore	Boston
16	Atalanta (s.)	Pedersen	Manila for London	Falmouth
	India	Fontel	Samarang	Queenstown
12	Wyk aan Zee	de Looper	Batavia	Texel
	Joseph Hadyn	Kruse	Manila	San Francisco
1	Sansome	Capponi	Singapore	Baltimore
17	Venadis	Carlsten	Batavia & Passaroang	Liverpool
5	Templar	Haskell	Probolingo	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar 11	Russia (s.)	Girard	Peng., Sing., China &c	London
9	County of Ayr	M'Fie	Batavia	Glasgow
11	Clara	W Hrun	Manila	Cardiff
11	Amadin	—	Hong Kong	Swansea
11	Doris Eckhoff	Hans	Batavia	Liverpool
12	Conlor	Egge	Algoa Bay and Java	London
13	Kastigar	Russell	Hiogo	Do.
8	Kristinestad	—	Batavia	Shields
12	Antenor (s.)	Crompton	Singapore, China, &c	Liverpool
12	Bertie	Lecoutier	Singapore	Do.
	Flying Cloud	Williams	Chefoo	Cardiff
	Dovercourt	—	Singapore	Swansea
11	Marie Heydon II	Mahlman	River Amoor	Hamburg
15	Antipodes	Wyerth	Singapore	Glasgow
15	Craigforth (s.)	Reynolds	Penang & China, S.C.	London
11	Otto	Jachtmann	Nicolajefsk	Cuxhaven
12	Venezuela	Kroncke	Wladiwostock	Do.
	Gesiena	Mulder	Singapore	Monte Video
15	Conrad (s.)	Ridder	Batavia	Southampton
12	Rozella Smith	McCulloch	Sourabaya	Texel
13	Petronella	Langholz	Batavia	Brouwershaven
22	Edward James	Wagener	Hong Kong	Portland Oregon
17	Tordenskjold	Sorensen	Batavia	Liverpool
5	Benefactor	Hayden	Shanghai	New York
5	John Worsted	Winn	Batavia	Do.
Feb. 28	Corea	Dow	Shanghai	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenlyon, Lord of the Isles. For Singapore, Hong Kong, Yokohama and Hiogo: Oxfordshire. For Penang, Singapore, Hong Kong, and Shanghai: Tartar. For Penang, Singapore, Hong Kong, Shanghai, and Hankow: Tchihatchoff. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Duke of Buccleuch.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle Flying Spur. For Nagasaki: Sophie. For Hong Kong: Melbrek Lucia. For Shanghai: Elmstone. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Ceres, Annie E. Elliot. For Singapore: Kate Carnie, Atma. For Singapore and Penang, Bristow. For Penang: Hope. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Agamemnon (str.), Achilles (str.). Menelaus (str.), Ajax (str.). For Shanghai: John Parker. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: David Babcock. For Manila: Trinidad. For Singaore and Manila: Yrurac Bat (str.). For Anjer: Evening Star.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Ilo Ilo: Janet Ferguson. For Singapore, Birdston.

SPOKEN.

FLEETWING, Manila to New York, Nov. 28, in the Straits of Sunda.
P.Q.R.V. (Dut. barq.), Macas. to Rotdam., Mar. 15, 50 miles W. of Scilly.

FREIGHTS AND CHARTERS.

Freights to the East are still quoted at low rates, and there is but little doing. Coal rates have a downward tendency. Homeward business is quiet.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s meast. To Hiogo: 60s. weight or meast. To Nagasaki: 75s. weight 70s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hankow: 50s. weight, 55s. meast. To Hong Kong: 35s. to 40s. weight 30s. meast. To Singapore: 35s. to 40s. weight, 30s. meast. To Penang: 35s. to 40s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 33s. To Singapore: 25s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 25s.

From Birkenhead, per ton.—To Singapore: 19s. To Batavia and Sourabaya: 22s.

LAUNCHES, &c.

THE S.S. "PYAH PEKHET" (CAPTAIN BOWERS).—A commission from the Board of Trade—consisting of Mr. Traill, chief surveyor of the Board of Trade, London; Captain Sandeman, Liverpool; Mr. Murray, chief surveyor, Glasgow; Captain Sconce, of the Government Emigration Department, London; Mr. Taylor, surveyor, Liverpool; and Mr. Cumberland, barrister, London—have opened an inquiry into all the circumstances attending the stoppage of the steamer *Pyah-Pekhet*, and the subsequent proceedings connected with the sailing for Penang, and putting back to Greenock in a crippled state. The steamer has been taken into the dock basin attached to the yard of her builders, Messrs. Caird and Co.

THE steamer Glenearn, for Singapore and China, takes out about 42 tons copper coinage, not 21 as stated in our last.

THE SUEZ CANAL TRAFFIC.

Messrs. Bazin and Co.'s Return of the Suez Canal traffic for December, 1874, also contains a summary of the year's traffic, giving the number of ships and the tonnage, under the various nationalities, for each month of the year. We append the totals for the year:—

Nationalities.	Number of Ships	Tonnage. Mercantile.	Tonnage. Government.
Austrian	61	56,376	930
British	898	1,149,302	60,310
Dutch	53	73,515	1,048
Egyptian	8	3,168	1,415
French	87	125,868	32,015
German	31	25,479	1,971
Italian	52	43,337	2,340
Norwegian	8	9,078	—
Portuguese	3	880	856
Russian	7	5,964	2,535
Spanish	27	34,750	1,115
Turkish	16	6,153	2,402
Various Flags	13	7,881	—
	1,264	1,542,251	106,937
		106,937	
Grand total		1,649,188	

Of the 1,264 ships in the above table eighty-one were Government ships. The increase in the number of ships as compared with the previous year is ninety-one; increase of tonnage, 239,229, of which 233,289 come under the head of mercantile, and 5,940 under Government and yachts. The increase in British shipping is eighty-six, with an increased tonnage—mercantile, 202,595; Government, 4,649. The increases in other nationalities are—Dutch, 16; Egyptian, 1; French, 4; German, 3; Norwegian, 3; Portuguese, 1; Spanish, 10. The decreases are—Austrian, 9; Italian, 6; Russian, 2; Turkish, 10; various flags, 6. The thirteen vessels under the head of "Various Flags" comprised—Greek, 5; Swedish, 5; Belgian, 1; Danish, 1; Japanese, 1. The following shows how much the British traffic by the Canal exceeds that of all the other nationalities put together:—

	Ships.	Tonnage. Mercantile.	Tonnage. Government.
British	898	1,149,302	60,310
Other nationalities ...	366	392,949	46,627
	532	756,353	13,683

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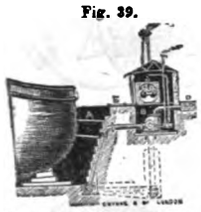
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

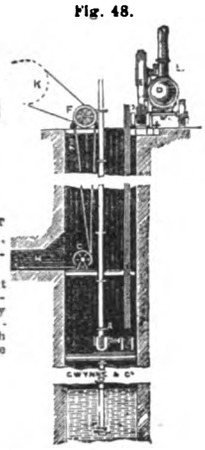
Fig. 39.



GWYNNE & CO.'S PATENT PUMPING MACHINARY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

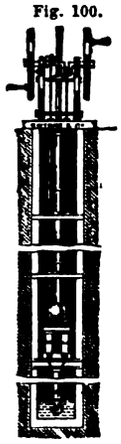
Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



GWYNNE & Co.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

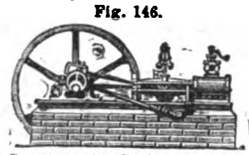
For Hand-power, or ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & Co.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

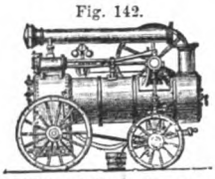
From 4 to 100-horse power

Fig. 154.

GWYNNE & Co. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

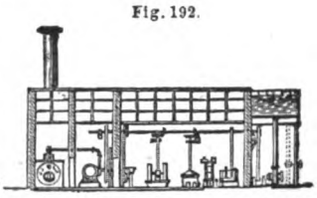


GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power

Fig. 192.



GWYNNE & Co.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

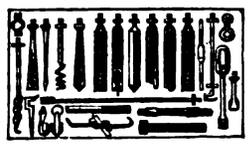
Fig. 193.

GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

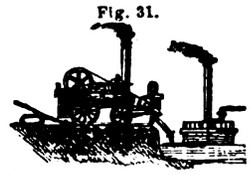


GWYNNE & Co.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

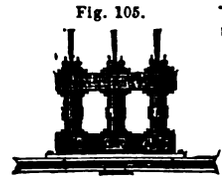
Fig. 31.



GWYNNE & Co.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

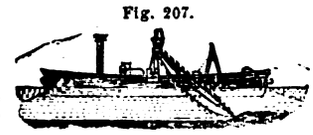
Fig. 105.



GWYNNE & Co.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'S IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

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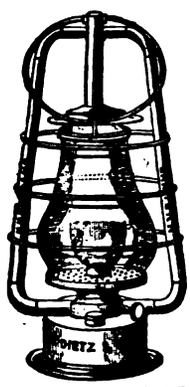

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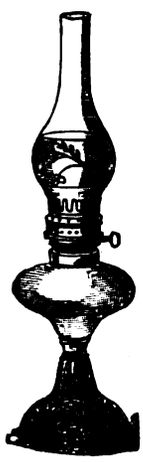

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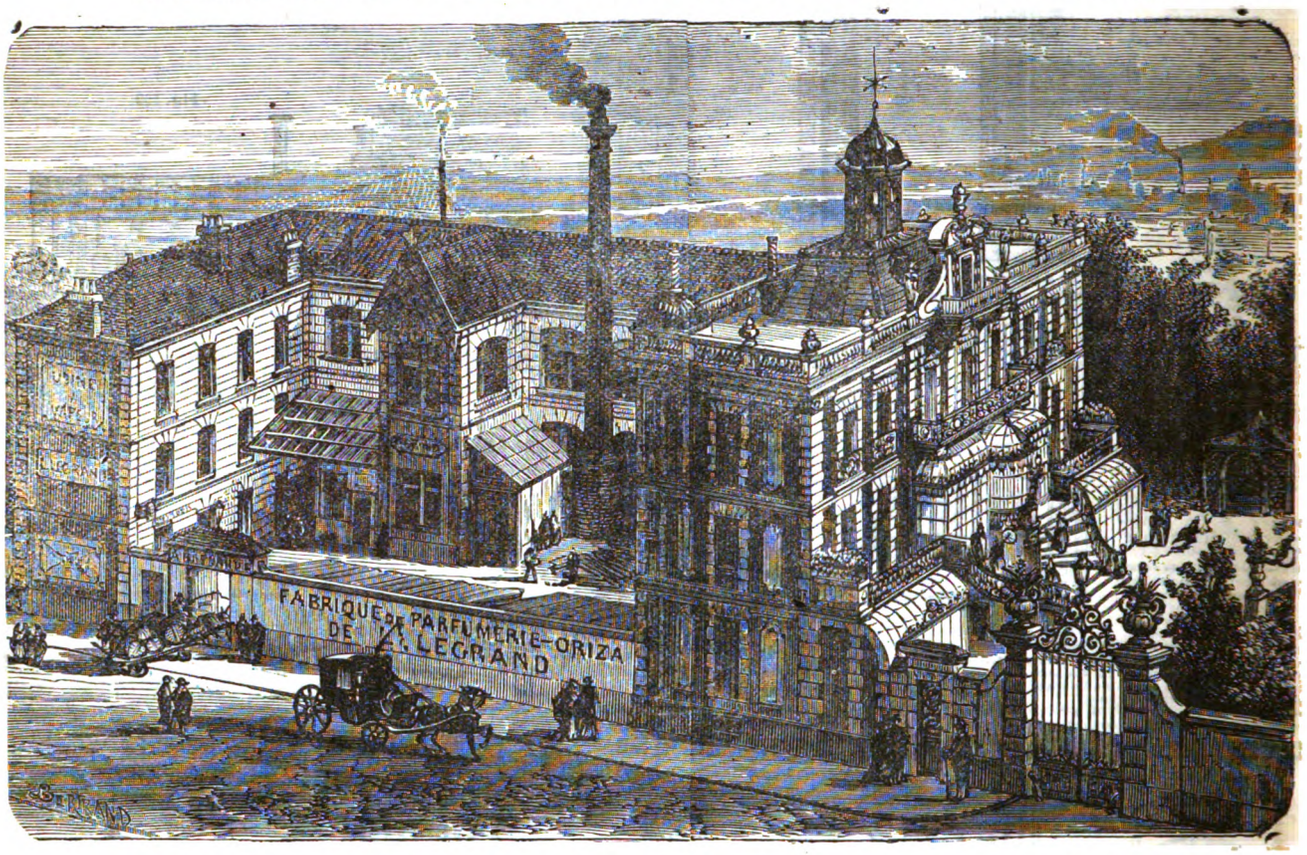

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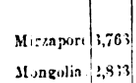
Mirzapore	3,763	600	April 1	Mediterranean, Aden, Bombay.
Mongolia	2,873	530	April 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan and Australia.
Geelong .	1,834	250	April 15	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr ...	Mar. 28	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah ...	Apr. 11		
Tigre ...	Apr. 25		
Ava ...	May 9		
Hoogly ...	May 23		

The Steamers of the 11th April and 9th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 28th March, 25th April, and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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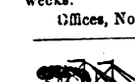
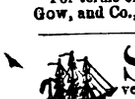


GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	April 10
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H. K., & Shanghai	Lord of the Isles, s.s. ...	100 A1	1846	S.W.I.	April 10
Do.	Galley of Lorne, ss	100 A1	1390	S.W.I.	To follow
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent steamer TARTAR, 100 A1 at Lloyd's 2,355 tons gross register, will load in the Victoria Docks, and sail March 25. Has splendid accommodation for passengers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; or 51, Pall-mall, S.W.; and 109, Leadenhall-street, E.C., London.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr	E.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Penang	Hope	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port	Ship.	Class.	Dock.	To sail.
Peng., Sing., H.K. Shang. & Hankow.	Tchihatchoff, s.s.	B in A1	S.W.I.D.	March 23
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko & Higo.	Coulmakyle ...	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

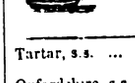
Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 30th March. The favourite full-powered Screw Steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,224 nett, 200 h.p. nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 135, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR YOKOHAMA and HIOGO, the clipper ship PUNJAUB, AA1, 883 tons register, F. H. RENAUT, Commander; loading in the East India Docks.

KNEVITT and Co., 3, Sun-court, Cornhill.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Tartar, s.s.	2,355	Gellatly, Hankey, Sewell, & Co. ...	March 24
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	March 30
Bristow	574	Wright Bros. & Co.	March 31
Glenlyon, s.s. ...	2,118	M'Gregor, Gow & Co.	April —

LIVERPOOL.

Agamemnon, s.s. ...	1,550	Alfred Holt ...	Mar. 25
Achilles, s.s. ...	1,550	„ „ ...	Apr. 8

GLASGOW.

Glengyle, s.s. ...	1,614	A. C. Gow & Co.	Mar. 22

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

WANTED, by a GENTLEMAN, thirty years of age, an Appointment or Engagement at a port in the East. Has had two years' experience at Singapore, and five years' at Manila, in a large mercantile house, and speaks both Spanish and Malay. Could undertake a steamer's agency. Highest testimonials from former employers.

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WANTED immediately, to accompany a Lady to Hong Kong, a CHINESE FEMALE SERVANT, with good references.

Apply to Mr. RANDLE, Bookseller, Southampton.

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YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND O MOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR IND'A AND HOME USE.

TABLE GLASS OF ALL KINDS.

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LONDON—Show Rooms, 45, Oxford-street, W.
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ORIENTAL BANK CORPORATION.

—The Court of Directors do hereby give notice that the ANNUAL GENERAL MEETING of Shareholders will be held at the OFFICE of the Corporation, in Threadneedle-street, in the City of London, on THURSDAY, the 22nd day of April next, at One o'clock p.m. precisely.

CHARLES J. F. STUART, Chief Manager.

London, 22nd March, 1875.

N.B. The Transfer Books will be closed from the 17th to the 30th day of April inclusive.

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the establishment.

12, RUE CASTIGLIONE, 12.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hankow	
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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 22, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 604.] LONDON, TUESDAY, MARCH 30, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 29.
JAPAN—Yokohama	Dec. 18	Feb. 6	Feb. 9
Yedo			
Osaka and Hiogo	—	—	„ 5
Hakodadi			
Nagasaki	—	—	„ 5
CHINA—Peking	—	—	Jan. 31
Tien-tsin	—	—	Feb. 2
Chefoo	—	—	„ 7
New-chwang			
Hankow	—	—	„ 5
Kiu-kiang	—	—	„ 5
Chin-kiang			
Shanghai	„ 25	„ 9	„ 12
Ningpo	—	—	„ 10
Foochow	„ 18	„ 3	„ 14
Formosa			„ 8
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	Jan. 8	„ 17	„ 18
Canton	—	—	„ 16
Macao	—	—	„ 17
PHILIPPINES—			
Manila	Dec. 18	Jan. 29	„ 8
COCHIN-CHINA			
Saigon	—	—	„ 19
SIAM — Bangkok	—	—	„ 14
BORNEO —			
Labuan	—	—	„ 17
Sarawak	—	—	„ 21
JAVA — Batavia	Jan. 8	Feb. 12	„ 19
Samarang	—	—	„ 14
Sourabaya	—	—	„ 14
MALACCA STRAITS—			
Singapore	„ 22	„ 21	„ 25
Penang	„ 22	„ 19	„ 27
CEYLON—			
Galle	Feb. 5	„ 25	Mar. 6
Colombo	„ 5	„ 27	„ 4

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, yesterday, its due date. The next inward (French) mail, with advices Yokohama 16th, Shanghai 19th, Hong Kong 25th Feb. Singapore 4th March, which is due, *via* Marseilles, on Monday next, the 5th proximo, left Suez on the 23rd inst., three days early, and will probably be delivered on Saturday.

The telegraph cable between Amoy and Shanghai has been repaired, and all sections of the China lines are in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nisam*, arrived March 25.—From Singapore: Mr. and Mrs. and Miss Parsons, Mr. Gulikoff. From Shanghai: Lt. Col. Brown. To Venice.—From Singapore: Mr. and Mrs. Gibbon, Mrs. Raconley, Miss Gulikoff, Mr. and Mrs. Holberton. From Penang: Mr. Wilson. To Suez, per P. and O. steamer *Venetia*, arrived March 26.—From Shanghai: Mr. Bottomley. For Brindisi.—From Hong Kong, via Bombay: Mr. C. H Priestley. From Shanghai: Mr. J. J. Lewis.

To Southampton, per P. and O. steamer *Bokhara*, expected to arrive April 5.—From Yokohama: Mr. Maclean. From Shanghai: Mrs. Doinoney and child, Mrs. Baschlin and child. From Hong Kong: Lt. Foster, R.N., Lt. J. Swan, R.N., Lt. W. H. Daniell, R.N., Dr. Colahan, Mr. R. Brown, Mr. G. R. Brown, Mr. Woolward, Mr. Gingel, Mr. and Mrs. Dawson, two children and servant. From Singapore: Mr. and Mrs. Tait and child, Captain Thurston, Mrs. Gregory.

Per steamer *Sarpedon* (Ho!t's line), arrived in London March 27.—From Shanghai: Mr. McIntyre and attendant, Mr. E. Schroder to Port Said. From Hong Kong: The Rev. Mr. and Mrs. John Preston and son, Miss A. M. Powell.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, March 28.—To Yokohama: Mr. F. S. Jacobs, Mr. Geo. S. Aspinall, Mr. Manceot, Mr. J. A. Kalis, Mr. S. Marcus. To Shanghai: Mr. George Dowdall, Mr. Petroff, Mr. Geo. Lewis, Mr. G. W. Coutts, Mr. and Mrs. Vickers, Mr. Hyde, Mr. J. M. Young, Mr. J. Brand. To Hong Kong: Mr. Fairhurst, Mr. Sydney Deacon, Mr. Tennant, Mr. A. C. Stevens, Mr. Vickers. To Batavia: Mr. R. Van Larrick, Mr. Van Oven, Mr. Lucassin, Mr. and Mrs. J. W. Ketzen, Mr. and Mrs. Köke. To Saigon: Mr. Guirand, three Sisters of Mercy. To Singapore: Sir Arthur and Lady Gordon, two children, and servants, Miss Gordon, Dr. Mayo, Mr. Eyre, Dr. and Mrs. McGregor, Mr. and Mrs. Harris, Mr. Rice, Mr. Knight, Mr. Turner, Mr. Gordon Cumming, Mr. Eyre.

Per French steamer *Djemnah*, April 11.—To Shanghai: Mr. Ronstan, Mr. E. G. Skeggs, Mr. L. Gouilland, Mr. Johnson, Mr. Delaplace, and seven second-class passengers. To Hong Kong: Mr. Grobien, Mr. and Mrs. D. A. Darling. To Singapore: Sir William and Lady Jervois and daughters, and private secretary, Capt. and Mrs. Paton and child, Sir W. and Lady Hackett, Mr. Isaac Henderson, Mr. Dunlop, Mr. Van der Van Bosel, and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew, Mr. L. Ankersmith, Mr. E. J. Tolson. To Galle: Mr. and Mrs. Shultzo and child.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig, Mr. J. Schlette.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Singapore: Mr. E. Young, Mr. A. Clarke. To Galle: Rev. and Mrs. McLean, Mr. G. T. Nicholls, Mr. R. Miller. To Ceylon: Mr. E. Johnstone.

Per P. and O. steamer *Malta*, from Venice, April 2.—To Hong Kong: Mr. G. Oliver, Mr. A. L. Turner.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Shanghai: Mr. W. Russell. To Hong Kong: Mrs. Green. To Singapore: Mr. and Mrs. J. Brennand. To Ceylon: Mr. and Mrs. A. Ross, Mr. J. Tayler, Lieut. C. V. B. Kuper.

Summary of News from the Far East.

JAPAN.

The *Nagasaki Express* reports a heavy gale on the night of the 4th Feb. During the whole week the weather was wet and chilly, and snow showers fell frequently, the wind increased to almost a gale, and steam was got up on board the steamers in harbour. More cable and extra anchors were let go from the sailing vessels, yet they dragged their anchors a considerable distance. The same paper apprehends that small-pox, which has been very prevalent in Yedo, is extending westwards.

The *Hiogo News* mentions a heavy gale at Osaka, which did some damage. It is feared that, as is usually the case with these westerly gales, a good deal of damage was done to native craft and some lives lost. One big junk was seen to founder. The s.s. *Shooeyleen* dragged her anchors, and her commander had to slip both chains to keep her from driving on to shallows. The s.s. *Kathleen*, having been given a foul berth by another steamer, had to slip a chain also, and it was only by dint of great exertions on the part of her officers and crew that they managed to get the other anchor up. Both the *Kathleen* and the *Shooeyleen* put to sea and made the best of their way to Kobe harbour.—Our readers will not have forgotten the pig and rabbit mania which prevailed some time ago in Japan. The latest rage is reported from Niigata to be one for breeding a kind of gold fish called "Koi," whereof the body is white and the head only a light red. A fish one foot long will fetch thirty-five yen. The reason for this extraordinary fancy is that the rumour has been started that gold can be extracted from the scales—and some people have turned their fields into fish ponds and hope to get as much as ten thousand yen from this source.

The same paper records a painful incident in the death of Mr. A. von Knoblock, Acting Consul for North Germany. Shortly after one o'clock the clerk of the Court, having occasion to go to the office of the deceased, found him stretched out on a sofa, his head leaning over the side, and a pistol with one barrel discharged lying in a pool of blood by the side of the couch. Dr. Thornicraft was quickly in attendance, but death must have been almost instantaneous, as the bullet passed through the head of the unfortunate gentleman, entering above the right ear. During his short residence in Kobe, says the *News*, deceased had not only earned the respect of his own countrymen, but also of all with whom he was brought into contact, and his untimely end has deprived his country of an energetic and painstaking public servant. Mr. Kempermann, of the German Legation, arrived the next morning from Tokio, and has assumed charge of the Consulate, pending the arrival from Europe of Dr. Focke.

SHANGHAI.

The present mail brings advices from this port to the 12th February; the P. and O. mail from London Dec. 25 was received on the 9th February. The following summary of news is from the *North China Herald*:—

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The mourning observances on account of the Emperor's death have caused the New Year holidays to pass very quietly. The usual noises of crackers and gongs have been remarkably absent; and far less than the usual number of Chinese have been careering on the round of visits that usually entail double labour on chair-bearers and 'ricksha and wheelbarrow men while their masters take holiday. The men, however, do not probably much object, for they take the privilege of charging considerably higher fares during the five days the festivities are supposed to endure. The official regulations regarding mourning for the late Emperor are giving opportunity to sharpers. A Chinaman dressed in a silk coat was stopped two days ago by a pseudo-runner, who asked him whether he did not know the order against gorgeous clothing, and pretended to arrest him for contravening it. The Chinaman gave up his coat to escape the threatened difficulty. In another similar case, however, the would-be thief caught a Tartar. A well-dressed man, who was similarly accosted, regretted that he had no money to give as a fine, but invited the swindler to accompany him to a pawnshop, where he would raise some. The latter consented, and the two went together. The money was raised, and handed to the rascal, who thought he had made his *coup;* but the other then at once arrested him and gave him in charge for taking money under false pretences.

The Municipal Council minutes cover a great deal of ground, and will be read with interest by owners of property in the Settlement. We are glad to see the Council are following up the matter of widening roads. As we do not hold with Mr. Hart's reported view that the trade of Shanghai will have migrated to Chinkiang in five years, we hold that few Municipal matters are more important than provision for the growing traffic. The report by the Works' Committee, records several steps in this direction. So long as the required land is ceded, the public will leave the form of document in which the cession shall be recorded to the discretion of the Council and their legal adviser. In other words, it was hardly necessary to publish the proposed "form" in these minutes.—The Taoutai has conceived a fear that the people near Sinza, having never been accustomed to bad smells from slaughter-houses, may object to having one built in their neighbourhood. The people near Pah-sen-djaw (near the Ningpo Joss-House) on the other hand are believed to like them, and H.E. thinks that a site had better be retained. Mr. Seward has undertaken to calm his Excellency's paternal fears.—We are sorry to see that a difficulty exists in the way of lowering the Hongkew Creek bridge; the Chinese having objected that it will interfere with boat traffic. It remains to be seen whether the protest is well founded.

We are glad to learn that a project for establishing water works is rapidly assuming shape, and that there is a likelihood of the scheme being brought before the public in about a month. The idea is to bring water from the neighbourhood of Loonghwa; the cost will be great, but the lowest estimates of consumption show every prospect of a profitable return; it is believed the Chinese can be persuaded to take shares to a considerable amount in the undertaking.

The arguments of counsel in the case "C. E. Hill *v.* Estate of Yang Taikee" have been submitted to the Court in English and Chinese, as directed, and are now under consideration. The date for the delivery of judgment is not yet fixed.

The investigation of the circumstances attending the assault by Chinese on Mr. C. E. Hill, on the 3rd, is being pursued by the proper authorities. Three of the assailants have been already taken to the United States Consulate, but in the absence of the others, who were left in custody of the *Tepao* at Kungwang, and were to have been brought to Hongkew at an early hour, a remand was necessary.

HONG KONG.

Our advices by the present mail extend to the 18th February; the P. and O. mail from London, Dec. 25, was received on the 4th February, the following French mail of Jan. 1 on the 12th Feb., and the P. and O. mail of Jan. 8 on the 16th Feb. The following items of intelligence are from the *China Mail*:—

The case of the *Ava* and *Rona* was again before the Supreme Court in Admiralty Jurisdiction. At the suggestion of the Chief Justice the case was adjourned for a few days, in order to allow some attempt at settlement to be made outside the Court. It was finally arranged that the report should go back to the Registrar and merchants for re-consideration, with two additional new assessors, one to be appointed by each party subject to the approval of the other. The Hon. Mr. Lowcock was named for the *Ava*. The owners of the *Rona* wished for time to select their referee.

The *Gazette* contains the following appointments, made by his Excellency the Governor, subject to the approval of the Secretary of State for the Colonies:—"Malcolm Struan Tonnochy, Esq., to be Superintendent of Victoria Gaol; Alfred Lister, Esq., to be Acting Assistant Colonial Secretary and Clerk of Councils; Jose Maria d'Almada e Castro, Esq., to be Acting Chief Clerk in the office of the Colonial Secretary; Mr. A. Seth, to be 1st Clerk in the Police Magistracy; Mr. James Parker, to be 2nd Clerk in the Police Magistracy, and Clerk to the Fire Brigade." All the foregoing appointments will give general satisfaction.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 31st January, 1875, is published for general information:—

Banks.	Average Amt.	Specie in Res.
Oriental Bank Corporation	$343,852 ...	$200,000
Chartered Mercantile Bank of India, London, and China	729,265 ...	245,000
Chartered Bank of India, Australia, and China	505,810 ...	175,000
Hong Kong and Shanghai Banking Corporation	2,068,927 ...	800,000
Total ...	$3,647,864 ...	$1,420,000

The new market near Mount Shadwell is just finished, and will give capital accommodation. Each compartment is divided off, having the number and name of the articles sold therein written upon a black board, in English and Chinese.

In the case of Landstein *v.* the King of Annam an application on the 16th was made to change the attorneys for the defendant. This was granted on condition of the previous attorneys being paid costs for what they had done in the matter.

Our obituary records the death of another old Canton resident, that of an Armenian gentleman, Mr. S. A. Seth. He arrived in Canton in 1845, and has ever since resided there and at this place.

All the three Chinese Theatres are fully employed just now, and are attracting very crowded houses. Since the new year the Koshing Theatre has been completely filled, so that there has hardly been standing room. Some of the eager spectators had to get on to the rafters in order to see the performances, while others perched on the window sills.

The Government Gardens will be closed to the public on the 18th, in order that the arrangements for the Annual Horticultural Show may be completed.

There is truth in the story of the tiger which is said to have made its appearance in British Kowloong. Last week it demolished three goats belonging to the inspector at You-ma-tee. On another night it eluded a party of police who had set out in quest of it, and passing, as was evident next morning from its tracks, within a short distance of the party, seized and devoured a dog at a farm-house close to You-ma-tee. It is probable that the burning of the hill ranges which has recently been going on has driven this marauder down into the valleys, whence he had better be expelled as soon as possible. His present habitat is supposed to be in the vicinity of the "Governor's Hill."

We recently quoted from the *Foochow Herald* a paragraph relative to the establishment of a Dockyard or Arsenal at Sharp Peak, which a well informed correspondent assures us was erroneous. The intended yard is, it appears, to be located at Nimrod Sound, and is not to be used for building ironclads, but for repairing and refitting vessels of war generally. Apropos of this movement, we may also note one or two other facts of considerable interest. One of these is that the Chinese are proposing to build composite vessels of light draught at the Foochow Arsenal. This idea, like the proposal anent Nimrod Bay, is obviously traceable to the conviction forced upon the mandarins by the Japanese affair that China has yet a great deal to do in the way of arming herself, if she desires to earn the respect of outsiders. Another evidence of this feeling is found in the proposal recently made to our Government that a certain number of Chinese cadets should be admitted into the British navy. Shades of Viceroy Yeh! Is any further proof needed that China is on the move?

The annual N.S. dos Passos religious procession took place at Macao on Sunday, the 14th Feb. The chartered steamer *Kiukiang* left Hong Kong at 6 P.M. on Saturday, with about 380 passengers on board. Macao was reached about 9.45, and as the vessel drew near to the pier a large number, who had assembled on shore to witness her arrival, received those on board with cheers. The weather on Sunday was very favourable for the proceedings. After service the procession started from the See Cathedral about half-past four o'clock. A very large number of persons, as usual, took part in it, and the rear was brought up by a company of soldiers with their band. On reaching the Governor's residence on the Praya Grande, his Excellency and family witnessed it from the verandah, and several of the party strewed flowers on the image as it passed. After the principal streets had been traversed, the image was conveyed to the Misericordia Cathedral, where the ceremonies were brought to a conclusion by a sermon from one of the rev. Fathers resident in Macao. The *Kiukiang* left again for Hong Kong at twelve o'clock on Sunday night, but in consequence of a thick fog, had to anchor for several hours outside the Castle Peak, and did not get into harbour till about seven o'clock on Monday morning.

The report of the Committee of the China Traders' Insurance Company, Limited, states that they have invested the sum of $49,589.46, a portion of their reserve fund, in the Chinese Loan, and that Mr. M. W. Boyd has been appointed to fill the vacancy on the Board caused by the departure of Mr. Kaye from the Colony.

We notice from the report of the directors of the Victoria Fire

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Insurance Company of Hong Kong, Limited, which is of a favourable character, that Messrs. M. W. Boyd, Albert F. Heard, F. D. Sassoon, and P. Karberg have been nominated to fill vacancies on the board of directors occasioned by recent departures from the Colony.

At the sixth annual meeting of the shareholders of the Hong Kong Fire Insurance Company, Limited, the report, which was of a most satisfactory character, was passed unanimously. After the business of re-electing the Auditors and electing three new members of the Consulting Committee, it was agreed, on the motion of Mr. W. Morgan, that the thanks of the shareholders, together with a bonus, should be presented to Mr. Chambers, on the occasion of his relinquishing the post he has so ably filled in the Company's office.

We learn from the *Diario de Manila* that active measures are being taken to secure telegraphic communication between Manila and Tayabo. Unfortunately for the speedy carrying out of the enterprise, the vessel conveying the materials was sunk near Punta Matoco.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 25th Feb.; the P. and O. mail from London, Jan. 22, arrived out on the 21st Feb. We take the following items of intelligence from the *Straits Times*:—

On the 13th Feb. his Excellency Sir Andrew Clarke left in H.M.S. *Vigilant* for Siam, on a political mission. During his Excellency's absence the administration of the Government has been delegated to Lieutenant-Colonel Crowe, V.C., the senior military officer. As the rule has hitherto been to leave the control of affairs in the hands of the Colonial Secretary this establishes a new precedent in this colony, though it is in accordance with the rule in other Crown Colonies. The same principle has also been carried out in Malacca, where the Lieutenant-Governor, Captain Shaw, having left for Europe by the last French mail on leave of absence, his duties have devolved upon Captain Stammers, of the 1-10th Regiment.

A few hours after the departure of H.E. the Governor for Siam, the Singapore Criminal Prison, in which are confined about 700 Chinese prisoners, became the scene of a fearful tragedy. At about five o'clock in the afternoon, while the whole of the prisoners were seated in long sheds taking their meal, sixty or seventy of the long-sentence and life prisoners rushed upon the Superintendent and warders with concealed weapons, mortally wounding the former, Captain Digby Henry Dent, R.E., and severely wounding one of the European warders and a number of the native subwarders, after which they took possession of the work-yard, whence a number of them climbed over the walls by means of ladders and gained the streets. The European prisoners were armed in defence, and shot down or bayoneted many of the mutineers, of whom the total killed and wounded amounted to thirty-seven. Of those who escaped over the wall nearly all were recaptured, only three being still at large. Mr. Dent died the next day of his wounds, and was given a public funeral. The prison has been temporarily placed under the charge of Lieut. Hodgson, of the 10th Regiment.

On the 23rd Messrs. Buyers and Robb, shipbuilders, launched from their yard at Teluk Ayer the *Pantie*, a steamer of upwards of 300 tons measurement, which they have built for his Highness the Maharajah of Johore. This being one of the largest vessels ever constructed in Singapore, the launch was invested with unusual interest, and attracted a large concourse of spectators, including a great number of ladies—the ceremony of naming the steamer being performed by Lady Clarke.

The Melbourne Commissioners for the Exhibition to be held at Philadelphia in 1876 have addressed letters to H.E. Sir Andrew Clarke, inviting the co-operation of this Colony in furnishing contributions for that Exhibition; and also announcing their intention of giving a preliminary Exhibition in Melbourne in August next, of the articles intended to be forwarded to America. As this Colony could not hope by itself to make an attractive display, the invitation thus extended affords an excellent opportunity for the advantageous exhibition of the products of this part of the world.

The half-yearly general meeting of the Tanjong Pagar Dock Company (Limited) was held on the 19th, at which the directors' report was adopted, and a dividend declared of 8 per cent. for the half year ended 31st December. A proposition to acquire the wharf and premises of the Borneo Company (Limited) was also put before the meeting, but was negatived, the terms not meeting approval.

The five survivors of the boat's crew of the British ship *Euxine* have been fully committed for trial by the police magistrate on a charge of murder, and the case will be tried at the next criminal assizes. The Chinese New Year festival concluded on the 20th, and the Chinese community have resumed their avocations with their usual activity. The Mahommedan festival of the Moharrum also occurred during last week, closing on the 18th. Much dissatisfaction was felt by the Mahommedans at the prohibition of their processions by the Inspector-General of Police, who refused the necessary passes, but there was no disturbance of the peace. The refusal was, we are informed, in consequence of constant ill-feeling and bickerings between the Red and White Flag societies, which have at times given serious trouble to the authorities.

Commercial Report.

(For dates see first page.)

IMPORTS.

SHANGHAI.—There had been no business doing in Piece Goods. The Chinese dealers had been intent on their New Year Holidays and New Year Settlements to the complete exclusion of current business.

FOOCHOW.—There had been no sales of piece goods. Lead was quoted at $8.50 per picul, cash—no sales.

HONG KONG.—The arrivals during the interval, besides mail steamers, had been s.s. *Hector*, *Ben Ledi*, *Min*, and ships *Invincible* and *Miako*, bringing full supplies of manufactured goods for this market and the North. The import market closed on the 6th Feb. for the China New Year Holidays and no business of any importance was done up to the departure of the French mail on the 11th. Since then dealers had been moving about a little more, but there was no life in the market and business had not been fairly resumed. Very few of the principal dealers had returned from the country, and consequently the small business which had taken place had not been sufficient to test prices.

CANTON.—Lead was quoted the same as before, say: LB $8.30 and WB $8.40 per picul, and at these prices it was expected Chinese would buy as soon as their New Year holidays were over. Quicksilver had further declined in value, and could be bought at $217 per picul.

BATAVIA.—Heavy rains and the continuance of the Chinese holidays had almost entirely put a stop to business in imports, and quotations were for the most part little better than nominal.

SINGAPORE.—A quiet business had been current in imports during the fortnight; sales to a fair extent in some Cotton staples, notably in 6 lbs. T-Cloths, 8¼ lbs. Grey Shirtings, and the finer qualities of White Shirtings, had, however, considerably assisted the importance of the fortnight's transactions.

PENANG.—For Cotton goods the demand was still very limited; Grey and Coloured Yarns had been in slightly better request, and compared with the previous fortnight rather more business had been done, but at no improvement in rates.

EXPORTS.

TEA.

KIUKIANG.—Nothing of interest had taken place.

HANKOW.—The season had closed.

SHANGHAI.—*Black:* One small parcel of 164 half-chests had been settled during the fortnight at Tls. 17 per picul, leaving about 300 chests in stock. *Green:* During the first part of the interval, a moderate business was transacted at prices much on a par with rates previously current, but since the 5th Feb. no business whatever had taken place, owing to the native New Year Holidays. The stock consisted of 51,500 half-chests country tea, 6,600 half-chests Pingsuey, and 3,500 half-chests local packed.

FOOCHOW.—No Congous had been bought, and the business of the interval was comprised in the purchase of 3,292 half chests Oolongs taken by one buyer for the New York market. No Oolongs were offering at the close, and the stock of Congou is only 2,682 chests.

AMOY.—The season was over.

CANTON.—No business had been done.

SILK.

SHANGHAI.—For the French mail only a moderate busines was done, the demand having been interrupted by the continued firmness on the part of sellers; but in quotations there was little change to notice, although for some special chops buyers were compelled to submit to an advance. Amongst the purchases were:—Gold Lion, Nos. 1, 2, 3, and 4, at Tls. 390, 370, 350, and 330; Cat and Bee, Nos. 2 and 3, at Tls. 350 and 330; Beautiful Woman, No. 2, at Tls. 330; Yellow Elephant, at Tls. 312½, and Phœbus, No. 2, at Tls. 330. Since the departure of that mail all business had been suspended in consequence of the Chinese New Year holidays. Settlements for the fortnight, Chinas, 1,000 bales. Total settlements since 1st June, 1874, 64,500 bales, against, 1873-74, 51,300 bales; 1872-73, 52,700 bales. Comparative unsold stock on this market 1874, 4,000 to 4,500 bales; 1873, 3,000 bales; 1872, 1,200 bales.

CANTON.—Messrs. Deacon and Co.'s Report says:—As usual at this season of the year a limited business has been passing. In the first fortnight of the month under review 200 bales were settled, when the native holidays intervened, and operations were all but suspended, only 15 bales changed hands for last French mail, and for this steamer 60 bales have been purchased. Prices have ruled without alteration, and No. 4 Tsatlee of good quality is still quoted $345 per picul. The bulk of stock on offer is composed chiefly of mixed Silk, and there is a preponderance of yellow thread. The season appears to be approaching a termination and little Silk, really up to classifications, may now be expected to arrive from the country. Loong-kongs: Finest sorts are not obtainable at present, and no "curio" is likely to be forthcoming. Long-reels: 60 piculs and 10 bales have been bought for shipment to Bombay. Re-reels: No settlements are reported, and no ready reeled Silk remains in stock; Chinamen are willing to contract for best Lacklow at $470 to $480, and for No. 1 Cotengone at $530 to $540 per picul. Stock is estimated at 300 bales Tsatlee, 100 bales Loong-kong, 100 bales Cumchuck and Lacklow, 150 bales Kowkong and 200/300 bales of inferior kinds. Waste, no recent settlements.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅛d.	4s. 2⅛d.	4s. 2⅛d. to 4s. 3d.
Shanghai ,, ...	5s. 8⅞d. to 5s. 9d.	5s. 9⅛d.	5s. 9⅛d. to 5s. 9¼d.*
Canton ,, ...	4s. 2⅛d.	4s. 2⅛d.	4s. 3d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅛d. to 4s. 2⅜d.	4s. 2⅜d. to 4s. 3d.
Manila ,, ...	4s. 1d. to 4s. 1¼d.	4s. 1⅛d. to 4s. 1⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302½	223½ to 223⅝
,, Hong Kong	26½ to 27⅛ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 74.0.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $200 premium (nominal).
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $290 prem. ex div.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $20 premium.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $195 per share.
Shanghai Steam Navigation Company, Tls. 75 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d. to 5s. 9¼d., at Hong Kong 4s. 2⅛d., at Batavia F.11.72½, at Manila 4s. 1d., at Singapore 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500	Tls.500	Tls.205	Tls.10p.sh
Shanghai Gas Company ...	100	100	141	5 p.c.
Shanghai S.N. Company ...	100	100	76	3 p.c.
S. Tug and Lighter Company	850	850	600	6 p.c.
French Gas Company	50	50	70	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000	$200	$537½	$58 p.sh.
North China Insurance Co. ...	Tls.1,000	Tls.300		Tls.300p.sh.
North China Steamer Company	100	100	7	
Union S.N. Company	100	50	21	
Yangtsze Ins. Association ...	500	500	$585	...7½ p.c.
Union Insurance Society ...	$5,000	$1,000		$550p.sh.
China Traders Co. (Limited) ...	1,000	1,000	$1,475	$200.p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.83	4 p.c.
Victoria Fire Insurance Co. ...	$500	$100	$122	6 p.c.
China Fire Insurance Co. ...	500	100	129	6 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.87	4 p.c.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Feb. 3, 1875	77416186	60276696	930728	19804798	158428408	37627
From June 1, 1873, to Feb. 3, 1874	70357459	50491656	361183	15343796	136644123	40514

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1874, to Feb, 3, 1875	6357143 34094
Do. do. 1873, to Feb. 3, 1874	8335092 23045

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to Feb. 3, 1875	45261717 5038
Do. do. 1873, to Feb. 3, 1874	41340718 4495

TO AUSTRALIA.

From June 1, 1874, to Feb. 3, 1875	...14,934,541
Do. do. 1873, to Feb. 3, 1874	...14,456,563

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	—*	1863 to 1864	117,463,586	46,003
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,181	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,373,580	72,857	1873 to 1874	144,588,620	47,373

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Feb. 8, State of Virginia (str.); March 22, Patroclus (str.), Lotus (str.).

At HONG KONG AND CANTON.—From London, Feb. 11, Min (str.); 14, Invincible; from Cardiff, Feb. 11, Hansa; 14, Foochow (str.); from Hamburg, Feb. 17, Egeria (str.).

At BATAVIA.—From Sunderland, Feb. 7, Acacia; from Glasgow, Feb. 10, Banda (str.); from Texel, Feb. 11, Anna and Sophia.

At SINGAPORE.—From London, Feb. 13, Glenartney (str.); from Liverpool, Feb. 23, Cleopatra; from Newcastle, Feb. 23, Carnaquin (str.); from Cardiff, Feb. 15, Gerhard; 18, Ydun; 19, Adelheid; 21, Battistina; from Toulon, Feb. 22, Indie (str.); from London, &c., March 25, Gordon Castle (str.).

At PENANG.—From Cardiff, Feb. 18, Vanguard.

DEPARTURES.

From SHANGHAI.—For London, Feb. 5, Priam (str.); for New York, Inverness.

From HONG KONG and CANTON.—For London, Feb. 15, Priam (str.); for New York, Feb. 4, Chattanooga, Commissary; 9, John Milton.

From BATAVIA.—For Holland, Feb. 8, Noach III.

From SINGAPORE.—For London, Feb. 13, Bellona (str.); 16, Sarpedon (str.); 22, Star of the South; 23, Priam (str.).

From PENANG.—None.

VESSELS LOADING.

At SHANGHAI.—For London, Omba; for New York, Northampton.

At HONG KONG and CANTON.—Adria (str.); Singapore (str.); Portland; for New York, Tamesa.

At BATAVIA.—For Holland, Cornelis Smit, Otto; President van Rijckevorsel; Cornelia, General van Swieten, Holland (str.); Prins Hendrick (str.).

At SINGAPORE.—For London, P. van der Boon Mesch, St. Aubin, Zenobia; for Channel, f.o., Constantia, Condor; for Liverpool, Phineas Peddleton; for New York, Jupiter, T. Kelso; for Boston, Esperance; for Hamburg, Auguste.

At PENANG.—For London, Priam (str.), Coldinghame.

FREIGHTS AND CHARTERS.

From SHANGHAI.—To London, sailing vessel, £3 per ton of 50 feet. To New York, sailing vessel, £2 10s. per ton of 40 feet.

From HONG KONG and CANTON.—To London, by steamer, £3 per ton of 40 feet. To New York, the same.

From BATAVIA.—To Holland, sugar and coffee f.50; pepper f.60; hides f.97.50; tin f.30.

From SINGAPORE.—To the United Kingdom, by sailing vessel, £2 10s. to £3 per ton; to New York, £2 7s. 6d. per ton, by steamer; to London, tin, £2; pearl sago, £3; pepper, £4; measurement, £3 15s. to £4; gambier, £5; canes, £4 10s.; and hides, £6 per ton.

From PENANG.—To London, by steamer, tin, £2 5s.; tapioca, £3 5s.; pepper, £4; tobacco, £3 15s. per 40 cubic feet; coffee, £4 5s.; measurement, £4 10s.

CASUALTIES.

HONG KONG, MARCH 24.—The Britain's Pride, from Manila, for Ningpo, with a general cargo, has put in here leaky, having encountered a heavy gale. She will discharge and go into dock for repairs.

The Hampton (str.), from Batavia, to Holland, got on shore (March 27) outside the Hinderbank, off Goree, in a dangerous place. Assistance of tugs and lighters has left.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	
Feb. 5 ...	Acacia ...	Sunderland ...	To Order
,, 7 ...	Fluellin ...	do. ...	do.
,, 10 ...	Ino (German)	Hamburg ...	do.
,, — ...	Argo ..	Sunderland ...	do.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, MARCH 25.—The P. and O. Company's steamer Nizam, with the India and China mails, arrived at 9.30 A.M., and the mails left for London at 1.40 this afternoon.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, MARCH 24.—The P. and O. Company's steamer Bokhara, left here to-day for Southampton, where she may be expected on the 6th proximo.

NEXT INWARD MAIL.—SUEZ, MARCH 23.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 30th instant.

INWARD MAIL DUE APRIL 19.—GALLE, MARCH 24.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, MARCH 25. The P. and O. Company's steamer Thibet sailed to-day with the heavy India and China mails, a full cargo, and specie, &c., value €129,061. She took out 40 passengers, and 11 proceed by the corresponding steamer from Venice and Brindisi, making a total of 51.

OUTWARD MAIL OF FEBRUARY 26.—GALLE, MARCH 24.—The Messageries Maritimes steamer Meikong, from Marseilles 28th ult., left here to-day for Singapore.

OUTWARD MAIL OF MARCH 19.—SUEZ, MARCH 26.—The P. and O. steamers Hindostan and Khedive left here to-day with the mail of 11th-19th inst.

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BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¼ to 8¾
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13½ to 14
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	585 fr.
Th.200	Deutsche	All	Th.168
£28¼	Hong Kong and Shanghai	All	24 to 26
50	Imperial	15	18 to 19
50	London and County	20	63½ to 64½
50	London Joint-Stock	15	51½ to 52½
100	London and Westminster	20	74 to 75
25	Oriental	All	46½ to 47½
50	Union of London	15	44½ to 45½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7¾
10	Eastern Telegraph	All	7½ to 7⅝
10	Great Northern	All	10½ to 11
25	Indo-European	All	21 to 22
10	Mediterranean Extension	All	3½ to 3¾
12	Telegraph Construction Company ...	All	23½ to 24
20	India-rub., Gutta-perc., & Teleg. Works	All	20 to 22
8	Reuter's	All	12 to 12½
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	4 to 6 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4½ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	3½ to 4½ pm.
	TEA COMPANIES.		
50	Assam	20	50 to 52
20	British Indian	All	6½ to 7
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4½ to 4⅝
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6½ to 5½ dis.
20	Do.	5	4½ to 3½ dis.
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3½ to 3⅝
10	General Credit and Discount	7½	8⅝ to 8¾
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1½ to ⅞ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	640 fr.
£50	P. and O. Steam	All	51 to 53
50	Do. Do. 1867	10	2 to 1 dis
100	Royal Mail Steam...	60	84 to 86
402fr.	Suez Canal	—	715 fr.
	Amoor River Navigation Six per Cent...	All	55 to 65
£98	Japan Loan, 9 per cent.	All	106 to 108
98½	Do. 7 per cent....	All	100 to 102

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

TELEGRAMS FROM THE FAR EAST.

THE ATCHIN WAR.

THE HAGUE, MARCH 24.—Official advices from Atchin to the 18th inst. state that the Dutch have taken possession of two points to the east of Lenboeng. The new Rajah of Pasangan has acknowledged the sovereignty of the Netherlands, which has also been recognised by the port of Ediketzil, where the blockade has consequently been raised.

THE NEW GOVERNOR OF JAVA.

THE HAGUE, MARCH 23.—The Government has received a despatch from Batavia announcing that General Van Lansberghe, the new Governor-General of the Dutch East Indies, arrived yesterday at Padang.

THE EXPORT OF RICE FROM JAPAN.

NAGASAKI, MARCH 28.—The prohibition against the exportation of rice has been removed.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HALSEY—On the 9th Feb., at Shanghai, the wife of J. S. Halsey, of the I.M. Customs, of a son.

HEATON—On the 17th Feb., at Hong Kong, the wife of A. MacG. Heaton, prematurely, of a son, who survived his birth only a few hours.

MILLEY—On the 9th Feb., at Shanghai, the wife of W. T. Milley, of a daughter.

MONRO—On the 24th March, at 69, Hamilton-drive, Glasgow, the wife of G. A. Monro, of Shanghai, of a son.

SLOAN—On the 4th Feb., at Santa Ana, Manila, the wife of James Sloan, of a son.

SQUIER—On the 17th March, at Hong Kong, the wife of John Euston Squier, Superintendent of the Eastern Extension Telegraph Company, of a son.

MARRIAGES.

CRANSTON—AULD.—On the 6th Feb., at Trinity Church, Shanghai, David Cranston, engineer, son of Thomas Cranston, Greenock, to Marion, youngest daughter of William Auld, Whitburn, N.B.

DOUTHWAITE—DOIG.—On Feb. 6, at Trinity Church, Shanghai, A. W. Douthwaite, China Inland Mission, of Sheffield, to Elizabeth, daughter of David Doig, Manchester.

FISHE—FAULDING.—On the 6th Feb., at Trinity Church, Shanghai, Charles T. Fishe, Hon. Sec. in China for the China Inland Mission (son of Col. Fishe, R.A., late H.E.I. Co.'s Madras H.A., of Drogheda, Ireland), to Ellen Mary, youngest daughter of Joseph Faulding, The Grange, New Barnet, Herts.

DEATHS.

GILMOUR.—On the 27th March, at 66, Belsize-park, N. W., of diphtheria. John Clyde Graham, aged two years and six months, the beloved son of David Gilmour, late of Shanghai.

HALSTED—On the 23rd March, at 11, Stanford-road, Brighton, Vice-Admiral George A. Halsted.

HANBURY—On the 24th March, at Clapham, Phillip Hanbury, of Messrs. Allen and Hanbury, Lombard-street.

KNOBLOCH—On the 27th Jan., at Kobe, Japan, Arved von Knobloch, late Acting Consol for the German Empire, aged 34 years.

LAWRIE—On the 1st Feb., at Shanghai, Mrs. J. Lawrie, aged 35 years.

LLOYD—On the 23rd March, at his residence, 84, Finchley-road, Hampstead, Thomas Lloyd, C.E., late Engineer-in-Chief at the Admiralty, aged 71.

REID.—On the 30th March at 39, Onslow-square, S. W. Robert Reid, of Iffley, Oxford, M.P. for the Kirkaldy Burghs in the 44th year of his age.

REYNELL—On the 24th March, at Rivershill, Cheltenham, Jane Maria, wife of Henry Reynell, aged 57.

SETH—On the 11th Feb., at Canton, S. A. Seth, in the 65th year of his age.

SOUTHWELL—On the 5th Feb., at Shanghai, Robert Elliott Southwell, aged 27 years.

ST. JOHN'S CATHEDRAL, HONG KONG.

(To the Editor of the *London and China Telegraph.*)

SIR,—Allow me to express my dissent from the views expressed in your article on the regulation of Divine Service in this Cathedral. "The opinion of the majority of the Congregation," in other words, the "Vox Populi," is not *necessarily*, I might even go further and say is not *probably*, the "Vox Dei," which is "the standard to be kept in view." The Colonial Chaplain's duty is plain.—1. To obey the law, whatever majorities may say to the contrary. It is to be regretted that the Bishop has set the bad example of departing from the simplicity of the service by unauthorised interpolations. 2. As to the Chaplain and not to the Bishop is entrusted the pastoral care of the Colony, he is presumably the best and proper person to decide on what will most tend to edification. It would be rather hard to expect the Chaplain, who has daily experience of the needs of the people, to alter the services to suit the taste of one who has not the same opportunities of judging whether the alterations are desirable or not.—I am, &c.,

ANGLICANUS.

SHIPPING POSTSCRIPT.

MISCELLANEOUS.—Zeenymph, from Banjoewangie, passed Dungeness; Annie, from Manila, anchored off Deal; Cawdor Castle (str.), sailed from Saigon, for Hong Kong; Glamis Castle (str.), sailed from Hong Kong for Saigon; Duke of Argyll (str.), Colombo to London, and Duke of Lancaster (str.), London to Colombo, at Suez 29th.

Amoy (Hong Kong, March 29).—Yuentzefer (str.), has gone ashore at Dodd Island; will probably be a total loss. The Douglas proceeded to her assistance; crew and passengers saved. Hampton (str.), arrived at Rotterdam, from Java.

Arrivals at Singapore, from London, &c.—March 25, Pernambuco (str.), Ella Beatrice, Olympia, Richard, Penang, Venice.

Messrs. Evans, Pugh and Co. have been appointed agents for the Merchants' Marine Insurance Company at Hankow.

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EXPORTS FROM GREAT BRITAIN TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketting.	Thread, Twist, and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£.	Brls.
East Lomond	Singapore	London..	Feb. 12	200	20	15	...	...	...	...	...	...	419	...	...	...	...	...	...	1500	...	...	118	...	...	6600	88	630	281	...	280	...	150	...	190
Nicollo Tommasco	Java	,,	,, 13	...	21	34	...	...	...	...	6	25	2120	79200	7800	...	...	240	...	...	69	...	260	...	...	...	49	507	210	200	609	...	...	...	50
Golden Spur	Hong Kong	,,	,, 19	...	200	32	40	...	...	...	...	...	346	...	...	...	...	...	...	1596	...	...	187	200	161	440	...	...	50	1104	125	...	...	...	20
James Shepherd	Shanghai	,,	,, 23	192	85	...	...	...	400	...	...	...	99	...	...	...	...	...	...	...	...	...	143	589	...	370	36	284	90	500	148	...	...	282	...
Hervatska	Hong Kong	,,	,, 25	160	75	...	...	...	...	...	...	...	448	...	...	...	...	...	...	...	26	...	...	400	...	800	175	146	240	3375	336	...	...	...	50½
Jessie McDonald	Japan	,,	Mar. 1	...	80	26	...	...	...	100	...	...	86	...	...	...	...	...	...	...	...	...	49	...	...	...	40 & 10cs.	253	414	300	523	...	...	...	...
Kaisow	Hong Kong	,,	,, 3	200	166	...	...	...	...	...	...	...	438	...	...	...	...	...	...	...	...	118	113	3	...	...	...	1087	150	2750	477	...	...	...	...
Ellen Rickmers	Bangkok	,,	,, 8	...	...	...	...	...	...	...	...	1675	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	26	...	...	...	...	...	...
Dr. Merzger	Java	,,	,, 9	...	15	59	...	7	5	...	2	...	1160	33916	...	270	...	667	...	3119	38	...	217	...	...	...	...	115	201	285	289	75	...	...	200
Duke of Abercorn	Japan	,,	,, 10	...	324	66	127	...	24	...	1	...	1986	...	...	1000	...	...	...	...	...	...	155	54	...	540	3 & 51cs.	2250	352	975 & £750	391	...	200	...	...
Doris Eckhoff	Batavia and Sourabaya	Livrpool.	,, 8	123	215	183	...	...	...	...	...	...	507	24000	...	...	43	...	...	...	...	...	63	...	...	...	...	...	180	...	105	...	...	...	...
County of Ayr	Do.	Glasgow	,, 6	137	...	...	...	4	...	...	...	5100	25	77420	102712	450	...	...	...	24208	...	...	...	...	...	...	...	...	124	...	...	...	570	...	...
Antipodes	Singapore	,,	,, 15	150	...	...	...	...	...	...	...	...	347	...	...	...	...	...	...	7820	...	...	69	...	...	...	...	...	100	500	878	...	...	68	...

EXPORTS FROM GREAT BRITAIN, &c—(*Continued.*)

Ship	For	Gunpowder.	Earthenware and Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats and Caps.	Saddlery.	Toys and Fancy Goods.	Upholstery and Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Goods Manufactured.
		lbs.	£.	Cwt.	Cwt.	£.	£.	Cwt.	£.	£.	£.	£.	£.	£.	£.	£	£.	£.	£.	£.	lbs.	£.	£.
East Lomond	Singapore	...	778	...	...	...	...	...	...	39	100 &5cs	...	...	...	...	...	...	...	109	...	...	...	1025
Nicollo Tommasco	Java	...	1541	1358	...	125	347	...	39	35	19& 2cs.	128	...	27	81	19	61	571	...	...	...	...	461
Golden Spur	Hong Kong	43725	3633	1176	...	137	56	13	...	...	...	15	24	...	...	...	...	139	15	216	...	...	555
James Shepherd	Shanghai	100	90& 10cs.	25	...	...	127	...	...	...	...	51	200	...	...	...	...	19	...	...	...	100	1cs.
Hervatska	Hong Kong	...	355	10	...	...	...	3	...	22	...	...	...	...	...	...	...	...	61	...	...	...	91
Jessie McDonald	Japan	...	173	120	£56	...	33	£3	...	...	11	132	...	...	...	...	...	...	...	...	...	...	...
Kaisow	Hong Kong	80000	513	21	...	...	98	...	...	10	50& 4cs.	285	53	...	...	...	200	90	10	...	...	...	10
Ellen Rickmers	Bangkok	...	...	...	...	...	54	...	...	...	...	10	...	...	...	...	122	...	150	...	...	18	...
Dr. Merzger	Java	50625	950	2109	...	50	149	...	...	11	33	99	25	141	...	...	...	911	16	12	...	...	...
Duke of Abercorn	Japan	...	1017	78& £9	6	152	27	1	...	25	...	1388 &2cs.	...	...	...	...	255	20	...	...	...	...	16
Doris Eckhoff	Batavia & Sourabaya	...	1585	2003	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Ayr	Batavia & Sourabaya	...	2052	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...
Antipodes	Singapore	...	192	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per *East Lomond.*—Iron manufactures, £716; corks, £14; fire clay and bricks, £63; cement, 89 tons; matches, £500; cambrics and muslins, £360.

Per *Nicollo Tommasco.*—Clocks, £51; perambulators, £33; cement, £150; bags, £31; felt, £9; bricks, £15; iron bridge materials, £2,102; sugar machinery, £3,110; manure, £387; iron manufactures, £282; zinc, 1 ton.

Per *Golden Spur.*—Cement, £138; roofing and sheathing felt, £225; old wire rope, £162; iron valves, £1,621; tallow, £60; refined sugar, £90; iron wire, £224; bricks, £24; matches, £800.

Per *James Shepherd.*—Refined sugar, £43; mineral waters, £280; corks, £65; woodwork, £20; shellac, £15; manufactures, £4; old iron wire rope, £100.

Per *Hervatska.*—Clocks, £40; cement, £95; clay manufactures, £21.

Per *Jessie McDonald.*—Corks, £2; refined sugar, £6.

Per *Kaisow.*—Caoutchouc manufactures, £9; cement, £254; felt, £90; refined sugar, £94.

Per *Ellen Rickmers.*—Iron ships' frames, £2,935; brick materials, £479; lathe, £85; effects, £55.

Per *Dr. Merzger.*—Iron bridge materials, £1,030; cement, £240; matches, £802; iron manufactures, £2,082; manure, £112; zinc, 2 tons; matches, £101.

Per *Duke of Abercorn.*—Corks, £7; cement, £333; grindstones, £17; effects, £22; refined sugar, 3 cwt.; scientific instruments, £72; tarpaulings, £102; iron bridge work, £4,206; matches, £350.

Per *Doris Eckhoff.*—Shot, 1 ton.

Per *County of Ayr.*—Soda-water, £10; galvanised iron, £924; roofing felt, £255.

Per *Antipodes.*—Cast iron pipes, £3,325; wood manufactures, £39; felt, £75; bricks, £17.

Per *Aurora Australis*, from Liverpool to Batavia, cleared March 5.—Coal, 701 tons.

Per *Batavia*, from Liverpool to Batavia, cleared March 2.—Coal, 859 tons.

Per *Nellie Hastings*, from Liverpool to Singapore, cleared March 3.—Coal, 597 tons.

Per *Bertie*, from Liverpool to Singapore, cleared March 11.—Coal, 705 tons.

Per *Midnight*, from Liverpool to Hong Kong, cleared March 16.—Coal, 1,207 tons.

Per *Viceroy*, from Glasgow to Singapore, cleared Feb. 11.—Cast iron pipes, £4,300.

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Naval and Military.

The lieutenant's naval pension of £50 a year, vacant by the death of Retired Commander Thomas A. Lewis on the 23rd ult., has been awarded to Retired Commander Harry T. Veitch, who, by some strange mistake or breach of faith, was some time since removed from the situation he held at one of the Royal Naval hospitals. Commander Veitch has lost two sons in the Service—one in the East Indies and the other in China. The Greenwich Hospital Pension of £50 a year for Chief Engineers of the Royal Navy, vacant by the death of Retired Chief Engineer John Bell in November last, has been awarded by the Lords of the Admiralty to Retired Chief Engineer James Payne, R.N.

Colonel C. Penrose, C.B., who has been awarded the Distinguished Service reward of £150 per annum, vacated by Major-General Aslett, served with the Royal Marine Battalion on the north coast of Spain in 1838; also in China in 1841-42 during the operations in the Yang-tse, commanded the Royal Marines at the storming of the breach in the Wall of Canton, and through the subsequent operations. He also served with the battalion sent out for service in Japan in 1864-66, and commanded a battalion of Royal Marines during the shore operations from the 5th to the 8th of September, 1864.

A determined suicide has occurred at Milton Barracks, Sergeant Penman, of the Chatham Division of Royal Marine Light Infantry, having discharged the contents of his rifle through his skull. Disappointment at not being promoted to a higher rank is believed to have been the cause of the act. The deceased had served in Japan, and also with the Ashantee expedition, and was a man of very good character.

General Sir Charles Yorke, G.C.B., has been appointed Constable of the Tower and Lord Lieutenant and Custos Rotulorum of the Tower Hamlets. Sir Charles is Colonel of the Battalion of the Rifle Brigade. He was born in 1790, and entered the army in 1807. He served in the Peninsula, and was also present at Waterloo.

Vice-Admiral Sir J. R. Drummond, K.C.B., commander-in-chief in the Mediterranean, returned to Suez, from his trip through the Canal, last week, and proceeded for Malta in H.M.S. Pallas.

THE THRONE OF CHINA.

(THE TIMES.)

The letter from our Correspondent at Shanghai, with full particulars of the Chinese succession, gives a comforting assurance that at least a quarter of the human race is still governed by the sentiments and principles which, in this part of the world, we are forced to associate with the past ages. Civilisation, in its great Western march, much as it may acquire, yet, unhappily, leaves behind much that either will not bear carriage or is incapable of indefinite multiplication. To the vulgar sense of the degenerate Western World it might occur that so important an act as the election of the Chief of a Dynasty would involve a certain amount of trouble, with just the possibility of violence, like what actually occurred not so very long ago, when one Prince was passed over for another in the succession to the Throne of the Czar. We certainly do not always manage these things quietly in this part of the world. That is evidently our fault. We have not got the *Fortiter in re*, and *suaviter in modo* for operations of this semi-celestial character which the Chinese evidently have. Had all this been pre-ordained, or ordered by Angelic Chancellors, masters of the ceremonies, and scribes, it could not have been more smoothly and sweetly performed. Nowhere but in the Flowery Land could it have been so done. Happily, the rules bearing on the case were found to dictate the choice with a certainty that left no alternative but to obey. The late Emperor, while still directing the "sacred vessel" of the Empire by the light of the two Dowager Constellations, and looking on high for guidance to the ancestral precepts of the sacred ones before him, could not fail to see with their eyes, to feel as they felt, and to think as they thought to the closing act of his reign. He had every reason to be grateful to them, for by listening to their counsels, even when past his minority, he restored to China that peace, order, and prosperity which seemed to have been lost before, but which he could now bequeath and promise to his successor. It is only in Empires governed, like great families, on filial principles that such inheritances can be so transmitted. Where hearts beat in perfect unison, and where the only laws are duty and necessity, it is often hard to say which leads or which follows, when, in fact, the rivalry is which shall follow most humbly and most lovingly the general lead. Some such doubt there appears to be just now at Peking. The new Emperor proclaims that he has received his commands from the two Empresses, and in the same breath announces that they most kindly, though most unwillingly and sorrowfully, have consented to accept the Regency and to take care of him. Nor is there in the young Emperor the least tinge of that personal ambition and self-confidence which figure so prominently and so harshly in European politics. His only weakness thus far is that he is absorbed too exclusively in the contemplation of his beloved and illustrious predecessor. He feels he could not have the breath of life without suffering the deepest grief for the irreparable loss. Words cannot tell the sadness which pierces his heart, and shows itself in tears of blood. What can he do? The best consolation he can devise for the Imperial soul in Heaven is the continuance of his ever-improving rule and gentle sway. Such is the spirit with which he enters on the government of a quarter of the human race. Nor are the two Dowagers one whit more elated, or thrown out of themselves, by the Regency thrust upon them. It has only made them feel with added poignancy the sorrow they are unable to dispel. It is some alleviation of the burden that a "Regency from behind the curtain," that is, in female hands, can only be regarded as a temporary expedient. Somebody must bear the burden, and they are ready to sacrifice themselves. But it is hard to say whether their sense of abnegation or the Emperor's be the deepest. He submits to receive his resplendent commission from on High only because such is the behign mandate of the two Empresses, and because they promise to protect him.

Such is Chinese history as written in edicts and decrees. For the matter of that, there are other histories that do not succeed in being more trustworthy in the precise ratio of their pretensions. But what are the facts of the case, or the few grains of truth in this Celestial tale? The new Emperor is a child three years old. The two Empresses are, the one the consort and widow of the Emperor who died at the close of the war; and the other his concubine, elevated to legitimate widowhood after his death, upon the election of her son, the Emperor just dead, to the vacant throne. The two ladies have had the entire management of the late Emperor, and with it the government of the Chinese Empire. They must be presumed to have shown much ability, and have, no doubt, acquired a taste for power, not to speak of fixed opinions. The death of the late Emperor was a great and sudden blow. However, it found them ready. Had they not acted promptly, the widow of the late Emperor might justly have claimed to propose a successor by the form of adoption, and to be Regent. However, that lady, who, it will be remembered, was chosen for her literary eminence, was not equal to the present occasion, possibly because her grief was too real and profound. The two ladies in possession lost no time. They had their candidate, the little child we have mentioned, nephew of the younger of the two Empress Regents, and set him up at once. All the palace was with them, and, no doubt, had been secured long ago. They have now a lease of the government of the Chinese Empire for a period much greater than Marshal Macmahon's lease of power. Such is the substance of all their affliction, all their ancestral and celestial duties, all their modesty and self-abnegation. Some say it will not stand, and that the question has yet to be decided outside of Peking; but this is a matter beyond European cognisance.

TEA DEALERS AND TEA DRINKERS.

A "Tea Drinker" writes to *The Times* as follows:—A very pretty quarrel has been going on for some time between two classes of tea merchants. On the merits of the dispute between the "importers" of tea and the "dealers," or wholesale merchants, I will not venture an opinion; I only crave space to say a word on behalf of a third party to the question, whose interests have been completely ignored by both disputants—the consumers of tea. The great object of the tea sellers appears to be to pander to the demand for low prices, irrespective of quality. To sell tea at 2s. per lb. seems to be the chief object of the modern grocer's ambition, and, as tea in bond varies in price from 3d. up to about 3s. per lb., it is easy to perceive that, even after paying the 6d. duty, there is ample room for a substantial profit on the retail price of 2s., if only the quality supplied be low enough. And that is just where the skill of the dealers enables them to exercise a complete mastery over the ignorance of the consumers, who, as a rule, have little power of discrimination between sound tea and the mere residuum of the crop, which is only capable of yielding a black decoction. Tea which is sold by many respectable grocers at 3s. and 4s. per lb. does not cost more, including duty, than 1s. 6d., thus leaving a very handsome profit to be divided among the different grades of dealers through whose hands it has passed. The great majority of the tea-drinking public have probably never tasted a good cup of tea in their lives. An extract from the *London and China Telegraph*, giving hints to the China tea buyers as to the *maximum* prices which it will be safe to pay in China for the teas of the ensuing season, is significant on this point. Under the heading "Black Leaf Congou" it says:—"Extra fine Ningchow—fancy prices, and only suitable for Russian buyers—finest quality, 1s. 8d. to 1s. 9d. per lb.; fine, 1s. 5d. to 1s. 7d.;" and so on, grading downwards to 8d.

TO THE EDITOR OF THE TIMES.

Sir,—For thirty-five years, as junior and senior partner in one of the oldest wholesale houses, I have tasted and sold tea from Elgin to Penzance and from Ireland to Yarmouth. No one can be more intimate with every feature of the trade, and instead of "tea which is sold by many respectable grocers at 3s. and 4s. per lb. not costing more, including duty, than 1s. 6d," as "Tea Drinker" asserts, 2s. and 3s. (1s. 9d. and 2s. 6d. in bond) are under the average market cost of tea retailed at 3s. and 4s.

At the opening of the present crop, plain congou tea is correctly quoted in the money article of *The Times*, 18th July, 1874, "fine to finest, 2s. 2d. to 2s. 5d. (we buying heavily at the latter figure), or 2s. 8d. to 2s. 11d. duty paid. We have paid the grower 5s. 3d. per lb. in bond for Assam teas this season, and all these teas would realise the above rates this morning.

The entire contents of "Tea Drinker's" letter are a tissue of misstatements. He says: "To sell tea at 2s. per lb. seems to be the chief object of the modern grocer's ambition." The information will certainly be novel to the readers of *The Times* that a tradesman prefers the sale of a low-priced article, in which, if his percentage of profit were as good—which in the relation of trade and capital it can never be—his percentage of expenses is heavier.—I am, Sir,

YOUR DAILY STUDENT, AND SENIOR OF ONE OF THE OLDEST TEA HOUSES.

TO THE EDITOR OF THE TIMES.

Sir,—If it were not that the letter of "Tea Drinker" in to-day's *Times* is calculated to mislead the public, it might be safely passed over without comment or reply. Most of the statements are, however, so very different from the actual facts as to render a reply necessary.

"Tea Drinker" says the price of tea in bond varies from 3d. to about 3s. per lb.

The great bulk of the tea imported—more than 80 per cent.—costs the importer over 1s. per lb., and the average price, including duty, is about 2s. 2d. per lb. As to tea being sold at 3d., the trade know of no such article.

"Tea Drinker" further says the principal responsibility of excluding fine tea from England rests with the dealers, and that the cream of

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the fine tea crop goes to Russia. He is doubtless ignorant of the fact that until within the last few years nearly all the tea consumed in Russia was first imported into this market. It was then sold for the Russian market, there being little or no demand in this country for tea at the price the Russians are willing to pay.

The grocer and the co-operative store now compete with each other in offering their goods at low prices, the consequence of which is that tea at a low price and of inferior quality is advertised and recommended to the public.

The wholesale dealers have no interest in promoting the sale of common tea; on the contrary, it is against their interests, as the profits arising from the sale of low-priced teas are very unremunerative to them.

It is quite an error on the part of "Tea Drinker" to say that the consumer pays too much profit. The competition is too keen in all branches of the trade for the enormous profits to be obtained which he would lead the public to believe.—I am, Sir, yours faithfully,

Fenchurch-street, March 25. TEA DEALER.

TO THE EDITOR OF THE TIMES.

Sir,—It was with the greatest astonishment that I read in *The Times* of to-day a letter signed "Tea Drinker."

He may have truly described himself for all I know, but this I feel sure of, he is not a "tea dealer." The inaccuracies of the letter in question are so utterly opposed to the real state of the case that it makes one wonder how such writing can get into *The Times* at all.

I have been a retail tea dealer for forty odd years, and although I wish to avoid, as much as possible, anything approaching a personal observation, I feel such an honest indignation at the statements put forth by the writer of the letter in question that I cannot rest contented without asking you to allow me the opportunity of making public, through the same means, my utter disbelief in the statements therein set forth. The nature of the tea trade is most wrongly stated in almost every particular. As for the coarse observation about the "ignorance of the consumers" not knowing good tea from bad, it is one of the most unpractical and unjustifiable statements ever put in print. The wonder is how any person wishing to make remarks on such an important trade as that of tea can venture to put in print so great a fallacy about the public's discrimination; on the contrary, to such a statement, I venture to say, after a long experience on the subject, that there is scarcely a man, woman, or child in the kingdom but who knows a good cup of tea from a bad one. As to the question of fine teas not coming to this country, the "obstacle placed between the tea drinker and the gratification of his taste," "wholesale dealers dictating conditions of sale," and the assertions about the retailers' profits, the whole of these statements are diametrically opposite to the actual state of the case.

I purposely avoid argument and simply wish to publish my conscientious protest against statements which I consider to be entirely erroneous.—I am, Sir, your most obedient servant,

Bishopsgate-street Within, March 25. TEA DEALER.

There is no deficiency of the choicest wines in this country, and yet the absolute closing of the wine trade would be infinitely less startling as a social disaster than the closing of the tea trade. Nowadays every one drinks tea; and in the houses of the prosperous middle class it has come to be used constantly, and in very large quantities. Yet it is asserted that the highest qualities of tea cannot be obtained by private persons for any price. English prices command the wine-market, and would command any other market. Why not the tea-market? An answer has been suggested in the letter of "A Tea Drinker," which has elicited vigorous replies from three representatives of the tea trade. "A Tea Drinker" contends that "dealers," or merchants, are "afraid" of the high prices fine Teas could run up to in China; they have been accustomed to settle and are now insisting upon settling the terms on which the importers are to take their stocks, and they believe that they could not easily levy so large a profit upon the high-priced as upon the low-priced Teas. The consequence, it is argued, is that nearly all the Tea in the English market is of very inferior quality. No high quality of Tea can, generally speaking, be procured here, because none such is consigned to England from China. When we are told that the "finest Teas" in the Chinese markets fetch "fancy prices," and are "only suitable for Russian buyers," we are somewhat amazed, for it is certain that English consumers are able, and would, if they understood the case, be willing to pay as high prices as Russians. It is asserted that in Chinese teas the "finest quality"—that is, for English buyers—ranges from "1s. 8d. to 1s. 9d. per lb.," and "fine" from "1s. 5d. to 1s. 7d.," and these Teas, ranging from 1s. 5d. to 1s. 9d. per lb., are retailed at 3s., 3s. 6d., and 4s. per lb. The fancy Teas which can be procured here at higher rates are very little superior to these. Obviously it would be easier to charge cent. per cent. upon Tea purchased in China at eighteen-pence a pound, with the sixpenny duty added, than upon anything running to double the money. It will be seen from the letters we print this morning that the dealers challenge these statements as to price. But it is admitted on their behalf that "the great bulk of the Tea imported" costs on the average 2s. 2d. per lb., duty paid.

This calculation of the dealers is probably influenced by the assumption that in the whole of the trade it is necessary to cater for the million. We do not care to deal with the question of profits at all, though the margin shown, even by the figures cited on behalf of the dealers, indicates that there is some room at least for the more active working of competition in this branch of commerce. But, assuming that such a rate of remuneration is indispensable to cover losses and compensate for labour, we are quite sure that it is a mistake to decline the risk of trading in high qualities of Tea. If the Tea which goes overland to Russia has to be bought at fancy prices—that is, from 2s. 6d. to 3s. per lb., or even more, in bond at the Docks—we do not see why, for that reason, it should be put deliberately out of the consideration of English importers as "suitable only for Russian buyers." If we add the duty and 100 per cent. to cover all risks and fair profits, we only get to 7s. per lb. for the very highest quality, and this price great number of people would pay gladly for a really admirable Tea. After all, it is not easy to be extravagant in Tea-drinking. One bottle of a vintage wine will much more than balance the cost of the highest quality of Tea for a large circle, and now that afternoon Tea-drinking has become an established institution, people have at least as good a reason for being careful about their Tea as about their wines. If it was made clear that there would be a demand for the Russian yellow or caravan Tea at a high price, it may be supposed that the "dealers" would encourage its importation into England. We are told, however, that all the Tea intended for Russia came into this market a few years ago, but that it was found there was little or no demand for it "at the price the Russians are willing to pay." It may be doubted whether this would now be the case. But the dealers make this rebuff an excuse for debarring us from what would be a very innocent luxury, and if they do not directly suppress the importation of the high qualities of Tea, they do not deny that they are chary of meddling with it. Whatever the reason, we are compelled to content ourselves with what is at best second-class Tea. It is poor consolation to think that we get this inferior article at a very cheap rate. Indeed, we should feel justly aggrieved if all our fine clarets and burgundies were to be kept out of the English market, and we were to be informed when we remonstrated that we could get plenty of sound, if sour, *vin ordinaire* at the rate of ten shillings a dozen. Yet this is what happens in the Tea-market, although it may safely be affirmed that to tens of thousands of English Tea-drinkers it is a very insignificant consideration whether they pay four shillings or six shillings a pound for the article. Possibly some weight must be given to the fact that while it is the men who stock and empty the wine cellars, it is the ladies who rule the tea table. They make their purchases on the economical principles which prevail in good housekeeping, but, perhaps, with too little regard for quality. Hence men are not much accustomed to taste and enjoy the aroma of high-class Teas as they do of favourite wines. We have few connoisseurs in Tea-drinking among us, and no real guarantee, therefore, that we shall obtain quality for price. Yet we venture to affirm that it would be well worth some one's while to try the experiment of making a market for really good Teas, charging as high prices as he pleased. If the "fancy Teas" which now go to the Russian consumer could be thus supplied in London, we entertain no doubt that they would achieve an enormous sale for afternoon use. The idea is worth developing, if only because it would enlarge the scope and increase the intensity of an innocent and healthy enjoyment.

Miscellaneous.

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THE WESTERN CHINA EXPEDITION.

On the 22nd inst., at the meeting of the Royal Geographical Society—the President, Sir H. C. Rawlinson, K.C.B., in the chair—Mr. J. Coryton, formerly Recorder of Moulmein, read a paper "On the Trade Routes by British Burmah to Western China." History, he said, told us that the route to China by way of Burmah had existed for 500 years, and a valuable trade had been carried on by this road even while the ports of China were closed against all foreigners. Less was known of this part than of any other portion of our Indian empire, but it was through it that trade was carried on with the rich Chinese province of Yunnan, the people of which were great rovers. Many of these people who had emigrated to Singapore had gone on to Rangoon, and some even up the Irawaddy to Bamo, thus arriving by a long circuit at the very gates of their native province. These people had always differed in character and religious faith from the rest of the Chinese. The plateau of the province was 5,000 feet above the sea level, and on this was situated the town of Talifoo. He had lately had a letter from Mr. Margary, whose loss the country had to deplore as a most valuable and promising traveller, written just after having entered Talifoo. There were thirteen routes to Yunnan, one of which was that travelled by Mr. Cooper by way of Thibet. Mr. Coryton went on to describe the others, among which was the important one by steamer, 700 miles up the Irawaddy to Bamo, to be continued ere long by Major Sladen's railway, 130 miles, to Mumeen, or about half-way between Bamo and Talifoo. A different route more to the eastward passed through a district of Burmah, between Kiang-tung and Kiang-hung, in which a large quantity of tea was grown, which for want of facilities of export was regularly sent into the interior of China. He gave an interesting account of the Shan traders, many of whom he had seen in Moulmein, and produced tracings of several route maps drawn by these semi-barbarous people to explain their journeys, some of which had been as long as over 100 days. Caravans of these people had been met by Dr. Richardson at Zimmai, and Captain M'Leod had gone on thence to Kiang-hung, a point to which Captain Spry was now directing a railway. The value of the piece goods taken away by the Shans from Moulmein in a season was variously estimated at from £10,000 to £30,000. The late Earl of Mayo had when at Moulmein conversed with some Panthays who had brought down about 100 horses, which they sold at good prices to the English. Mr. Coryton described the French expedition up the Camboja River, and the visit of M. Garnier to Talifoo, for which he had received the medal of the society. The Camboja River was not navigable, but they had a better prospect with the Song-Ca. Lastly, there was the route from the west lately travelled by Mr. Margary, who had left Shanghai last September and had arrived in Bamo at the end of the year. He had accomplished what no traveller had ever done before. The secretary of the society had written to him that his death was a sad loss to the society and the nation, but he had left a noble legacy in his example. Sir MacDonald Stevenson had proposed a railway from Calcutta through China to the navigable portion of the Yangtsze-Kiang.

Mr. Cooper said that on the route from Bamo into China the travel-

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ler had to cross three water sheds. The country was extremely mountainous, and the semi-barbarous tribes inhabiting it were not very sensible of the benefits of trade and civilisation. The province of Yummun was undoubtedly fertile and rich in minerals, but the population, though industrious, had been cut down by internecine warfare. Hereafter a great trade may be done with the province, but not till the population has again increased. In the course of his journey he had seen gooseberries, strawberries, oak trees, and other of our English trees and plants, and in the province there was a remarkable species of deer and a kind of buffalo which were peculiar. As to the Shans he did not think them semi-barbarous; they had a literature as ancient as that of the Chinese themselves, and they had traded with Burmah for centuries, having forged the link of trade between the two countries. They had no doubt introduced the poppy to their own country from Burmah.

Sir G. Campbell said that we had to deplore the loss not only of Mr. Margary, but also of Lieutenant Holcombe and of about eighty men through the acts of some of these border savages. There was very little physical difficulty in the way of the road direct from Assam to China, but the Chinese would not allow travellers or traders to pass their frontier. Pressure ought to be exercised at Peking.

Sir Rutherford Alcock thought the political difficulties were the principal ones. These border tribes were not in truth much under any control, and it was difficult to hold any Government responsible for their acts. He did not think it the duty of the British Government to open roads for trade in these places. We could not afford to fail, seeing so much depended on our prestige, and we should not risk failure.

The President agreed with a portion of what Sir Rutherford Alcock had said, but would rather be over-risky than over-cautious. (Cheers.) On the whole he was not discouraged. The roads to the East could only be got at by doubling the Malay Peninsula, and he thought no other could compete with that which could be travelled in steamers for 700 miles.

BRITISH SUBJECTS IN CHINA.

Mr. W. H. Mundy writes to *The Times* as follows:—As it seems that Her Majesty's Government have thought fit to make representations at Peking with reference to Mr. Margary's murder in a distant Province of the Chinese Empire, surely I may be pardoned feeling the injustice of my own case, the more when I remember that it occurred where an European is no extraordinary sight, and where there is a regular commercial trade. Is it a wise policy, this, of inaugurating the dismissal of a case which may be repeated at any moment—for robbers gain courage and strength by impunity—and to prosecute another that it is highly improbable may ever occur again? People say, if we do not chastise these barbarians who committed the massacre at Manwein, the *prestige* of the English name is lowered, although it can hardly be more than known in those regions. On the other hand, where it has really been a thing of power we permit it to become a by-word, and make no remonstrance when a crime is committed against the person of a subject. I cannot help feeling justified in instituting a comparison between my own case and that of Mr. Margary, although I feel all the loss that has been incurred by his melancholy and ill-timed decease, and I venture to ask you, Sir, to give a small space in the columns of *The Times* for me to plead my cause once more.

With reference to this letter, *The Times* prints a leading article in which the subjoined remarks occur:—We will not deny either the force of some of Mr. Mundy's arguments or the plausibility of his very natural conclusion from them. Up to a certain point he has made out his position, though he has omitted to consider more than one important particular, which we must endeavour, therefore, to supply. In the first place, our Foreign Secretary has not as yet done more than direct inquiries to be made into the circumstances of Mr. Margary's death. There has been no talk of compensation or of punishment, or of anything of the kind. There is, in the first place, a question whether the more real responsibility rests with the Government of Burmah or with that of China. In the meantime, our Government is simply asking for information through our own official resident at Peking, and until that reaches us it will be impossible to say what further steps we shall think it necessary to take. Mr. Mundy's case, on the other hand, is already fully known. He has, fortunately, survived to give his own description of his adventures, and unless this is disputed there is really nothing for us to inquire about. In the next place, Mr. Margary when he met his death was not travelling in China on his own account. He had been sent by our Minister at Peking to join the British Mission from Burmah, and was, therefore, in a peculiar degree under the protection of the country which he was serving. We may add, besides, that he had received a special safe-conduct from the Imperial Government of China; so that his position was thus doubly accredited. Mr. Mundy's presence on the Canton River, however beneficial indirectly both to the Chinese and to ourselves, had certainly not been recognised by either in the same formal way. Again, Mr. Mundy's assailants were mere pirates, fighting and robbing for their own hand—the common enemies of any foreigners or natives who might chance to come within their reach. If, however, we may trust the accounts we have received of Mr. Margary's fate, he was attacked by troops under the command of the Chinese local Governor, for whose acts the central authorities may very justly be held esponsible. We will add, finally, that the argument which Mr. Mundy has drawn from the respective scenes of the two occurrences which he compares will, perhaps, admit of being stated in another way. A vessel on the Canton River may be fairly presumed to be under the ordinary protection of the law, and if this fails the consequences may just as probably fall on natives as on foreigners, who must take their chance with the rest. In the wilder and less-frequented provinces of a country, foreign travellers, it might be urged, are in an especial sense under the care of the Government, which is bound either not to suffer them to enter or to look well after them until they have got through. As regards Mr. Mundy's case in itself, we have nothing to add to what we said on it when it was first before us. He is much to be commiserated, and we shall be glad if Lord Derby can see his way to obtaining some compensation for his undoubted sufferings; but we do not think Mr. Mundy has at all strengthened his case by comparing it with Mr. Margary's, which it does not in the least resemble.

It is curious to observe that in the cases before us, whether our Government has acted or has refrained from acting, it has equally failed to satisfy those who have appealed to it. Mr. Mundy feels wronged because we have asked questions about Mr. Margary's death, but have not asked about his own injuries. Mr. Margary's father is not less indignant at the delay which has arisen from our inquiries, and he thinks that, without further preliminaries, prompt and signal vengeance should have been taken upon the guilty district. The truth is that in all such matters it is by no means always easy to say what ought to be done. It is clear that in such an affair as that of Mr. Margary, for whose safe-conduct the Government, whether Chinese or Burmese, of the district where he was murdered and our own must be considered distinctly responsible, we cannot waive the right of exacting a complete compensation, and are bound to support our claim without regard to consequences. A public officer and a private merchant stand, however, in a wholly different position, and it is simply impossible that we should extend to the latter the same State protection to which the former is entitled. It is time that we should lay down some general rule or other for our guidance, and we shall watch with interest to learn from Lord Derby what that rule is to be. The two cases which are now before his attention are typical, and they will scarcely fail hereafter to be appealed to as precedents.

RUSSIAN TRADE WITH CHINA.

The St. Petersburgh correspondent of *The Times* writes that some statistics on Russian trade with China, taken from a recent book, "Sketches of Contemporary China," by Colonel Veninkof, were lately published. Mr. Skatchkof, formerly Russian Consul at Tientsin and now Russian Consul at Shanghai, prints in the last two numbers of the *Russian Messenger* a serious criticism on Colonel Veninkof's book, in which he says that the whole book is nothing but the hasty and erroneous impressions of a tourist, and that the remarks about Russian trade are based upon entirely false calculations. According to the figures furnished by Mr. Skatchkof the Russian trade with China is increasing instead of falling off. The exports from Russia to China were:—1870—in goods, £529,909; in money, £87,555; 1871—in goods, £515,690; in money, £109,913. The imports of tea alone from China, direct by land through Kiakhta and by sea *via* Suez and Odessa, were:—In 1870, 19,378,312lb.; 1871, 21,536,772lb.; 1873, 29,811,000lb.; and indirect, *via* Europe—1870, 17,352,181lb.; 1871, 21,550,692lb.; 1873, 20,543,634lb.

This increase has been entirely due to the establishment of Russian houses at Hankow and Tientsin, which were thus enabled to break the monopoly which was formerly enjoyed by the Shansi merchants at Kiakhta. The reason why the sale of Russian goods—chiefly prints, cloths, and furs—in China has fallen off is, M. Skatchkof says, because the inhabitants of Northern China have become much poorer. This impoverishment is owing partly to the great increase in the use of opium, and partly to the immense importations of cotton goods from Europe, thus entirely destroying the native cotton industry by which the majority of the inhabitants of Northern China supported themselves. The exports of Russian cloths to China are now from 55 to 55½ per cent. of what they were in the most flourishing times of the trade. The bad state of Russian trade in Kalgan M. Skatchkof ascribes, not to the rivalry of foreign firms or to the German imitations of Russian cloths, but to the fact that the whole trade of Kalgan is at present monopolised by the Shansi merchants, who, with their immense firms, sway capitals of millions of pounds. Even as it is, the Russian trade with China comes second, though at long intervals, after that of Great Britain, following immediately that of the United States, although on terms much more advantageous to Russia. The various members of the Society for the Encouragement of Russian Trade have long advocated the carriage of teas direct overland from Hankow to Kiakhta. This, however, would be far more expensive than the present method of conveying them by sea from Hankow to Tientsin, and thus overland to Kiakhta. Chinese merchants, it is true, did convey the tea overland, but it was because their Government refused to give them permission to carry it by sea—a permission which has finally been granted.

THE P. and O. steamer *Australia*, which arrived at Southampton yesterday, brought thirty-four time-expired seamen from H.M.S. *Victor Emmanuel*, and fourteen shipwrecked seamen belonging to the steamer *Hong Kong*, which was lost off Cape Guardafui. The P. and O. steamer *Tunjore*, which was detained at Port Said owing to defects in her machinery, arrived at Southampton yesterday, and will be laid up.

THE Hull Dock Company are pushing on rapidly with the new docks they are constructing to the westward of the town. When the work is completed, the docks on that side of the town alone will be more than two miles in length, and afford accommodation for the largest class of ships.

MR. J. A. FROUDE has been entertained at dinner at the Westminster Palace Hotel by various gentlemen interested in our South African colonies, from a visit to which Mr. Froude has just returned. In the absence of Mr. Goschen, through indisposition, Mr. W. E. Forster, M.P., took the chair.

THE double screw composite gun-boat *Avon*, from China, arrived at Malta on the 18th inst., and left on the 21st, homeward bound. The *Iron Duke*, late flag-ship of the China squadron, arrived at Suez on the 23rd inst., on her homeward passage.

VISCOUNT BENALCANFOR, who was appointed Secretary to the Governor of Macao, proceeded to his post at the beginning of the present month, but was detained at Cadiz owing to an attack of fever.

Mr. EDWARD CHARLES HEPWORTH HILL has been appointed a Straits Settlement cadet.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 24.

The Chambers have adjourned for the Easter recess, after a very stormy debate in the Second Chamber about the policy of the Minister of War, General Weitzel. His Fortress Bill as I have already told you, met with rough treatment in the sections, and the general opinion was that the Bill would be rejected, but in the result it has been passed by a very large majority. You must not, however, suppose that the *prestige* of the Minister is still *sain et sauf*. I may assure you that it has suffered greatly, and that he has himself acknowledged that his position has become untenable. Messrs. Weitzel and Fransen Van de Putte are friends, and the last named has done all he could to save his colleague, but he is now convinced that *à l'impossible nul n'ess tenu*. In fact, several members have spoken of a new Minister of War, without a single word of protest from Mr. Weitzel. Under these circumstances it was somewhat surprising that the Minister of the Home Department thought it necessary to threaten a Ministerial crisis in the event of the Chamber rejecting the Bill. Most certainly the Chamber would have dared, but it would have been a great imprudence, under present circumstances, to outvote the measure. The object was to force the Minister to resign, and this has been accomplished. It will be difficult to find a successor. A Minister of War has to overcome many and peculiar difficulties. His task will be not only to restore our shattered means of defence, but he meets members in the Chamber who excel both in eloquence of speech and in knowledge of military matters. He must be their *persona grata*, and they prefer to remain what they are—independent critics—instead of accepting the portfolio, well knowing that *qui s'y frotte s'y pique*. That Mr. Weitzel was not the "right man in the right place" was every one's conviction. "Can it create astonishment," Mr. de Roo asked, "that our indignation is uttered in vehement tones, when we see that this Minister sported with our dearest interests? Or is this not the case when he keeps his seat at the 'green table,' though he knows that everyone is convinced that he is inefficient?" The President hereupon reminded the member for Leeuwarden that he had used un-Parliamentary language. This attack contributed a good deal to secure the Minister such a large majority. When he had assented to the request to resign it was of no use to say any more hard words.

As soon as the Chamber reassembles the members will commence an attack upon the Minister of the Colonial Department. They are anything but content with the explanations given with reference to the retirement of the late Governor-General of Java. Some of the Liberal papers assure us that a vote of want of confidence will be proposed, but the Tory papers endeavour to demonstrate that Mr. Loudon had forfeited the confidence of the Minister Van de Putte, and that Mr. Van Goltstein was obliged to continue the policy of his predecessor. So much is certain, that the matter will be the subject of a very warm debate. Another stumbling block probably will be the old education question. It is only a few months since that our Liberals thought this law—a creation of Mr. Thorbecke—the very best piece of legislation we ever had. But they have since come to the conviction that it has many shortcomings, and they now urge that it ought to be altered and improved. Of course you know that it has been denounced by our clericals, both Protestant and Catholic, as the worst possible law that could be framed. For several years it has been their stand-point of opposition, and they never had such a good chance of winning the game as now that the Liberals are finding fault with the measure. The opponents of the law demonstrate that as the State professes to pay for the public education it is only right that those who support their own schools should be indemnified to some extent. There is, I must admit, something to be said in favour of this indemnification system; it is an injustice that those who think that the public school cannot do without religious Bible instruction are obliged to pay twice over, once for their own schools and again for the Government establishments.

I am glad to state that the drama *Vorstienschool*, written by the eminent author of "Max Havelaar," enjoys an immense success. I can add that Mr. Douwes Dekker—this is the real name of the poet—is on the eve of marriage with Miss Schepel, a lady of Rotterdam.

Contributions are still being collected for the Atchin monument. The sum wanted will be soon subscribed.

A new mail-service will shortly be opened between England and Holland. The steamers will ply between Sheerness and Flushing, and the service will be so regulated that, leaving London or Amsterdam in the afternoon, the passengers will reach Amsterdam or London the following day, early in the morning. This will be a great improvement, especially as regards our mail-service, for which, up to this moment, we are dependent upon Belgium.

AMSTERDAM, MARCH 25.

The *Staats Courant* publishes a telegram from Padang, stating that the steamer *Voorwaarts* has arrived safely in that harbour. Strangely enough, the Nederland Company did not receive any direct information of her arrival.

In some German papers there is a rumour that Prince Alexander will be affianced to Princess Maria, daughter of Prince Friedrich Karl of Prussia.

The King has approved of the appointment of Mr. Ed. Erb as Consul for Switzerland at Batavia.

The Second Chamber will reassemble on the 7th of April.

PRODUCE MARKETS.

Notwithstanding that the results of the public auctions has been very satisfactory, trade has not been general or lively. The stocks of consumers, however, are getting low, so that a revival of trade may be expected.

COFFEE.—The market is very firm, but transactions are limited. The auction of the Trading Company has gone off very satisfactorily, and the average price was 1c. to 1½c. above the brokers' valuations. The value of good ordinary Java is now 53½c. to 54c.

TEA.—No business doing in first hands for consumption; however, small lots have been bought out of second hands at very firm prices.

SUGAR.—The transactions have included some thousands of mats at prices the same as last week, the nominal quotations being f. 2 to f. 3¼ under November value, according to colour and quality.

RICE.—A lot of 1,221 bags Java table has found buyers. The 6,855 ags Indramajoe table offered by private tender were not sold for want of satisfactory biddings.

SPICES.—No transactions in Nutmegs or Mace, owing to want of sellers. Cloves remain unaltered, and Pepper has met with some demand. The quotations are:—Nutmegs, No. 1, 190c. to 195c.; No. 2, 180c. to 185c.; No. 3, 155c. to 160c.; No. 4, 130c. to 132c. Mace, D, 190c. to 195c.; E, 185c. to 190c. Cloves nominal.

JAVA TOBACCO.—Only very limited business done.

COTTON.—The market is very quiet, prices being too high for a speculative business.

ARRACK.—A parcel of 50 casks Batavia was sold at prices that did not transpire. The article is rather dull.

HIDES.—The Trading Company has offered for sale by private tender 15,022 Java Rinder and 1,040 Buffalo. About 5,000 Rinder were bought in. There is a lively demand for superior light Rinder hides.

TIN.—In the last few days there has been somewhat more demand for Billiton, and f.49 offered for lots on the spot was refused, there being no sellers under f.50. Banca is quoted f.52, and at this price may still be obtained.

Literature.

L'Annam et Le Cambodge, Voyages et Notices Historiques. Par C. E. BOUILLEVAUX, Missionnaire. Paris: Victor Palmé.

On a former occasion we pointed out under what obligations the world lies to Catholic missionaries for the information which they from time to time impart with respect to the unknown regions of the earth, and which is in many cases the fruit of long years of unobtrusive toil and labour. The volume before us increases our debt to that devoted and self-sacrificing body of men who, under the auspices of the Society "Des Missions 'Etrangères de Paris," have done and are doing their best, according to their lights, to spread a knowledge of the Christian religion among the heathen. M. Bouillevaux commenced his labours as a missionary in 1848, and he was finally compelled by ill-health to relinquish them about a year ago; between the years named he actually spent some thirteen or fourteen years in Indo-China, and can, therefore, fairly lay claim to a knowledge of the subject of which he treats in this volume. M. Bouillevaux divides his work into three parts, viz., Premier Voyage de 1848 à 1856; Précis Historique et Géographique; and Second Voyage de 1867 à 1874. This arrangement of the very ample materials at his disposal strikes us as somewhat unfortunate, for surely it would have been more natural to have placed the first and third parts together. The author also makes rather a mistake in devoting too much space to his sea voyages to and from the East. During his first residence in the country M. Bouillevaux's time was chiefly spent at Battambang and Campot, though he visited other places, including Angkor, &c., and on the second occasion he took up his abode at Cho-quan.

The sketch of the history of Annam occupies six chapters of the second part, and shows that the author must have paid considerable attention to his subject, with which even the natives themselves are but little familiar. He divides the history of the country into four periods, the first of which is the legendary one reaching down to B.C. 257; the second period deals with ancient history, and brings us down to A.D. 907; the third period treats of the emancipation of Annam, and the reigns of different dynasties to that of Nguyên, A.D. 907-1600; and the fourth period comprises purely modern history, and, of course, in this chapter, by far the longest in the book, the author has a good deal to say about the appearance of the French on the scene. The seventh chapter in this part is probably the one which will be perused with the greatest interest, for it is devoted to remarks on the geography, climate, products, literature, religion, manners and customs, government, &c., &c. of the country. The author corrects some errors that are prevalent with regard to the population of the towns. There is only one of any magnitude, viz., Kecho (Hanoi), the old capital of Tonking, containing about 100,000 inhabitants. Hué, he says, is not a town, properly speaking, but a citadel, and the royal city does not contain more than 4,000 or 5,000 inhabitants, though there are numerous villages in the vicinity, of which the population is considerable. As to Saigon, in French Cochin China, M. Bouillevaux hopes that some day it may become one of the principal commercial centres of Asia, but he says that at present it is only a town in miniature. The climate of Annam is generally unhealthy, especially in the lower parts of the country, where the heat and moisture bring on fevers, dysentery, &c. The mountainous districts are better, but it is only a matter of degree, and it is a very remarkable fact that the wooded mountains occupied by the savages are uninhabitable not only by Europeans but also by the Annamites; the climate there is simply murderous. Annam is rich in mineral resources, for antimony, zinc, iron, copper, and lead are abundant; gold and silver are met with in some parts, principally in Tongking; and some missionaries affirm that coal is found cropping out of the ground in Central Cochin-China. There are many other points in this part of Mr. Bouillevaux's work, to which we should have liked to draw the attention of our readers, but our space will not

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admit of our doing so, and in conclusion, we can only say a few words with regard to the language of the country. There are two languages in Annam, says our author, the language which is used in official documents, and which is almost entirely an old Chinese dialect, written in Chinese characters, and also the common language, which contains a very large number of Chinese words, and those of Chinese origin, but yet forming a distinct language, and derived probably, to a great extent, from the dialect of the "Giao-chi" and the tribes which inhabited the country before its conquest by the Chinese. The characters employed in writing the common language are also to a great extent of Chinese origin, with some modifications necessitated by local circumstances. Although letters are the road to honour in Annam, as in China, yet oddly enough literature has made hardly any progress there.

We have received a copy of the *Chronicle and Directory for China, Japan, and the Philippines for the year* 1875 (Hong Kong: *Daily Press* Office. London: F. Algar).—Besides the countries mentioned in its title, the volume before us also deals with Cochin-China and Siam. The introductory part of the work gives a variety of very useful information, including an Anglo-Chinese calendar (in which, of course, "first year of Kwang-su" must now be substituted for "fourteenth year of Tung-chih"), mail tables, notes respecting Chinese, Japanese, Jewish, Mohammedan, and Parsee festivals and fasts, and on the Siamese method of dividing time. The same remark applies to the appendix, in which the editor has collected from various sources numerous details of a geographical, statistical, historical, topographical, and commercial nature with regard to Hong Kong, Macao, Shanghai, Manila, and Ilo Ilo. The directories of the several ports appear very ample, and we are informed on the title-page that the work has been "corrected at the different banks, offices, and institutions;" on this point, however, we are rather sceptical, and we think our scepticism is warranted when we see a gentleman's name spelled in two different ways in one column, and are called upon to believe that Mr. Consul Gregory can live at Swatow and Taiwanfoo at one and the same time. It is really wonderful how little trouble seems to be taken in revising the proof-sheets of books published in the East, and when they are revised, it generally seems to be with a view to the preparation of a few *pages* of errata and corrigenda. We must not omit to mention that the volume before us contains some capital maps and plates, including one of "Signals at the Peak and House Flags," which not only visitors to but residents at Hong Kong will find very useful. These maps are worthy of commendation.

The International Congress of Orientalists is now the most important Institution of Europe for the study of the Eastern countries. The proceedings of its inaugural session, held in Paris during the year 1873, are being published in two volumes, of which the first has been just issued. It is completely devoted to the history, sciences, arts, and literature of the Far East, eight meetings having been occupied by Japanese questions at the beginning of the Congress. Among the names of authors we find those of the best Japanese scholars and sinologues of our time:—Robert K. Douglas and John O'Neill, for England; Dr. August Pfizmaier, for Austria; Addison Van Name, for the United States of America; Rev. J. Langenhoff, for Holland; Anselmo Severini, for Italia; Imamura Warau, Trie Fumio, Nomura Naokagu, H. Exc. Samesima Naonobu, and Zanaka Fuzimaro, for Japan; Dr. Richard Lepsius, Dr. H. Steinthal, and the late H. Conon de la Gabelentz, for Germany; Lucien Adam, Alb. Du Bosquet, Emile Burnouf, Leon Cahun, Marquis d'Hervey, Ed. Madier de Montjau, the Count de Montblanc, Professor Léon de Rosny, Admiral Roze, Fr. Sarazin, for France, &c. It would not be possible to give even a list of the numerous and important papers contained in this volume of 600 pages, which is profusely illustrated with lithographs, helioglyptics, coloured prints, woodcuts, and maps. Among a great number of important memoirs we may mention the following: On the Monuments of the Prehistorical Civilisation of Japan, by Léon de Rosny; On the Ancient Gold Coins of Japan, by F. Sarazin; A Comparison of some Monuments of Japanese and Persian Antiquity, by Adr. de Longpérier, member of the Institute of France; On the Primitive Religion of Japan, by E. Burnouf; On the Neo-Buddhism or newly-invented Religion of the Japanese, by Rosny and Du Bosquet; On the Last Revolution in Japan, by Zanaka Fuzimaro; On the Anthropological Characters of the Yellow Race, by Charles Rochet; On the Ancient Communications of Japan with Oceana, by Gaultier de Claubry; Affinities between Eastern Asia and America, by l'Abbé Pipart; Ethnography of the Ainos, or Hairy People of Japan, by Rosny and Pfizmaier; On the Sources of the Primitive History of Japan, a very valuable Paper, by an American scholar, M. Addison Van Name; some articles on the Origin and Transformations of Writing in Japan, with an Explanation of the "Sin-zi" Letters, till now but little known to Oriental Philologists; On the Patois of the Several Parts of Japan; On the most Ancient Japanese Poetries, &c. A special chapter is devoted to the sciences of Japan. Captain Levallois gives, accompanied by curious engravings, an explanation of some problems in the arithmetic of the Far East; Dr. Duteuil writes upon Japanese Medicine; Em. Burnouf on the Culture of Indigo; and many members send contributions on the important subjects of the Japanese silkworm. With reference to China Le Marquis d'Hervey presents a Paper on the Unknown Peoples of the Interior of China; and Professor Douglas an article on the Annals of the Han Dynasty; Baron de Ravisi has communicated his researches on the Mother-Virgins of Eastern Asia. The second and concluding volume is now in the press. This volume will be devoted to Egyptian and Assyriologic, Semitic, Indian, Buddhic, Dravidian, Persian, Armenian and Neo-Hellenic studies.

Geography of the British Colonies, by the Rev. J. B. FAUNTHORPE. London: George Philip and Son.—This work, which has reached a second edition, is designed for the use of students in training colleges and candidates preparing for the Government services. The facts are arranged in a form which renders them easy of reference, and the information given is at the same time concise and comprehensive. The same publishers have issued a new *Atlas of the British Empire*, by Mr. John Bartholomew, F.R.G.S. The maps, although of small size, are clearly and distinctly lithographed.

The *Colonial-office List*, 1875. Harrison, Pall Mall.—The work is very late in its issue, but we observe ample cause for the delay in the large additions of useful matter which have been made by the new author, Mr. Edward Fairfield. The only mistake about the book is the low price it is published at, certainly inadequate to the great labour bestowed on it.

The last issue of the *China Review* is an interesting number. The article upon "Chinese Proverbs and their Lessons," and that upon the "Chinese Instructions to Foreigners," cannot fail to deeply interest the reader conversant with Chinese manners and customs.

ST. PAUL'S COLLEGE, HONG KONG.

OUR readers, and especially those in China, will recollect the lengthened discussions which have from time to time taken place in the public Press with reference to St. Paul's College at Hong Kong. That building has been now for a series of years completely useless for the purposes for which it was originally intended, and in fact has been called into requisition only as quarters for various persons more or less entitled to make use of it, instead of being, as its founders intended, devoted to a college to give to certain Chinese a superior English education with a view to fitting them for admission into the Anglican Church. Some discussion a short time ago took place as to what were the exact position and object of the institution, and whether it should not be devoted to the education of Chinese upon a secular basis. The publication in one of the local papers of Hong Kong of the original memorandum with regard to the foundation of the College set this point at rest, and there is at present no doubt as to the nature of the views of the benevolent founders of the College. It appears that the new Bishop of Victoria is anxious to carry out this object, but we understand that there is at present an entire lack of funds. The building, which has been only patched up from time to time, has suffered severely in the late typhoon, and is now completely out of repair, so that before it can be turned to account a large amount of money will have to be expended upon it. The Bishop of VICTORIA is, it seems, as warden of the building, entitled to live in it; but this, of course, he can hardly do, unless its objects are being carried out. To set a college such as was contemplated on foot would be a work not only of some difficulty, but one requiring considerable expenditure, and it remains to be seen how this problem can be solved. As St. Paul's College is a private foundation, there would, of course, be no claim upon the local government of the colony, and the funds will have to be sought in other directions.. It has now been almost a laughing stock in the colony for a series of years, and we certainly sympathise with the bishop in his desire to make St. Paul's College something more than the mere name of an unused edifice, as it is at present. The question seems to us extremely simple. If the necessary funds can be procured, the object of the foundation can, of course, be carried out, and it will be certainly a credit to those concerned that it should be done; but if the funds cannot be obtained, it would be far better that the building should be closed or sold, and, in the latter event, the money obtained be devoted to carrying out the object of the foundation as far as it can be done. Half a loaf is better than no bread, and at present the position of affairs is that the existence of St. Paul's College, instead of aiding the object which the donors had in view, actually impedes it, and forms a painful monument of the unfortunate manner in which public institutions are neglected in Hong Kong.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, MARCH 30, 1875.

OUR BIRMESE FRONTIERS AND WESTERN CHINA.

PUBLIC opinion in England has for years discountenanced any fresh annexation of territory in our eastern dominions, and hence the steady policy of every administration has been to patch up each misunderstanding, to do the best that can be done to secure some sort of a compromise, settlement, explanation, or, less frequently, compensation; but always with the resolve to sacrifice individual grievances or outrages, to wink at any little blots on our national honour, if towards the close of a voluminous correspondence it appears plain that proper satisfaction can never be obtained without an appeal to force. *Laissez faire*, "masterly inactivity," have been the British watch-words for many long years; and one result is that our relations with China are worse than they were ten years back, and instead of progress during all that time there has been actual retrogression. Public opinion needs to be informed. The power of Great Britain ought never to be exerted in an unrighteous cause, or for unworthy narrow objects, but there are many questions which, if the public at home were but instructed in the facts, if they knew the real interests at stake, the mischief which delay is causing to the parties principally concerned, and the small amount of pressure which—if genuine—is really needed to work great benefits, would not have had to wait so long crying out for adjustment. Independent Birma is a case in point, and it seems as if the end reserved for that now unhappy country cannot be much longer delayed. According to a telegram recently published in *The Times*, difficulties have arisen with the King of BIRMA regarding boundaries, and as to his claims to sovereignty over the independent Karen States. The Viceroy had proposed the appointment of a mixed Commission, matters remaining meanwhile *in statu quo;* but the King would wait for no such settlement as this; he has occupied the disputed territory, and refuses to withdraw. Sir DOUGLAS FORSYTH has accordingly gone to Mandalay, with instructions to insist upon a settlement. Troops—it is added—will probably be sent to British Birma as a precautionary measure. The Birmese Sovereign is also, it would seem, taking "precautionary measures;" for in a later telegram we learn that his Majesty is sending 4,000 men towards the Arracan (*i.e*, the British) frontier. To these particulars add a paragraph from the *Times of India*, to hand by the last mail, which describes the King of BIRMA as having been so ill that foreigners resident at Mandalay were alarmed, and feared the political confusion which his death would produce. His Majesty is indeed better, but as he is now sixty-six years old, surrounded by women up to his neck, and beset by palace cliques, and by rival princelings all hungrily intriguing for the future possession of the throne, there is really no knowing how soon the present stagnant mal-administration may be exchanged for renewed faction fights. "When the spring takes place," says the *Times of India*, "it will be a terrible day for all Englishmen in Upper Birma." Mr. MARGARY'S death is also ascribed to the hostility and treachery of the Sovereign of Ava. This, however, we doubted from the first, and the latest news only confirms our view. That sin must be laid at the doors of the Peking Government. Neither do we attach much importance to the dispute about boundary-lines, a question which can be leisurely argued out, and if his Birmese Majesty is not convinced by reason he can still have no course but to give in at last. His claim to the sovereignty over the independent Karen States is a much more serious matter. The French, having in view their position at Tongkin, lately concluded a commercial treaty with the King of BIRMA; and when we consider the divided interests, the opposite views and feelings, of the various parties affected directly or indirectly by that treaty, we shall perceive that matters have entered on a very critical phase, and we shall be wise if we make up our minds what we shall do when the storm bursts. In the middle is the King of BIRMA, surrounded and controlled by alternate palace favourites, ignorant, selfish, and incompetent. Then there are the Karen tribes, or Shan chiefs, ancient feudatories of the Court of Ava, which they have long ago ceased to respect, yet jealous each of his own autonomy, suspicious of foreigners, and not likely to be influenced by anything except their fear of British power. As for ourselves, we are trying to keep things quiet as long as we can; but our fate is being forced upon us; the Birmese Court is becoming every day more quarrelsome and hostile; our interests in the overland route to China brook no further delay; we have just experienced one disaster which warns us of the danger of supineness, and we cannot postpone deciding as to the position we mean to take up in the north of Indo-China; while on the eastern coast are the French, who will insist on having the King of BIRMA fulfil the treaty obligations which he has undertaken. How could the Imbecile at Ava inflict vengeance on some so-called tributary Karen tribe for any outrage inflicted on a French subject? We do not like the aspect of affairs at all. And there is but one Statesmanlike way out of the difficulties. We shirked our responsibilities and our duties to the native population when we cut the Kingdom of Birma in half. Our control over Ava should now be made as paramount as it is over the semi-independent Rajahs in the continent of India, and the Karen tribes should either be completely cast off, or else brought, as parts of Birma, under our thorough supervision too. If we mean to open the road to China, and keep it open, this *must be done.* If we are not prepared to go as far as this, let us at least free Birma from Court intrigues and give her what we have not refused to Fiji, and then no longer casting eager glances towards Sze-Chuan and Thibet, we can then leave the Red Karens to roam over their jungles at their will.

EDUCATION AND SCHOOLS AT HONG KONG.

H.E. the Governor of Hong Kong has spoken in very distinct terms upon the question of secular education at the Government schools in that colony, at the public examination of the students at the Central School, which took place on the 29th January last. A lengthened and somewhat bitter controversy, similar in the main to that which has been gone through on the same subject in England, took place about a year ago in connection with the disposition of a sum of money which was voted by the trustees of the Morrison Educational Society for a scholarship in the Central Schools. These schools being established upon a secular basis, some of the trustees for the disposal of the fund expressed a doubt whether the money could be paid without some kind of religious element being introduced into the examination for the scholarship. Whether this controversy has been settled or not we are not aware; but it is very satisfactory to observe that the discussion which it evoked has ended in the enunciation of very definite views upon the subject of secular education by Sir ARTHUR KENNEDY, the present Governor of the colony, whose opinion upon such a point is entitled to great respect. He said, in the course of his speech upon the occasion above referred to:—"The absence of religious instruction in the "school was looked upon by some as if denominational "education were entirely prohibited. But such was not "the case; it was not introduced, simply because any at-"tempt in that direction would be impossible in a school "composed of mixed nationalities. To suppose, therefore, "that the Government was opposed to religious instruction "was a great error. He thought every boy ought to be

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"allowed to follow his own religion, and he would depre-
"cate any attempt to meddle with his religion in school.
"It was quite right that each boy should be taught a re-
"ligion, but that should have been undertaken by the boy's
"parents or by persons in whom they had confidence and
"to whom they delegated that duty, and the school was
"no place for it, nor was the school-master the right man to
"give that instruction." There are, we think, few who will not recognise the soundness and temperateness of the above views. We regret, however, to observe that the controversy is not yet at rest in Hong Kong, and that the *China Mail* still adheres to the position that the Government Schools should be made Protestant, while at the same time a grant-in-aid system to schools of other denominations should continue in force. We can see no reason why the Government should take up so illogical and inconsistent a position, which could only have the effect of causing large numbers of Chinese and other Asiatics to leave the Government Schools, which under their present system and their excellent Inspector, Mr. FREDERICK STEWART, are performing a great and a useful work. "We honestly believe," says the paper above quoted, "that, were the Go-
"vernment Schools made essentially Protestant to-morrow,
"they would scarcely lose a single pupil." There was an ancient philosopher who said it was the same whether he lived or died. "Why, then," he was asked, "do you not kill yourself?" "Because," he answered, "it is the same." If the Government Schools would not lose a single pupil by the change proposed, the denominational schools would not gain a single pupil by it, and the Hong Kong Government may well answer those who make the proposition as the old Grecian philosopher did those who wished to know why he did not kill himself in order to be consistent.

ADVICES from Calcutta of the 5th March confirm the telegraphic news as to the attack on Colonel BROWNE'S Expedition. Before he reached Manwyne his party was attacked by a body of Chinese and hillmen, who are said to have been the vanguard of an army of 3,000 men despatched against the expedition by the Chinese Government at Momein. Some fighting occurred, and Colonel BROWNE was forced to retreat to Tsitkan, in the Burmese Shan States. Mr. MARGARY, who had accompanied the Mission as interpreter, seems to have preceded the party to Manwyne, and to have been murdered. Another member of the party, Mr. ELIAS, had taken the lower, or Suwaddy route. We already know by telegrams of the safe return to Rangoon of all the surviving members and guards of the Expedition.

WE hear that the Rev. J. TREW, who was for many years in Burmah, has been appointed by the Society for the Propagation of the Gospel to proceed to Japan.

WE understand that Sir BROOKE ROBERTSON, Consul at Canton, may be shortly expected home on leave.

THE CIVIL SERVICE ESTIMATES—CHINA, JAPAN, AND THE FAR EAST.

The votes in the Civil Service Estimates for the financial year ending March, 1876, which specially refer to the Far East, commence with the Diplomatic Service, under which head we find votes of £6,000 for Her Majesty's Minister Plenipotentiary in China, of £800 for the Secretary of Legation, of £800 for the Chinese Secretary, of £600 for the Assistant Chinese Secretary, of £200 for the Chaplain, of £460 for the Assistant and Accountant, and of £600 for the Surgeon. The salary of the official holding the office of Assistant and Accountant is £20 above that for last year—£440—in accordance with the regulation which prescribes that he shall receive an annual increase of £20 up to £500. We may here state that a sum of £15,000, being one-third of the estimated net expenditure upon the Diplomatic Service in China, is contributed by the Indian Government and paid into the Exchequer. Another estimated source of revenue is comprised in the Fines, Fees, and other casual receipts connected with the Consular Service, which are calculated at £9,000 for China and Japan. As regards Japan, the figures present totals of £4,000 for the Minister, £800 for the Secretary of Legation, and £700 for the Japanese Secretary. These amounts differ in no respect from those for the past year. The salaries of the assistants, &c., are included under one total for all Legations. We come next to the Consular Services, which, as regards China, figure for the following amounts:—

Canton	£1,600	Ningpo	£900
Shanghai	1,500	Amoy	900
Foochow	1,300	Chefoo	800
Hankow	1,000	Swatow	800
Tientsin	900	Taiwan	800
Newchwang	900		

The total is £11,400, which is the same as last year. The total required for Vice-Consuls is £4,200, against £4,050 in the last Estimates, an increase of £150, the details being Shanghai, Kiukiang, and Whampoa, each £750, Canton £700, Pagoda Island, Foochow, £750 (against £600 in the previous Estimates) and Taku £500. The remaining charges for the China Consular Service may be thus summed up:—Assistants £6,900—namely, six first-class at £400, a like number of second-class at £350, and eight third-class at £300 each, there being no change under this head. The amount required for Interpreters is also the same, £5,500. Writers and Linguists figure for £2,879, an increase of £29; Student Interpreters for £3,150; Teachers for Student Interpreters for £459, and the Shipping Clerk at Shanghai for £500; the last-named item showing an increase of £100 upon the previous estimates. Passing on we find an estimated amount required for "Wages and allowances to Gaolers, Constables, Watchmen, Boatmen, Porters, Coolies, and others employed in public services," of £4,802, a decrease of £31 on the last estimate, which was £4,833. There are also items under this head of £200 as allowance to the Assessor of the Mixed Court at Shanghai, in consideration of his salary being below £700 per annum; of £200 as an extra allowance to the Consul at Tientsin, and £100 as allowance to the officer in charge at Tamsui.

This section of the Estimates concludes with a number of items which are termed "Incidental Expenses." These are headed by the Consular-office expenses, viz., Canton and Shanghai, £275 each; Swatow, Amoy, Foochow, Ningpo, Hankow, and Tientsin, £100 each; Newchwang, Chefoo, Kiukiang, and Taiwan, £75 each; Pagoda Island, Whampoa, Tamsui, and Taku, £40 each; total, £1,610. Then follow estimates for Legation Guards and Escorts at Peking, £570 (increase £27); outfit and travelling expenses for Consular Officers and Student Interpreters, £3,000 (increase £200); printing and stationery, £400 (decrease £30); postages, £700 (increase £100); contributions in aid of Church establishments, *nil* (decrease £200); allowances for purchase of coal, £305; Consular Prison expenses, £600; Medical attendance, £1,300; relief of distressed British subjects, £75 (decrease £25); and other incidental expenses, £1,015 (decrease £260). Except where otherwise stated, these amounts are the same as those which appeared in the Estimates for 1874-75.

The estimated cost of "Salaries, Allowances, and Wages" for the Japan Consular Service presents a total of £13,307, an increase of £53, the total for the past year having been £13,254. The amount required for Consuls is £3,500, the same as the last estimate; viz., Hiogo £1,000, Nagasaki £900, Hakodadi and Kanagawa each £800. The Vice-Consulate at Yedo is set down at £600, and those at Yedo and Ne-e-gata for corresponding amounts, the total charge for Vice-Consulates being, as for last year, £1,800. The remaining charges on account of the Japan Service are as follows:—Assistant Japanese Secretary £600 (increase £100); Medical Officer, £250 (decrease £250; First-class Assistants, two at £500, two at £400, total £1,800, Second-class Assistants, four at £300, total £1,200; Interpreter's Allowances to Assistants, £500; Student Interpreters, £800; Writers and Linguists, £532 (increase £13); Gaolers, Constables, &c., £2,187. We then arrive at the "Incidental Expenses," which include the following items:—Pay of Legation Escort, £722 (decrease £118); Allowances to Consular Officials for outfit and travelling, £1,050 (decrease £200); printing and stationery, £180 (decrease £20); postages, £200 (increase £250); contribution towards Church establishments, nil (decrease £400); allowances for office expenses, £650; allowances for coal, £500; prison expenses, £250; medical attendance, £250 (increase £50); relief of distressed British subjects, £25 (decrease £25). These amounts are the same as taken in the last Estimates, unless it is otherwise stated.

The estimate for the Supreme Court of China and Japan presents the same total as in the last Estimates, viz., £8,126. The charges under this head exhibit no variation, being as follows:—Judge, £3,500; Deputy Judge, £1,200; Law Secretary, £750; Law Clerk, £750; Chief Clerk, £350; Clerk for Civil Causes, £400; Criminal Clerk and Assistant Clerk, each £306; Chief Usher, £200; Chief Constable, £164; and Messengers, &c., £200.

The special expenditure set down for the Consular Establishment in Siam presents the following items:—Consul-general, £1,600; Interpreter, £500; First Assistant, £400; Second Assistant, £350; Medical Attendant, £300; one Student Interpreter, £200; Writers, £58; and Gaolers, Constables, &c., £417. The total amounts to £3,425, showing an increase upon the last estimates of £400, the salary of the Consul-general being increased by that amount. Other items referring to the Siam Consular establishment are:—Outfit and travelling expenses, £250; printing and stationery, £20; postage, £50; prison expenses, £100; and incidental expenses, £300. No alteration from the estimates for 1874-75 is shown by any one of these items except the last, which is lower by £100.

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The differences existing between the present and the last estimates in the expenditure upon the Consular Services in China, Japan, and Siam, may be readily appreciated from the following recapitulation of the figures of which we have given the details above:—Salaries, Allowances, and Wages are charged £65,100 against £64,570, an increase of £530; Legation Guards £2,750, against £2,600, an increase of £150; Incidental expenses £4,000, against £4,400, a decrease of £400; Printing and stationery £600, against £650; a decrease of £50; Chapels and Chaplains, nil, against £400, a decrease of £400; medical attendance £1,550, against £1,500, an increase of £50; relief of distressed British subjects £100, against £150, a decrease of £50; and postages £950, against £800, an increase of £150. The only items which figure for the same amounts as in the last estimates are the charges of £4,300 for outfits and travelling expenses and of £950 for prison expenses. The grand total of the Estimates for the Consular Services in the Far East is £80,300, showing a reduction of £20, the total of the last Estimates having been £80,320.

Other places in the Far East, the charges for which are not included in the total given above, figure for the following sums:—Manila Consul, £1,100; Allowance for Rent, Office Expenses, &c., £500; Vice-Consulate at Ilo Ilo, for Rent, &c., £100; Batavia Consul, £200; Borneo Consul-General, £300; Allowance, £200. There is no sum allowed for a paid Consul at Saigon, but an amount of £400 appears as an allowance for office expenses, &c., the same as last year. The only alteration in this section of the Estimates is with regard to Manila, where the allowance for rent, office expenses, &c., is reduced from £600 to £500, and an allowance is made of £100 for the maintenance of the Vice-Consulate at Ilo Ilo.

The sums required this year on account of Consular buildings in China and Japan amount to £32,561; being for building, repairs, contingencies, and office expenses, £25,700; rents of Legation and Consular buildings, £5,900; and allowances for house-rent to officers of the Supreme Court at Shanghai, and to Linguist at Whampoa, £1,861. This is £666 less than the estimate for 1874-75, which was £33,227.

Appended to the Estimates there appears an account of the pensions and the superannuation allowances which are granted to retired officials who have served at home and abroad. Amongst these we find the subjoined grants for services in the Far East: Sir R. G. Macdonell, Governor of Hong Kong, £1,000; Sir Rutherford Alcock, British Minister in China, £1,550; G. A. Trotter, Clerk to the Chief Justice at Hong Kong, £65; H. W. Parr, Harbour-Master at Labuan, £50; the Rev. M. B. Bailey, Chaplain, Yokohama, £68; John Campbell, Medical Officer in Siam, £90; Charles St. George Cleverley, Surveyor-General at Hong Kong, £73; A. W. Elmslie, Acting Consul at Canton, £250; W. H. Fittock, Consul at Ningpo, £507; J. B. Goddard, First Assistant in China, £93; Patrick Hague, Vice-Consul at Ningpo, £193; F. Harvey, Consul at Chinkiang, £420; F. C. Macgregor, Consul at Canton, £1,200; George Morrison, Consul at Nagasaki, £360; Horace Oakley, First Assistant at Canton, £90; E. Solbe, Interpreter, China, £96; P. B. Walsh, First Assistant in Japan, £85; C. A. Winchester, Consul at Shanghai, £816. The foregoing are pensions and superannuation allowances. The following are compensation grants made on abolition of offices, or reduction of salaries, &c.:—T. R. Colledge, Surgeon at Canton, £400; Rev. J. H. Gray, Chaplain at Canton, £150; Rev. George Hamilton, Chaplain at Foochow, £59; R. B. Jackson, Consul at Foochow, £600; A. R. Johnston, Secretary and Superintending Registrar in China, £600; Ying-Ta-Sing, Messenger at Shanghai, £10; Ma, Gatekeeper at Peking, £10.

There is also appended to the Estimates the usual account of sums expended during the last financial year—1873-74—for special missions and services, also for outfits, passage-money, &c. Among the items under these heads appears an amount of £270 for the outfit of the Hon. F. R. Plunkett, Secretary of Legation at Yedo.

THE WESTERN CHINA EXPEDITION.

The Times Correspondent at Bhamo, under date 21st Jan., communicates much interesting and important details of Colonel Browne's Expedition and of Mr. Margary's adventurous journey from the Yangtsze to Rangoon through Yunnan, and his reception at Talifoo. It is clear that Mr. Margary possessed all the tact and resolution necessary to carry out the almost insuperable difficulties which presented themselves at every turn. We trust that the Foreign-office will duly receive the journal of Mr. Margary, that we may be possessed with the fullest information of the country and peoples through which he passed. The testimony he gives of the civility and protection he received from the Chinese officials is highly satisfactory:—

Colonel Browne's Mission to Yunnan is being rapidly accomplished, nearly the entire party being now collected at Bhamo, preparing for a final start across the hills. Several changes have occurred in its constitution since my last, and to the list of members previously mentioned have been added an officer in charge of a Sikh body guard of fifteen picked men and a second consular interpreter, who is at the moment pursuing the Mission up the Irrawaddy, after finding his way from China by sea, *via* Singapore and Rangoon. These additions bring up the total strength of the party to the somewhat formidable number of about fifty persons, exclusive of local hangers-on and bullock drivers; and were it necessary to describe the whole in detail one would have to enumerate half the races of Eastern Asia. There are half-caste natives of Southern India (or Portuguese, as they love to style themselves), Sikhs from the North-West, Goorkhas from Nepaul, Bengalese, Chinese, Burmese, Shans, and Kachyns. But it is not only the *personnel* of the party that has suffered change; the plan of the expedition has also been modified, and the intention now is, after having visited the chief cities of Yunnan, to continue the eastern journey to Shanghai, through the Provinces of Central China, instead of returning into Burmah. In this case the progress of the Mission will be much facilitated by the successful passage through the country of Mr. Augustus Margary, who arrived here direct from Shanghai on the 16th inst., having been sent by Her Majesty's Minister at Peking to meet the main body of the party as near the Chinese border as practicable.

Mr. Margary's journey is one of the most interesting that has been performed in China in modern times, for not only has he solved, single-handed, the problem of the through journey, but he has followed a route across the Central Provinces of the Empire never traversed by Europeans since the days of the Roman Catholic Missionaries, at the commencement of the last century. He left Hankow on the 4th of September, and ascended the Yangtsze as high as the Tung-ting Lake. This he entered and traversed in a south-westerly direction until reaching the mouth of a considerable river, called the Yuen, which he followed up to the great trading mart of Chang-te-foo, a city that is not only in communicacion with the lake and the Eastern Provinces by means of the Yuen, but also by canals that lead direct to the Yangtsze at Sha-Shih, a town of great commercial importance, which has more than once been visited and reported upon by English expeditions, and, indeed, recommended as one of the inland ports it would be desirable to throw open to foreign trade. From Chang-te Mr. Margary continued his course up the Yuen, through scenery of striking beauty, and of that peculiar nature most familiar to us in the West from the paintings on Chinese porcelain. The plains are, as it were, strewed with isolated hills and rocky peaks, while the river bed is overhung with fantastic cliffs and impending crags, requiring only the pagodas and gardens perched in impassable nooks on giddy ledges to recall the conventional scene. At Chun-Yuen-foo, the head of the navigable portion of the stream was reached, and here Mr. Margary experienced the culminating point of that implacable ill-will against foreigners for which the inhabitants of the Hunan Province are notorious, and to which he had been exposed, it is true, ever since entering it, on the banks of the Yangtsze, but in a minor degree, from the fact of being less easily reached while travelling in his boat than when living on shore. On nearing the city—an extensive and populous one by the way—an armed boat was sent out to attack him. This he succeeded in overawing through the opportune arrival of a friendly official from below, under the escort of a gunboat, and he then landed amid an angry mob to make his way to the official residence, a feat that was only performed after something very like a fight; and even when this was reached so callous were the local officials to any sense of duty towards an English officer that it was only after receiving a sound rating "in open durbar" in their own language—and few are more competent than Mr. Margary to administer it—that common hospitality was extended to him, and that he was able to leave the city next morning for his overland march without serious consequences happening. The poor boatmen, however, who had brought him from the foreign settlement at Hankow were less fortunate, for, one stage from the city,—the news overtook Mr. Margary that when the mob discovered their expected prey had quietly left they proceeded to wreak their vengeance on the innocent boatmen, whom they attacked and whose boat they burnt. Nothing could be done to obtain reparation for this outrage on the spot, and it was only after arriving at the capital of the Province of Kweichow that a sufficiently high authority could be reached to take the matter in hand and guarantee redress for the luckless victims. This mandarin was the Governor of Kweichow, who treated Mr. Margary with marked civility; indeed, the high Provincial officers evinced a very thorough desire to carry out the instructions of the Tsung-li-Yamên in a friendly and courteous spirit. This was especially the case in Yunnan, the capital of which province was reached after an arduous journey of twenty days over precipitous passes and through an interesting region, replete with waterfalls, caves, and other natural phenomena, while for the rest of the journey all had been rendered comparatively easy by the careful arrangements and hospitality of the acting Viceroy of Yunnan and Kweichow.

The latter is an officer remarkable for his intelligence and force of character, and during the late war with the indigenous mountain tribes, or Miaou-tse, has built up for himself a reputation that has spread far and wide through the Provinces. Though a civil officer, he took personal command of the army (for such is the ignorance in China of all science in warfare that no civilian would shrink from commanding an army on that score), and carried on the campaign with such vigour and rapidity that its

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successful termination is commonly attributed to his own personal *prestige* with the troops he undertook to command, and whose fatigues and hardships he is reported to have shared with Spartan austerity. Certain it is that the last Miaou-tse war was of comparatively short duration, and that at present the country of these unfortunate people is in a pitiable condition of devastation.

The Miaou-tse are a mountain people of diminutive stature, divided into numerous tribes or clans, who still retain the language, customs, and dress thought to have been peculiar to them before the original invasion of the Chinese, and the tenacity with which they have clung to their independent *status* through so many centuries, while surrounded by the power and superior civilisation of the Chinese, is remarkable. The mountain dwellers are even now by no means annihilated, but those sub-tribes who pursued agriculture in the lower country have been cruelly treated, and their holdings laid waste to such an extent that the wild beasts have invaded the region, while the boundaries of landed property are no longer recognisable, and immigration on a large scale from the neighbouring province of Szechuen has lately begun, the settlers frequently taking up land at choice, as in a new country, all trace of ownership being lost.

Yunnan presents similar scenes of wild desolation to those witnessed in Kweichow, for here, again, a theatre of war is entered upon—a war of even a more bloody nature than that with the Miaou-tse, and one in which religious fanaticism had stepped in as an element to intensify the habitual cruelty and barbarity of Asiatic warfare. I allude to the Panthay Rebellion, so lately crushed by the Imperialists. Throughout the Provinces of Kweichow and Yunnan perfect respect was shown by the mass of the people to our traveller; and, indeed, a general good feeling was evinced towards the English, who, for some reason, appear to be well known as a distinct nation, and are not, as is usual in the interior of China, confounded with other Europeans, and in no place was this friendly feeling more spontaneously manifested than in the late capital of the Panthays—Tali-foo. When within a few miles of Tali, Mr. Margary was met by two rather overzealous officials, who had come out to meet him and to beg him not to enter the city, as they could not be answerable for the behaviour of the mob. The place, they declared, had but recently been subjugated, law and order had scarcely been restored on a solid footing, and little or no security could be guaranteed by the authorities. Mr. Margary, however, insisted on entering the city and calling upon the higher officers, and, when once there, the reception he met with at the hands of the populace was entirely the reverse of what he had been led to expect by the officials outside. The town itself, beautiful in its situation and surroundings, is more than half destroyed, and scarcely a Mohammedan building is left to attest its late position as capital of a State of nineteen years' standing in independence and of considerable social influence. The massacre of the inhabitants was barbarously complete, and was not confined to Tali, but extended to each of the cities in turn as they fell into the hands of the Imperialists. Yungchang and Momein, through which Mr. Margary passed on his way to the Burmese border, had all shared the fate of the capital, and now bear no signs whatever of the late occupants or their peculiar institutions.

That Mr. Margary's journey has done much good and has served to pave the way for Colonel Browne's operations must be admitted, for he has succeeded in establishing friendly relations along the whole line with both officials and people, and too much praise cannot be accorded to him for the admirable energy and tact he has displayed during the task.

To return to the main body of the Mission. During the time Colonel Browne was occupied in Calcutta in preparing the numerous details of the Expedition, he had deputed one of its members (Mr. Elias) to precede him to Bhamo and arrange a contract with the Kachyn Chiefs for the transport of the Mission through their country. The Kachyns, however, are divided into a number of tribes or clans, and the so-called Bhamo route to China is divided into several branches or loops, each of which passes through the territory of separate chieftains, who are not only independent of one another, but jealous to a decree of any advantage obtained by a neighbour, either in the form of political influence or material profit. Of these branches two are trade routes properly so-called—viz., the Northern and the Southern, while the intermediate line is knowu as the Embassy route, from the fact of its having been used for many years past by the Envoys of Burmah and China on their mutual embassies. The Northern road, following generally the right bank of the Taeping river, is the chief artery of trade between this and Momein, the first town of any importance within the Chinese border. It was by this route that Major Sladen led his party in 1868, and the hostility encountered by that expedition, combined with unfavourable circumstances which have since transpired, made it evident that it would be futile to attempt to come to any understanding with the Chiefs on that line. By the middle, or Embassy, route the Burmese envoy to Peking, with his following of elephants and tribute-bearers, had just "laid his dawk," and had so entirely absorbed the attention of the Kachyns who had undertaken to pass him on that no hope could be entertained of enlisting their co-operation for the English expedition without much loss of valuable time, if, indeed, it would have been politic to follow in the footsteps of the Burmese under any circumstances. There remained, then, no alternative but to make arrangements to proceed by the southern route, which, though one of the Bhamo group of roads, does not actually start from this place, but from a small town called Sawuddy, on the Irrawaddy, some eight miles below. It leads through the most southern clans of the wild Kachyns into the Chinese Shan States of Seh-fan, Myne-kwan, &c., and thence to Momein or Yungchang, and serves more as an outlet on either side to the Shan States than as a means of through communication between Burmah and China. Nevertheless, a considerable trade flows along it, for the Chinese Shans are an enterprising, industrious people, and it is a matter of congratulation rather than otherwise that circumstances compelled the selection of this route for the passage of the Mission, for it will afford an opportunity to Colonel Browne to report upon an entirely new region and little-known race, and compare his results with those obtained by Major Sladen's party on the more direct route. The tribe of Kachyns which has undertaken to transport the Mission as far as the border of the Shan States is known as the Lenna tribe, and is somewhat superior in civilisation (if one may apply the term) to most of its Northern brethren. The reception of Mr. Elias by these people in their hills, when negotiating for their services, was all that could be desired, and their punctuality in bringing down their pack animals and porters to the starting-point on the precise day agreed upon is as praiseworthy as it was unexpected to those who know the Asiatic character. Indeed, on Colonel Browne's arrival on the 15th inst., with the main body of the party, he found his bullock and pony train, his porters and guides, in readiness to pick up the Mission and start, and the few days' delay which has since occurred has been owing to the profuseness of Burmese hospitality and the wet weather, the dry season in Bhamo being more like a wet July in the West of England than any other climate I can compare it with.

"Vindex" in *The Times* writes :—

The place where Mr. Margary fell is not in Chinese territory, but in the Burmese Shan territory. The chief of this place is, or was, a woman, a Tsaw-bwa Ka-daw, who goes to Mandalay from time to time and receives presents from the King. How was it that just a fortnight before Colonel Browne's expedition started the King sent an expedition on the same errand? Can you not see the closest parallel in this case to what he did with us under Sladen, when we were hemmed in for six weeks within twelve miles of that same Manwyne where poor Mr. Margary met his untimely end? It was when leaving Manwyne that Sladen was nearly shot, a volley having been fired at us from the opposite bank of the river. Sladen was immediately behind me, and a bullet which passed between us nearly unhorsed him. The King at that time had sent over a hundred men to stir the country up against us and, in addition to that he had sent another party to Momein by the Thein-nee route for the purpose of stopping Sladen's expedition, or, failing that, to counteract any good influence which it might have produced. All this was told to us by Ta Sa Kone, the Panthay Governor, when we were resident at Momein, and it was just the same with the French party under Lagree, who was attacked and had his party dispersed at Kiungee. Mark the coincidence. When we were waiting at Mandalay to go on with Sladen, Lagree had sent to the King of Burmah for permission to cross into Mandalay through Burmese territory. The Kiungee Tsawbwa was there receiving presents from the King, and probably along with them instructions how the French were to be disposed of. It was only when we reached Momein that we learned for the first time of Lagree's disaster. It was told to us by the Panthay Governor.

We have, it appears, no less than thirteen different routes to choose from, and it is utterly preposterous to say that the King of Burmah would go to war with us on such grounds as the determination on our part to get this trade route established, even if it had not been specially provided for in our Treaties with him of 1862 and 1867. Whatever the King's motives at any time may be for going to war with us, this can never be one of them, because his interests will share equally with our own the benefits to be derived from its success. Who, then, is responsible for the present anomalous position in which we find ourselves placed? The answer is simple, a handful of brigands oscillating in their allegiance between Burmah and China, and true only to their own interests as plunderers of trade, hold the key of the position, and not only "the greatest Asiatic Power," but the whole civilised world remains in abeyance. I am not one thoughtlessly to underrate the difficulties connected with our Burmese policy; but I cannot help feeling that in many things we have to our disadvantage chosen the tortuous path and evaded the direct one, and the disaster which we have now to deplore is in some degree the consequence.

As regards the question of protection to traders along the route between Bhamo and Momein, we have a police corps on our Burmese frontier, who have a task infinitely more difficult than this to perform, and they do it admirably. One tithe of the number of men which we find necessary to keep dacoity there in check would suffice to protect British traders on their journey along the 150 miles which separate Bhamo from Momein. Such a corps should be attached to the British Political Agency at the former place, and a hint at Mandalay to the effect that the first case of treachery to British interests would result in condign punishment to the offender, would secure to our staff of trade police a very comfortable time of it, in a beautiful country with a delightful climate.

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Mr. Margary's father sends the following extract from a letter of December 17 :—

Thermometer marks 45 deg.; it is 7 A.M., and I am shivering with cold. (He had been lodged for the night in a room with a buffalo in the next compartment, at a village ten miles from Ta Li Fu.) I have to make an experiment of the real disposition of the people, whose turbulence the authorities so much dread, to break the ice for the coming expedition and to familiarise the mandarins with the presence of a British official. They tried to keep me out of Ta Li Fu, but I gained the day in diplomacy so far, for I felt the utmost importance of establishing a precedent which will open the doors to future visitors. Whether they will try again to-day to stop my ingress I cannot say. I have many troubles to contend against, and the gravest of them is the unwillingness of the muleteers to carry me on. But I shall soon settle their hash when I see the authorities. Here, then, I will resume my trip, and leave the sequel of to-day's adventures for to-night. At the second stage, which was the city of Chen Ning Chow, the sub-Prefect and his deputy, together with a large suite, came out to pay me the honours of a Tajin, or superior Mandarin. They knelt on one knee when I descended from my chair to acknowledge the compliment so unexpected and as yet not experienced by me. "To the yamen, to the yamen," was shouted, and I shortly found myself seated in princely dignity on the high seat, while the master of the house begged an interview, and preserved a most respectful decorum in my presence. A Chinese dinner was served, and I made a favourable impression by familiarity with the use of chopsticks. Next morning a breakfast was served, the baggage despatched a-head, the yamen servants presented with the munificent sum of 1,500 cash, representing to us only three or four shillings, but to them a *cumshaw* worthy of thanks on bended knee. And so we jogged on to the next stage, always received with civility and hospitality, well lodged and fed. The degree of respect shown varied according to the temperament of the local rulers. Some were obsequious, others reserved, but most of them met me with high-bred courtesy worthy of praise, and such as befitted a welcome from man to man. I must say I feel uncomfortable whenever too deep a sense of humility overcomes the mandarins with whom I have to do.

8 P.M.—*Veni, vidi, vici.* I have just returned; darkness and a high cold wind having set in long before reaching the inn. I have lost an hour in entertaining a local official who dropped in to see me, and remained a monstrous long time; but I must say he was exceedingly intelligent and agreeable.

Well, I proceeded to the city (Ta Li Fu) this morning, attended by an officer in full uniform and an escort of soldiers, and at two or three stations *en route* the guard turned out and gave me the usual three-gun salute. I visited the mandarins in turn, and had a most successful interview with all, and especially the Tartar General, who treated me with extreme civility, very much in the style of a polished English gentleman receiving a young man. I was perfectly delighted with his reception. He is a tall man—very tall for a Chinaman—and largely built. I felt quite small beside him. He asked me a great number of questions about England, India, and Burmah. He complimented me over and over again on my knowledge of Chinese, and so far got over his first apprehensions about the people molesting me that, in direct opposition to his own hints of the day before against my entering the city, he said he hoped on my return that I would spend a few days with him, adding that it was perfectly natural that travellers should wish to see something of new lands. "I should naturally wish to see everything if I visited your country," said he, "and I shall have a house ready for you and your honoured officials when you return." Such a *bouleversement* of my anticipated reception by the great man put me in high spirits. They tried to keep me at arm's length down here at the little town of Hsia Chwang, where the road branches off to Yung Chang Fu, without going nearer than ten miles to Ta Li Fu; but I made such a point of the absolute necessity of paying my respects to the local authorities that they could not refuse my flattering request. It appears, too, that the Hsien went back with such a complimentary account of me that all the mandarins were positively anxious to see me. On leaving the last yamên I had my chair put down in the middle of the main street, while the bearers looked for two fresh men to carry me. A crowd soon came round, and I leant forward, smoking a cigar, and chatted amicably with them. Far from insulting me, they addressed me with the highest respect as a "Tajin," and we parted with bows and most polite adieux. So, instead of running away at the ominous warnings which were poured into my ear, I have established the very best relations with both officials and people, and feel not a little elated at my success. I have opened Ta Li Fu, and vanquished the dragon which guarded its gates. More than one foreigner has been driven away in an attempt to gain admission.

TO THE EDITOR OF "THE TIMES."

Sir,—In your leading article on "British Subjects in China" and in commenting on my letter which you were kind enough to insert in *The Times* of Thursday, you say that you "do not think I have strengthened my case by comparing it with Mr. Margary's, which it does not in the least resemble." May I point out that, although I instituted a comparison, to effect the object of reviving my own case, I did not claim a greater similarity between the two events than the fact of Englishmen having in each suffered at the hands of subjects of the same country? But, even after careful re-consideration, I cannot admit that I was not justified in availing myself of Mr. Margary's case for that purpose, especially as I wished to raise no argument to the detriment of his claim, as I feel fully convinced that the loss the country has sustained in him requires some vindication to be offered to his *manes*." I only think that in some not unimportant respects my own is the stronger of the two, while on the grounds of general advantage to the community at large, I submit, it is much to be preferred.

I hasten to admit that a public officer is entitled to State protection in a far greater degree than a private merchant, and had I met my disaster at the hands of barbarians in a region such as the Province of Momein, I should have, by venturing there, taken the risk on my own shoulders; and, doubtless, my fate would have had the one certain effect of deterring any other from making the same attempt until surer guarantees could be given against the malice and ill-feeling of the inhabitants. But, I must reiterate, as it happened where the interests at stake—national in their importance—preclude the idea of my fate deterring others from undertaking the same voyage, it seems to me that as the alternative of giving up our commerce there is impossible, and as it tends indirectly to the advantage both of China and of ourselves, we have no slight right to demand an extra amount of precaution, and reparation for the consequences when that has been clearly neglected.

I have received letters from friends and have been variously informed that there is continual dread of a repetition of the *Spark* tragedy, and that those compelled to perform a journey to Macao or Hong Kong do so with the fear upon them of meeting the same fate as myself. The whole gist of the question really is, are the Chinese liable for not repressing piratical acts when they have been going on for such a time, even if principally against natives, as to make it impossible that ignorance of the evil could be pleaded in excuse? Of course China's stipulation in the Treaty of Tientsin—Art. 53—ought to increase the culpability. On several occasions before pirates in this river have formed such powerful confederacies as to require the interference of English men-of-war to put them down. The material, both in the hardy and adventure-loving population of the river and sea coast, and also in the number of loose characters who make Canton their head-quarters, is there—it is only a fitting occasion to found another band on the convenient neighbouring islands that is wanting, and, considering the utter inadequacy of the Chinese navy to cope with them, it is wonderful it has been so long coming. I would venture to submit this as a sufficient answer to the objection that a vessel trading on the Canton River might be considered under the ordinary protection of the law—in this case affording no protection whatever, unless the fact of some scoundrels—it is by no means certain the real criminals—being afterwards hanged be considered a satisfactory equivalent. I perfectly reciprocate the wish that some general law should be laid down, but anything that tends to weaken the widespread opinion that an Englishman can not be touched with impunity, be it couched in language never so subtle, I venture to say, will not find favour with the country, while at the same time it will be a direct menace to that commercial supremacy on which the whole fabric of our greatness rests.

May I claim your indulgence to add the further following fact that I have recently learnt, which will throw some light on the endeavours of the officials after the deed? Its authenticity has been vouched for by our representatives at Canton. At the commencement of the attack, when the sailors were set upon below, dispersed among the crowd of native passengers, either the second mate or second engineer, a Portuguese, seeing things looked black, jumped overboard, and after floating some time was picked up by a native boat, and then transferred to a Chinaman's steam yacht which was close at hand, and must have witnessed the whole affair. The owner, with national caution, steamed away—although these yachts carry several guns, and might have rendered opportune assistance—doubtless deeming it the course entailing least responsibility, and informed a Chinese gunboat stationed close at hand of the occurrence. The captain, however, paid no attention to the news, although, had he got up steam at once the whole band would probably have been captured red-handed. The name of the gunboat was the *Fei Loong*, and it was subsequently lost with all hands in the typhoon. The mandarins and local authorities were, however, too shrewd observers of passing events, and knew too well what the murder of an Englishman might lead to, to omit the appearance of the deepest solicitude and not to make energetic efforts to capture the offenders. The captain of a vessel, specially placed there as a check on pirates, declines to take any steps when he hears of a crime in his neighbourhood, and yet Lord Derby in his first reply to my appeal expresses a certain approval of the efforts of these excellent officials. China neglects to fulfil her treaty; she wilfully disregards her obligations as a friendly Power; she inculcates into her subjects that no law is sacred in dealing with a foreigner; yet there is no remonstrance raised; no punishment inflicted. The whole upshot is a sentence of commendation from our Foreign Secretary. Finally, Mr. Margary's father demands revenge for the loss of a son, and appeals to all the sympathies of the human race. I, not having had the good fortune to be killed, have to make the more sordid claim for pecuniary compensation for the ruin of my career; and my only hope is to throw myself on the justice of my countrymen. Apologising for the great length to which this letter has run, I cannot refrain, in conclusion, from expressing my heartfelt thanks for the courtesy and kindness I have met with at your hands.—I have the honour to be, Sir, your most obedient servant,

WALTER WM. MUNDY.

163, Finborough-road, South Kensington, S.W.

THE Emperor of Japan ordered last year, through the Japanese Consul at Milan, from the Italian painter Ugolini, the life-size portraits of all European emperors, kings, and presidents, for the adornment of his residence at Takio. At the same time, portraits of the Mikado and his wife were ordered, and their photographs sent to Italy for the purpose. The work is now completed, and a dozen or so of the pictures are exhibited in the permanent Art Exposition at Milan. The portrait of the Mikado and the Empress have been already sent to Japan, and have given such satisfaction there that it is resolved to found in Japan an Italian school of painting, and to call a number of Italian artists as professors.

M. Jurnitschek von Wehrstedt, lieutenant in the Austrian Landwehr, has received from the Mikado a sword of honour, in recognition of his military services in Japan. The sword is a masterpiece of Japanese workmanship, and is to be exhibited in the Museum of Art and Industry in Vienna.

THE sale of Mr. Sam Mendels' fine art collection at Manley Hall continues. The fourth day's sale realised £6,000, the fifth £3,300, and the sixth £1,100.

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THE DISPUTE IN THE TEA TRADE.

Though negotiations are still pending on the weight note question, the difference now at issue between importers and dealers is so trivial that it is a pity that so important a branch of trade should be virtually at a stand-still. It would seem that importers have in the main conceded all dealers ask for; the latter, however, are at issue amongst themselves as to small details, which prevents a complete settlement. The following are the conditions put forward by the dealers :—

Clauses 1, 2, 5, 6, 7, and 8 are the same as the importers' conditions. Clauses 3 and 4 are as follows :—

3. Every person who shall be declared the highest bidder shall pay to the selling broker the following deposit, viz., £1 per chest, £4 per lot of half-chests, and £2 per lot of small boxes, on all descriptions, excepting Imperial and Gunpowder, and on them £1 deposit per chest and half-chest, and £4 per lot of small boxes, at the time of sale, if demanded, or on the Saturday following the day of sale, or on the delivery of the weight notes; the remainder of the purchase money to be paid on or before the nearest Friday occurring after the expiration of three calendar months from the date of contract. Interest at the rate of £5 per cent. per annum will be allowed on payment of the deposit, and on the remainder from the day of payment to the prompt day.

4. The tea to be taken by the buyer at the Customs weight, and to be delivered in bond, with Customs tare. Draft as usual. The weight notes to be ready for delivery within seven days of the date of sale, or the buyer to have the option of refusing to accept any lot or lots for which he cannot obtain the weight notes, upon giving a declaration to that effect to the selling broker at the expiration of seven days. Missing packages, if not more than 5 per cent., are exempted from this condition, and are to be taken by the buyer at the original price, if tendered within a further fourteen days and prompt.

Monetary and Commercial.

Charles Bowles, senior, head of the house of Bowles Brothers and Co., sailed from San Francisco for Japan and China, on February 20th, in the *City of Peking*, in connection with matters pertaining to the firm, the London creditors having, on the 18th of February, adopted the triple currency funding plan proposed by Bowles Brothers and Co., and taking the matter out of the Insolvent Court.

The directors of the Anglo-American Telegraph Company (Limited) have resolved to pay an interim dividend of 1¼ per cent., free of income-tax, on the capital of the company, on the 1st May, for the quarter ending the 31st March.

During the week ended the 20th inst. there were delivered from the bonded warehouses in London 3,473,080lb. of tea, of which 1,857,759lb. were for home consumption, 654,714lb. for removal coastwise, 737,043lb. for exportation, 219,689lb. for removal coastwise for export, and 3,875lb. for ships' stores. The duty received during the week was £46,444, against £49,419 in the preceding one, being a decline of £2,975.

The suspension is officially announced of Messrs. Hay, Ingram, and Co., and a petition has been filed for the liquidation of their estate. The liabilities are stated to be £150,000, with assets of unascertained value, consisting mainly of margins on consignments. On the application of Messrs. Laurance, Plews, and Co. for creditors, Mr. J. Waddell was appointed receiver and manager.

The Market for Bar Silver continues firm at 57⅛d. per oz., at which rate all recent arrivals have been placed. Mexican Dollars have been sold for the East at 56⅛d. per oz., showing a edcline of ⅛d. per oz.

The Manchester Market has shown a decidedly firmer tone, without any marked increase in the demand. A fair business is, however, reported, principally in low shirtings and T-cloths. For Mock yarns for China there has also been more inquiry, and full prices have been paid when business has taken place.

The amount of bullion by the P. and O. Company's steamer *Thibet*, from Southampton Thursday, was—in gold, to Galle, £265; in silver, to Bombay, £32,000; to Singapore, £44,800; to Hong Kong, £10,000; to Shanghai, £40,535; total, in gold, £265; in silver, £127,335.

ARTICLES OF IMPORT.

TEA.

The dispute between importers and dealers as to terms of sale still continues, although some few of the dealers have withdrawn from the compact. Both parties have issued the conditions of sale upon which they will make contracts, and these are only essentially different as to the terms of unweighed or newly arrived tea. Business has been at a standstill. At auction 8,587 packages, without reserve, were offered on the 23rd and 24th. Moyune and Ping Suey Green sold at rather better prices, owing to their being sold on dealer's new terms. 1,415 boxes Scented Caper obtained 10¾d. to 11d., 1,940 boxes Caper sold at 9d. to 10¼d., and 1,500 boxes new make Congou 11⅜d. to 1s. Imports, deliveries, and stocks in London, from 1st January to 27th February :—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
24,240,680	39,631,207	25,958,238	28,437,063	87,398,071	89,567,450

SILK.

The market is very quiet—and there has been very little business of any kind doing, owing to the near approach of the Easter Holidays. There is nothing new to report in the position of any of the Asiati Silk. Deliveries continue satisfactory.

COFFEE.—The auctions, which have offered fair supplies, have gone with rather less animation, and for Plantation Ceylon prices have ruled generally slightly lower. The closing prices are Plantation, fine bright coloury 114s. to 117s., good bold 109s. to 109s. 6d., middling to good middling 104s. to 107s., low middling to middling greyish 100s. 6d. to 102s. 6d., small 93s. to 96s. per cwt. Native bold 91s. 6d. to 93s., good ordinary 84s. 6d. to 85s. Offers of 836 bags Manila and 51 bags Singapore were bought in, the former at 83s. the latter at 80s. per cwt.

COCOANUT OIL continues steady, but without much business passing. Ceylon is quoted £37 15s. to £38. Of 33 hogsheads in auction a few lots sold at £40 to £40 10s. per ton.

CUTCH.—In public sale of 500 boxes Rangoon S.M. and Co., Crown Royal, the sound was bought in at 30s.; two lots first-class damaged sold at 27s. 6d. to 28s. per cwt.

GAMBIER remains inactive; 903 bales block were brought to sale, but met no adequate bids, and were bought in at 24s. 3d. per cwt. Privately there has been a little business passing at 23s. 9d. ex ship, all faults.

COIR GOODS.—The public sales offered 73,807 dholls 4,240 ballots and 34 tons Yarn, comprising a good assortment of Ceylon, of which a good average proportion sold, good and fine ballots at £41 to £45 10s., medium at £33 10s. to £35, good common to low medium dholls at £24 15s. to £29, and low ordinary to fair common at £17 10s. to £23 15s. The Cochin Yarn was chiefly bought in. 100 ballots 113 bundles Ceylon Kitool Fibre partly sold, fair at 8⅝d. to 9d. and common at 4½d. to 5⅛d. per lb.

GUM COPAL.—614 bags Manila damaged sold on salvage account at 32s. 6d. to 35s. for hard, and 12s. to 15s. for soft blocky.

HEMP.—No transactions in Manila during the week.

INDIA-RUBBER has met but few bids at the public sales, and nearly the whole offered was bought in; 29 cases Penang slab and ball at 1s. 8d.; 368 bags Assam slab at 1s. 2d. to 1s. 5d.

JAPAN WAX.—15 cases good saucer sold at 52s. per cwt.

PEPPER.—The market for *Black* is quiet, without much change in prices; 1,475 bags were chiefly bought in at 6d. for Singapore; a small quantity common Penang at 4¾d. A small quantity of *White* (582 bags) chiefly sold, brownish to fair Singapore at 7¼d. to 7½d., being the previous value.

RICE.—The tone of the market has been steady, but quiet. Very few sales have transpired.

SHELLS.—The periodical sales were held on the 23rd inst. *Mother O'Pearl:* Of 190 cases Manila offered about half sold, bold mixed with smaller sorts at £11 17s. 6d. to £12 7s. 6d., smaller sorts at £8 2s. 6d., defective at £5 12s. 6d.; 49 cases Macassar were bought in at £17; of 528 cases about three-fourths sold, fine large at £9 5s., good bold at £8 5s., small with some medium old sorts at £5 to £5 17s. 6d., small at £4 15s. These prices show a decline of 5s. on Manila. *Japan Ear Shells:* 209 cases partly sold, small at £24 10s. to £24 15s., good medium at £33 5s., fine bold at £52 15s. to £58 10s. per ton. 20 cases trimmed withdrawn. *Green Snail Shells:* 67 baskets partly sold, bold at 1s. to 1s. 2d., medium at 9¼d., small medium at 6½d., small at 4¼d., broken at 4¼d. to 8⅞d. each.

SPICES.—*Cassia Buds:* Prices have given way, the parcels in sale selling at £5 7s. 6d. to £5 10s. per cwt. Of 320 boxes offered about one-third found buyers. *Mace:* The market is quiet, and the parcels brought to sale were chiefly retired. Of 10 cases Eastern 3 lots sold, palish red Penang at 2s. 9d. to 2s. 10d., small curled Batavia sorts at 2s. 2d. *Nutmegs:* Only a few parcels offered, which engaged but little attention; 4 packages Penang, small brown, sold at 2s. 10d. per lb. In other Spices there have been no transactions.

SAPANWOOD.—26 tons Manila went moderately at £10 10s. to £11 for first, and £9 for second; of 18 tons sugar-damaged pile 1 was bought in at £10 per ton; 6 tons Ceylon sold, damaged at £13 5s. per ton.

TAPIOCA.—Of 432 bags Eastern flake part sold at 2¼d. to 2½d.; 326 bags Flour at 2d. to 2¼d., and 274 bags medium and large grain Pearl sold at 20s. 6d. to 21s. per cwt.

SUGAR.—The market has been steady but very quiet. The only sales of East India have been 14,180 bags clayed Manila at 19s., and 6,000 bags unclayed Ilo Ilo at 16s. 6d.

TIN has been inquired for, and Straits has advanced about £2 per ton, and the advance is well maintained at the close. The current quotations are :—Straits on the spot £89, afloat £89; Banca £94, Billiton £88 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7; Bars, £9; Staffordshire Best: Bars, £9 15s. to £10 5s.; Nail Rods, £9 15s. to £10 5s.; Hoop, £11 5s. to £12 10s.; Sheets, £12 10s. to £13; Scotch Pig, No. 1 £3 16s. to £4 12s.; Swedes, Bars, Hammered, £17 5s. to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d.; Sheathing and Rods, 7⅞d. to 8d. per lb.

TIN.—English Refined, £95. Tin Plates: Charcoal I C, per box, 36s. to 40s.; Coke, 26s. to 33s.

LEAD.—WB, £22 5s.; do., other brands, £21 5s. to £21 10s. Spanish soft, ex ship, £20 10s.; Sheet, £23 5s. to £23 10s.; Shot (kegs extra), £26 10s.; White do., £29; Red do., £24 to £24 10s.

SPELTER.—Silesian, £23 5s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £16.

Messrs. French and Smith report :—The Metal Market has continued generally dull. Iron is without any demand of importance; price flat. Copper very quiet, and price easier. Tin plates quiet. Lead very dull.

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Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar18	Undine	Faulkner	Shanghai	London
	Pietronella	Langholz	Samarang	Rotterdam
16	Fanoe	Norby	Nicolajefsk	Hamburg
4	Alaska (s.)	van Sice	Hong Kong, &c.	San Francisco
19	Glenearn (s.)	Auld	Singp., Hg. Kong, &c.	London
	Webfoot	French	Japan	Shields
17	Androklos	Reuter	China	Bremerhaven
20	Geo. Peake	Carew	Singapore	Cardiff
20	Midnight	Hallett	Hong Kong	Liverpool
19	Sarikoski	—	Batavia	Shields
	Brothers German	Stevali	Do.	Cardiff
22	John Parker	Flinn	Shanghai	Liverpool
18	Aurora	Visser	Batavia	Texel
9	Wielm. v Nanie	Watts	Anjer	New York
9	Johana Wilhelm	—	Shanghai	Do.
22	Benjamin Sewell	Pennell	Yokohama	Do.
23	Sophie	Ohlsen	Nagasaki	London
22	Ernestine	Jollie	Batavia	Sunderland
21	Mater	Arnaud	Do.	Pauillac
	Rainbow	Rowell	Yokohama	Philadelphia*
24	Tchihatchoff (s.)	Polonshken	Peng., Sing., China &c	London
24	Hope	Boulton	Penang	Do.
24	Evening Star	Ashburn	Anjer	Liverpool
24	Halia	Fry	Do.	Sunderland
20	Auroca	Visser	Batavia	Texel

* After repairing.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar17	Taitsing	Richard	Foochow Foo	New York
20	John Bramall (s.)	—	Java, for Rotterdam	Brouwershaven
16	Profr. Simon Thomas	Pot	Macassar, for Amstdm.	Off the Lizard
19	Kurrachee	Maxwell	Java	Bristol
	Petuma	Harland	Sourabaya	Clyde
	Joachim Christian	Reimer	Amoy	New York
	Challenge	Collier	Shanghai	Cardiff
19	Helena	Mansen	Amoy	New York
23	St. Pierre	Flambard	Galle	London
21	Falcon	Shiell	Hong Kg., for London	Off the Start
	British Empire	Rowe	Ilo Ilo	Queenstown
	Elizabeth Dougall	White	Hong Kong	San Francisco
24	Colombo (s.)	Barkitt	Colombo, &c	London
24	Yubas	Stafford	Bassein	Do.
24	Indus	Cockerill	Pasaroeang	Clyde
24	Ralston	Adams	Sourabaya	Queenstown
	Hoogly	Frost	Manila	Boston
23	B.R.H.	—	Java, for Rotterdam	Lizard

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenlyon, Lord of the Isles. For Singapore, Hong Kong, Yokohama and Hiogo: Oxfordshire, Galley of Lorne. For Penang, Singapore, Hong Kong, and Shanghai: Tartar. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Duke of Buccleuch.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle Flying Spur. For Hong Kong: Melbrek, Lucia. For Shanghai: Elmstone. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Ceres, Annie E. Elliot. For Singapore: Kate Carnie, Atma. For Singapore and Penang, Bristow. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Agamemnon (str.), Achilles (str.). Menelaus (str.), Ajax (str.). For Hong Kong (via Cardiff): Prince Louis. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Strathblane, David Babcock. For Manila: Trinidad. For Singapore and Manila: Yrurac Bat (str.). For Anjer: Jan Peterzoon Koen, Olivia Davis.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Singapore and Shanghai: Rajanattianuhar (str.). For Ilo Ilo: Janet Ferguson. For Singapore, Birdston.

SPOKEN.

DEERFOOT (barq.), Swansea to Singapore, March 16, 50 N., 7 W.
CATHAYA, Shanghai to London, Feb. 10, 14 N., 8 W.
JACOBA HELENA, from Samarang, 71 days out, Jan. 27, 12 S., 12 W.
MAURITIUS, Banjoewangie to Channel, Jan. 19, near St. Helena.

FREIGHTS AND CHARTERS.

Berth rates of freight to the East continue low, and business is very quiet. Coal rates have declined since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 35s. to 40s. weight, 30s. meast. To Hankow: 50s. weight, 55s. meast. To Hong Kong: 35s. to 40s. weight, 30s. meast. To Singapore: 35s. to 40s. weight, 30s. meast. To Penang: 35s. to 40s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 32s. 6d. To Singapore: 25s. To Colombo: 25s. To Galle: 24s. To Batavia and Sourabaya: 25s.

From Birkenhead, per ton.—To Singapore: 19s. To Batavia and Sourabaya: 22s.

CASUALTIES.

The Nellie Hastings (brig), Reid, which vessel sailed from Liverpool, March 3, for Singapore, with 600 tons coal, was abandoned in a sinking condition, 13, 150 miles S.W. of Cape Clear; master and crew landed at Liverpool by the William Owen.

The Auguste Reimers, Lange, arrived at New York, March 9, from Amoy, reported having encountered a hurricane, Feb. 7, which lasted seventeen hours, during which she lost and split sails.

Advices from Jeddah, received by telegram from Suez, dated March 23, state as follows:—The Ulysses (str.), floated March 6; unable to resume voyage, and is preparing to return to Suez, 1,500 damaged packages being sold satisfactorily; 914 packages of sound cargo, particulars not given, for China, have gone forward per Nestor (str.).

The Clara Bell, Pierce, which arrived at San Francisco 26th Feb., from Manila, reported having encountered heavy weather, during which she had wheel broken, bulwarks carried away, decks partially swept, and two men washed overboard; the master was confined to his cabin by illness.

The Committee of Lloyd's have advertised for information respecting the Eastern Star, Laukester, which vessel is reported to have sailed from Troon, for Singapore, on July 13 last.

MISCELLANEOUS.

PASSED GIBRALTAR.—March 19, Hampton (str.), M'Montrey, from Java and Penang, for Rotterdam; 20, Conrad (str.), from Nieuwe Diep, for Batavia.

At MALTA.—March 21, Chyebassa (str.), from London, for Colombo, &c.; March 15, Leon (str.), Bollegui, from Manila, &c.; 14, Kirch (str.), Pearce, from Colombo, &c.; 22, Cheviot (str.), Watt, from London, and left 23 for China.

At SUEZ.—Previous to March 22, Bengal (str.), from China, Glenroy (str.), from China; Mar. 18, Prinses Amalia (str.), from Batavia and proceeded 19 for Naples; Priam (str.), from China.

SAILED FROM SUEZ.—March 19, South Tyne (str.), Hallett, for Colombo.

At VENICE, March 16, Minerva (str.), Blackland, from Colombo.

At ADEN.—Mar. 2. Olympia (str.), Paulfrey, sailed for Shanghai; 3, Democrat (str.), White, sailed for Colombo; 4, Fyen (str.), Pauley, sailed for Singapore; Eleanor Batters, (str.), Jones, sailed for China.

At PORT SAID.—Prev. to Mar. 20) Aurera (str.), Larrinaga, from Liverpool, for Manila; Sumida, from London for Yokohama.

LAUNCHES, &c.

ON the 20th inst. Messrs. Aitkin and Mansel, of Whiteinch, launched from their yard a handsome three-decked screw-steamer of about 2,000 tons gross register, which has been built to the order of Messrs. John Warrack and Co., Leith. The steamer, which was named Argyll by Miss Bruce, daughter of Mr. John Bruce, one of the owners, will be fitted with compound engines of 220-horse power by Messrs. John and James Thomson, Finnieston Foundry, and will be equipped with all the most recent improvements for the Eastern trade.

THE PYAH PEKHET.—The inquiry into the circumstances attending the stoppage of the steamer Pyah Pekhet was commenced on the 18th inst., and will probably occupy several days more. The owners have raised an action against the Board of Trade for £50 per day as demurrage since the detention of the vessel. Mr. Alex. Blair has been appointed commissioner on behalf of the Burma Steam Navigation Company (the owners of the steamer) to take the evidence of parties who are likely to leave the country before the result of the inquiry is made known. The vessel being again ready for sea, the owners proposed despatching her; but on the matter being reported to the Board of Trade, orders were again sent to detain her.

NOTICES TO MARINERS.

China—East Coast.—Fixed Light on Shantung Promontory.—With reference to Notice to Mariners, No. 145, dated Oct. 21, 1874, on the intended exhibition of a light on Shantung Promontory, the Engineer-office at Shanghai has given further notice that the light is now exhibited. The light is a *fixed* light, showing *white* from between the bearings of S.E. by E. ½ E. to S.S.E. ¾ E., *red* from S.S.E. ¾ E. to S. by E. ½ E., *white* from S. by E. ½ E. through west and north to N.N.E. and *red* from N.N.E. to N.E. ½ E. The light is obscured by hill peaks between the bearings of S.E. by E ½ E. and S. by E. ½ E.; and also by Alceste Island between the bearings of S.S.E. and S.S.E. ½ E. It is elevated 200 feet above the level of the sea, and in clear weather the white light should be seen from a distance of twenty miles. The illuminating apparatus is dioptric or by lenses, of the first order. The tower, 64 feet high, is circular, built of stone, and painted white. Approximate position, lat. 37 deg. 24 min. N., lon. 122 deg. 42 min. E. Also, with reference to the same notice:—The temporary light mentioned therein *has been discontinued.*

Discontinuance of the Middle Dog Island Beacon.—Also, that the beacon on Middle Dog Island, off the river Min, has been blown down, and will not be replaced.—Hydrographic-office, Admiralty, March, 1875.

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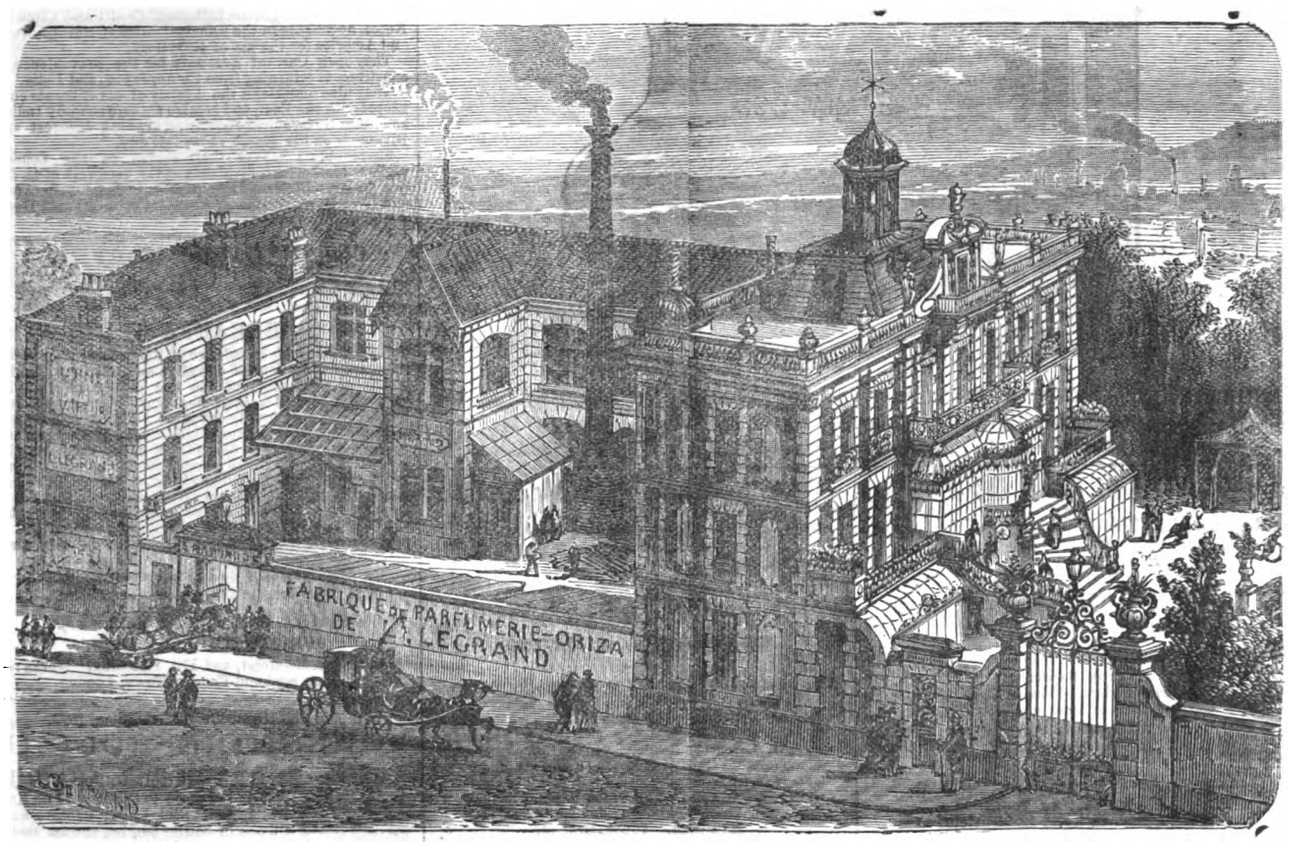
PARIS, 1867. ORIZA PERFUMERY. VIENNA. 1873.

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Ricc. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formula left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off.
This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON: Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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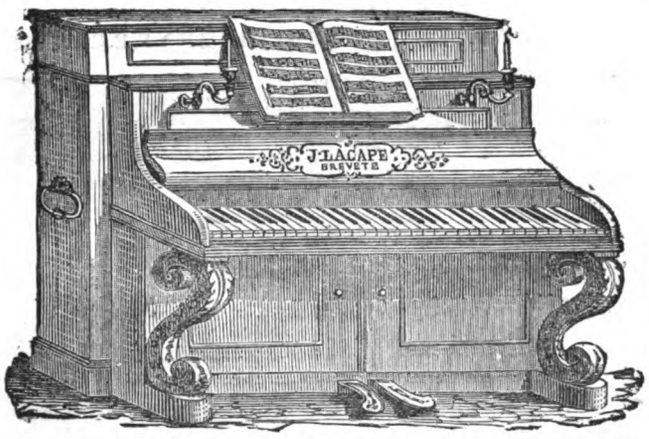
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29. BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear this most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

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National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.
MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

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JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
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Cowper's-court, Cornhill, London, E.C.

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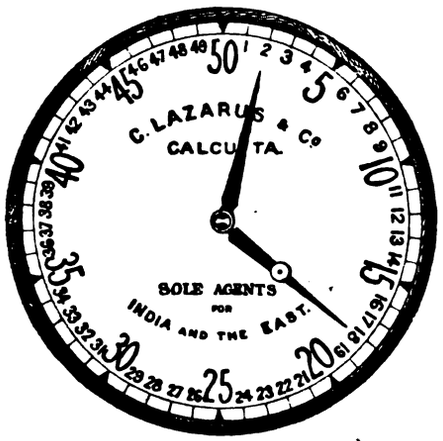

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BENTINCK-STREET, CALCUTTA,

CABINET MAKERS, UPHOLSTERERS, BILLIARD AND BAGATELLE TABLE MANUFACTURERS,

BY APPOINTMENT TO

HIS EXCELLENCY THE VICEROY AND GOVERNOR-GENERAL OF INDIA

HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T. G.C.S.I., &c

SOLE AGENTS in India, China, and the Straits Settlements for the PATENT ELECTRIC BILLIARD MARKER, scoring the Game from the Table.

In the Press, and will shortly be published, "The Billiard Player's Companion." Contains some useful and instructive information regarding the Billiard Table, with a few hints on the games of Billiards, Pool, and Pyramids. Illustrated.

JOHNSTON'S

23, IRONMONGER LANE, LONDON,
(The Old House).

CORN FLOUR

Ask for JOHNSTON'S CORN FLOUR, and take no other; it is the Best.

IS THE BEST.

As an invaluable article of Food, CORN FLOUR was first made universally popular through the efforts and agency of J. & G. JOHNSTON.

Being perfectly pure, it keeps sweet in any climate, and is not liable to ferment. For export it is packed specially with great care, and is supplied through Merchants for every Market in the World.

ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

D. NICHOLSON & CO.,

ESTABLISHED 1843,

SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN,

INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

50 TO 52, ST. PAUL'S CHURCHYARD, LONDON.

Supply English Manufactures at strictly wholesale prices. They invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description. Patterns post free. Ladies' Clothing, Linens, Hosiery; Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Musical Instruments, Ironmongery, Fire Arms, Agricultural Implements, Cutlery, Carriages and Saddlery, Boots and Shoes, Wines and Spirits, Beers and Ales, Preserved Provisions, Perfumery, Stationery, Books, Toys, &c., shipped at lowest export prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

Special advantages to Hotel Keepers and Regimental Messes.

D. NICHOLSON AND CO.,

50, 51, AND 52, ST. PAUL'S CHURCHYARD, LONDON.

TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY AND Co., Bombay, or Office of *Calcutta Englishman*, Calcutta.

BLANCARD'S

IODIDE OF IRON PILLS.

Approved by the Academia of Medicine of Paris.

Possessing the properties of IODINE and IRON, the genuine Blancard's Pills are used especially against scrofulous affections, debility of constitution beginning consumption, and in all cases requiring to act on the blood, either to make it again as plentiful and rich as usual, or to stimulate its periodical course.

Insist on the annexed signature at the bottom of a green label.

BEWARE OF COUNTERFEITS.

Blancard

CHEMIST,
Rue Bonaparte, 40,
PARIS.

HERMANN-LACHAPELLE,

MANUFACTURING ENGINEER,

144, FAUBOURG POISSONNIERE, PARIS.

Continuous Apparatus for manufacturing Aerated Drinks, Vertical Steam Engines, &c.

For particulars see the large Monthly Advertisement.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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COURVOISIER'S BRANDY

THIS celebrated Brandy is highly esteemed for its purity, delicacy of bouquet, and softness of flavour. It is used in preference to any other in many of the leading Paris and London Clubs.

It was the only one supplied to his late Majesty Napoleon III.

It has also met with the highest approval wherever it has been shipped, and the Proprietors are able to refer with pleasure to the recognitions of its superiority which reach them from every part of the world.

CAN BE OBTAINED THROUGH ANY MERCHANT.

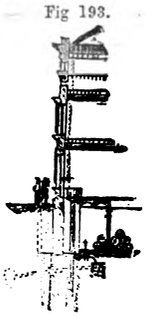
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.

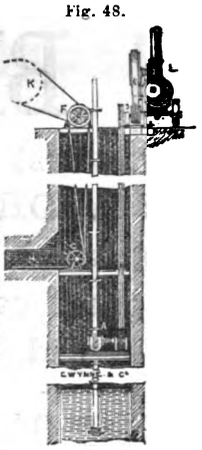
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig 193.



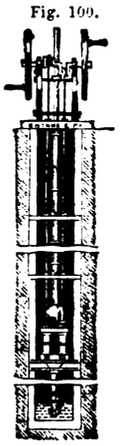
GWYNNE & Co.'s IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 48.



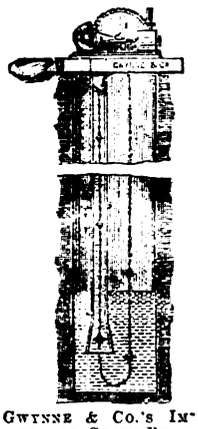
GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 109.



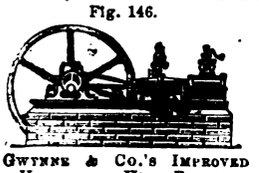
GWYNNE & Co.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP.
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.



GWYNNE & Co.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

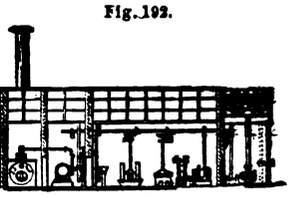
Fig. 154.

GWYNNE & Co. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

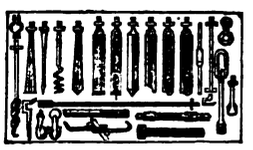
GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.



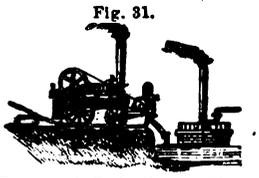
GWYNNE & Co.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 121.



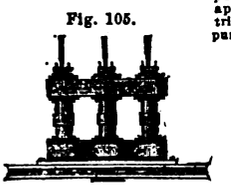
GWYNNE & Co.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



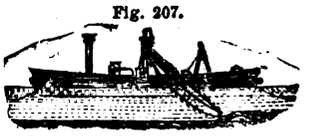
GWYNNE & Co.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & Co.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

CAPSULES DE RAQUIN APPROUVÉES PAR L'ACADEMIE DE MEDECINE

EXTRACT OF THE ACCOUNT APPROVED BY THE WHOLE ACADEMY OF MEDICINE, PARIS.

"These Capsules may be taken with the greatest facility. They do not cause any rising of "disagreeable sensation in the stomach, nor any unpleasant taste in the mouth after taking "them, such as is found in all other Capsules prepared from COPAIVA.

"A certain cure in all cases, without exception. In most instances two bottles will be found "sufficient."

WHOLESALE DEPOT, 78, FAUBOURG ST. DENIS, PARIS.

Agencies in the Far East.—Shanghai: The Shanghai Dispensary. Hong Kong: Mr. Watson. Singapore: The Singapore Dispensary. Saigon: M. Cardy.

QUENTIN'S VANILLA.

The most pleasant purgative. May be taken in tea, water, wine, or other liquid. Recommended by the medical profession.

VERMIFUGE VANILLA.

An infallible specific against worms.

QUENTIN, Chemist,

22, PLACE DES VOSGES, PARIS.

Agencies in the Far East:—Shanghai: The Shanghai Dispensary. Hong Kong: Mr. Watson. Singapore: The Singapore Dispensary. Saigon: M. Cardy.

Orders through the China and Japan Agency.

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TANJONG PAGAR DOCK COMPANY, LIMITED.

Report of the Directors presented to the Shareholders at the Meeting held at Singapore on the 17th Feb.

The Directors trust that the Balance Sheet and Profit and Loss account for the half year ending 31st December last, which they now beg to submit to you, will be found satisfactory.

The Gross earnings for this period have been $94,646.03, to which has to be added the balance, $18,015.68, carried forward from previous half year, making a total of $112,661.71. After deducting from this sum the necessary working expenses, depreciation, ($4,000), and on *Pilot Fish* and *Weazel* $2,373.36, as well as the amounts due under Clauses 72 and 68 there will remain $73,426.37 to be disposed of.

The Directors recommend that from this a dividend of eight per cent. for the half year be declared.

Should this be confirmed by the Shareholders there will remain $25,426.37 to be carried forward.

The permanent works of the Company have been kept in order—$6,665.45 have been spent in the up keep.

Your Directors regret that the question in connection with the accident to the *England* has not yet been settled.

In conjunction with the Patent Slip and Dock Company, a tug boat, the *Weazel*, has been purchased.

The *Pilot Fish* is having a new boiler and being otherwise thoroughly put in order.

The Directors have purchased two pieces of Land adjoining the Company's property, one known as "Duxton," the other, a part of the Spottiswoode Park property.

The two Godowns referred to in last Report have been completed, and have already proved of much service.

The filling in of the ground is being gradually proceeded with.

In accordance with the sanction received from the Shareholders at last Meeting a highly qualified Engineer has been selected by the Company's London Agents and is now on his way to Singapore—so that the Directors hope soon to be in a position to afford information to the Shareholders as to the probable cost, &c., of a new Dock.

Captain Lloyd having resigned—the undersigned was appointed Managing Director; the active charge of the management being carried out by Mr. Muggeridge, who was appointed Acting Secretary.

THOS. SCOTT, Chairman.

BALANCE SHEET, 31st December, 1874.

CAPITAL AND LIABILITIES.

Capital—Original Shares.		
Total amount received from shareholders ...	$300,000.00	
Total number of shares	3,000	
Do. Do. issued	All	
Remaining unissued	None	
Amount received per share ...	$100	
Arrears of calls	None	
Shares forfeited	None	
Original Shares—New Issue.		
Total amount received from shareholders ...	300,000.00	
Total number of original shares, new issue	3,000	
Total number issued	All	
Remaining unissued	None	
Amount received per share	$100	
Arrears of call	None	
Shares forfeited	None	$600,000.00
Liabilities.		
Debentures No. 5, due 1st Sept., 1876 ...	$35,100.00	
Do. No. 6, due 19th April, 1878	57,400.00	
Do. No. 7, due 10th Oct., 1878	156,000.00	
		272,500.00
Loans for short periods		42,900.00
Coolie contractors for December		8,924.54
Due for wages for dock, wharf, and machine shop, office salaries, &c., for December ...		10,827.12
Quit rents and assessment to 31st Dec. ...		2,115.50
Directors' fees under Clause 67		1,000.00
Interest on debentures and short ... ... loans to 31st December.		10,517.79
Sundry accounts owing		7,054.75
Reserve fund		67,248.00
Dividends unclaimed		330.00
Bills payable		1,538.57
Payments due under clause 72 to 31st Dec.		4,073.37
Balance at credit Profit and Loss account ...		78,626.37
		$1,107,656.01

PROPERTY AND ASSETS.

Property.		
Freehold land		$56,234.75
Dock, godowns, and coal sheds	$461,611.97	
Wharf	242,647.25	
Machine shop and plant	39,520.49	
Boiler shears	9,347.69	
	$753,127.40	
Less depreciation	3,742.29	
		749,385.11
Movable Property		
Working plant	$51,867.23	
Less depreciation	257.71	
		51,609.52
Steam tug *Pilot Fish*	$11,133.48	
Less depreciation	2,000.00	
		9,133.48
Steam tug *Weazel*	$3,607.39	
Less Depreciation	373.36	
		3,234.03
Stock in Trade.		
Iron	$29,702.14	
Steel	1,217.64	
Copper and yellow metal	12,899.64	
Miscellaneous stock	32,909.19	
Nails and screws	10,318.16	
Timber	10,877.53	
Firewood	460.34	
Gunny bags	126.00	
		98,510.64
Fire Insurance.		
Premia paid but belonging to next half year		1,796.00
Assets.		
Debts owing to the Company, being Bills chiefly for December last, and for work in course of completion; and Sundry Local Debtors		93,719.36
Remittances to London on account of stores ordered		17,348.20
Goods to arrive from Europe		2,181.49
Cash with Chartered Bank of India, Australia, and China		24,503.52
		$1,107,656.01

We, the undersigned, have examined the above balance sheet with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

W. W. WILLANS, JOHN CAMERON, } Auditors.

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOMAS SCOTT, Chairman.
H. W. WOOD, MARTIN SUHL, } Directors.

STATEMENT OF PROFIT AND LOSS ACCOUNT, JULY TO DECEMBER, 1874.

DR.

To dividend of 4 per cent. for the half-year ending 30th June last	$24,000.00
„ balance carried down	18,015.68
	$42,015.68
To interest on debentures and short loans to Dec. 31 ...	$11,754.67
„ current expenses, including salaries, rent, stationery, printing, advertising, directors' remuneration, quit rent and assessment, to 31st December	11,396.10
„ loss in exchange	377.79
„ loss in gunny bags...	82.24
„ depreciation on dock, godowns, coal sheds, wharf, machine shop buildings and plant, boiler shears, working plant	4,000.00
„ depreciation on s.s. *Pilot Fish*	2,000.00
„ „ s.s. *Weazel*	373.36
„ payments due under Clause 72	4,051.18
„ balance as per balance sheet	78,626.37
	$112,661.71

CR.

By balance at Credit of Profit and Loss Account 30th June last	$42,015.68
	$42,015.68
„ *Profit this half-year on*	
Wharfage and storage	34,880.34
Dock	31,977.72
Machine shop, working account	22,171.13
Fire insurance, boiler shears, ballast cartage	3,833.50
Steam tug *Pilot Fish* working account	1,410.80
Steam tug *Weazel* working account	373.36
„ balance from last half-year, brought down	18,015.68
	$112,661.71

MEMORANDUM.

Balance of Profit and Loss Account as above	$78,626.37

PROPOSED DISTRIBUTION.

Dividend of 8 per cent. for the half year ending 31st December, 1874	$48,000.00	
Directors remuneration under Clause 68	$7,200.00	
Less fees for the previous and present half year	2,000.00	
	5,200.00	
		53,200.00
Balance forward		$25,426.37

Singapore, 2nd Feb., 1875.

S. A. A. MUGGERIDGE, Acting Secretary.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Mirzapore	3,763	600	April 1	Mediterranean, Aden, Bombay.
Mongolia	2,833	530	April 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong	1,834	250	April 15	Mediterranean, Aden, Bombay.
*Australia	3,648	600	April 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bokhara	2,982	450	April 29	Mediterranean, Aden, Bombay.
*Indus	3,478	500	May 6	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay	2,982	450	May 13	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Djemnah ...	Apr. 11	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	Apr. 25		
Ava ...	May 9		
Hoogly ...	May 23		

The Steamers of the 11th April and 9th May connect Aden with the Steamers for Reunion and Mauritius.

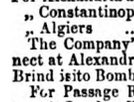
The Steamers of the 25th April and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

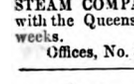
For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

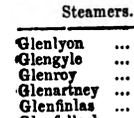


GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	April 10
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glencagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CHINA



THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Elmstone ...	A1 15 yr.	E.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H. K., & Shanghai	Lord of the Isles, s.s. ...	100 A1	1846	S.W.I.	April 15
Sing., H. K., Yokohama, & Hiogo ...	Galley of Lorne, ss	100 A1	1390	S.W.I.	April 24
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 3, Royal Exchange-buildings, Cornhill, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko. & Higo.	Coulnakyle.	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing., H. K., Yokohama, & Hiogo ...	Oxfordshire, s.s.	100 A1	S.W.I.D.	March 31
Do.	Galley of Lorne, s.s.	100 A1	S.W.I.D.	April 24
Do.	Flintshire, s.s.	100 A1	S.W.I.D.	May 10

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 31st March. The favourite full-powered Screw Steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 nett, 200 h.p. nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR YOKOHAMA AND HIOGO, the clipper ship PUNJAUB, *A1, 883 tons register, F. H. RENAUT, Commander; loading in the East India Docks.

KNEVITT and Co., 3, Sun-court, Cornhill.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	March 31
Bristow	571	Wright Bros. & Co.	March 31
Glenlyon, s.s. ...	2,118	M'Gregor, Gow, & Co.	April —
LIVERPOOL.			
Achilles, s.s. ...	1,550	Alfred Holt ...	Apr. 8
Menelaus, s.s. ...	1,960	„ „ ...	—

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

BATAVIA, SAMARANG, and SOURABAYA, via Suez Canal, s.s. JOHN BRAMALL, from Southampton on 13th April.

For Freight or Passage apply to JAMIESON, GRIEVE, and Co., 17, Gracechurch-street, London, E.C.

EDUCATION.

A HOME is offered to two or three LITTLE GIRLS, with high educational advantages, by a LADY who has lately parted with the children of an Indian officer. French resident Governess; fine locality, ten miles from London; detached house; good garden, &c. Terms, 50 Guineas.

A. B., Office of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, London, E.C.

WANTED, by a GENTLEMAN, thirty years of age, an Appointment or Engagement at a port in the East. Has had two years' experience at Singapore, and five years' at Manila, in a large mercantile house, and speaks both Spanish and Malay. Could undertake a steamer's agency. Highest testimonials from former employers.

Address L. L. B., Post-office, Great Crosby, Liverpool.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

NERVA, MARCHAND, & Co., GENERAL COMMISSION MERCHANTS, MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE PARIS.

GRAND HOTEL COMPANY. YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE. FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 605.] LONDON, MONDAY, APRIL 5, 1875. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 2.
JAPAN—Yokohama	Dec. 25	Feb. 12	Feb. 16
Yedo			
Osaka and Hiogo	—	—	„ 12
Hakodadi			
Nagasaki	—	—	„ 10
CHINA—Peking	—	—	Jan. 31
Tieu-tsin	—	—	Feb. 3
Chefoo	—	—	„ 10
New-chwang	—	—	Jan. 15
Hankow	—	—	Feb. 14
Kiu-kiang	—	—	„ 12
Chin-kiang			
Shanghai	Jan. 1	„ 17	„ 19
Ningpo	—	—	„ 13
Foochow	„ 1	„ 17	„ 21
Formosa			„ 22
Amoy	—	—	„ 23
Swatow	—	—	„ 23
Hong Kong	„ 8	„ 17	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—			
Manila	„ 8	„ 17	„ 20
COCHIN-CHINA			
Saigon	„ 15	„ 23	Mar. 1
SIAM — Bangkok	„ 8	„ 18	Feb. 25
BORNEO —			
Labuan	—	—	„ 20
Sarawak	—	—	„ 27
JAVA — Batavia	„ 23	„ 24	„ 28
Samarang	—	—	„ 24
Sourabaya	—	—	„ 23
MALACCA STRAITS—			
Singapore	„ 29	Mar. 1	Mar. 4
Penang	„ 22	Feb. 19	Feb. 27
CEYLON—			
Galle	Feb. 12	Mar. 28	Mar. 10
Colombo	„ 5	Feb. 27	„ 9

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 2nd inst., three days early. The next inward (P. and O.) mail, with advices Yokohama 23rd, Shanghai 26th Feb., Hong Kong 4th, Singapore 11th March, which is due, *via* Brindisi, on Monday next, the 12th inst., left Galle on its due date, the 20th ult.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived April 1.—From Yokohama: None. From Shanghai: Messrs. Lang, Picard, Arentz, Delacroix, Vincent, Napier. From Hong Kong; Major Kinder and Mrs. Kinder, Messrs. Restalio, Shellien, Molkenbuk, Carno, Cabouret, Kotkugel, Aulion, Sassaki, Konminck, Caillens, Marinelli, Palati, Mr. and Mrs. Manger, Mr. and Mrs. Heard, Mr. and Mrs. Macazima, Mrs. Mahood, Miss Peisdorf. From Saigon: Mr. Bareil, Mr. Macaire. From Singapore: Archdeacon Grey, Messrs. Reuter, Erinstmann, Shundermank, Lamic, Vendenberg, Van Boukel, Edwards, Hooglandt, Schlater, Mr. and Mrs. Gelder, Mr. and Mrs. Chavannes, Mr. and Mrs. Ferriez. From Galle: Mr. Gundrod, Mr. Woodall, Mrs. Heriot, Mrs. Presgrave.

Per steamer *Prism* (Holt's line), expected to arrive 6th April.—From Shanghai: Mr. Rowland's two children. From Hong Kong: Mr. and Mrs. Chambers and child. From Penang: Mrs. W. Allen, three children, and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Thibet*, from Southampton, March 25.—To Singapore: Mr. E. Young, Mr. A. Clarke, Mr. F. Feather. To Galle: Rev. and Mrs. McLean, Mr. G. T. Nicholls, Mr. R. Miller. To Ceylon: Mr. E. Johnstone. To Batavia: Mr. W. Donald.

Per P. and O. steamer *Malta*, from Venice, April 2.—To Hong Kong: Mr. G. Oliver, Mr. A. L. Turner, Mr. H. R. Smith.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Shanghai: Mr. W. Russell. To Hong Kong: Mrs. Green, Mr. H. Gibb, Mrs. Betts and child. To Singapore: Mr. and Mrs. J. Brennand. To Ceylon: Mr. and Mrs. A. Ross, Mr. J. Tayler, Lieut. C. V. B. Kuper.

Per French steamer *Djemnah*, April 11.—To Shanghai: Mr. Ronstan, Mr. E. G Skeggs, Mr. L.Gouilland, Mr.Johnson, Mr.Delaplace, and seven second-class passengers. To Hong Kong: Mr. Grobien, Mr. and Mrs. D. A. Darling. To Singapore: Sir William and Lady Jervois and daughters, and private secretary, Capt. and Mrs. Paton and child, Sir W. and Lady Hackett, Mr. Isaac Henderson, Mr. Dunlop, Mr. Van der Van Bosel, and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew, Mr. L. Ankersmith, Mr. E. J. Tolson. To Galle: Mr. and Mrs. Shultzo and child.

Per French steamer *Tigre*, April 25.—To Batavia: Mr. and Mrs. J. Hudig, Mr. J. Schlette.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 19th February; the French mail from London Jan. 1 was received on the 17th February.

The *Courier* has the following:—

We learn that the report of the commissioners recently returned from Cuba, whither they had gone to inquire into the condition of the Chinese coolies, is being printed at the Peking University Press. It is said that the report is highly unfavourable to the Cuban authorities.

It is rumoured that negotiations are being entered into for the amalgamation of the Hongkew Wharf Company and Hunt and Heard's Wharf Company. We hope they may be brought to a satisfactory conclusion, as it would assuredly be for the advantage of those interested in the now rival companies.

An incident, which might have resulted in a serious collision, occurred in the river on the 10th Feb. The P. and O. screw-steamer *Kashgar* was coming up on the top of a very strong flood, and had let go her anchor, when in swinging round the chain parted, and we understand that there was much peril that she would collide dangerously with the *Ichang*, or *Appin*, or both. As it was, she carried away Messrs. Jardine, Matheson, and Co.'s buoy; but we have not heard that any worse consequences ensued.

The minutes of the meeting of the Museum Committee promise well, at least for the ornithological section. No less than fifty-nine gentlemen have contributed under this head during the past two months.

We learn from the minutes of the French Municipal Council that an iron bridge is ready for erection over the Yang-king-pang, at the end of Honan-road. In regard to the question of encroachment on that creek, the Council adheres to the position it took up in 1872. Before drawing up its budget for 1875-6, the Council wishes to ascertain from the Council on the North Yang-king-pang, whether it adheres to its decision to discontinue the equal partition of the revenue from wheelbarrows.

At a meeting of the Municipal Council permission was given to the China Merchants S. N. Company to erect a line of telegraph between their office in Hankow-road and their godowns in Hongkew. If the Chinese can appreciate a line of telegraph in the settlement, why do they object to one elsewhere? We are glad to find that a drill sergeant for the Volunteers is to be procured from Hong Kong. The Harbour-master suggests certain new fire signals in case of fire amongst ships in harbour. The Council fear this would unnecessarily complicate signals, as the Municipal Fire Department is not in a position to render assistance to ships in the stream. All municipal officers are to be allowed nine months' leave, after five years' service.

The accounts of the Shanghai Race Club for the year 1874 show a balance in hand of Tls. 2,643, besides some Tls. 230 of dependency.

A fire has occurred in Messrs. Lane, Crawford and Co.'s auction rooms, in Kiangsi-road. These and their contents were completely destroyed.

An inquiry has been held into the circumstances of the late riot near Kungwang, and the affair was satisfactorily settled. The proceedings were quite informal, the object being rather to prevent further annoyance than to give official prominence to what has passed. This object seems to have been attained; the names of the offenders are registered, and they will be held responsible in case of any further disturbances—responsible not only for the past or any future misdeeds of their own, but for the possible misdeeds of others—which they are bound

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over to prevent. The old lady specially, as the worst culprit—she having got up the disturbance—is held security for the peace of the neighbourhood.

A case was tried on the same day before Sir E. Hornby, in which a Chinese named Fan Tsiang-chi sought to recover $3,000 damages for an alleged libel against him published in the *Wai-pao*. The paragraph alleged that the plaintiff had been smoking opium in a certain shop with a friend, and had no money to pay for it; that he offered his trousers in pledge, but the shopman refused to take them, and a row ensued. The paragraph added that Fan had formerly been in the employ of the C.M.S.N. Co., but had been dismissed; and went on to point a moral about the vicious and degrading tendency of opium generally. His Lordship held that the paragraph was libellous, but that no specific damages had been proved. He gave judgment for $50, to carry costs.

Captain Sack, of the British ship *Star of Jamaica*, has been tried on the unusual charge of concealing and employing two able seamen of H.M.S. *Shearwater*, knowing them to be deserters. The prosecution was instigated by a seaman of the *Star of Jamaica*, named Carroll, who had been summoned by Captain Sack for refusal of duty, for which he had been sentenced to imprisonment. The witnesses called had also been summoned and punished for a similar offence. The case was dismissed, because it could not be legally proved that the two men (who were landed at Freemantle) were borne on the books of any ship in the Royal Navy, or were deserters therefrom.

We publish elsewhere a letter which Mr. T. T. Cooper has lately written to the Shanghai Chamber of Commerce, about the trade of Western China. He contends that the natural course of this trade is down the Yangtsze; and that the energy, therefore, which is being expended on opening up a trade route between Burmah and Western China would be better employed in opening up the towns on the Upper Yangtsze to intercourse with Shanghai. The endeavour to open up a trade across Burmah is all right, so far as it goes; but more might be done from the opposite direction; and if Home Chambers of Commerce can devote so much energy, and the Indian Government so much money and enterprise, towards opening up this new trade for Rangoon, surely some energy and some money might be made available towards extending the far more capable trade through Shanghai. He urges, therefore, that the Shanghai Chamber should try to persuade the Home Chambers to this effect. Mr. Cooper also calls attention to the fact that trade in salt is permitted between Burmah and Yunnan, whereas the import of salt is forbidden into Eastern China.

The Pacific Mail and the Mitzu Bishi Steamship Companies seem about to enter on a very profitable career of opposition. The P. M. S. Company have advertised a considerably-reduced schedule of charges to Japan, both for passengers and cargo; and the Japanese Company followed next morning with a scale varying from 20 to 50 per cent. below their rivals. If the chief object of steamship companies is to deplete each other's pockets for the benefit of the public, the P. M. S. and the Mitzu Bishi promise to succeed.

The depressed view which we have several times lately expressed of Chinese finance is confirmed by the memorial of Censor Hu Ting-Kwei, in the *Gazette* of the 18th Jan. The Censor points out that the ordinary revenue showed a large surplus over expenditure in the reigns of Kienlung and Kiaking, and even left a considerable margin, notwithstanding extraordinary expenses, during the reign of Tao-kwang; whereas the finances are embarrassed now, although the revenue has been largely augmented by extraordinary taxation. The disbandment of the irregular soldiery is pointed to as a remedy, and a roving commission for this purpose is advocated. There can be no doubt these irregular troops are a great drain, less probably in actual cost than in the peculation to which they give rise. There is, however, another side of the question, still more serious; the Government exactions choke trade in its efforts to recover from the effects of the rebellions that these irregular levies have been raised to repress and kill the revenue which they are intended to augment.

FOOCHOW.

The following is from the *Foochow Herald* of the 18th Feb.:—

The "mob," so long kept under orders by their superiors, have at last been let loose upon the Great Northern Telegraph Company's property—in violation of decency and international rights. In all civilised countries the wishes of the Government are enforced by an organised body of police or military, but in China it seems to be the custom, whenever the occasion arises, to employ a mob against foreigners and foreign property. The reason why this course is pursued in preference to the more legitimate one is obvious enough. In the event of an "explanation" being demanded by the foreign Government, what more easy than to ascribe the "disagreeable affair," &c., to the uncontrollable fury of "the people." This was urged in extenuation of the Tientsin massacre, and, we regret to add, with a fair amount of success. The plea is plausible.

On the 12th Feb. one of these ebullitions of "patriotic" fervour took place. The object of attack was a watch-house belonging to the Great Northern Telegraph Company, built on ground purchased by them in conformity not only with the terms of the concession granted to them, but also with a special clause in the Danish treaty. Three of these houses were built on ground purchased by the company—at intervals of ten miles. All these houses contained property belonging to the company; they were looted, the European and Native *employés* driven therefrom; and finally the buildings were demolished. The portion of the line already constructed was pulled down, and the wire, poles, &c., stolen by the mob, who declared, we are informed, that the authorities had given permission to them to take whatever they could lay hands on. Fortunately there was no loss of life on either side, but this is entirely owing, we think, to the praiseworthy forbearance displayed by the Europeans—all of whom were well armed.

HONG KONG.

Our advices by the present mail extend to the 25th February; no later mail from London had been received since the 16th Feb. The following items of intelligence are from the *Hong Kong Daily Press*:—

A meeting of the Legislative Council was held on the 23rd Feb. Present:—Hons. Sir J. Smale, Chief Justice; J. G. Austin, Colonial Secretary; J. Bramston, Attorney-General; C. C. Smith, Colonial Treasurer; W. H. Alexander, P. Ryrie, J. Whittall, H. Lowcock. In the absence of his Excellency the Governor, the Chief Justice took the chair, who, before proceeding to the ordinary business of the day, expressed his regret at the loss of so old and valuable a member of the Council as Mr. d'Almada e Castro. After relating the services of the deceased during his term of office, the following resolution was passed, which was forwarded to the widow:—"That this Council greatly regrets the death of Leonardo d'Almada e Castro, Esq., the oldest public servant in this colony, who having, in 1836, entered the service of the Crown in the office of the Superintendency of British trade in China, has, since May, 1847, been Clerk of the Councils, and First Clerk in the office of the Colonial Secretary. This Council cordially records its high estimate of his public services in these important offices, the duties of which he has discharged faithfully and with great ability, assiduity, and discretion, and, expressing its appreciation of the private worth of the deceased, it offers its condolence to his widow and family." The Colonial Secretary then proposed that a monthly payment of $100 be granted to Mrs. d'Almada, and $50 be granted to his daughter for their lives, which was seconded, and carried unanimously.

The Chief Justice then proposed the first reading of an Ordinance entitled, "An Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to render personation with intent to deprive any person of any property felony." The statement of objects and reasons is as follows:—"This Ordinance is a transcript of a recent Act of the Imperial Parliament, 37 and 38 Vic., cap. 36. It simplifies the mode of proceeding in cases of fraudulent personation, and increases the punishment on conviction. The only difference between this Ordinance and the Imperial Act is in the minimum of penal servitude—the Act fixes it at five years, and the maximum of imprisonment at two years, with nothing between; the Ordinance proposes the same scale of punishment as for other felonies." The Ordinance was accordingly read a first time.

The Chief Justice then proposed the first reading of an Ordinance entitled, "An Ordinance enacted by the Governor of Hong Kong, with the advice of the Legislative Council thereof, to provide means for enforcing good order and discipline in the police force employed in the Royal Naval Yard."

The Attorney-General gave the statement of objects and reasons as follows:—"This Ordinance is introduced at the request of the Naval Authorities, who are about to renew the engagements entered into with the police employed at the Naval Yard, and desire to have the power of enforcing discipline as here provided. The second section gives to the officer in charge of the yard similar powers to those of the Captain Superintendent in respect of the Colonial police force; and the third section, which is almost a transcript of a Section in the Police Act, subjects the members of the force to the same penalties as the Colonial police are liable to for neglect of duty or other misconduct." The Ordinance was read a first time.

An esteemed correspondent in Formosa, on the authenticity of whose information we can implicitly rely, sends us word of a disastrous affray between the natives of that island and Chinese soldiers, in which the latter sustained a very serious loss. It seems that on or about the 12th inst. a body of Chinese troops was attacked by a large force of these savages in the neighbourhood of Hong Kong, a small village on the coast, a short distance to the north of Langkiaou. A mandarin and upwards of two hundred Chinese soldiers were killed, and a large number wounded. The exact circumstances under which the attack was made, and the motives for it, are not yet known. Doubtless measures will speedily be taken to avenge the loss, and retrieve the disaster.

The report of the Captain Superintendent of Police shows a

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satisfactory decrease of crime in the colony. Captain Deane refers at some length to the *Spark* piracy, and complains of the difficulty experienced in getting testimony in the case, and puts it down to the indifference of the passengers. He remarks that since the cessation of the emigration of Chinese coolies from Macao the number of cases of kidnapping of that class has greatly diminished.

It appears from the report of the master, Mr. Alexander Falconer, that the attendance at the Police School is both large and regular, and additional assistance is required. The appreciation of the benefits of the school shown by the Chinese constables is so marked that Mr. Falconer suggests that, if possible, the school days for Chinese constables be increased to three days a week. Four quarterly examinations for Europeans have been held during the year, and thirty-six have obtained certificates exempting from school. Some of the men have obtained nearly all the education they possess from the school. The master has renewed hopes of again starting the Anglo-Chinese class, as he has now more time to devote to such a class, owing to the constables having nearly all secured pass certificates.

The British ship *Atlantic*, which anchored some distance off Green Island, sailed into port for the purpose of docking. She left this port for Vancouver's Island, but while making the passage she went on shore on the southernmost island of the Madjicosemah group. On floating again, she put back on the 16th Feb.

There was a large number of visitors at the Flower Show, and the exhibition has, on the whole, passed off very successfully. The first prize for table decorations was taken by Mrs. E. Sharp.

The Hong Kong and Whampoa Dock Company.

The ordinary yearly meeting of shareholders in the Hong Kong and Whampoa Dock Company, Limited, was held at the office, Club Chambers, on Feb. 24. Present :—Hon. J. Whittall (Chairman), Messrs. McIver, Deacon, Lapraik, Hoppius, Kingsmill, Bell, Robinson, Ede, Vaucher, Kiær, Newton, Dr. Dods, and Captain Bernard. The Chairman having read the notice calling the meeting stated that the working of the dock was most satisfactory, and he believed that the ensuing year would be a good one, at the same time suggesting that the balance which appears in the report should stand over for the next half-year.

After some discussion the following report was passed unanimously :—

Report.

Gentlemen,—As usual at this period of the year, the Directors have the pleasure to lay before you their Report for the six months ending 31st December, 1874.

They are glad to have to notice an improvement in the earnings of the Company, and their profits would have been larger, but for the disastrous typhoon last September, which caused considerable damage to their premises and works, both at Aberdeen and Kowloon.

In accordance with the resolution passed at the last meeting, it will be observed from the accounts annexed that the sum of $20,998.25 has been written off their property account, and a further sum of $6,965.69 was required to wipe out the old bad debts of the Company, thus leaving a balance from previous account of £324.99, and with the profits of the present half-year $37,079.44, making now available... ... $37,404.43.

Of this amount the directors would recommend a dividend of 2 per cent. ...	$20,000	
Which, with the usual bonus to contributors	4,000	
Directors' fees	2,500	
Auditors	250	
		$26,750.00

will leave a balance of ... ... $10,654.43 to be carried forward to new account, or for a further reduction on their property.

The debt to the Hong Kong Fire Insurance Company has been reduced to $190,000 since the accounts were made up, and the directors are glad to state that the docks are now doing good work, and they hope the succeeding half-year will prove equal to the present one.

Directors.

Mr. S. D. Sassoon having left the colony, Mr. H. Hoppius has been appointed in his place, which will have to be confirmed at this meeting. Messrs. J. S. Lapraik and R. Deacon retire by rotation, and offer themselves for re-election.

The Hong Kong and Shanghai Bank.

The meeting of the shareholders of the Hong Kong and Shanghai Bank was held on the 18th Feb. Present :—Messrs. Forbes (Chairman), André, Heard, Belilios, Cordes, Hoppius, F. D. Sassoon, Hayllar, Greig, Lemann, Kingsmill, Green, Capt. Bernard, Middleton, Woonwalla, Cama, Bottomley, McIver, Burrows, Alford, Wasserfall, Kruse, C. P. Chater, Cohen, Strack, Landstein, Sassoon, Fairbairn, Ede, Millar, Budde, Dr. Wharry, Linstead, H. Smith, May, Mylne, Mitchell, Nicaise, Mellish, Russell, Ozorio, Hancock, Nelson, Mehta, Dunn, Dr. Young, Delmée, Pereira, Beart, Hughes, W. Morgan, Weeks, J. T. Chater, Dr. Adams, Hon. P. Ryrie, Baron von Overbeck, and others.

Mr. Kingsmill, who was received with applause, said he had given notice to the Board of Directors of his intention at the present meeting to put several questions. He thought it only right he should give notice ; it was not right to start questions suddenly at a meeting, but when notice was given they could be properly considered, and the replies framed. He was happy to say the Chairman had in his opening address anticipated some of the questions. To some of them he had given replies which were thoroughly satisfactory, to others replies not quite so satisfactory, but to none were the replies wholly unsatisfactory. (Hear, hear.) They were, at all events, answered. Amongst the questions he was going to ask was one about their three "bug-bears," as they might be called—the Indo-Chinese Sugar Company, the Refinery, and the Pier Company. The summary just read, however, rendered it unnecessary, and he quite coincided with the policy of the directors in putting their statement of those affairs in a tabulated form. But beyond these there were other questions not answered by the Chairman in his statement to which he wished to refer. As regarded Mr. Vacher, the one blunder made regarding him was the overweening confidence placed in him by the directors. He had known Mr. Vacher in China, and knew that he had a character for uprightness and ability, and he would not have been surprised at individuals trusting in him. But he *was* surprised at the Board having put such trust in him; and they had fully verified the truth of overtrust not being good policy. Still the Chairman's explanation had gone a good way towards clearing up that point. He (Mr. K.) understood the Chairman to say, that, with slight exceptions, the former losses at home were distinct from the losses they were now called upon to meet, and which the directors had at the time of the last meeting no reason to believe would turn out to be losses. But it seemed that the directors were cognisant of the transactions into which Mr. Vacher entered. He therefore wished to know whether, comparing the two last reports with what had just been said, he was to understand that these transactions of Mr. Vacher which were taken into account—consisting of investments in Spanish bonds and South American railways,—had realised their amount with the exception of some £1,700 ; *i.e.*, that the real loss now ascertained was £1,700 or £1,800 on transactions known at the last meeting ?

Some further questions were put and answered by the directors, and on the proposition of Mr. Kingsmill the report of the directors, which will be found in another column, was duly passed.

Directors.—Mr. Cordes then moved the confirmation of the appointment of Mr. F. D. Sassoon as director.

Mr. Chater seconded.—Carried.

Mr. Hoppius moved the appointment of Mr. A. André and Mr. A. F. Heard to the Court of Directors.

Mr. Linstead seconded.

The proposition was agreed to.

Auditors.—The Chairman moved that the Hon P. Ryrie and Mr. Mitchell be re-elected auditors for the year 1875.

Mr. Burrows seconded.—Carried.

Mr. May said he had some hesitation in rising to speak. But what he had to say was a very simple matter ; of the first point he had to notice, part had reference to the feelings of the directors. The Chairman and other gentlemen had placed their hands to the plough, and although the furrows were not always straight (possibly because of the obstinacy of the horses they employed, such as the Pier, Sugar Company, &c.), they were marvellously deep. In the old days, when everything was flourishing, an investment in the shares of the Hong Kong and Shanghai Bank was looked upon as the safest possible investment both for business people and for widows and orphans. Now as regarded these latter a considerable amount of precaution should have been used before their money was jeopardised. Owing to the recent losses many now were in the greatest distress, and many more, who were not suffering, were nevertheless put to the greatest inconvenience. You say that hard times and the great depression of business accounts for them. But it was a fact that people said some members of the Board were too anxious for the loaves and fishes. (Applause.) He did not desire to use language offensive to individuals, but it was impossible to convey an idea of the widespread suffering caused by the present state of affairs without using the language he did. Now this presented an opportunity to the directors to show their sympathy for those who suffered under their direction, if not by their fault. They could say, "We voluntarily and of our own desire (but not without the suggestion being given to us at a public meeting) will give up the moiety of our remuneration for the good of the bank funds." Many would recall the time when our merchant princes showed unbounded liberality. A time had now come when there was an urgent necessity for stern economy. This applies to all around us, and why not to us ? This was what the directors might and he felt sure would say ; and he therefore begged to propose the following resolution :—That in consideration of the altered state of mercantile affairs in China the remuneration to the directors should be reduced from $20,000 to $10,000 a-year, dating from 1st January last. (Loud applause.)

Mr. Hayllar pointed out that this was a meeting to discuss the report only, and the deed of settlement required two days'

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notice to be given of any special motion. Even, therefore, if the meeting accepted Mr. May's resolution, it would be informal.

After some discussion, it was resolved to leave the matter in the hands of the directors.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Business in all descriptions of goods, excepting Yarn, had been very limited; stocks of this staple were quite exhausted, and all arrivals not previously contracted for had been readily saleable. In Shirtings there had been little doing. The inquiry for Turkey Reds had been maintained, whilst Velvets and Victoria Lawns had continued saleable. Plain Orleans had somewhat improved, and best qualities of Italian Cloth had continued in demand. Mousselines-de-laine were still in request, but rates closed with a weaker tendency. Metals had been very quiet, and business had been limited to small lots of suitable bars and assorted nail rods. Raw Cotton was quiet, and stocks were in excess of the demand.

TIENTSIN.—Market closed for the holidays.

KIUKIANG.—Market improving, and an increase in business expected.

HANKOW.—Business had not been resumed since the holidays.

SHANGHAI.—"Settling time" had passed over very quietly, only one Piece Goods Hong having proved unable to meet its liabilities. Business, stimulated by a demand from Japan, where the Western Calendar is now observed, had commenced rather earlier that usual. The inquiry embraced 15 lb. English Drills, Turkey Red Shirtings, Velvets, Chintzes, Plain black Lustres, black Lastings, and common 8¼ lb. Grey Shirtings, and transactions in each article, saving assorted Chintzes, had been entered into by the Japanese dealers, principally for the Nagasaki and Kobe markets. Buying had been confined to low priced qualities, such as Drills, Dragon chop, costing under Tls. 2.40 per piece, of which the stock appears to be very light; 2¼ to 2½ lb. Turkey Reds from Tls. 1.70 to 1.77 per piece; 22-in. black Velvets at Tls. 0.18 to 0.18½ per yard; Plain black Lustres at Tls. 3.90 per piece; Black Lastings at Tls. 10 to 10½ per piece; and 8¼ lb. Grey Shirtings at from Tls. 1.60 to 1.64 per piece. For Chinese consumption, English Jeans had been bought to a very large extent at Tls. 1.84 to 1.86 per piece, and buyers were not yet satisfied. The unsold stock of Jeans was much reduced, and the market wore a strengthening aspect. Heavy Grey Shirtings likewise had been fairly settled "to arrive" on the basis of Tls. 2.60 per piece for Dewhurst's Eagle and Ta-wo Stag chops; and 8 lb. T-Cloths had also been extensively taken. The Jeans were destined for Tientsin. The Heavy Shirtings had been bought in anticipation of the spring business, and the T-Cloths would be distributed partly local and partly throughout the districts of the Upper Yangtsze. Grey Shirtings: 8¼-lbs., beyond those taken for Japan, barely 6,000 pieces, and those principally Dewhurst Eagles had been sold. These goods maintained their position, and commanded full rates, the prices realised being Tls. 1.90 to 1.92 per piece. Only one small sale of common 7-lbs. at Tls. 1.38 reported, and about 4,000 pieces badly mildewed at Tls. 1.24 per piece was the sum of the business in 6-lbs. T-Cloths: 6-lbs., Mexicans in good inquiry, but scarcely any on hand. Common 7-lbs., owing to scarcity, showed a stronger market, and a fairly clean 14 to 15 count commanded Tls. 1.20 per piece. Woollens: Scarlet colours of Camlets, and of Long Ells more especially, had fully recovered their late decline; C.P.H. of the later fabric having been sold within the week at Tls. 7.30 per piece. Gentian Spanish Stripes had likewise been in better favour; H.H. and C.P.H. qualities having realised respectively Tls. 0.67 and 0.60 per yard. The only other transactions in Woollens had been a few Black Lastings, very good, at Tls. 11.70 per piece.

FOOCHOW.—There had been no sales of piece goods. Lead was quoted at $8.50 per picul, cash, with no sellers.

MANILA.—There had been no improvement in the market for Plain Staples, which continued extremely quiet, and values of some descriptions had given way. Coloured goods were in rather less inquiry.

SAIGON.—Piece Goods had a little improved in consequence of the increased rates on the Singapore market, and quotations were as follows:—Grey Shirtings, 8¼ lbs., $2.28 per piece; do., 7 lbs., $1.90; T-Cloths, 6 lbs., $1.50; do., 5 lbs., $1.20; do., 4½ lbs., $1.10; White Irishes, $1.45.

BANGKOK.—Very little business had been transacted, except in Yarns, which had been in fair demand for the interior. Figured Shirtings had been much wanted, and owing to their small supply, prices had risen to Tic. 4⅔ for White ($2.58 per piece net) and Tic. 5⅔ for assorted Dyes ($3.13 per piece net). For all other piece goods quotations were nominal.

EXPORTS.

TEA.

YOKOHAMA.—Business since the beginning of February had been entirely checked by telegraphic advices from New York, and with the exception of some few purchases made just after the date of our last report, there had been scarcely any transactions. In this state of the market it was difficult to furnish quotations, prices being purely nominal, as no further operations were likely to take place until some decided decline could be established, which had not yet been effected. Arrivals since the 21st Jan. amounted to some 1,500 piculs, and the settlements to about a similar quantity.

SHANGHAI.—Only a very small business had been transacted since last mail. The demand for Green had not yet been renewed, and holders would not accept lower rates. Settlements: Black, 156 chests shipped off; stock, 350 chests; Green: Fychow and Moyune, 3,815 half-chests, at Tls. 17 to 37; stock of all kinds, 62,300 half-chests; export to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	65,003,602 lbs.	against	58,639,016 lbs.
Green	10,481,759 „	„	9,020,506 „
	75,485,361		67,659,622

FOOCHOW.—The Chamber of Commerce Report says:—There have been no additions made to the stock, and no business has been transacted during the past week. There being but a trifling amount of Tea on offer, and the season's export being completed, the publication of this Circular will cease until the arrival of the new season's Teas. The total supply for this season, compared with the last, shows a net increase in the supply this season of 7,094,103 lbs.

SILK.

YOKOHAMA.—There had been rather more business doing; dealers had shown more disposition to meet buyers, and in some instances concessions had been obtained. The quality of the Silk offering was most undesirable. Oshius were in short supply, and difficult to meet with. Settlements, 750 bales; settlements from 1st July to date, 8,250 bales, against corresponding period season 1873-4, 10,700 bales; ditto, 1872-3, 9,300 bales; ditto, 1871-2, 11,800 bales; stock, 1,600 bales.

SHANGHAI.—The home market by last public telegrams was reported as steady, but not active. By the P. and O. steamer Hydaspes, which left on the 12th Feb., there were only 95 bales of silk shipped, 10 of which were for London, 23 for the coast, and the balance for the Continent. Settlements for this mail amounted to barely 350 bales, at prices showing little or no change. The following purchases were reported:—Dragon Chop, No. 3 Tsatlee, 19s. 6d. per lb.; Donkey, do., 19s. 6d.; Pang-e-tai Ting-how, 16s. 9d.; do., Tay-how, 15s. 9d.; Blue Elephant, 16s. 7d.; Red Peacock, 15s. 10d.; Common, 12s. 11d. Arrivals having been very small, the unsold stock was slightly reduced, and was estimated at 4,500 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to Feb. 17, 1875	78154884	00729985	939115	20029908	159853892	39161
From June 1, 1873, to Feb. 17, 1874	70991458	51143165	361183	15540895	137126731	41498

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to Feb. 17, 1875	6357142	31235
Do. do. 1873, to Feb. 17, 1874	8338242	23904

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to Feb. 17, 1875	19089161	5270
Do. do. 1873, to Feb. 17, 1874	13600432	4692

TO AUSTRALIA.

From June 1, 1874, to Feb. 17, 1875	15,233,062
Do. do. 1873, to Feb. 17, 1874	14,456,663

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,043	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1873	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	76 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$537½	$58 p.sh.
North China Insurance Co.	...Tls.1,000	...Tls.300 ...		Tls.300 p.sh.
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtaze Ins. Association ...	500 ...	500 ...	$585	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...		$550 p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	$1,475	$200 p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.83	... 4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$122	... 6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	129	... 6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.87	... 4 p.c.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 7⅛d.	4s. 2⅛d.	4s. 3d.
Shanghai ,, ...	5s. 8⅛d. to 5s. 9d.	5s. 9d. to 5s. 9⅛d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅞d.	4s. 2⅞d.	4s. 2⅞d. to 4s. 2⅞d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅛d.	4s. 2⅛d.	4s. 3⅛d.
Manila ,, ...	4s. 1d.	4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303 to 304½	223½ to 224½
,, Hong Kong	26⅛ to 26⅜ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	,, 74.0.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 17 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $250 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $293 prem. ex div.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $32 premium.
Victoria Fire Insurance Company, $24 premium.
Indo-Chinese Sugar Company, $93 dis.
Chinese Insurance Company, $194 per share.
Shanghai Steam Navigation Company, Tls. 75 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d. to 5s. 9⅛d., at Hong Kong 4s. 2⅛d., at Batavia F.11.72½, at Manila 4s. 1d., at Singapore 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 21, Montgomeryshire (str.); from Liverpool, Feb. 3, Montego (str.); from London, March 29, City of Halifax.

At SHANGHAI.—From Liverpool, Feb. 15, Hector (str.); from London, March 27, Glenfinlas (str.), Titan, Bengal (str.).

At FOOCHOW.—None.

At HONG KONG.—From London, Feb. 20, Glamis Castle (str.); 22, Swatow (str.), Glenartney (str.); from Cardiff, 21, Bonito; from Hamburg, 21, Varuna.

At MANILA.—From Aberdeen, Feb. 17, Esmeralda (str.); from Cadiz, Feb. 7, Conchita.

At SINGAPORE.—From Glasgow, Feb. 28, Stanfield; from Cardiff, Feb. 28, Lesseps; from Newport, Feb. 28, Bristolian; from London, March 30, Venice (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 23, Laurel; for San Francisco, Feb. 2, La Plata.

From SHANGHAI.—None.

From FOOCHOW.—For New York, Feb. 13, Golden State.

From HONG KONG.—For San Francisco, Feb. 21, Lotte.

From MANILA.—For London, Feb. 6, Windhover; 9, Glamorganshire (str.); for Channel, f.o., Feb. 14, Uli; for Liverpool, Feb. 6, Ornate; 8, Leon (str.); for Cadiz, Feb. 17, Pepita; for New York, Feb. 10, Hamilton, Havilah; for San Francisco, Feb. 17, Peeress.

From SINGAPORE.—For Channel, f.o., Feb. 28, Glenroy (str.); for New York, Feb. 28, Jupiter T.

VESSELS PASSED STRAITS OF SUNDA.

From Yokohama to New York, Feb. 15, Laurel.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 30, at New York, from Hiogo, Jessica; 31, At Texell, Mr. Jacob van Lennep, from Java, for Amsterdam; Clio, from Cheribon, for Amsterdam; 31, at New York, from Banjoewangie, Metis; 30, at Greenock, from Java, India; 31, off Scilly, from Sourabaya, Java; at San Francisco (by telegram), from Hong Kong, Malay; at Sandy Hook, from Passaroeang, Southern Cross; April 2, at London, from Manila, Bellona (str.); 2, at Falmouth, from Sourabaya, Maggie Dixon; 1, at New York, from Manila, Fleetwing; from Batavia, Susan A. Blaisdell; 31, at Antwerp, from Banjoewangie, Mary Pyl; 30, off Beachy Head, from Whampoa, for Bremen, J. C. Munro; at New York, from Colombo, Star of Devon.

DEPARTURES.—March 29, from Cardiff, for Hong Kong, Lanercost; 30, for Java, Cedric; 9, from San Francisco, for Hong Kong, Highlander; 16, for Manila, Florida; 29, from Glasgow, for Shanghai, Rajanatianuhar (str.); from London, for China, Tartar (str.); 31, from Bordeaux, for Saigon, Therese and Nelly.

SPOKEN.—P.G.M.Q. (barque), from Lisbon, for Batavia, Jan. 24, lat. 1 N., lon. 24 W.; R.T.L.H., from Hong Kong, for Algoa Bay, Jan. 26, lat. 34 S., lon. 26 E.; Petronella, from Rotterdam, for Samarang, March 19, lat. 47 N., lon. 10 W.; Sooloo (American ship), from Manila, for Boston, 51 days out, off Algoa Bay; Jeddo, from Mauritius, or Marseilles, 16 days, Feb. 4, lat. 34 7 S., lon. 28 12 E.; Royal Charlie, ship, from Java, for Cork, Jan. 10, lat. 12 S., lon. 113 E.; Caroline, ship, Feb. 12, off Cape of Good Hope; Theresa, barque, from Hong Kong, for Hamburg, Feb. 21, lat. 24 S., lon. 12 E.; Lochleven Castle, ship, from Singapore, for Liverpool, five days, Jan. 7, in Java Seas; Etta Loring, American barque, from Manila, for London, 13 days, Jan. 8, in Java Seas; Hans, German barque, from Hong Kong, for New York, 47 days, Feb. 8, lat. 33 S., lon. 33 E.; Zeeburg, barque, from Singapore, for London, 30 days, Jan. 21, lat. 20 S., lon. 75 E.; Elizabeth Mary, from Philippines, for Falmouth, 56 days, Feb. 9, lat. 33 27 S., lon. 32 43 E.

LAID ON.—At Cardiff, for Hong Kong, Arvio; for Batavia, Delta; for Singapore, Duc Luigi, Orissa, Sumatra; at Bristol, for Java, Kurrachee.

MISCELLANEOUS.—At St. Helena, Feb. 24, the Cosmopolitan, from Ilo Ilo, for Liverpool; the Sea Belle, from Batavia, for New York; 25, The Desdemona; 26, the Eme, from Probolingo, for the Channel; 27th, the Faikun, from Amoy, for New York, the Mattapoisett, March 1, the Adeline Gibbs, the Romeo, from Manila, for London; the Matilda, from Hong Kong, for London; the Camperdown, from Probolingo, for the Channel; the Golden Age, from Moulmein, for Falmouth; the Maurice et Lazare, from Tamatave, for London; 11, the Durham, from Cebu, for Liverpool. Passed St. Helena, March 1, the Remus, from the Philippines Islands, for Liverpool; passed Ascension, March 2, Mary Ann, from Java, for Sandy Hook; 10, Matilda Atheling, Hong Kong, for London; Zeeburg, Singapore for Liverpool.

At TABLE BAY.—From Java, March 3, Light Brigade; sailed for Rangoon, Caroline.

At MAURITIUS.—From Singapore, Feb. 8, Jacmel; 10, Formosa.

St. Helena, March 13, The Sea Belle (barque), Goggin, from Batavia, for New York, put in here Feb. 24, to stop a leak, after which she proceeded; the Golden Age, Quick, from Moulmein, for Falmouth, which arrived here March 2, reported having experienced a cyclone, lasting twelve hours, Jan. 31, in lat. 28 S., long. 58 E., when the vessel was struck by a heavy sea, and lost sails, bulwarks, &c. Grimsby, April 1, the Bussorah, Claproth, sailed to-day for Anjer, after repairing. The Glenearn (str.), from London, arrived at Malta, on the 31st ult., and left same day for China.

TELEGRAMS FROM THE FAR EAST.

THE ATCHIN WAR.

A Government despatch received at the Hague from Atchin announces that Pedawa Besa, on the north-east coast, has hoisted the Dutch flag. Cholera among the troops is on the decrease.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BACCHUS—On the 11th Feb., at Sarawak, the wife of Capt. George H. Bacchus, of a son.

DELMEGE—On the 22nd Feb., at Eddystone House, Galle, the wife of E. T. Delmege, prematurely, of a son, who only survived his birth nine hours.

FITZ-HENRY—On the 14th Feb., at Shanghai, Mrs. D. Fitz-Henry, of a son.

GILMAN—On the 16th Feb., at Shanghai, the wife of Francis Gilman, of a son.

LEVYSOHN—On the 20th Feb. at Shameen, Canton, Mrs. Alexander C. Levysohn, of a son.

PAGE—On the 30th March, at Woodbury House, Tunbridge Wells, the wife of F. M. Page, of a son.

PROBST—On the 4th March, at Hamburg, the wife of Wm. Probst, of a daughter.

TILBY—On the 28th March, at The Grove, Bedford, the wife of A. R. Tilby, late of Shanghai, of a son.

THOMAS—On the 17th Feb., at Shanghai, the wife of the Rev. J. Thomas, of a son.

MARRIAGES.

DAVEY—GUNDRY.—On the 24th March, at Frampton Cotterell, by the Rev. W. C. Fox, Florence E. Barwell, seventh daughter of James George Davey, M.D., formerly of the Ceylon Civil (Medical) Service, Northwoods, Gloucestershire, to William, eldest son of Joseph Gundry, Sidcup, Kent.

DE ST. DALMAS—FERGUSON.—On the 10th Dec., at the Baptist Chapel, Colombo, by the Rev. H. R. Pigott, H. G. Emeric de St. Dalmas, son of H. P. Emeric de St. Dalmas, of Wellington, Somerset, to Margaret Christiana, daughter of A. M. Ferguson, of Colombo.

DICKSON—LEE.—On the 21st March, at Holy Trinity, Paddington, John Frederick Dickson, of the Ceylon Civil Service, to Emily Ayton, youngest daughter of the late George Lee.

SIMPSON—CAREY.—On the 30th March, at All Souls', Hampstead, the Rev. Canon Simpson, LL.D., Vicar of Kirkby Stephen, to Mary Harriett, daughter of the late Wm. Ily. Carey, of Mark-lane and Hampstead.

DEATHS.

ANNESLEY—On the 27th March, at Monkstown, county Dublin, Captain William Henry Annesley, R.N., youngest son of the late Captain the Hon. F. C. Annesley, R.N., aged 44 years.

DELMEGE—On the 27th Feb., at Eddystone House, Galle, Agnes Jessie, wife of E. T Delmege, beloved by all, aged 25. Friends will please accept this intimation.

OLIVER—At the Shanghai Hospital, in his fortieth year, Joseph William Oliver, Store-Issuer of H.B.M. Naval Yard, Shanghai, China.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MARCH 31.

The Minister of the War Department, General Weitzel, has, after his last hot Parliamentary battle, given another sign of life, or rather of resurrection. He has laid before the Chamber an important Bill to increase the strength of our militia force, without, as he states, overburdening the people with military service. The maximum strength he proposes to fix at 67,500 men, and the annual contingent at 13,500 men. To obtain this number it is proposed to restrict the conditions upon which young men are now relieved from military service. Instead of only sons being exempt unconditionally, they will henceforth be liable unless they are at the same time the only child, or the only son of a poor widow. When there is an even number of brothers in a family, half their number are liable to service; and when the number is odd, the majority are to serve. Young soldiers who can pass at examination as to their ability for service will enjoy certain privileges

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in the barracks. Substitutes older than twenty-five years will not be accepted. The time of service is fixed at twelve months, but good conduct may lessen this period by three months. It is further stipulated that the naval militia shall be, in time of peace, at the disposal of the Government either at home or in the colonies; but in the latter only for six months. These are the principal stipulations, which, according to the Minister, will not impose a heavy burden on the people, but at the same time, it will be observed that the unjust system of substitution is maintained, so that the rich will still be enabled to make their sons free of service by a small outlay. It would have been more rational if the present law had been altered so as to make every one liable to the obligatory service. The Bill is only a half measure. It is now doubtful whether the Minister of the War Department will resign or not. The Conservatives assert that he will remain in office, because no one else can be found willing to accept the portfolio. In military circles, however, it is asserted that Mr. de Roo van Alderwerlt is the coming man, and the only one capable of fulfilling the duties of the department, and of neutralising the influence of the Secretary-General, Mr. Hardenberg—the *omnes homo* of many successive Ministers—because he (de Roo) can do without his aid and assistance.

The section report upon the Bill to alter our election law was published some days ago. It has met with much opposition, especially as regards the clauses affecting Amsterdam. Mr. Heemskerk will have to give up his plan to extinguish, or rather to counteract, the liberal element in the capital, if he would avoid having his Bill rejected *in toto*. Everything foretells that there will be a very tough election-struggle in June, when one-half of the members of the Second Chamber must undergo the test of re-election. The members will enjoy only a very short Easter recess, and will meet early next month and if they show the same activity as they did before the holidays a good deal of work may be done, at any rate when the labours in the sections are accomplished. I have told you already that the main question of policy at the elections will be lower class education, and it is asserted—and I don't think the report improbable—that the Minister Heemskerk intends to make his peace with the clericals, both Catholic and Protestant, by laying before the Chamber a Bill to introduce the "restitution-system." Already the leading Liberal papers are opposing such a source of action, which in a certain sense would give a fatal blow to our neutral education system.

The export of horses to France has of late been very extensive, and high prices have been paid for them. Some papers demonstrate that it will be necessary to forbid the export, in order that we might not to be involved in difficulties as regards the requirements of our own army.

The King has approved of the appointment of Mr. G. Suyckerbuyck as Vice-Consul for Belgium at Batavia, and has granted a pension to the ex-Minister of the Naval Department, Mr. L. G. Brocx, of f. 4,000 a year.

Some months ago a committee was appointed to examine the means by which our mercantile navy could be revived. Their report is in the main as follows:—Abolition of import duties on shipbuilding materials; protection of Dutch industry as regards our navy; international tonnage measurement; rendering our sailors free from military service; improvement and extension of the Consular service abroad; enlargement of the waterways of our large commercial cities; abolition of all the tonnage and fire duties, and of the Government monopoly of pilotage; subsidising Dutch steamers carrying mails; creating a special Ministerial Department for trade and shipping; establishing free harbours, &c., &c.

Mr. E. J. Brill, of Leiden, will shortly publish part of a Japanese Encyclopædia in the native language, with a French translation. The author is Mr. L. Serrurier, a law student, who has for some years studied the Japanese language. The Japan characters, in which the book will be printed, are, it is said, excellent. This is the second Japanese book which has been printed in Holland. The first contained the treaties which were concluded between Japan and the Continental Powers.

PRODUCE MARKETS.

The market for Colonial Produce has remained very quiet. There is as yet no sign of a revival of trade. Prices are generally well maintained.

COFFEE.—The result of the last Trading Company's auction has been received with much satisfaction abroad. There is a good demand for several numbers, and the general opinion is that business will soon improve, the trade being very badly provided. Some lots of private import have been sold at satisfactory prices.

TEA is very firm. A lively demand prevails for the green sorts from the last auction of Java, and an important advance in prices is quoted.

SUGAR.—The market has not improved, notwithstanding that the prices for refined have advanced. The nominal quotation is f.2½ to f.3 under November value.

Miscellaneous.

A SUBMARINE RAILWAY BOAT.

At the present moment every kind of scheme is being proposed to avert the horrors of sea-sickness experienced while crossing the Straits of Dover. Some propose to construct boats large enough to convey a whole railway train; others steamers on various plans, to be beyond the disturbance of the winds and waves. Some propose to build a bridge over the Channel; and others, whose scheme appears to be just now most in favour, to drive a tunnel underneath it. Among the plans proposed one which was first brought forward in 1869, and is now again placed before the public, is to lay a railway in the bottom of the sea, by means of which a submarine railway boat is to be conveyed from one side to the other. The inventor, Dr. J. M. A. Lacomme, proposes to lay down across the bed of the Channel a railway to carry two lines of galvanised iron rails, along which it is proposed to run chariots or platforms also of galvanised iron. On this chariot is to be placed, secured by strong screws worked from the inside, a large boat, which if unsecured, would rise of itself to the surface; by this arrangement the weight to be drawn will be rendered extremely trifling, it being possible so to adjust it as to be no more than sufficient to keep the car on the rails, that is to say, suppose the boat to have an ascending force in the water amounting to two tons, the car weighing three tons, will keep it on the rails by the weight of one ton, which will be a small amount to propel. The boat is to be constructed of galvanised iron and hermetically sealed, and it is proposed to light both the inside and the line before the boat by an electric light placed in the bow of the vessel. At the stern is a large tube, the mouth of which is downwards, through which a man in a diving dress can descend, if need be, at any moment. The boat is to be propelled by means of screws at the bow and stern, worked by engines, the motive power being compressed air. This air, of which a sufficient supply is to be conveyed for the journey, will, when released from the engines, be conveyed into the cabin for the supply of the passengers. On the top of the boat is placed a float, which may be released at any moment from the inside, and is furnished with tubes of sufficient length to reach from the deepest part of the Channel to the surface; these tubes are furnished with ball cocks, so that they will not open till above the surface, and through them a fresh supply of air can be procured if it should happen from any accident to be needed.

A submarine station is proposed, which would be similar to the boat, and if any difficulty were to occur the boat might be liberated from the car, and then rising in a few seconds to the surface could proceed into port like an ordinary steamer. The inventor calculates that the transit beneath the Channel may be made in an hour, and he gives close calculations of the air required for 100 passengers, showing how the quantity for them and for the engines can rapidly be stored (compressed) in reservoirs within the boat. Provision is also made by ingenious arrangements for getting rid of the vitiated air, and it may be said, in fact, that his scheme appears to be, theoretically, complete. As has been previously observed, however, the success of his plan can only be shown by working it out practically.

THE WESTERN CHINA EXPEDITION.—The *Pall Mall* on this question says:—With the Burmese King on the one side and the Peking Government on the other, each willing to shuffle off all responsibility on wild border tribes, owing a very doubtful allegiance to either, what satisfaction can be expected? At best an offer of money indemnity to the relatives of those who have been killed, and some kind of diplomatic formula of regret, with perhaps the illusory punishment of some inferior official. That ought not to suffice; nor should we lose a great opportunity of placing important interests which have been too long allowed to be in abeyance on a satisfactory footing, nor should we, by acquiescing in repulse and injury, bring the English Power into contempt not only among Asiatics but Europeans. It is not a question of war, however, we are happy to think, but of resolution and firmness. The time has arrived when we may fitly insist upon the removal of hostile restrictions on our intercourse and trade with a friendly Power. They cannot be defended in principle, and should not be permitted to exist in practice. The Chinese Government should be convinced of our determination no longer to submit to the obstructive policy hitherto adopted, and of the necessity of renouncing it without delay. When the official news of the attack on the party of Colonel Browne reached Peking (as we learn by a telegram from Shanghai received a few days ago) it excited a feeling of anxiety and alarm in the official mind. It is not our business to prove to them that all such anxiety is groundless.

FROM Bombay we learn that a new dock will shortly be opened, the property of the well-known firm of Messrs. Sassoon and Co., of Bombay, London, China, &c., merchants, the construction of which was contemplated some time after the negotiations for a pier had failed, and was at first intended for vessels drawing fifteen feet of water, owing to the chief trade of Bombay at that time being carried on by a class of vessels averaging less than fifteen feet. The name of the above firm stands first in Bombay for improvements made at that port, and the work now under notice is by no means the least of those which they have executed. It measures 632 feet in length, with a breadth at one end of 261 feet and 181 at the other (this difference is due to the entrance channel). The entrance gates measure 40 feet in the clear. The depth of water over the lock-sill is at—

	ft.	in.
High water neap tides	18	4
High water spring tides...	21	4
Highest high water	23	4

The area is 3 and 2-5 acres, and the length of wharfage is 1,630 feet, which will afford outside berths to five vessels of from 1,000 to 1,500 tons. Adjoining the dock several godowns have been erected, also a row of native dwellings to afford accommodation to those engaged on the works.

MR. ROBERT REID, M.P.—We regret to announce the death of Mr. Robert Reid, who was for many years resident partner in the firm of Birley, Worthington, and Co., Shanghai. Last year Mr. Reid was returned for the Kirkcaldy Burghs in the Liberal interest. He was a barrister of the Middle Temple. His death at the age of forty-four is regretted by a large number of friends, for no one knew Robert Reid without respecting his high moral character. His brother, Mr. David Reid, is still in business in the China trade.

The Messageries Maritimes steamer Amazone, with the present inward mails, arrived at Marseilles on the 1st inst. She brings 150 passengers, and a general cargo, including 209 bales of silk, 511 packages of tea, 169 packages of straw plait, 334 of sundries, and specie to the value of £27,185 for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrates, due in London on or about the 13th inst.

The *United Service Gazette* announces that the Chinese Government have applied through the regular diplomatic channel for the admission into the English Navy of a number of Chinese cadets.

The China Trans-Pacific Steamship Company's steamer *Vasco de Gama*, Captain J. F. Rice, arrived at San Francisco, from Yokohama, 8th March, on the 28th ult.

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Monetary and Commercial.

The Manchester Market has been practically closed, owing to the Easter Holidays, and though a holiday feeling still prevails, the tone of the market is very firm, with a decided tendency towards dearer prices, and confidence is given by rather better advices from China. Common makes of 7 lb. and 8¼ lb. Shirtings and common T-cloths are more freely inquired for, full quotations being paid, and in some cases producers are unwilling to do business except at an advance of three half-pence per piece.

During the week ending the 27th ult. there were delivered from the bonded warehouses in London 1,507,109lb. of tea for home consumption; 614,602lb. were removed coastwise, 478,701lb. were exported, 163,883lb. were sent coastwise for export, and 2,496lb. were taken for ships' stores. The duty paid during the week was £37,678.

Meetings of the Tea Importers and Dealers have been held during the past few days, but there are still points of difference which prevent a complete settlement of the question.

The dividend to be declared at the meeting of the Oriental Bank on the 22nd will be at the rate of 12 per cent. per annum.

The drawing of the Bonds of the Japan Seven per Cent. Loan was completed at the Oriental Bank. A list of the numbers drawn will be found in our advertising columns.

At the annual meeting of the Chartered Bank of India, Australia, and China, the directors will recommend a dividend for the half-year ending 31st December last at the rate of 5 per cent. per annum, free of income-tax, that £20,000 be transferred to reserve fund, and £7,260 be carried forward. The meeting will be held on the 21st inst. The meeting of the Chartered Mercantile Bank is also fixed for the 21st inst., and those of the Oriental Bank and National Bank of India are appointed for the 22nd inst.

At the annual meeting of the proprietors of the Bank of Scotland, held in Edinburgh, the net profits for the past year were stated to be £191,493. A dividend at the rate of 14 per cent. per annum was declared, and £30,000 was added to the reserve fund, thereby raising it to £385,000.

The directors of the New London and Brazilian Bank (Limited) have declared an interim dividend of 5s. per share for the half-year ending 31st January last, being at the rate of 5 per cent. per annum.

The directors of the Anglo-Foreign Banking Company have issued their report for the year ending the 28th Feb. last. The net profit amounts to £127,308 11s. 10d., out of which an interim dividend has already been paid. It is now proposed to distribute 5s. per share and 15s. as bonus, making for the year £1 5s. per share, or 12½ per cent. per annum. The sum of £32,085 is to be carried to the reserve fund.

The failure of Mr. William Thomas Henley, telegraph engineer and contractor, is announced. The liabilities are variously estimated, some accounts giving them at about £250,000, and others considerably higher. The chief cause of the failure is stated to be a heavy lock-up of capital in the extension and improvement of his machinery and works. The result of the liquidation, therefore, will greatly depend upon the amount which they will realise. The Bankruptcy Court has appointed a receiver and manager, it appearing that several valuable contracts are outstanding, which it is important to complete.

With reference to the failure of Messrs. J. C. im Thurn and Co., we understand that upon the application of the solicitor for the debtors, the Court of Bankruptcy have made a special order, fixing the first general meeting of the creditors to be held at the Cannon-street Hotel on the 16th June, and also made an order appointing Mr. John Young, of the firm of Turquand, Youngs, and Co., receiver and manager of the estate.

Messrs. Westall, Galton, and Co. have been appointed agents for the Merchants' Marine Insurance Company at Foochow.

There has been more demand for Bar Silver, owing to higher quotations of exchange from India. Sales have been effected at 57⅞d. per oz. standard, which is the closing quotation. There is also more inquiry for Mexican dollars, and those now on the market, about £110,000 in amount, will realise a higher price than that recently current.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	Joint-Stock Banks.		
£10	Agra...	All	8½ to 8¾
25	Bank of Egypt	All	45 to 47
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	24 to 25
20	City	10	13½ to 14
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	590 fr.
Th.200	Deutsche	All	Th.172
£28½	Hong Kong and Shanghai	All	24 to 26
50	Imperial	15	18 to 19
50	London and County	20	63½ to 64½
50	London Joint-Stock	15	51½ to 52½
100	London and Westminster	20	75½ to 76½
25	Oriental	All	47 to 48
50	Union of London	15	44½ to 45½
	Telegraph Companies.		
10	Eastern Extension Australia and China	All	7½ to 7¾
10	Eastern Telegraph	All	7⅝ to 7¾
10	Great Northern	All	10½ to 10¾
25	Indo-European	All	20 to 22
10	Mediterranean Extension	All	3½ to 3¾
13	Telegraph Construction Company ..	All	23½ to 24½
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	13 to 13½
	Insurance Companies.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	4 to 6 pm.
20	Globe Marine	4	1½ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	8	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6½	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4½ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	Tea Companies.		
50	Assam	20	50 to 52
20	British Indian	All	6½ to 7
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4½ to 4¾
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1½ to 2
	Miscellaneous Companies.		
20	Ceylon	All	13 to 15
20	Do.	10	6½ to 6⅝ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3½ to 3⅝
10	General Credit and Discount	7½	8½ to 8¾
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1 to ⅞ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	635 fr.
£50	P. and O. Steam	All	51 to 53
50	Do. Do. 1867	10	2 to .1 dis
100	Royal Mail Steam...	60	84 to 86
402fr.	Suez Canal	—	777½ fr.
	Amoor River Navigation Six per Cent...	All	55 to 65
£98	Japan Loan, 9 per cent.	All	106 to 108
£2½	Do. 7 per cent....	All	100 to 102

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,

9, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, APRIL 5, 1875.

JURISDICTION OVER BRITISH SUBJECTS IN CHINA.

SIR EDMUND HORNBY, Chief Judge of the Supreme Court at Shanghai, has given a most important decision with respect to the nature and bearing of the ex-territorial jurisdiction under which British subjects live by virtue of the treaties in all parts of China. The decision in question entirely overthrows the practice hitherto existing, and makes it optional whether Chinese suitors accept the exclusive jurisdiction of the Supreme and Provincial Courts in China in cases in which British subjects are defendants, or demand that such cases shall be tried before a mixed tribunal, consisting of either the Consul or one of the judges, and a Chinese mandarin. The case in which the decision was given arose from a collision which took place between the British steamer *Kwangtung* and a Chinese junk called the *Kiu-tsai*. In consequence of this accident a claim for compensation was instituted by the junk owners at Foochow, and the case was heard at that port before a Mixed Court, consisting of H.B.M. Consul and the Chinese Taoutai. The result of this hearing was adverse to the owners of the steamer, damages to the amount of $1,871 being awarded. From this the defendants sought to appeal, and last mail's papers bring us the report of the motion before Sir EDMUND HORNBY for a new trial. To the astonishment of the parties making the application, and of the general public, who have hitherto been led to believe in a very different construction of the treaty, Sir EDMUND HORNBY has upheld the constitution of the Court at Foochow, upon the broad ground that "Chinese litigants have the right to in-"voke the seventeenth clause of the treaty of Tientsin and "insist on any matters of difference between them being "decided in accordance with such clause," and that under that clause "they can go and lay their case before the "Consul, who will call on the Taoutai to decide it accord-"ing to the treaty." This, be it noted, is in reference to Chinese in the position of plaintiffs seeking a decision binding upon a British defendant. Hitherto cases in which Chinese were defendants have been heard before a Mixed Court, but this is the first time when it has been held that in cases where British subjects are the defendants the Chinese have any other recourse than to British law, to which British subjects are alone amenable in China. It would be idle to deny that the seventeenth clause of the Tientsin Treaty, like most of the clauses in that marvellous instrument, is ambiguous. It runs as follows:—"If a Chinese subject have reason to complain "of a British subject, the Consul shall listen to his com-"plaint, and endeavour to settle it in a friendly manner. "If disputes take place of such a nature that the Consul "cannot arrange them amicably, then he shall request the "assistance of the Chinese authorities, that they may "together examine into the merits of the case and decide "it equitably." This taken alone is certainly not a very clear clause, but it has to be taken in conjunction with the other clauses on the same subject, and it immediately follows a provision that British and Chinese subjects are, as to criminal matters, amenable to their own laws respectively—or, in other words, a distinct recognition of the principle of exterritoriality. Read in connection with the other clauses, and in the light thrown upon it by lengthened practice—that is, of no less than eighteen years, from 1842, when the Nankin Treaty was concluded, to 1860, when the Tientsin Treaty came into force—no doubt was entertained that under the Tientsin Treaty in cases where British subjects were defendants the Consul in former days and the Supreme Court, after that tribunal was established, had exclusive jurisdiction. Numbers of cases have been heard before Sir EDMUND HORNBY himself in which Chinese were plaintiffs, and which were of such a character that there can be no question that had the Chinese plaintiffs been aware that the aid of their own authorities could be sought they would have called it in. A singular omission, therefore, appears to have been made in allowing all these cases to go on without letting one side know their full rights in the matter.

If Sir EDMUND HORNBY is right in his present view, it would certainly appear that he ought to have announced it long ago. But the long period during which cases have been decided upon a different basis—now over thirty-four years, that is, since the Nankin Treaty—seems conclusive against a sudden and unexpected reversal of the established order of procedure. Sir EDMUND HORNBY, in his judgment refusing the motion for a new trial, states very truly that the question is not affected by the Order in Council of 1865 constituting the Supreme Court; but we must say that we attach great importance to the remark of Mr. WAINEWRIGHT, counsel for the appellants, to the effect that "it does not lie upon the officials working under the "instructions of Parliament, and that order to say, 'You "'have done something in giving us this order, that we, "'taking into consideration a certain treaty that existed "'before the order was made, think is inconsistent.'" No doubt the matter is a question of jurisdiction, and not of procedure, and is consequently governed by the Treaty and not the Order in Council; but the Crown, acting under the advice of its responsible law officers, is surely the proper source for deciding the extent of the jurisdiction conferred by the Treaty—and the whole terms of the Order in Council certainly show that the basis upon which it is framed is that exclusive jurisdiction has been given up to us by the treaty in all cases in which British subjects are defendants. The fact that the suit in question arose from a collision, cannot really affect this point. The case was admitted by Sir EDMUND HORNBY to resolve itself into a claim for damages against a British subject, and he did not hesitate to uphold the constitution of the Court at Foochow upon this broad basis. The ruling will have the effect of entirely overthrowing the order of things, which has hitherto existed, and it is most important that the subject should be taken into the consideration of the law officers of the Crown, so that at least some definite understanding may be arrived at. If Sir EDMUND HORNBY'S decision is correct, we are forced to the conclusion that exterritoriality cannot be claimed by British subjects when defendants in civil suits brought by Chinese, and consequently, in dealing with the natives, we can have no idea of what law we are acting under—as a man must be wise indeed who can predict the decision of a Mixed Court. If the decision is founded upon a misconception, the sooner this is authoritatively declared the better, as nothing but distrust and confusion can result from any doubt upon a point having so important a bearing upon our commercial relations with the Chinese.

LABUAN AND BORNEO.

THE Labuan coal mines, we understand, are at last likely to be a success. It would appear that the new company is composed of men who knew how to wait the result of labour and engineering skill. They bestow as much attention to the permanent working of the mines as their predecessors have to surface workings and an immediate show. This we need hardly say is the right way to go to work with mines. We believe that in two or three months a supply will be obtained which can be kept up steadily, and to facilitate the loading of vessels a line of rails is in construction to convey the coal to Victoria Harbour, where 22 feet can be obtained at low water. We think that with a full yield of coal, trade generally with Labuan and Borneo will receive a vast impetus, and the reports which we lately pub-

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lished from Sir HENRY BULWER, the Governor, show that he has not been idle in arriving at this. We don't know what advice Sir HENRY—who is now in London on leave—may give to Lord CARNARVON on the suggestion to annex the colony to the Straits, but the whole weight of our experience is that it will be better not. We should like to see Sir HENRY have a little more scope given him to increase our trade with Borneo and Sooloo in recommending Consular agents in different ports. So long as our representative is confined to Bruni we cannot expect to develop trade. Sarawak is of course well looked after, and British trade fostered by Rajah BROOKE, but we think it a mistake not to have sent there a successor to Mr. MARTEN, the last Vice-Consul. The English flag having been once hoisted, should have remained.

AT a meeting of the Society for the Propagation of the Gospel it was resolved that £200 per annum be granted towards the support of one or more chaplains at Hankow, the English residents guaranteeing £300 per annum to the society for the ministry of such chaplains to themselves, the chaplains to devote a portion of their time to missionary work.

CAPTAIN VON EISENDECKER, who has been appointed Minister-Resident and Consul-General in Japan, has arrived at Berlin from Washington, where he has hitherto filled the post of Naval Attaché at the German Legation.

TEA DEALERS AND TEA DRINKERS.

(TO THE EDITOR OF THE TIMES.)

Sir,—It is perfectly true that the bulk of the finest China congou finds its way directly or indirectly to Russia, the reason being not only the manner the beverage is prepared in that country, but also because under the mixing system of our retailers, consumption runs on medium teas, to which an artificial flavour is imported by the use of some Indian tea, green tea, and Oolong or scented teas, according to the educated taste of different localities. This mixing is partly resorted to by the retailers to counteract the irregularity of the quality of crops, which their customers would not otherwise make due allowances for, in spite of the wisdom their champion claims for them, although tea nevertheless is subject to this variation of season the same as other products, and partly also because this mixing has an advantage to the grocer of obtaining a profit which has already been described by "Tea Drinker," and which "Tea Dealer" has not attempted to refute.

To imagine that genuine unmixed tea is not within the reach of every housekeeper, who is willing to pay for it, is absurd, and if the family grocer will not supply it, there are few well-to-do tea drinkers, I should think, but who have some friends in one branch or other of the London market, who would procure it for them, if only they are willing to lay in a few months' stock at a time, by purchasing an original package as imported, and by this plan, for 3s. per lb., a quality would be obtainable very little of which finds its way into the grocer's best "canister;" or if any enterprising individual would open an establishment for the sale of original packages or *bonâ fide* unmixed tea (not such as has yet been advertised), he would deserve well of the community, for although his profits might not be as large per pound as by mixing, the encouragement he would soon meet with would, I am convinced, insure him rapid success. The development of this tea trade on a sound basis has a deeper importance than mere selfish motives, as it would thus become the most powerful rival of the gin palace, and consequently an antagonist to vice and crime, for a cup of artificially-flavoured tea no more possesses the "cheering" properties of the genuine imported article than do the injurious decoctions sold as wines and spirits at many railway stations, restaurants, and taverns produce the effect the articles they are sold to represent are intended to impart.—Apologising for the length of my letter, I am, Sir, your obedient servant,

March 27. PEKOE-SOUCHONG.

TO THE EDITOR OF THE TIMES.

Sir,—Will you allow one principally engaged in the Russian tea trade, and, therefore, unbiassed in his opinion, to make the following remarks in elucidation of the question raised by your correspondent, "Tea Drinker?"

The quotation from the *London and China Telegraph* admits of the following easy refutation. The paragraph in question referred solely to the fine, highly aromatic, and delicate teas grown in Northern China, representing at the most a total of three to three and a-half millions of pounds, against which the English consumer gets about an equal quantity of fine tea grown in the South of China; and, further, eight to ten millions of very fine teas from India, these latter being principally appreciated for combining fine aroma with great strength, the prices for the finest of these ranging from 10 to 30 per cent. higher than any of the finest Russian purchases in China.

But even this statement hardly touches the main question [more positively put in your leading article of Saturday last—why the private consumer is unable to buy those fine qualities of tea so highly esteemed in Russia.

The answer is to be found in the different mode the tea-leaf is consumed in the two countries, so that what is considered a luxury in one case is positively objected to in the other. This difference of taste, though perhaps more marked in tea, is found asserting itself in many other luxuries of the palate. In England, strong and heavy wines form the leading consumption. Of French wines, fine, full Burgundies find a far easier appreciation than superlative Bordeaux; of Rhenish wines the consumption here is very limited, and the only Rhine wines considered suitable to the wealthy English buyers are those combining body with flavour. In Russia, on the contrary, fine flavoured though delicate French and Rhenish wines are mostly if not exclusively consumed.

Again, the delicate Turkish tobacco finds a readier and larger sale in Russia than in England. So also body and strength combined with flavour are the great desideratum of the English tea consumer. The Russian has a positive aversion to the dark-looking decoction called tea in England. He, on the contrary, stews the tea-leaves, makes a kind of essence of tea, which he dilutes with hot water till it is the colour of a very light sherry, and in that form enjoys his glass of tea, with an addition of sugar and a slice of lemon. This beverage, when made of really fine tea, has a very agreeable and delicate aroma, but I fancy but few, if any, "tea-drinkers" in England could be found to appreciate it.

It is, perhaps, beyond the scope of my letter if I add that the very unfavourable inferences as regards the "wholesale and retail trade" which "Tea Drinker" draws from unsound premises are to my positive knowledge unjust, and that at no period since tea drinking became an institution in these islands has the consumer, be he poor or rich, been able to get better value for his money, and, further, that by paying a fair price a tea sufficiently good to satisfy even a good judge of tea (always from the English view of tea drinking) can be bought at many, if not most, of the teashops and grocers.

Apologising for the length of this letter, I would subscribe myself,

March 28. AN EXPORT TEA DEALER.

TO THE EDITOR OF THE TIMES.

Sir,—With all deference to the opinions of your three correspondents of Friday last who addressed you on the quality of tea consumed in this country, I feel sure that the general public is persuaded that what it obtains at 2s. 8d. to 4s. per lb. is of superior quality and the finest tea grown, whereas that is far from being the fact. These descriptions could very well be laid down here from China at from 1s. 8d. to 2s. 8d. per lb., and sold here, duty paid and including a large profit, at the above rates of 2s. 8d. and 4s. per lb. What is given, however, to the general public consists chiefly of a clever mixture, composed mostly of common to fair Congou, costing from 10d. to 15d. per lb., and a small portion of Assam, or stout, superior China tea, and occasionally with a sprinkling of scented caper or orange Pekoe, or "new make" (manipulated at the southern ports of China) added. No wonder, then, that the wholesale tea trade is by far the wealthiest of all trades, and the retailer is enabled to make tea the milk-cow of his business, much to the injury of the national stomach, for there cannot be a doubt that many of the mixtures recommended to the confiding public as "Our matchless Kysow," or "Finest Moning," are as much deserving the appellation of "fiendish" as was the milk (so-called) of former days. We cannot look for a remedy until a powerful co-operative company that will buy or import and supply the country with the best of choicest teas only springs up.—I am, Sir, your obedient servant,

March 29. IMPORTER.

Numerous other letters—some extending to great length—appear in *The Times*. Messrs. Rowley and Davies state that they have bought this season several chops of tea at and a little over 2s., which are equal in every respect to other chops sold in London for the Russian market at 8d. to 10d. per pound more money. They have had them compared and tested again and again by some of the best judges in London, and these high-cost parcels could not be picked out from the others. This startling statement was frequently verified by competent and disinterested judges, and they are still perfectly ready to convince any sceptic of it accuracy. Under these circumstances, there can be no advantage in paying "fancy prices" for a shadow when we can get the substance at so much less money. "Tea Drinker," the writer of the letter which originated the controversy, replies to these statements as follows:—Messrs. Rowley and Davies make what they truly call the "startling statement" that the fancy-priced teas which the Russians buy are in no way superior to the teas sold for English use at much lower rates. Such a statement supplies its own refutation; and if it is true that some of the "best judges in London" cannot tell the difference between teas costing 2s. 6d., or 3s. per lb. and those costing under 2s., all I can say is so much the worse for the judges. A little deeper inquiry would, I doubt not, serve to convince Messrs. Rowley and Davies that their pity for the ignorance of Russian tea buyers is thrown away, and that it would be more appropriately bestowed nearer home.

THE OUTBREAK OF CONVICTS AT SINGAPORE.

TO THE EDITOR OF THE "HOUR."

SIR,—In your paper of this day, under the heading, "The Outbreak of Convicts at Singapore," copied from the *Madras Times*, I find the following:—"There is a system in this small colony (Singapore) which I suppose is unknown elsewhere in the East. There is the mercantile community, which one may say is the preponderating element in these Settlements, and the Government have picked out from them a large number of justices of the peace and visiting justices. These gentlemen are, no doubt, talented men, cute at making a dollar, well up in all the fluctuations of the market, know how gambier and pepper are likely to be to-morrow, and how tin and gutta may be the day after, and so on; who know how to haggle with the Chinese and Malay traders for a cent. or an eighth, and try and meet native cunning with European finesse and are considered clever, sharp, shrewd men. But these same men are not adapted for all work. The visiting justices have a wonderful deal to do with the prison; they overrule the superintendent, and this official, on whom is all the responsibility, finds his hands tied by those who are mere overlookers, and who take no share of the burden."

Thanking the writer for his complimentary notice of my brother merchants, which, at any rate, shows them to be able to form a fair judgment of native character, I utterly repudiate his accusations against the visiting magistrates, not only as unfair, but untrue.

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I was chairman of the board for two years, 1872 and 1873, and, therefore, write with some authority.

1. The visiting justices are not all merchants. Out of twenty-five, including the chairman, I find eight officials, the treasurer, the auditor-general, the assistant colonial secretary, two police magistrates, the superintendent of police, the postmaster, the master atttendant, and besides three Chinese of good standing.

2. The visiting justices do not make the laws, nor draw up the regulations which govern the gaol.

3. My experience is that the superintendent obtained more support from the non-officials than from the officials. It was the non-officials who obtained an increased number of warders at increased pay, and who urged that the warders should be armed. During my time of office any complaint made to me by the superintendent or, in his absence, by the senior warder, was always forwarded to the Government, with such remarks as I considered necessary; and my successor, the hon. Mr. Scott, M.L.C., has, I know, acted upon the same principle.

It is, therefore, manifestly unfair to lay any portion of the blame of the late outbreak on the mercantile visiting justices. As to thirty stripes of the rattan, and thirty days' solitary cell on rice and water not being a deterrent, this is a matter of opinion. A convict who had tried both declared, before me, that he would rather receive one hundred lashes with the cat-o'-nine-tails than two dozen stripes with the rattan, and I believe him. Should any sceptic doubt, let him try.—Your obedient servant.

W. H. READ,

London, March 31. Thirteen years a magistrate at Singapore.

Naval and Military.

General Sir J. Cheape, R.E., died a few days since, at the age of eighty-three years. The deceased officer was educated at Woolwich and Addiscombe, and entered the Hon. East India Company's Bengal Engineers in 1809. He served with the forces under Lord Hastings in the Pindaree War of 1815-16; was present at the sieges of Dhamonnee and Mundela, and served with the Nerbudda field force under General Adams in 1817, and under General Doveton and Sir John Malcolm in 1818. He served throughout the Burmese war of 1824-26, the Punjab campaign of 1848-49, and was chief engineer at the siege and capture of Mooltan and battle of Goojerat. He was second in command to General Godwin in the Burmese war of 1852-53, and commanded the expedition which captured Donaben, and was appointed to the command of the entire force on departure of General Godwin. He became lieutenant-colonel, 1834, colonel 1844, major-general 1854, lieutenant-general 1859, and general 1866; and in 1862 was made colonel-commandant of the Royal Engineers.

Colonel Sir Henry Atwell Lake, whom Her Majesty has nominated a K.C.B., in recognition of his services, is the fourth son of Sir James Samuel William Lake, the fourth baronet, by Maria, daughter of Mr. Samuel Turner. He was born about the year 1809, entered the Madras Engineers in 1826, and saw active service in India. His name was brought prominently before the public in 1865, along with that of Sir William Fenwick Williams, in connection with the defence of Kars, for which he was made a Companion of the Bath and transferred to Her Majesty's Army, in which he rose to the rank of Colonel of the 93rd Foot.

We learn from the West Indian station that Commodore Algernon M' L. Lyons arrived out in the Nile on March 8. Commodore de Horsey struck his pennant on board the Aboukir on the 11th, and left by the Elbe for England. The Bellerophon, flagship of Vice-Admiral Wellesley, and the Argus left on the 9th for Havannah and Bermuda. A court-martial has been held on Commodore Lloyd and the Navigating Sub-Lieutenant Henderson, for allowing the Bullfinch to touch ground at Port Royal. Lloyd was acquitted and Henderson reprimanded.

The death is recorded of Rear-Admiral Henry Need, who served in the Druid, 44, in the operations of May, 1841, against Canton, and in the boats of the Harlequin, in a severe encounter with pirates on the coast of Sumatra in 1844.

ARTICLES OF IMPORT.

Owing to the Easter Holidays but little business has been transacted in the Produce Markets during the past week. Prices for most articles are however fairly firm, and it may be anticipated that when business is actively resumed this week some re-action from the dulness recently apparent will occur.

TEA.

Messrs. Goddard and Co.'s Circular says:—Owing to the intervention of the Easter Holidays, little or no business has been done. Catalogues are being issued, fixing the new conditions for weighed teas, "the weight notes to be ready for delivery within seven working days of the date of sale," leaving unsettled the conditions for newly arrived tea, which if sold on arrival could not be worked and ready for delivery in the specified time. No public sales of either China or Indian tea have been held. Deliveries from London from 1st to 27th ult. inclusive, or 23 days, 1875, 12,601,000 lbs., against 23 days, 1874, 10,321,360 lbs. Imports, deliveries, and stocks in London, from 1st January to 27th February:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
24,240,680	32,651,207	25,958,238	28,437,063	87,398,071	89,567,450

In public sale Thursday 5,446 packages China were sold as under without reserve:—1,570 packages Congou at 10d. to 1s. 7¼d., 1,550 packages Scented Caper at 9¾d. to 11d., 388 packages Scented Orange Pekoe at 1s. 7½d. to 1s. 8d., 1,121 packages Gunpowder at 11½d. to 2s. 8¼d., 81 packages Imperial at 10½d. to 1s. 2½d., 694 packages Young Hyson at 9½d. to 2s. 0½d., and 42 packages Hyson at 7½d. to 11¾d. The above was sold on dealers' new terms. Common black-leaf Congou showed an advance on auction of 18th ult., and the new make a slight decline on that of 24th. Canton Scented Caper sold easier. Some lines of Ping Suey and Moyune Green met a slower competition, and went at rather lower prices than at last sale.

SILK.

The Silk Market continues in an unsatisfactory state, there being very little demand for any description of Silk; prices are irregular, but generally in favour of buyers. Deliveries from 1st to 31st ult. inclusive:—China 3,061, Canton 445, Japan 485, total, 3,991 bales.

Messrs. Durant and Co.'s Circular says:—We have had a quiet month in Silk. This is trying and disappointing, but the weather has been unfavourable, and the holidays may also have interfered with the development of the trade in manufactured goods. It may be, too, that the recollection of the unfortunate results of the speculative movements in March of last year has not been altogether without an influence, so that with large figures in stocks we have been left entirely to the daily requirements of consumers, and although all looms and mills are going full time this has not been sufficient to prevent a feeling of dulness and in some few cases almost impatience. Still prices have been fairly supported, and it has not escaped the notice of some holders that the present ungenial weather may have some effect upon the coming European crop—at least in making it a late instead of an early crop, and this is generally attended with more or less risk.

CAMPHOR.—About 500 cases China have been sold at £3 10s. per cwt., showing a slight decline.

COFFEE.—The market was re-opened yesterday with a firm tone, and the small supplies brought to public sale were taken off with a fairly spirited competition, prices ruling fully up to market value prior to the holidays. In some instances even rather dearer rates were obtained.

GALLS.—China have been in rather better demand, and some 300 cases have been sold at 53s. per cwt. for good unworked.

GUMS.—*Benjamin* firm; and of 27 cases Sumatra, one-third sold, and realised £10 to £10 10s. for fair 2nds; and £4 12s. 6d. good 3rds. *Copal* firmly held; 600 bags "wrecked" sold without reserve; hard, part very slightly run at 31s. to 35s.; soft and blocky 12s. to 15s.; 88 packages sound also offered, but retired. *Damar* firmly held; 250 cases retired; about 100 subsequently sold at 55s. to 57s. for good a little mixed. *Gamboge* steady; and 14 cases at auction were held above the value.

HEMP.—Nothing doing in Manila.

PEPPER.—For *Black* towards the close a much better demand has prevailed, based chiefly upon increased demand for floating parcels, and some 2,000 bags have been quitted, Singapore at up to 5⅝d. Penang 4¾d. to 5d. Afloat about 250 tons sold: Singapore, March-April-May, at 5¼d. up to 5½d. Penang at 4⅝d. up to 5d. *White* has been steady, and some 500 to 600 bags have been sold privately at 7¼d. to 7⅝d. for good fair, full terms.

RICE.—Market steady, but very little business done.

SPICES.—No transactions of importance.

SUGAR.—The market has been re-opened with a good demand for refining kinds, and West India has been taken at firm prices. The only sale of East India has been 5,200 bags clayed Manila at 18s. 6d. per cwt.

SAGO.—No business done.

STAR ANISEEDS have slightly declined; about 30 cases sold at £5 12s. 6d. per cwt.

TAPIOCA.—Market steady; very good Flake at 2¼d. per lb. Pearl, medium to large 20s. 6d. to 21s. per cwt. *Flour* steady, at 2¼d.

TIN.—Heavy arrivals have occasioned a decline of about 20s. per ton, and the current quotations are:—Straits on the spot £88, afloat £88, Banca £92, Billiton £87 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 27	Sarpedon (s)	Ferguson	Shang., Hg. Kg., &c.	London
27	Guinevere	Anthony	Shanghai	Do.
27	Pleiades (s.)	Lee	Colombo, &c	Do.
29	Lake Leman	Clarke	Singapore	Do.
29	Cathaya	McGill	Shanghai	Do.
29	Emilio Rondanino	De Nicolini	Singapore	Do.
25	Victory	Jones	Rangoon	Queenstown
30	Madras	Hamilton	Java	Greenock
25	Eugenio	Cossanich	Manila	Do.
20	Rota	Hansen	Java	Copenhagen
24	Mikado (s.)	Ilberry	Shanghai	New York
27	Antelope	Chancey	Batavia	Falmouth
26	Madre Cerutti	Guisto	Rangoon	Liverpool
27	Irrawaddy (s.)	Polson	Do.	Do.
27	Silistria	—	Java	Greenock
25	Sir Harry Parkes	Stephens	Hong Kong	New York
28	Excelsior	Irving	Penang	London
	Courier	Bartlett	Foochow	Plymouth
26	Caranjah	Cawse	Canton	Bremerhaven
26	Louise	Vogelsang	Pangool	Texel
20	Leon (s.)	Bollequi	Manila	Cadiz
14	Joseph Hadyn	Kruse	Do.	San Francisco
	Beemah	Blackstone	Hong Kong	New York
13	Banian	Alleyne	Singapore	Boston
29	Kirch (s.)	Pearce	Colombo	London
28	Annie	Webber	Manila, for London	Do.
29	Scotland	Shearman	Cochin	Do.
29	Otago	—	Do.	Do.
29	Hampton (s.)	—	Java	Rotterdam
26	Louisa	Ansalda	Rangoon	Bremerhaven
30	Australia (s.)		China	London
30	Zeenyaph	—	Banjoewan., for Rotm.	Dungeness
30	San Juan	—	Hong Kong	New York
30	Jason	—	Batavia	Do.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar25	Duke of Buccleuch (s.)	Renny	Colombo, &c., via S.C.	London
25	Shalimar	Walker	Yokohama, via Cardiff	Do.
25	Auriga	Alderton	Singapore	Cardiff
25	Robert Boak	Irish	Hong Kong	Do.
25	Agamemnon (s.)	Thompson	Penang, &c.	Liverpool
22	Galatea (s.)	Johannsen	Do.	Cuxhaven
27	Yrurac Bat (s.)	Munitz	Singapore and Manila	Liverpool
27	Attila	McDiarmid	Singapore	Shields
25	Contest	Gibson	Do.	Sunderland
25	Orion	Scott	Do.	Do.
26	Josephine	Thursen	Do.	Do.
Feb.17	Gesiena	Mulder	Do.	Buenos Ayres
Mar16	Commerce	Elliott	Anjer	New York
22	John Parker	—	Shanghai	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenlyon, Lord of the Isles. For Singapore, Hong Kong, Yokohama and Hiogo: Oxfordshire, Galley of Lorne. For Penang, Singapore, Hong Kong, and Shanghai: Tartar. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Colombo, Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle, Flying Spur. For Hong Kong: Melbrek, Lucia, Solent. For Shanghai: Falcon. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Ceres, Annie E. Elliot. For Singapore: Kate Carnie, Atma. For Singapore and Penang, Bristow. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Agamemnon (str.), Achilles (str.). Menelaus (str.), Ajax (str.). For Hong Kong (via Cardiff): Prince Louis. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: Strathblane, David Babcock. For Manila: Trinidad. For Anjer: Jan Peterzoon Koen, Olivia Davis.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Ilo Ilo: Janet Ferguson.

At CARDIFF.—For Singapore, Marian (str.).

At SUNDERLAND.—For Anjer and China, Geo. Watson. For Batavia, Halia.

SPOKEN.

MARIE, Rotterdam to Batavia, Feb. 15, 1 N., 27 W.
P.Q.C.R. (Dut. barq.), Rotterdam to Samarang, Mar. 19, 47 N., 10 W.
SYDENHAM, Hiogo to N. Y., Jan 31, lat. 14 on the meridian of Greenwich.
L.V.B.J. (barq.), Sourabaya to Falmouth, Mar. 23, 46 N., 20 W.
HARMODIAS (?) (Ital. barq.), Singapore to London, Mar. 24, 50 N., 11 W.
LATONA, Rangoon to Buenos Ayres, Jan. 7, 29 S., 41 E.
ELIZABETH, Batavia to Amsterdam, Jan. 31, 17 S., 6 W.
JOHANNA WILHELMINA, Sourabaya to London, 120 days, Mar. 18.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 40s. weight, 35s. meast. To Hankow: 50s. weight, 55s. meast. To Hong Kong: 40s. weight, 35s. meast. To Singapore: 40s. weight, 30s. meast. To Penang: 40s. weight, 30s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 35s. weight or meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 32s. 6d. To Singapore: 25s. To Colombo: 25s. To Galle: 24s. To Batavia and Sourabaya: 25s.

From Birkenhead, per ton.—To Singapore: 19s. To Batavia and Sourabaya: 22s.

CASUALTIES.

The British steamer Hampton, MacMoutry, from Batavia, with tobacco and coffee, got on shore, March 27, outside the Hinderbank of Goeree, in a dangerous place; later advices, however, state that the vessel floated on the following morning, having discharged a great deal of cargo; three steamtugs were in attendance.

The B.R.H., Prins, from Java to Rotterdam, has arrived at Brouwershaven, with part of cargo jettisoned; she was struck by a heavy sea, and had experienced bad weather; cargo damaged.

The Ernestine, of Amsterdam, Jolly, from Sunderland to Macassar, went ashore on Haisbro sand, Yarmouth, and became leaky, but after having jettisoned 700 tons cargo she was assisted off and towed into Yarmouth Roads.

On the 27th ult. as the ship Birdston, Captain Hunter, of Millport, was being towed past the Cumbraes, on her way to Singapore, she came into collision with the tug, breaking her funnel and paddle box. The jibboom and martingale of the Birdston were also broken; she was taken back to Balloch Bay for repairs.

Advices from Aden, March 15, state that the Thomas Bayne, hence for Bassein, stranded near Rakudeb, on the African coast, March 9. Next day the master and crew abandoned her, and arrived at Aden on the 14th March; they report that the vessel had ten feet of water round her at low water, but no water in her. A number of natives came round the ship, but did not attempt to molest the crew, but offered their services. The Kwantung was at once despatched to see if anything could be done to save the vessel, the master of the Thomas Bayne going with her.

The Eliza Shaw, from London for Shanghai (coal), is reported by telegram as having put into Rio Janeiro, to repair damages caused by collision with a vessel, supposed French barque, in lat. 4 N. long. 27 W.

Telegraphic advices from Ilo Ilo, March 19, report that the William Woodbury had been in collision with the Benledi (str.); damage apparently slight.

MISCELLANEOUS.

At NAPLES.—March 24, Conrad (str.), from Nieuwe Diep, and proceeded for Batavia.

At PORT SAID.—March 22, Prinses Amalia (str.), from Batavia, and left, 23, for Naples; 23, Groningen (str.), from Southampton and Rotterdam, for Java; 25, Chyebassa (str.), from London, and left, 26, for Colombo, &c.; previous to March 23, Russia (str.), Devonhurst (str.), Emblehope (str.), Antenor (str.), Cheviot (str.), all for China, &c.

At ADEN.—March 9, Redewater (str.), sailed for Galle; 20, Khandalla (str.), Wicks, and left, 21, for Colombo, &c.; 8, Medini (str.), Clarke, from Singapore; 9, Border Chieftain (str.), from Colombo; 6, United Service (str.), Wilkinson, W. H. Atkinson (str.), both sailed for Colombo.

At CAPE TOWN.—Feb. 16, Livingstone, sailed for Hong Kong.

LAUNCHES, &c.

THE "PYAH PEKHET."—The Board of Trade Commission which has been engaged for ten days inquiring into the circumstances attending the detention of the Pyah Pekhet terminated on the 29th ult. A report of the result will be submitted to the Board of Trade. As the necessary alterations are being made, the vessel will be allowed to proceed so soon as she is ready, on a draught of nine feet three inches aft, and eight feet nine inches forward, leaving a clear side of two feet six inches. A great deal of evidence has been taken by the Commissioners.

THE new steamer Rajanattianuhar, the latest addition to the fleet of China traders owned by Messrs. D. R. Macgregor and Co., Leith, sailed from Glasgow on the 29th ult. for Shanghai, with a large and valuable general cargo. The Rajanattianuhar is a vessel of 1,230 tons and 180-horse power, and was launched in February by Messrs. Elder and Co., Glasgow.

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Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases,

---

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

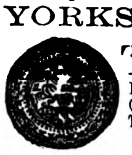
They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH



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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

Edition of 1874. Just issued, large 8vo., pp. 724, cloth 8s., or bound in half morocco, 10s. 6d.,

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By Drs. PULTE and EPPS.

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General Diseases—Casual Diseases—Cutaneous Diseases—Fevers—Affections of the Mind—the Head—the Eyes—the Ears—the Nose—the Face, Lips, and Jaws—the Teeth, Gums, and Mouth—the Windpipe and Chest—the Stomach and Bowels—the Urinary and Genital Organs—Diseases of Women—Treatment of Children—Anatomy and Physiology—Hygiene and Hydropathy—Materia Medica—Domestic Surgery—Medical and Surgical Appliances—Dislocations and Laxations—Fractures—Glossary—Index.

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P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

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PARIS.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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COWASJEE DINSHAW,

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

NINETEENTH REPORT of the Court of Directors to the ordinary YEARLY GENERAL MEETING of SHAREHOLDERS, held at the CITY HALL, HONG KONG, on THURSDAY, Feb. 18, 1875.

To the Proprietors of the HONG KONG AND SHANGHAI BANKING CORPORATION,

GENTLEMEN,—The Directors have now to submit to you a general Statement of the affairs of the Corporation, and balance-sheet for the half-year ending 31st December last.

The net profits for that period, including $7,042.19 brought forward from last account, after paying all charges and deducting interest paid and due, amount to $119,785.42, of which, after taking out Rebate on Bills not yet due, and Remuneration to Directors, there remains a balance of $109,059.44. The Directors again regret that they cannot recommend the payment of any Dividend to the Shareholders. The general working of the Bank during the half-year has been unsatisfactory, and, notwithstanding the profit derived from the Chinese Imperial Government Loan, the profits are comparatively small. The losses and amounts written off require $106,000 of the Profits, together with the $275,000 of the Reserve Fund mentioned in last Report, and a further sum of $400,000 from the same account. The Reserve Fund will thus stand at $100,000, and there will be a balance of Profit of $3,059.44 to be carried to the credit of New Account.

The poor result of the half-year's working is attributable to the bad state of trade in the East; business generally has yielded but little profit, and that in Exchange has proved no exception. The demand for advances has been small and the interest obtainable on them consequently low, while the interest paid by the Bank on deposits has been heavy. These deposits are now larger than they ever were, notwithstanding that, more than six months ago, the Directors resolved to receive none at a higher rate of interest than 5 per cent. per annum.

The amount now set aside is required as follows:—For London Accounts, $160,000; for Sterling Bills, $80,000; for Head Office Accounts, $180,000; for Sundry Accounts, $86,000; total, $506,000.

The $275,000, referred to in the last Report, has been required, as anticipated by the Chairman at last Meeting, chiefly by the Indo-Chinese Sugar Company's account and transactions connected therewith. The Company's estate now stands in the Bank's books at half the value the Bank's Special Agent has placed upon it. The Directors purpose to realise the property with all despatch, and steps have been already taken to that end.

The amount placed against London losses is required on account of transactions entered into prior to the present half-year. Although these transactions were known to the Directors at the date of the previous Meeting, they had no reason, from the information then in their possession, to look upon them as bad. Subsequent advices, however, showed that a considerable amount had to be provided for them, which has now been done.

The Directors at the last Meeting had hoped to recoup the Bank a portion of the amount then set aside for London losses from Mr. Vacher, the London Manager at that time, as they believed he was possessed of considerable means, but he is unable to meet his own indebtedness (unwarrantably incurred) to the Bank, and although the Directors have obtained from him an assignment of his available property, they have to provide for a loss on his account. Mr. Vacher is no longer in the Bank's service.

The losses on Sterling Bills are chiefly due to purchases made previous to the half-year, and are now provided for.

The amount placed against "Head Office Accounts" is required for writing off considerable amounts from the value, in the Bank's books of the Sugar Refinery, the Pier Company's property and other items, and for deficiencies on current advances during the half-year, securities of all kinds having depreciated greatly in value.

The sum placed against "Sundry accounts" is required mostly to meet losses on advances made at some of the Branches previous to the half year.

Referring to their last report and to the expectations there expressed as to the extent of possible future losses, the Directors greatly regret that their anticipations should have turned out much too sanguine. They cannot, however, close this report without pointing out, that, although they have been compelled to lay before the Shareholders two successive unfavourable Statements of accounts, the general business and position of the Bank continue sound.

LOCAL COMMITTEE IN LONDON.

The Directors, under authority of Article 144 of the Deed of Settlement, have now resolved to take immediate steps to appoint a Local Committee in London to supervise the transactions of that Branch.

INSPECTION.

Mr. David McLean has been appointed to make a special tour of inspection of the Bank, and will be here shortly, but it will be at least two months before he can hand the Directors his Report.

MARINE INSURANCE ACCOUNT.

The Balance of this account now amounts to $33,981.06,—no losses have been sustained during the half-year.

DIRECTORS.

Mr. Thomas Pyke resigned his seat at the Board, in comformity with the notice he gave at the last General Meeting. Messrs. R. Rowett and S. D. Sassoon also resigned their seats at the Board, on leaving the Colony; Mr. F. D. Sassoon has been appointed in room of the latter gentleman.

Mr. Adolph Andre has been appointed Chairman of the Corporation for the year 1875, vice Wm. H. Forbes, whose term of office now expires, and Mr. A. F. Heard has been elected Deputy Chairman.

In conformity with the provisions of the Deed of Settlement, two Members of the Court, Messrs. Adolf Andre and A. F. Heard, retire from the direction, but they are eligible for re-election and offer themselves accordingly.

AUDITORS.

The accounts have been audited by the Honourable Phineas Ryrie and Mr. F. W. Mitchell, and the Directors have pleasure in recommending the re-election of these gentlemen as Auditors for the year 1875.

Hong Kong, 13th February, 1875.

WM. H. FORBES, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, Dec. 31, 1874.

ASSETS.

Cash and Bullion	$8,550,804.93
Government Securities	2,478,885.74
Bills discounted, Loans, and Credits	9,759,524.26
Exchange Remittances	21,797,957.84
Bank Premises	229,967.09
Dead Stock	91,922.55
	$42,909,062.40

LIABILITIES.

Paid-up Capital		$5,000,000.00
Reserve Fund		100,000.00
Marine Insurance Account		33,981.06
Notes in Circulation	$2,342,170.93	
Deposits	17,554,726.80	
		19,796,897.73
Exchange Acceptances		17,858,398.20
Profit and Loss Account		119,785.43
		$42,909,062.40

PROFIT AND LOSS ACCOUNT, Dec. 31, 1874.

DR.

To Amounts written off:—		
Remuneration to Directors	$10,000.00	
Rebate on Bills not due	725.98	
		$10,725.98
To Contingent Account:—		
Amount set aside to meet Losses (referred to in half-yearly Report of 12th August, 1874)	275,000.00	
Amount set aside to meet Losses	506,000.00	
		781,000.00
To Balance:—		
Carried forward to next half-year		3,059.44
		$794,785.42

CR.

By Balance of Undivided Profits, 30th June, 1874	$7,042.19
By amount of Net Profits for the Six Months ending 31st December, 1874, after deducting all Expenses, and Interest paid and due	112,743.33
By amount from Reserve Fund	675,000.00
	$794,785.42

RESERVE FUND.

To Amount transferred to Profit and Loss Account to meet Losses	$675,000.00	
To Balance on 31st December, 1874	100,000.00	
		$775,000.00
By Balance on 30th June, 1874		$775,000.00
		$775,000.00

JAMES GREIG, Chief Manager.
H. SMITH, Accountant.

WM. H. FORBES,
ADOLF ANDRE,
H. HOPPIUS,
} Directors.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

Hong Kong, 12th February, 1875.

P. RYRIE,
F. W. MITCHELL,
} Auditors.

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IMPERIAL GOVERNMENT OF JAPAN SEVEN PER CENT. STERLING LOAN, £2,400,000.—FIRST ANNUAL DRAWING.—NOTICE is HEREBY GIVEN, that the 176 BONDS, the numbers and particulars of which are hereunder specified, amounting to £48,000, were this day DRAWN by lot for payment at par, in accordance with the conditions contained in the Bonds of this Loan, at the Office of the Oriental Bank Corporation, Threadneedle-street, London, the Agents of this Loan, and in the presence of William Mather Anderson, Esq., representing the said Oriental Bank Corporation, and of Mr. John Bridges, notary public; and that the same will be paid off on or after the 1st July next by the said Oriental Bank Corporation, upon the said Bonds, and all interest Coupons not then due being left at the said Bank three days for examination. The Drawn Bonds will cease to bear interest on the 1st July next.

NUMBERS AND PARTICULARS OF THE DRAWN BONDS.

16 BONDS of £1,000.

340	301	171	67	297	517
464	652	702	409	187	
713	378	737	329	621	

40 BONDS of £500.

121	437	275	952	1529	1393
497	911	1538	1428	1668	1022
1920	632	661	840	1661	8
642	1323	129	596	443	1960
1940	1023	36	1703	246	704
450	1030	1391	1106	509	
655	1961	1113	209	160	

120 BONDS of £100.

996	2391	3581	5029	4342	4926
35	2640	4295	3410	369	2642
3217	5277	934	671	285	4930
5623	13	2604	2244	5821	266
748	1930	1230	2230	2789	4985
4591	4043	2617	385	1620	1178
1577	4757	2247	4123	4518	1353
1669	5554	4791	1228	5670	4676
4167	657	5681	1725	4657	4753
2336	260	3746	3075	5858	5140
4391	1296	3406	5325	128	5548
4938	1021	5761	4261	5961	5651
3752	3614	1253	2621	330	5812
958	5196	2367	4116	4736	419
5245	2520	5993	2981	1336	5302
2845	2888	2652	4705	681	4361
4250	2065	4952	3659	3557	3926
762	5481	2737	3839	2430	3460
852	5678	4042	1734	4301	1036
2643	1821	687	4458	2073	352

176 Bonds, amounting together to £48,000.

For the Oriental Bank Corporation, Agents for the Loan,
W. M. ANDERSON,
London, 1st April, 1875.
Present—JOHN BRIDGES, Notary Public, London.

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Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships, and Buildings exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.
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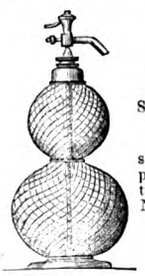

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Three-Bottle size.....	15fr.	Three-Bottle size.....	17fr.
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Five-Bottle size	25fr.		

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Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.

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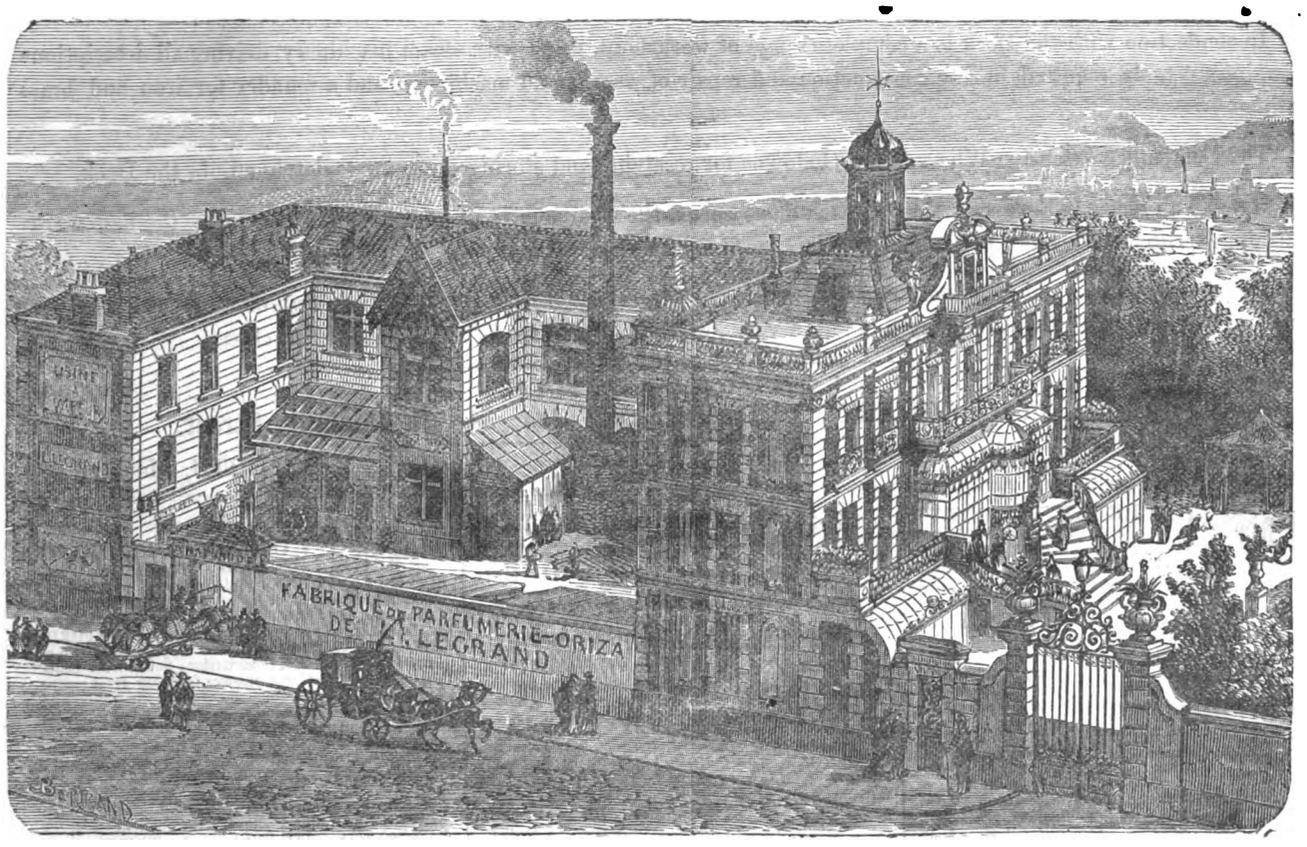
WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut. In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receivethe dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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(LIMITED).

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
Mongolia	2,833	530	April	8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Geelong...	1,834	250	April	15	Mediterranean, Aden, Bombay.
*Australia	3,648	600	April	22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bokhara..	2,932	450	April	29	Mediterranean, Aden, Bombay.
*Indus ...	3,478	500	May	6	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	450	May	13	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 123, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Djemnah ... Apr. 11 Tigre ... ... Apr. 25 Ava ... ... May 9 Hoogly ... May 23	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 11th April and 9th May connect Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 25th April and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

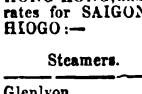
The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi into Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	April 10
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenengles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H. K., & Shanghai	Lord of the Isles, s.s. ...	100 A1	1846	S.W.I.	April 15
Sing., H. K., Yokohama, & Hiogo...	Galley of Lorne, ss	100 A1	1390	S.W.I.	April 24
Hong Kong	Melbrek ...	A1 15 yr.	870	S.W.I.	With des
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yokohama, & Hiogo ...	Oxfordshire, s.s.	100 A1	S.W.I.D.	April 6
Do.	Galley of Lorne, s.s.	100 A1	S.W.I.D.	April 24
Do.	Flintshire, s.s.	100 A1	S.W.I.D.	May 10
Shanghai ...	Ambassador.	A1 16 yr.	E.I.D.	April 25

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. To sail on the 6th of April. The favourite full-powered Screw Steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 nett, 200 h.p. nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

To sail April 25.

FOR SHANGHAI, direct, the clipper ship AMBASSADOR, A 1, 16 years, 692 register; C. PREHN, commander; East India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko.& Higo.	Coulnakyle..	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

FOR YOKOHAMA AND HIOGO.—First ship the clipper PUNJAUB, *AA1, 883 tons register, F. H. RENAUT, Commander; loading in the East India Docks.

KNEVITT and Co., 3, Sun-court, Cornhill.

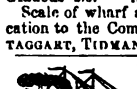
FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	April 5
Bristow	574	Wright Bros. & Co.	April 5
Glenlyon, s.s. ...	2,118	M'Gregor, Gow, & Co.	April 10
Galley of Lorne, s.s.	1,390	Shaw, Williams, & Co.	April 24
Flintshire, s.s. ...	1,243	Norris & Joyner...	May 10

LIVERPOOL.

Achilles, s.s. ...	1,550	Alfred Holt ...	Apr. 8
Glaucus s.s. ...	1,603	„ „ ...	Apr. 21

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.



BATAVIA, SAMARANG, and SOURABAYA, via Suez Canal, s.s. JOHN BRAMALL, from Southampton on 12th April.

For Freight or Passage apply to JAMIESON, GRIEVE, and Co., 17, Gracechurch-street, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 8, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 5, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 606.] LONDON, MONDAY, APRIL 12, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 10.
JAPAN—Yokohama	Jan. 1	Feb. 20	Feb. 23
Yedo			
Osaka and Hiogo	—	—	„ 19
Hakodadi			
Nagasaki	—	—	„ 20
CHINA—Peking	—	—	Feb. 14
Tien-tsin	—	—	„ 16
Chefoo	—	—	„ 18
New-chwang	—	—	Jan. 15
Hankow	Dec. 25	„ 16	Feb. 21
Kiu-kiang	—	—	„ 20
Chin-kiang			
Shanghai	Jan. 8	„ 23	„ 26
Ningpo	—	—	„ 24
Foochow	„ 8	„ 23	„ 27
Formosa			„ 22
Amoy	—	—	Mar. 1
Swatow	—	—	„ 2
Hong Kong	„ 22	Mar. 1	„ 4
Canton	—	—	„ 2
Macao	—	—	„ 3
PHILIPPINES—			
Manila	„ 8	Feb. 17	Feb. 20
COCHIN-CHINA			
Saigon	„ 15	„ 22	Mar. 2
SIAM — Bangkok	„ 8	„ 18	„ 3
BORNEO—			
Labuan	—	—	Feb. 24
Sarawak	—	—	„ 27
JAVA — Batavia	„ 22	„ 24	Mar. 5
Samarang	—	—	„ 7
Sourabaya	-	—	Feb. 28
MALACCA STRAITS—			
Singapore	Feb. 5	Mar. 6	Mar 11
Penang	„ 5	„ 5	„ 13
CEYLON—			
Galle	„ 19	„ 14	„ 20
Colombo	„ 19	„ 15	„ 18

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday, being two days early. The next inward (French) mail, with advices Yokohama 2nd, Shanghai 5th, Hong Kong 11th, Singapore 19th March, which is due, *via* Marseilles, on Monday next, the 19th inst., left Suez on the 7th inst., two days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*, arrived April 7.—From Singapore: Mr. S. R. Ker. To Venice.—From Galle: Mr. and Mrs. Thompson.

To Southampton, per P. and O. steamer *Cathay*, expected to arrive April 18.—From Yokohama: Mr. Trotter. From Shanghai: Mr. Marsh. From Singapore: Captain Kruse, Mr. J. C. Anderson. From Galle: Mr. Grippen, Mr. Fowler, Mr. Helps. To Gibraltar.—From Hong Kong: Mrs. Andrews, two children, and infant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Shanghai: Mr. W. Russell. To Hong Kong: Mrs. Green, Mr. H. Gibb, Mrs. Betts and child. To Singapore: Mr. and Mrs. J. Brennand. To Ceylon: Mr. and Mrs. A. Ross, Mr. J. Tayler, Lieut. C. V. B. Kuper.

Per P. and O. steamer *Australia*, from Southampton, April 22.—To Yokohama: Mrs. Rose. To Hong Kong: Mr. S. Sayer, Mr. Baker. To Singapore: Mr. C. W. Coningten, Miss Bush. To Ceylon: Mr. R. Maclean.

Per P. and O. steamer *Indus*, from Southampton, May 6.—To Yokohama: Rev. and Mrs. H. Maundrell. To Hong Kong: Rev. J. Walker. To Ceylon: Mr. A. Young Adams.

Per French steamer *Djemnah*, April 11.—To Shanghai: Mr. Roustan, Mr. L. Gouilland, Mr. Delaplace, and seven second-class passengers. To Hong Kong: Mr. Grobien, Mr. and Mrs. D. A. Darling. To Singapore: Sir William and Lady Jervois and daughters, and private secretary, Capt. and Mrs. Paton and child, Mr. Isaac Henderson, Mr. Dunlop, Mr. Van der Van Bosel, and five second-class passengers. To Saigon: Mrs. Langier and three children. To Batavia: Mr. and Mrs. Van der Lew, Mr. L. Ankersmith, Mr. E. J. Tolson. To Galle: Mr. and Mrs. Shultzo and child.

Per French steamer *Tigre*, April 25.—To Hong Kong: Mr. Guillemin. To Batavia: Mr. and Mrs. J. Hudig, Mr. J. Schlette. To Galle: Mr. Lorentzen, Mr. Dick.

Per steamer *Agamemnon* (Holt's line), from Liverpool March 25.—To Penang: Mr. G. P. Tolson. To Singapore: Mr. Fraser, Mr. Leorenti, Mrs. Black, Mrs. Shaw.

Per steamer *Oxfordshire*, from Gravesend April 9.—For Singapore: Mr. James Warburton. For Hong Kong: Mr. Nicholata Leigh. For Yokohama: Mrs. Davis and three children.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

In the *Peking Gazette* of the 27th January the Governor of Kirin reports the extirpation of a band of "gold-hunters," who had been troubling the region between Ninguta and Sansing. The district in question lies to the north-west of the Siao-peh mountains—Ninguta being situated in the hills at the head of the Houriha river, and Sansing in the plains near the junction of that river with the Soongari. Little or nothing can be gathered as to the merits of the case from the present document. Reference is made to a previous (apparently unpublished) memorial, reporting the tranquillisation of Ninguta, which would perhaps have thrown some light on the matter. Gold-hunting seems hardly a very serious offence in itself; but the remarkable antipathy of Chinese officials to mining may extend even to gold washing. The real motive in either case would be the same—a dread of any gathering of men, from a sense of their own weakness to control them. Whether the gold-hunters of Kirin had committed a more serious offence than trying to collect the mineral wealth their streams bear down, we are left to guess. Whatever their doings, Brigadier Shêng-an's career of massacre seems to have effectually stopped them, by exterminating the doers.

A memorial in the *Gazette* of the 29th Jan. throws some more light on the Taichow outbreak. The memorialist is one of the licensed salt-merchants who sometimes make fortunes, and are sometimes ruined, by farming the monopoly in certain districts. In the present case he seems to have come considerably to grief, and he attributes the whole affair to a conspiracy to oust him from his post. It is somewhat remarkable, in that case, that the conspirators should have thought it worth while, and have had sufficient influence, to excite a whole district for so small an end. What the petitioner's object may be in putting the case in this light, and abusing the whole body of officials, does not readily appear. The riot seems to have really been one of the uprisings that occur not unfrequently in Chekeang, against the extravagant exactions of the salt monopoly. We have described more than one such in former years, and have pointed out more than once, in former articles, how extravagantly the price of salt is enhanced by these imposts on its passage inland. It is all right so long as the people will submit, but the mandarins are sufficiently aware of the real state of things not to care, probably, about pushing matters too hard if they rise. Some such explanation may account for [the slowness in taking his part, which the memorialist complains of.

The *Gazette* contains a decree from the Imperial Regents—the Empresses Dowager—with reference to the prayer of the Prince of Chun (the father of the new Emperor), to be allowed to retire from public life. It has been decided, after due deliberation on the subject by the other Imperial Princes, the Dukes, the Ministers of State, the six Boards, and the nine King, that the Prince shall be allowed to do so, and that he shall, in consideration of his past able services to the State, receive yearly a double monetary allowance. The posts he held had been given to other high officials. The Prince of Pih—Pih-wang or Pih-yen-no-mo-

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koo—(the son of the famous Mongol General Sang-ko-lin-sang)—has received the appointment of the command-in-chief of the foreign drilled and armed Manchow Legion (known to the Chinese by the name of the Shin-ke-ying) stationed at the near the metropolis. The Prince of Chun was formerly the Commander-in-Chief of this corps. Prince Pih stood in high favour with the late Emperor; and when his Majesty went to the Western Tombs last spring rode by his side both on going and on coming back. The Princes of Tun, Kung, and Foo, all uncles of the late and also of the present Emperor, are exempted from performing the kow-tow on certain occasions at Court. Also there is an edict making known and publishing that his Majesty (whose name is Tsae-tien, but whom we will in future, as has been the custom in China when designating the sovereigns, speak of by the name of his reign, namely, Kwang-seu) will ascend the throne early in the morning of the 25th day of February, the Chinese 20th day of the 1st Moon of the 1st year of Kwang-seu.

On the 26th Jan. we learnt that his Excellency Li Hung-chang would, immediately after the closing of the seals of the Paouting-yamens for the New Year holidays on the 27th, leave Paouting for Peking. It has been surmised amongst the Chinese that Li has been called to the capital by the Imperial Regents, to remain at Court as one of the advisers to the Crown, by which is meant, I suppose, that his Excellency will become one of the members of the Cabinet at Court. We have received at Tientsin copies of the Peking *Gazettes*, but in none of them do we find mention of any change having been made in the post of Governor-General of this province. If Li Hung-chang becomes stationed at Peking, as a member of the Privy Council, he will cease to be Governor-General. Ching Lin (formerly Customs' Taoutai at the port of Newchwang) has been promoted to be Vice-President of the Board of Works; and Tih Chun (formerly Superintendent of the Imperial Arsenal at Tientsin, is promoted to be Vice-President of the Colonial-office, *vice* Ching Lin, promoted as above.

At Tientsin all is quiet. The river is still hard frozen. Wild geese have been seen flying north, but the thermometer still stands at 9 Fahrenheit. It would seem, therefore, that the C.M.S.N. steamer *Leehong*, which has left Shanghai for the north, is starting full early.

SHANGHAI.

The present mail brings advices from this port to the 26th February; the P. and O. mail from London Jan. 8 was received on the 23rd February. The following summary is from the *North China Herald*:—

The minutes of a meeting of Treaty Consuls held on the 12th Feb. cover a variety of subjects.—The action which had been taken in regard to the interference of Tepaos with Municipal Contractors has already become known, trhough the reports of the Council.—The misgivings of the Taoutai at the proposed erection of a slaughter-house near Sinza have been similarly made known.—A letter from certain members of the pilotage service, asking that the number of pilots for the port be reduced to twenty-five, was held over for discussion with the Harbour Master.—A letter from the Taoutai, representing that accidents had occurred to native boats through running against buoys and ships' booms, &c., in the dark, and suggesting that these should be lighted, was similarly referred.—Residents on the Bund will congratulate themselves that the several Admirals commanding on this station have agreed to discontinue firing salutes in the River.—The Taoutai has thanked the Consuls and Commanders of vessels-of-war in harbour for half-masting their flags in respect to the memory of the late Emperor.—The Municipal Council having complained of the inadequacy of the system of punishments at the Mixed Court, and the lack of power of the Court, it was decided to ask Messrs. Yates, Haas, and Davenport to report on the question.—We are told that the Mixed Court and Police Station jails between them will not hold more than twenty to thirty prisoners at one time; so that, when the police one morning brought in a batch of twenty thieves charged with loitering to commit a felony, there was no means of imprisoning them, and they had to be beaten and let go. Would not the re-establishment of the chain-gang be advisable?

It would seem that some danger of misunderstanding has arisen between the French and English Municipal Councils on the subject of Yang-king-pang bridges. We must say that the tone of the French Council's letter of the 1st February seems to us uncalled for by anything that is before us. It may be hoped, however, that Mr. Purdon's very temperate and conciliatory reply will remove any misapprehension, and revive the good feeling which has always prevailed between the two bodies.—The Council adhere to their decision not to halve the wheel-barrow license fees with the French Council, so it appears likely that these vehicles will have to pay twice.—It is gratifying to learn that the project of defining the river boundaries has not been forgotten. We hope a line will be decided on before any new wharf is conceived.—A letter has been addressed to the Treaty Consuls about the increase of crime in the settlement, and the re-establishment of the chain-gang is advocated. We were always in favour of that punishment, and strongly deprecated its abandonment. It is no doubt also very desirable, as pointed out by the Council, that the Mixed Court should be given fuller powers. The subject is an important one, and we shall look with interest for the Consuls' reply.—It is proposed to alter the financial year, making it end on the 31st December. This will be convenient, if only because the present arrangement always causes the ratepayers' meeting to clash with the Races.

The fifth of the series of winter lectures, under the arrangement of the Shanghai Temperance Society, has been given by Dr. Macgowan, in the banquet room of the Masonic Hall. Under the title of "Recent Researches in Physical Sciencies and the Arts," the lecturer discursively mentioned a variety of subjects, ranging from astronomy to the use of the spade in war, illustrating two of them with little experiments. There was but a limited audience.

We hear that negotiations are going on for transferring the Hongkew Wharf to Messrs. Jardine, Matheson, and Co., on terms which commend themselves as advantageous for shareholders. The basis of negotiation are said to be roughly as follow:—Messrs. Jardine, Matheson are willing to take the wharf premises on lease, guaranteeing 10 per cent. on the paid-up capital; a reserve fund to be formed out of any surplus profits of working, after this dividend has been paid and all charges and commissions have been met; a consulting committee to be formed on behalf of the shareholders, somewhat on the same principle as in the Hong Kong Fire Insurance Company. The majority of shareholders seem to view the arrangement favourably. There can be no doubt the wharf property is very valuable; and the company was, before the unfortunate rivalry arose between it and its neighbours, one of the best local investments. The proposed amalgamation would overcome this weakness, and restore its earning power, so that there would be a good prospect of the anticipated reserve fund accruing; while Messrs. Jardine, Matheson's guarantee cannot fail, in the meantime, to be satisfactory to shareholders.

The Paper Hunt Handicap, with which the season is always wound up, is announced to be contested on the 6th March. We hear that there is some idea in the Paper Hunt Club of getting out a few couples of drag hounds, as likely to give a more exciting run than a paper trail.

We notice that a Chinese Post-office for the Yang-tsze ports has been opened in Tientsin-road. At least, so says a sign hung out in the neighbourhood of the Chinese "Exchange" in that street.

The Mixed Court has been closed, consequent upon mourning ceremonials in connection with the late Emperor's demise, and in consequence of the ascension of the throne by the new Emperor. The 25th Feb. was observed as a day of festivity among the native officials.

The 22nd February was the anniversary of the birth of George Washington, and the American ships in harbour were gaily dressed with bunting in commemoration of it.

Captain Alexander Buller, R.N., appointed to succeed Captain Thomson in the command of H.M.S. *Modeste*, has arrived, and has assumed the command.

From Keelung we learn that a gentleman named Tyzak had arrived at that port to inspect the coal mines in the vicinity, on behalf of the Chinese Government, with a view to the introduction of steam and machinery as used in foreign mines.

Captain J. J. Smith, of the brigantine *Empress of China*, reports that during the passage from Swan River to this port, while he was becalmed off the Island of Lord North, about thirty large sailing outrigger canoes, containing from eight to twelve men each, made towards the ship. A breeze sprang up, and Captain Smith deemed it advisable to run to leeward, in order to get clear of the boats, which chased him until dark. The nearest boat was within two miles of the ship, and with a telescope it could be discerned that the occupants were armed with bows and arrows.

A serious accident has occurred on board the steamer *Benledi*, while discharging cargo at Hunt's Wharf. A fireman named William Gemmel overbalanced himself, and fell head first into the main hold from the deck, striking his head upon the tunnel casing. When picked up he was insensible, and was at once placed upon a chair and conveyed to the hospital.

A strange story as to an alleged illegal seizure of opium and assault by likin runners has been told to the police by a foreigner residing in the neighbourhood of Smith's-market. He stated that about half-past ten o'clock P.M. he was riding in a jin-rick-sha, having four balls of opium in a bag, upon which he had paid duty, and which he was conveying to the house of the Chinese purchaser. He had arrived at the Canton-road, when he was stopped by several men who said they were likin runners. They demanded possession of the opium, and because he would not give it up, they dragged both him and it out of the vehicle, and after beating him severely ran off with the drug. They also took a volunteer's sword-bayonet he was wearing at the time. A number of people congregated at the spot, but did not render him any assistance. The foreigner added that he was so beaten as to be scarcely able to walk home. The opium was not taken to the police station, as is customary in these seizures; and Mr.

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Stripling made inquiries at the offices of the Opium Guild and also of the Mandarin, and was informed that if such a seizure and assault had occurred, the likin runners were not concerned, neither had any seized opium been taken to the Guild. We give the statement for what it is worth; up to the present time there is no corroboration of it.

A few days since a Chinese thief made a clever attempt at robbery at the store of Messrs. Watson and Co., drapers, Nanking road. He was observed waiting about, with a chit-book in his hand, from which the end of a chit apparently protruded, and his presence therefore excited no suspicion. Being, however, afterwards seen carrying a roll of flannel from the tailoring department worth $9, and to deposit it behind a screen on the premises, he was of course followed, and in the same place was found a roll of cloth, value $50, both being conveniently placed for removal either by himself or a confederate outside. He was taken to the Central Police Station, where on examination it was discovered that the chit-book was one which had been missing from a foreign hong for exactly twelve months, the last entry being dated Feb. 1874. How the thief became possessed of it is not known. The case was proved against him at the Mixed Court, and a sentence of 200 blows and a month's cangue passed upon him.

A few days ago a Chinese dealer in jade stone ornaments, rings, and bangles went into a lodging-house at Soochow for a night's rest. During the night his box was stolen, and inquiry led to the discovery that it had been placed on board a boat and sent down the creek to Shanghai. A native constable was detached on the look out, and succeeded in capturing the thief and recovering the box, which was worth $150. He was afterwards brought up at the Mixed Court, sentenced to 200 blows with the bamboo, and to be remitted to the Chehsien of Soochow for further punishment.

A great improvement on the building formerly used for the British Post-office is the new one recently erected in the Peking-road by the Colonial Government of Hong Kong. The new erection is at once convenient and a creditable ornament to the Peking-road. Below is a large and convenient sorting room, with a private office for the postmaster; while above, the building is divided into two, for the accommodation of the postmaster and his assistants. A wide and ample verandah facing the Peking-road, with boldly rusticated arches, affords considerable accommodation for the public, while the different windows are plainly labelled so as to save the time both of the public and of those engaged within. The upper story has also a deep verandah, divided by pilasters standing on a stone plinth, above which a bold cornice crowns the edifice. The work has been carried out from the designs and under the superintendence of Mr. Boyce, of H.M. Office of Works.

The remains of Mr. J. W. Oliver, late store issuer at the Naval Yard, Pootung, were interred on the 16th Feb., at the New Cemetery, with military honours. The corpse was conveyed from the General Hospital to the cemetery on a gun-carriage, covered with the Union Jack, and drawn by seamen from H.M.S. *Modeste*, a strong party from H.M.S. *Ringdove* following, and a number of officers closing the rear. There was, however, no band. The funeral service was read by the Rev. J. Llewellyn, chaplain of the *Modeste*, and a firing party of marines from the same ship paid the final tribute of respect to the memory of the deceased by firing three volleys over the grave.

A Ningpo correspondent writes that this riot is still not settled. The people, it will be remembered, rose in protest against the excessive taxation they were subjected to, and our correspondent says they are still encamped in large numbers on the hills, setting the authorities at defiance.

The *Courier* supplies the following items of news :—

The case of P. da Silva *v.* Lane, Crawford and Co., has been heard at the Supreme Court before Sir Edmund Hornby.

The action was instituted by the plaintiff, as the official liquidator of the estate of Loureiro and Co., for the recovery of a sum of money, being part balance of the proceeds of the sale of a mortgaged property, of which defendants were mortgagees. The property was under a bill of sale to the defendants for Tls. 4,500, and realised Tls. 5,000. The defendants, on the sale of the security, recouped themselves of their debt, and with the payment of certain expenses, and an item at the request of the Portuguese Consul, the balance in the defendant's hands was reduced to Tls. 250. Mr. Hannen, in opening the proceedings, referred to what might be a point in the case. Some objection might be raised to the jurisdiction of the Court over the case. No doubt the deed of mortgage was the criterion as to the law ruling in the matter, but as that instrument had been satisfied and laid aside, the difficulty of its interference had ended by the parties reverting to their original position, and since both had appeared in Court, the score of jurisdiction need not stand in the way of the case being proceeded with. He believed that the facts, with the exception of a minor one, viz., the guarantee made by the defendants to the Portuguese Consul that they would return to him all sums over and above the mortgage debt alleged by the plaintiff, were agreed to. Some discussion followed,—when his Lordship inquired if it was not true that the real point at issue between the parties was whether the defendants were entitled or not to charge commission for the sale by them of the mortgaged property? It was agreed to rest the case on the question stated. Mr. Hannen then quoted several authorities conclusively against a trustee —a mortgagee being in the same position—crediting himself with any remuneration whether as auctioneer or solicitor, excepting the reimbursement of actual expenses.

Judgment was entered for the plaintiff with $50 costs.

At the Mixed Court, before Chen and Mr. A. Davenport, four gamblers were brought up by the police, for pursuing their favourite pastime in the Wuhu-road. All were known, but one in particular was a noted professional, who has been in the habit of enticing passers-by in the streets to play with him. He was sentenced to 200 blows and three months' cangue; the others each to 100 blows and one month's cangue.

It is stated that the band of Hunan troops, who have been staying at Wong-doo for the greater part of a year, are about to be moved to a new camp, to be formed close to the city, between the south and west gates. The number of these troops is uncertain; accounts vary between 3,000 and 5,000 men. From what we have known of Hunan soldiery in former times we are inclined to fear that they may prove troublesome neighbours.

To-day (the 25th Feb.) has been fixed on as the day on which the young Emperor is to ascend the throne. This fact has, we believe, been notified by the Taoutai to the various Consuls. The native officials have been ordered to treat the occasion as one of festivity and rejoicing, to appear in full dress, and to abandon the mourning blue ink of their seals for vermilion. The men-of-war, we notice, are in holiday attire.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* of the 25th February:—

It is reported that the local government have offered to assist the Great Northern Telegraph Company in recovering the stolen property referred to in our last issue. This intelligence is satisfactory to say the least, but would not the virtuous expounders of Confucian morality have done better had they *prevented* or refrained from inciting "the people" to perpetrate an illegality with which they had not the courage or manliness to identify themselves? We think there can be but one answer, and that will not redound to the shady character of mandarindom. The whole affair will, we understand, be referred to the Danish Minister at Peking, and we trust that his Excellency will be fully supported by the other foreign Ministers—all of whom should, if they have the interest of their nationals at heart, assist in obtaining a settlement of the company's claims.

We understand that the native authorities contemplate dredging the river between Lim Poo and the Arsenal, and that Captain Farrow is engaged in making a preliminary survey. It is to be hoped that the local Government will, in its own interest, carry out this desirable and much needed improvement.

The French Admiral arrived on the 19th Feb. in his flag ship, and anchored outside Sharp Peak. A Chinese corvette was sent off to meet his Excellency and convey him to Pagoda Anchorage, where he became the guest of M. Giquel.

We are informed that Mr. Betts, of the Provincial Arsenal, has been recently employed in reconnoitring the lower banks of the river—with a view to the erection of forts.

HONG KONG.

Our advices by the present mail extend to the 4th March; the French mail from London Jan. 15 was received on the 28th Feb., and the following P. and O. mail of Jan. 22 arrived out on the 1st March. The following items of intelligence are from the *Overland Trade Report*:—

The shareholders of the China Traders' Insurance Company Limited, have held their ninth ordinary general meeting. The Chairman, before proposing the adoption of the report and accounts, stated that although the business of the Company had been on a larger scale than during the previous year the working had, owing to the disastrous typhoon of September last, by which they had lost $130,000, not proved so satisfactory. After some discussion, the report and accounts were passed, and the auditors and out-going committee-men re-elected.

The fifth annual ordinary meeting of the shareholders of the Victoria Fire Insurance Company of Hong Kong, Limited, has been held. The Chairman remarked that there was a falling off in the premia for the past year, but this was attributable to the bad state of trade generally. The report and accounts were unanimously agreed to, and the business of electing directors and auditors was proceeded with.

At the sixth ordinary yearly meeting of the shareholders of the China Fire Insurance Company, the business, which was of a routine character, was transacted without comment, and the report, which was very satisfactory, was passed *nem. dis.*

The flower show, the races, and the annual meetings of public companies have engrossed public attention during the past fortnight. There is a great dearth of other news. The annual flower show was held in the public gardens on the 19th and 20th February, and was, taken altogether, an improvement on that of last year. The attendance on both days was quite up to the average. The band of the 80th Regiment was in attendance.

The annual races commenced on the 25th February, and were brought to a conclusion on the 1st March. They were fairly

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attended, although the weather during part of the time was unfavourable, and the different events were contested with spirit. An extra prize, the Coast Cup, for all beaten ponies was given this year, and run for on the last day.

The annual report of the Captain Superintendent of Police shows a satisfactory decrease of crime in the colony. The Captain Superintendent refers at some length to the *Spark* piracy, and complains of the difficulty experienced in getting testimony in the case, and puts it down to the indifference of the passengers. He remarks that since the cessation of the emigration of Chinese coolies from Macao the number of cases of kidnapping of that class has greatly diminished.

We have been informed by Messrs. Augustine Heard and Co. that the total amount subscribed by the European community for the relief of the families of those who were lost in the *Mongol* was $2,154.50, and of that sum $2,136.50 was remitted on a sight bill on London for £438 18s. 10d. to the London office of the Hong Kong and Shanghai Banking Corporation, to be held by them to the order of Mr. C. A. Fearon, Secretary of the New York, London, and China Steamship Company, who will distribute the amount. The balance of $18 will be remitted in the same way. The sum of $25 has also been received from Chinese subscribers, and this amount will be handed over to the families of the two Chinese sailors who perished.

From the annual report on the state of the Government schools submitted by Mr. Stewart we learn that the total number of scholars taught in the schools subject to government supervision was 2,563, giving an increase of 283 over the previous year. This increase was not confined to one class of school, but was general throughout. In the Government schools, properly so-called, there was an increase of 93, and in the schools which receive grants-in-aid there was an increase of 190. Several of the school-houses were demolished during the typhoon of September last, which had also weakened the foundations of the Central School, the extension of which had not, in consequence of that disastrous visitation, yet been commenced. The study of geography had been introduced in the village schools, but at present it was limited to that of China. It is also in contemplation to introduce arithmetic. The question of a training school for teachers is a difficult one, and the time is scarcely ripe for the adjoining province. The report is generally satisfactory, and throws much light on the excellent system pursued under Mr. Stewart's able superintendence.

Her Britannic Majesty's ship *Audacious*, flag-ship of the China squadron, arrived on the 2nd March, and was received with the usual salutes.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 11th March; the French mail from London, Jan. 29, arrived out on the 1st March, and the following P. and O. mail of Feb. 5 was received on the 6th March. We take the following items of intelligence from the *Straits Times*:—

Sir Andrew Clarke returned on the 4th March in H.M.S. *Charybdis* from Siam, where his negotiations between the Supreme and Second Kings had been crowned with success, the latter having, before Sir Andrew Clarke's departure, been persuaded to leave the British Consulate, where he had taken refuge, and return to his palace divested of the right to have any troops save a limited number within his own palace. Sir Andrew Clarke accomplished his difficult task entirely by means of private interviews, and his successful intermediation at a time when, owing to the violence of party feeling, civil war was threatened, proves how fitting was his selection for the delicate duty entrusted to him.

Hardly had Sir Andrew Clarke returned to the colony before the community were surprised to learn that he had been ordered by telegram to proceed to India without delay, to take up the duties of his new appointment. On learning this the Chamber of Commerce held a meeting, at which it was resolved to despatch a telegram to the Straits Association in London, asking their influence with the India and Colonial-offices to procure a postponement of his departure, representing that the welfare of the Malay States and the prosperity of the colony might be seriously affected unless he were allowed to confer personally with his successor and explain to him the present condition of affairs. It is unfortunate for the colony that we are soon to lose a Governor who has done so much towards restoring peace and order in the Malay States; at a time, too, when only the initial steps have been taken towards carrying out the policy he has conceived; and it will be still more unfortunate should he be compelled to leave before placing Sir William Jervois is a position to continue without interruption the work so well begnn.

The inquest on the body of Capt. Digby H. Dent, lately Superintendent of Prisons, was concluded on the 26th Feb., the jury returning a verdict of wilful murder against fourteen Chinese prisoners identified as having taken an active part in the mutiny, with others unknown. The prisoners are now under examination before the Police Magistrate. The inquest on the bodies of the prisoners who were killed during the mutiny or subsequently died of their wounds, is still in progress. The three convicts who escaped have not yet been recaptured.

The inefficiency of our quarantine arrangements have been again prominently brought to notice during the fortnight, in the case of the steamer *Tom Morton*, which arrived here on the 3rd March, from Jeddah, with about 700 pilgrims on board. Small-pox having manifested itself among the passengers, the vessel was ordered into quarantine by a Government medical officer, three sick people being by his instructions put astern in a boat, but for more than thirty hours afterwards neither medical officer nor medicines were sent to the vessel, nor was there any provision for the patients at the quarantine station on St. John's Island, where, though a lazaretto has been constructed, no staff is maintained to make it available in any sudden emergency. The steamer *Jeddah* arrived shortly afterwards, with another large batch of pilgrims, among whom there had also been small-pox, and she was also ordered into quarantine. Both vessels were released on the 7th March, no further cases having occurred; but the fact that there was neither medicine nor medical attendance available for the sick patients for so long a time after the ship was sent into quarantine shows not only a laxity of common necessary provision, but a want of humanity towards those who may arrive here suffering from disease.

Owing to the long continued illness of Mr. Justice Woods, Puisne Judge of the Supreme Court, who, we regret to learn, is past recovery, the business of the summary Court has for some time been brought to a dead-lock, which has only been relieved to some extent by the Chief Justice working off the greater part of the Summary cases in arrear, of which we are told some 300 had accumulated. Mr. J. D. Vaughan, of the Singapore Bar, formerly Police Magistrate, has accepted the Acting Puisne Judgeship, in view, we understand, of being permanently confirmed in the appointment. The Hon. C. B. Plunket, formerly Police Magistrate here, and afterwards Inspector-General of Police, will act in the room of Captain Shaw, Lieutenant-Governor of Malacca, who has gone home on leave of absence.

An attack was recently made on the Chin Chin police station, near the Johole boundary, and within a few miles of the Chindrass Gold Mine, by a gang of Malay robbers, who after wounding the corporal in charge, looted the village. The robbers are believed to be a number of bad characters who have been ordered by the Malay rulers of Rumbow and Sunghie Ujong to leave their territory, and unless ferreted out and brought to punishment will probably give further trouble to the residents of the border districts.

We learn that the Chinese Interpreter to the Registrar-General has suddenly disappeared, while a warrant was being issued against him for bribery and corruption. It appears that the interpreter had made a lucrative arrangement with the brothel-keepers, by which, when they had new inmates to register, he compounded with them, whereby registration was not only avoided, but the new inmates escaped medical examination. Inspector Phillips got an inkling of this arrangement, and on going into a suspected house met with a determined resistance. The keeper was, however, arrested, and to save himself revealed the interpreter's complicity.

The patience and perseverance of the Oriental Coal Company in endeavouring to develop the resources of their coal mine at Labuan seems at last on the eve of its reward. We are informed by the Agents here that their manager reports having reached Seam No. 2 of the coal, which is 4 ft, 6 in. thick, at a depth from the surface of 590 feet,—the coal proving to be of excellent quality. In about six weeks more he expects to have reached the No. 4 seam, which lies at a further depth of about 48 feet, or about 640 feet from the surface. When this is effected, the rapid delivery of the coal will be commenced, as the miners will be able to work all four seams at once; and as the deeper seams are of better quality than the upper ones, and the coal can be laid down cheaply in this market, it is probable a lively demand will soon spring up for it.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The Chamber of Commerce report says:—The last circular was issued on the 22nd Jan., and a month has now elapsed between its publication, consequent on the intervention of the Chinese New Year, and its attendant festivities; for ten days nothing was done, business being entirely suspended, but was resumed on the 15th Feb., and since then some little enquiry has been going for Shirtings, more especially 8¼ lbs. Prices generally show no alteration. Cotton Goods.—Grey Shirtings: Sales have amounted to about 13,500 of all weights, of which the larger portion were 8¼ lb.—viz., 9,000 pieces. 10lb. are also in some enquiry, and 2,500 pieces have changed hands at previous prices. 7 lbs. have been disposed of to the extent of 2,050 pieces at Tls. 1.38 to 1.42.5 per piece. White Shirtings are in some little enquiry, especially for 64 and 66 Reeds, but no sales are reported. Rates are, however, nominally quoted rather higher. Drills: 370 pieces 15 lb. are reported sold at Tls. 2.33, though there is but little

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enquiry for either this or Jeans. T-Cloths: Business in this Cloth is still much restricted, and sales only amount to 1,350 pcs. at unchanged rates. Fancy Cottons and Woollens: Sales—Gentian Drills, 24 yard, 450 pieces at Tls. 2.16; 180 pieces Chintz at Tls. 1.32; Long Ells, 280 pieces at Tls. 7.10 to 7.25 per piece; Spanish Stripes, 18 pieces at Tls. 0.57 to 0.61 per yard. Metals.—Lead: The market has scarcely opened yet. Quotation is nominally Tls. 6.50 to 6.60 per picul.

CHEFOO.—Messrs. Wilson, Cornabé and Co.'s report says:—We have had a moderate inquiry for most descriptions of imports. Business generally, however, owing to the intervention of the Chinese New Year, will, we expect, be at a complete standstill for the next three weeks. Cotton Goods, Grey Shirtings, T. Cloths and White Shirtings have been readily saleable at our quotations, but for Drills there has been no inquiry. T. L. Cambricks, White and Dyed Spots and Dyed Brocades have been in good demand. Metals: Iron has been neglected, and lead has not been much inquired after. We however hope to see some business done in both these articles after the Chinese New Year.

SHANGHAI.—For Shirtings there had been a moderate demand at hardening prices for the best goods. A good business in English Drills was reported at an advance of 2 to 3 candareens per piece. White Shirtings of 52 to 60 reed had declined slightly; 64 to 72 reed remaining unaltered. Common T-Cloths, for which there had been the most inquiry, were quoted 1 to 2 candareens higher, the best qualities being comparatively neglected, and showed no change in value. Shipments of Cottons, in anticipation of the opening of the Northefn ports, had already been made; several steamers being advertised to leave on the 27th Feb. Woollens: Camlets were rather lower, Spanish Stripes unchanged in value, and the remaining quotations for Woollen goods had improved.

FOOCHOW.—The only sale had been 500 pigs Lead at $8.75 per picul cash.

HONG KONG.—A fair amount of business had been transacted at the prices previously current.

CANTON.—There had been sales of lead to the extent of 700 piculs common, leaving a stock of about 1,500 piculs. Quotations: $8.25 to 8.30 for L.B., and $8.35 to 8.40 for W.B.

BATAVIA.—Since the close of the Chinese holidays buyers had been more about, and the market showed a little more animation, but as yet it was far from being active; sales were only practicable in small quantities at a time, and in most instances at further concession in price.

SINGAPORE.—In imports generally, a somewhat larger business had been done, the increase has been mainly due to sales of some leading Cotton staples; of which further supplies had arrived; for Metals the market continued most inanimate.

PENANG.—The market generally had been quiet, and business had been small, especially in grey goods; no change in prices.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅞d.	4s. 2¾d.	4s. 3d.
Shanghai ,, ...	5s. 8½d.	5s. 9¼d.	5s. 9⅝d.
Canton ,, ...	4s. 2⅞d.	4s. 2¾d.	4s. 2¾d. to 4s. 2⅞d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¾d.	4s. 2⅞d. to 4s. 2¾d.	4s. 2⅞d. to 4s. 3d.
Manila ,, ...	4s. 1d.	4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304½ to 306	222½ to 223
,, Hong Kong	26½ to 27 dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.9.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 55 per cent. discount.
China Traders' Insurance Company, $160 premium ex. div.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $200 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $22 premium.
Indo-Chinese Sugar Company, $90 dis.
Chinese Insurance Company, $194 per share.
Shanghai Steam Navigation Company, Tls. 68 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅝d., at Batavia F.11.35, at Manila 4s. 0⅞d., at Singapore 4s. 2⅛d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Feb. 18, Benledi (str.); 21, Pardo (str.); 24, Corea.

At HONG KONG.—From Liverpool, Feb. 25, Ellen Munroe; 26, Diomed (str.); from London, &c., March 30, Killarney (str.); April 3, Gordon Castle (str.); 7, Venice (str.); Panama (str.).

At BATAVIA.—From Liverpool, Feb. 20, Hawkhope; from Glasgow, March 2, County of Sutherland (str.); 23, Sindoro (str.); from Sunderland, Feb. 27, Skimmer of the Waves; from Holland, Feb. 21, Madura (str.); 22, Koning der Nederlanden (str.); 28, Goodell; from New York, Feb. 19, Wakefield.

At SINGAPORE.—From London, March 8, Bengal (str.); 9, Glenfinlas (str.); from Liverpool, March 1, Patroclus (str.); from Glasgow, March 4, Rosa (str.); from Cardiff, March 4, Maria Rickmers; 5, Glenadon, Lavarellini, Fratelli; 6, Nienburg.

At PENANG.—From London, March 5, Bengal (str.); April 8, Viking (str.); Braemar Castle (str.); from Glasgow, March 1, Rosa (str.).

DEPARTURES.

From SHANGHAI.—For London, Feb. 23. Hector (str.); for New York Feb. 21, Star of Jamaica.

From HONG KONG.—For New York, Feb. 19, Tamesa.

From BATAVIA.—For Holland, Feb. 19, Prinses Amalia (str.); 26, Cornelis Wernard Eduard; for Trieste, Feb. 19, Mangerton (str.).

From SINGAPORE.—For London, March 1, Zenobia; 2, Professor van der Boonmesch; 9, St. Aubin; for Liverpool, Feb. 9, Phineas Pendleton; for New York, March 6, Kelso.

From PENANG.—None.

VESSELS LOADING.

At SHANGHAI.—For London, Omba; for New York, Northampton.

At HONG KONG.—None.

At BATAVIA.—For Holland, Cornelia, General van Swieten, Holland (str.), Madura (str.), Koning der Nederlanden, Harrington (str.), County of Sutherland (str.).

At SINGAPORE.—For London, Glenavon; for Channel, f.o., Condor; for Hamburg, Constantia; for Boston, Esperance, John Clark, Huddersfield.

At PENANG.—For London, Coldinghame, Vanguard.

FREIGHTS AND CHARTERS.

From HANKOW.—To London, through rate per steamer £4 5s. per ton of 40 feet.

From SHANGHAI.—To London, per sailing vessel, £3 per ton of 50 feet. To New York, sailing vessel, £2 10s. per ton of 40 feet.

From HONG KONG.—No demand to load homeward.

From BATAVIA.—To Channel, f.o., rice, £3. To New York, sugar and coffee, £3.

From SINGAPORE.—To London, per steamer, tin, £1 14s.; sailing vessel, £3 dead weight.

From PENANG.—To London, by steamer, tin, £2; black pepper, £4 tobacco, £3 15s.; measurement, £4 10s.; sailing vessel, basket sugar £3; black pepper, £3; hides, £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Feb. 13 ...	Noach III. ...	Batavia ...	Holland
,, — ...	Loochoo ...	Liverpool ...	Sourabaya
,, 18 ...	Wakefield ...	New York ...	Batavia
,, — ...	Hawkhope ...	Liverpool ...	Batavia
,, — ...	Nimrod ...	Cardiff ...	Singapore
,, 22 ...	Skimmer of the Waves ...	Sunderland ...	Batavia
,, 23 ...	Hamilton ...	Manila ...	New York
,, 27 ..	Landseer ...	Glasgow ...	Sourabaya
,, — ...	Goodell ...	Amsterdam ...	Batavia
,, 28 ...	O. Thijen ...	New York ...	Sourabaya

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Alice Ritson: 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 tons horns, 11 m. Malacca canes, 35 cwts. mother-o'pearls, 65 tons tapioca, 14 cwts. gamboge. Asterope: 30 tons tin, 300 tons black pepper, 25 tons white pepper, 240 cwts. rattans, 42 cwts. hides, 430 tons sugar. Amsterdam: 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. Zeeburg: 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Celæno: 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts. rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Douglas Castle: 100 tons gambier, 880 tons sago flour, 20 tons black pepper, 30 tons sapanwood, 155 cwts. hides. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber, 10 tons horns, 25 m. Malacca canes, 27 tons tapioca.

MANILA.

Romeo: 562 tons sugar, 114 tons hemp, 1 cwt. mother-o'pearl, 120 tons tobacco, 2,745 mil. cigars. Cosmopolyta: 625 tons sugar, 100 tons hemp. Etta Loring: 400 tons sugar, 375 tons hemp, 10 tons sapanwood. Durham: 500 tons sugar, 740 tons

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hemp, 3 tons sapanwood. Remus: 650 tons sugar, 350 tons hemp, 4 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp. Envoy: 15 tons hemp. Marina: 700 tons sugar, 227 tons hemp, 16 tons sapanwood, 190 mil. cigars. Seawfell: 400 tons sugar, 567 tons hemp, 9 tons sapanwood. France: 500 tons sugar, 262 tons hemp. Windhover: 500 tons sugar, 560 tons hemp. Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 500 tons sugar, 630 tons hemp. Ornate: 600 tons sugar, 292 tons hemp, 10 tons sapanwood. Sea Nymph: 254 tons sugar, 100 tons hemp. Uli: 175 tons sugar, 277 tons hemp. Mikado; 500 tons sugar.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, APRIL 7.—The P. and O. Company's steamer Sumatra, with the homeward India, China, and Australian mail, arrived at 11 A.M., and the mail left at 1. 50 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, APRIL 5.—The P. and O. Company's steamer Cathay left at 9 A.M. for Southampton, where she may be expected about the 18th inst.—Specie £460,000.

NEXT INWARD MAIL.—SUEZ, APRIL 7.—The Messageries Maritimes steamer Ava, with the inward French Mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 15th inst.

HEAVY PORTION OF LAST INWARD P. and O. MAIL.—SOUTHAMPTON, APRIL 9.—The P. and O. Company's steamer Bokhara, from Port Said 24th ult., Gibraltar 3rd inst., with the heavy India and China mails, has arrived here with 132 passengers and a general cargo.

INWARD MAIL DUE MAY 3.—GALLE, APRIL 8.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, APRIL 10.—The P. and O. steamers Zambesi and Thibet left to-day for Bombay and Calcutta, with the outward mail of March 25—April 2.

OUTWARD HEAVY P. AND O. MAIL OF MARCH 25.—GIBRALTAR, APRIL 3.—The P. and O. steamer Thibet, from Southampton 25th ult., arrived at ten P.M. yesterday, and left at ten A.M. to-day for Port Said. Experienced easterly gales. All well.

OUTWARD MAIL OF MARCH 12.—GALLE, APRIL 7.—The Messageries Maritimes steamer Sindh, from Marseilles 14th ult., left here to-day for Singapore.

OUTWARD MAIL OF FEB. 19.—SHANGHAI, APRIL 5.—The P. and O. Company's steamer Pera, with the London mails of the 19th Feb., has arrived here.

TELEGRAMS FROM THE FAR EAST.

CHINA CUSTOMS DUES.

SHANGHAI, APRIL 6.—An attempt to levy Customs' duties on goods belonging to natives caused a complete stoppage of business at Tientsin, but the matter has now been adjusted.

THE ECLIPSE EXPEDITION.

SINGAPORE, APRIL 8.—Advices receive here by mail announce the arrival of Dr. Schuster and the Eclipse Expedition at Bangkok, where they met with a splendid reception from the King of Siam and the principal Government officials. Extensive preparations were being made to build an observatory and to provide for the comfort of the members of the expedition.

DEATH OF THE EMPRESS OF CHINA.

SHANGHAI, APRIL 7.—The late Emperor's principal wife died on the 27th ult.

THE MURDER OF MR. MARGARY.

SHANGHAI, APRIL 9.—Mr. Wade, the British Minister, states that he has obtained passports enabling two English officials, accompanied by a Chinese official, to proceed to Yunnan to investigate the circumstances attending the murder of Mr. Margary. Prince Kung has given an assurance that these officials shall hear the evidence before the perpetrators are sentenced.

("TIMES" SPECIAL TELEGRAM.)

SHANGHAI, APRIL 8.—Mr. Wade has demanded, and the Chinese Government has consented under pressure, that two foreign officers, accompanied by a Chinese official, shall proceed to Yun-nan with an Imperial passport to investigate the circumstances of Mr. Margary's murder.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 6, at Helvoet, from Batavia, Ada, Dordrecht II.; 6, at Clyde, from Singapore, Andromeda; 7, at Flushing, from Batavia, Utrecht; at Brouwershaven, from Batavia, Kanagawa; at Dungeness, from Java, for Amsterdam, Oceaan, Vice-Admiraal Maij, Elmina.

DEPARTURES.—April 7, from Greenock, for Rangoon, Tenasserim (str.); 5, from Hamburg, for Bangkok, Brodrene, ; 9, from London, for Singapore and Penang, Bristow; 2, Suriname, from Texel, for Padang; 8, Jan Pieterzoon Koen, from Liverpool, for Anjer; 8, Achilles (str.), from Liverpool, for Shanghai, &c.; 6, Johanna and Willem, from Amsterdam, for Sourabaya.

MISCELLANEOUS.—The s.s. Braemar Castle arrived at Penang on the 8th inst., all well; left Jeddah 25th March, proceeds to-day. Shanghai April 3, the Iraouaddy (French steamer), grounded on her way down the river, but has been got off without damage. Gibraltar, passed April 7, from Greenock, for Shanghai, Rajanattianuhar (str.).

SPOKEN.—Questembert, of Nantes, from Liverpool to Batavia, Jan. 30, 25.17 S., 24.7 W.; Ceres, from Cardiff to Singapore, Jan. 31, 26 S., 26 W.

LAID ON.—At London, for Hong Kong, Chusan; at Liverpool, for Manila, Leon (str.); for Hong Kong and Yokohama, Belgic (str.), Gaelic (str.).

CASUALTIES.—Shanghai, April 6, Fusing (str.), Shanghai to Chefoo, with a general cargo, has been in collision with the Ocean (str.), from Newchwang to Swato, with a cargo of beancake; first vessel sank, latter is badly damaged, all hands except third engineer saved. The City of Peking (str.), at Yokohama, March 13, from San Fauncisco for Hong Kong, lost one of the blades of propeller on the passage; before leaving for China a new one would be put on, which would detain her about five or six days.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DALLAS—On the 3rd April, at Yedo, Japan, the wife of Charles H. Dallas, of a daughter

LITTLE—On the 26th Feb., at Singapore, the wife of R. Little, M.D., M.L.C., of twin sons.

MESTERN—On the 2nd March, at Canton, Mrs. C. J. Mestern, of a son.

TAYLOR—On the 3rd April, at 46, Burton-road, Brixton, the wife of G. A. Taylor, of 27, Change-alley, prematurely, of a daughter, stillborn.

WADE—On the 6th Feb., at Peking, the wife of T. F. Wade, C.B., of a daughter.

MARRIAGES.

CAMPBELL—KERR.—On the 30th March, at Stranraer, Wigtownshire, by the Rev. Robert S. Warren, M.A., Patrick Campbell, of the Oriental Bank Corporation, to Alice Ann, youngest daughter of the late Charles Kerr, banker, Stranraer.

JACOMB-HOOD—SUTHERLAND.—On the 31st March, at the parish church Folkestone, by the Rev. M. Woodward, George Frederick Jacomb-Hood to Mary Anne (Marianne), youngest daughter of the late Charles Sutherland, of Lee, Kent.

MATHESON—BORROWES.—On the 31st March, at the parish church of Ballymore Eustace, county Kildare, by the Rev. Beauchamp Stannus, rector of Arron, Warwickshire, Duncan Matheson, Enniskilling Dragoons, eldest son of Donald Matheson, of Queen's-gate, London, to Clara Ellen, eldest daughter of Sir Erasmus Dixon Borrowes, Bart.

DEATHS.

GLENIE—On the 7th April, at Hammersmith, the Rev. Samuel Owen Glenie, M.A., late Archdeacon of Kandy, aged 64.

HANBURY—On the 24th March, Daniel Hanbury, F.R.S. and F.L.S., of Clapham-common.

HAYDEN—On the 1st March, drowned, at Simon's Bay, James Robert Hayden, navigating sub-lieutenant of H.M. *Merlin*, aged 27.

HOLCOMBE—On the 2nd Feb., while in command of an exploration party in the Naga Hills, between Assam and Burmah, Lieut. William Alex. Holcombe, Bengal Staff Corps (formerly of the 6th Foot), Assistant-Commissioner of Luckimpore and Assistant Political Agent, treacherously murdered by savage tribes, aged 26.

MAHOOD—On the 15th March, on board the French mail steamer *Amazone*, in the Arabian Sea, whilst returning home from China, for the benefit of his health, the Rev. John Edward Mahood, Church Missionary to Foochow, in the 35th year of his age.

READ—On the 4th April, at 25, Durham-terrace, Westbourne-park, Mrs. Henry Smith, second daughter of the late C. R. Read, of Singapore.

Naval and Military.

We are informed that the officers of the Royal Marines have resolved upon erecting a monument in the garrison chapel at Portsmouth to the memory of their late comrade, Mr. Digby Henry Dent, who a few weeks since was brutally murdered at Singapore while in the execution of his duty and in the act of saving the life of one of his subordinates.

Major-General Samuel Hawkins died on the 1st inst., at Thrapston, Northamptonshire. The deceased entered the Royal Marine Light Infantry in 1814, and retired as a colonel second commandant in 1857 with the rank of major-general, without having seen any active service beyond being present at the attack and destruction of a stronghold of pirates in Borneo. His several commissions were dated:—Second lieut., 1814; first lieut., 1832; captain, 1841; major, 1849; lieut.-colonel, 1854; colonel, 1855; and major-general, 1857.

General Sir William Codrington, G.C.B., from the 23rd Fusiliers, obtains transfer to the Colonelcy of the Coldstream Guards, vacant by the death of Field-Marshal Sir William Gomm, Lieutenant-General C. Crutchley, from the 80th Regiment, being allowed to reconnect himself with the Royal Welsh Fusiliers, and Lieutenant-General Sir Richard Wilbraham, K.C.B., being given the 80th.

Instructions have been forwarded to Portsmouth from the Admiralty to select two naval pensioners to proceed to China, to take charge of the hospital ship at Hong Kong. The men will be styled "shipkeepers," and will receive, in addition to rations, pay at the rate of 7s. 2d. and 5s. 1d. a day, respectively. A free passage will be found for them out and home. The adove rates are exclusive of pension.

It is expected that Colonel C. B. P. N. H. Nugent, C.B., Royal Engineers, will be appointed to the post of Deputy Director of Works for Fortifications, recently vacated by Colonel Sir W. F. D. Jervois, K.C.M.G., C.B., and that Lieutenant-Colonel Crossman, R.E., will receive the appointment vacated by Colonel Nugent.

Lieut. C. M. Watson, Royal Engineers, who left England some months ago for Egypt to join Colonel Gordon's expedition, has been invalided. Lieutenant Chippendall, the other officer in the employ of the Khedive, is still in Egypt.

A survey of the Massawa Channel and harbour, and some other portions of the Red Sea, will be carried out by the Shearwater, which will be detached from duty on the East Coast of Africa for that purpose.

Rear-Admiral Macdonald, the new Commander-in-Chief in the East Indies, will hoist his flag on board the Undaunted, at Devonport, on the 12th inst., and will proceed forthwith to his station, *via* Suez Canal.

Rear-Admiral Sir Charles Shadwell, late Commander-in-Chief in China, arrived in his flag-ship, the Iron Duke, at Malta on the 9th inst., and will leave about the 14th for England.

The German screw corvette Elisabeth, sixteen guns, from the Eas Indies and China, *en route* for Kiel, has put into Plymouth.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, APRIL 7.

A large number of Bills was carried by the Upper House before the members took recess, but the debates were of little interest. The most important subject of debate was the construction of railways in Java. Mr. Duymaer Van Twist objected to their being constructed on Government account. Mr. Hartsen asked what system the Minister intended to adopt, not only with regard to the money which was wanted, but also with reference to the management. Mr. Pincoffs supported the Bill, the more because it showed that the Government did not intend to allow the construction of the lines to be undertaken by private persons. Mr. Van Voorthuysen spoke also in favour of the Bill, and demonstrated that we were in duty bound to provide Java with railways. The Minister of the Colonial Department made a very long speech in favour of his Bill. He declared himself to be a promoter of the construction of railways in Java, because he was convinced that the means of communication ought to be improved. The cost of construction by the State would not exceed the expenses of a private undertaking. It must not be forgotten that the State Treasury is well provided, whilst private persons would have to pay a high interest for raising money. The proposed line Sourabaya-Pasarouan-Malang would, the Minister stated, be a most lucrative one, and might eventually be extended to the harbour of Tjilatjap, whilst in the meanwhile measures would be taken for the construction of the Buitenzorg-Bandong line. It was impossible—said the Minister—to give the whole *tracé* of the proposed lines, as he had not yet obtained complete information, but he was of opinion that the plan of Mr. Von Bosse would prove to be the best. Mr. Van Goltstein hoped that now the Chamber had under consideration a Bill to complete the railway system at home, the members would not object to provide for a want which has been felt for thirty-five years in Java. The result of the debate was, that the Bill was unanimously approved of. Another subject of discussion was the Fortress Bill; the Minister of the War Department was as eloquent as ever in support of his measure. It was his firm intention, he said, to provide Holland with a good fortress system, and he produced a large sketch drawn to scale of the means of defence, by which our water-line would be protected. Within eight years the proposed fortresses could be completed, but more than thirty millions will be wanted for the purpose. Mr. Fransen Van de Putte endeavoured to obtain some information about the question whether the Minister would remain in office or not, but other members protested against such a demand, which was, they said, most unconstitutional. General Weitzel thereupon declared that he was not quite prepared with a reply. The result was that the Bill was approved of by a large majority (twenty-five against six). It is said that General Weitzel wishes to resign his portfolio, but that the King and his colleagues both object.

The *Gids* contains an article by General de Steurs defending the policy of General Van Swieten, who, according to the writer, is a man of great military talent. He is of opinion that those who blame the General do not know what it is to conduct a war in Java. Although the article is well written, I think it would be best to leave our old General in peace in his retirement.

The steamer *Egeron*, bound for Batavia, left Nieuwediep a few days ago. She was, however, obliged to return, having sustained much damage in a storm. It is asserted that the steamer is too small for the service between Texel and Java, but I cannot guarantee the correctness of the statement.

Upon good authority it is stated that the Government has under consideration a plan to alter the conditions of enrolment in the East India army, and to make them more favourable. This measure is necessary, because scarcely any recruits offer themselves for this service.

Much astonishment has been created here by a report that Mr. Busken Huet has sold the *Dagblad* to Messrs. Schrentelkamp and Groeneveld for a sum of f.60,000, and that he is about to start for Europe.

"Multatuli" has married a second wife. He is becoming gradually more popular—certainly a most strange thing for an author who once wrote, "public, I despise, I detest you."

The King, the Queen, and Prince Henry arrived to-day in this city, where they will stay for a week.

Miscellaneous.

MARINE INSURANCE.

The subjoined letter, signed "Underwriter," appears in *The Times* of the 10th inst.:—A paragraph upon insurance appears this day in your City article, which, although obscure to many of your readers, contains in fact, to those who are acquainted with the subject, the begging of the whole of a most important question in favour of one side, while the case of the other is, by implication, prejudged. The information has evidently been furnished you with the object of influencing the public mind in favour of the steamers of certain companies, and the question at issue is whether they are as safe for the conveyance of goods as those of the P. and O. Company. You have only to turn for an answer to the reports of the London insurance offices, from which you will see that losses have been simply ruinous. On the China route alone I may instance the *Ulysses, Canton, Hong Kong, Singapore, Drummond Castle, Gordon Castle, Don*, and *Parnassus*, lost or stranded in the past four years, the claims in respect of their cargoes having probably been little, if at all, short of a million sterling; while the P. and O. Steam Navigation Company during that time and upon the same route have not lost a vessel. Comment is needless.

The Times remarks upon the letter as follows:—There is much force in the observations of "Underwriter," and probably many steamship owners have brought the higher rates at which their vessels are insured upon themselves by their own recklessness. At the same time, there is probably nothing which would cure that recklessness sooner than the step proposed and announced by us yesterday, if the owners are really by that means to become their own insurers. If they are merely setting up a rival company with other people's money, the result, in the present state of marine insurance, will not unlikely be much less beneficial than the promoters of the movement anticipate.

MR. DANIEL HANBURY.—The *Gardener's Chronicle* says:—Mr. Hanbury was one of those who raise their business and themselves to a higher level than that of mere money getting. Pharmacy to him was a means of serving, not only his own interest, but those of humanity and of knowledge. His original investigations into the nature and history of drugs and of the plants producing them were minutely accurate, and his record of them was as judiciously terse. Little was left doubtful, nothing, we may say, that it was within his power to clear up. At the same time not a word was wasted, not an irrelevant remark added. His *magnum opus*, the *Pharmacographia*, published in conjunction with Professor Fluckiger, of Strasburg, and quite lately noticed in our columns, amply justifies our remark. It is the work of no mere compiler, but of one who brought judgment, penetration, and original research to bear on his self-imposed task. We mention this as his chief work, but the publications of the Pharmaceutical Society and of the Linnean Society, yield many evidences of his diligence and thoroughness. He was not content to examine and study dried specimens of the plants producing various drugs, he cultivated them whenever he had the opportunity. The garden of his brother (Mr. Thomas Hanbury, formerly of Shanghai) at La Mortola afforded him ample opportunity for indulging his gardening tastes, and for introducing to that genial climate plants that cannot be cultivated here in the open air. The garden at La Mortola is a veritable garden of acclimatisation, in which the most interesting, the most useful, and the most attractive of plants find a home. In the formation, stocking, and management of this garden Mr. Hanbury took the greatest interest. His catalogue of plants cultivated, and his notes on their progress, attest the zeal and devotedness he bestowed on furthering his brother's plans of establishing a garden of interest as well as of beauty on the lovely shores of the Mediterranean. Mr. Hanbury was a Fellow of the Royal Society, Treasurer of the Linnean Society, and a most active member of the Pharmaceutical Society.

BILLS OF LADING.—A deputation from the Bills of Lading Association has waited upon Sir Charles Adderley at the Board of Trade, for the purpose of protesting against the attempts of shipowners, and particularly of steamship owners, to free themselves from responsibility to the owners of goods entrusted to them. The deputation was very numerously attended, and consisted of amongst others:—Messrs. B. Judkins, R. Hanson, Coventry, W. S. Keene, J. Watson, E. Magolier, Rodocanachi, A. Valieri, M. Phillips, G. Horne, jun., T. Usborne, Seth Taylor, John Walton, Edward Power, John Ansted, R. Witherby, Grossewith, Aste, Duck, Muggeridge, Woodley, A. Agelasto, Pandelli Ralli, M.P., and W. Nelson Smith, secretary. The deputation was introduced by Mr. Norwood, M.P., and Mr. Keene, Mr. Hanson, Mr. Coventry, Mr. Watson, and Mr. Hubbard having addressed Sir C. Adderley on the clauses now inserted in bills of lading, especially that releasing shipowners from liability for acts of their servants, Sir C. Adderley expressed his concurrence in the views of the deputation as to the hardship, and said he would consider the question.

According to the *North German Gazette*, a satisfactory result has been attained by the negotiations carried on by the German Consul in Canton with the Chinese Governor General, with a view to the chastisement of the villages which took part in the plundering of the German barque *Prince Bismark*, and the indemnification of the parties interested in the ship and cargo. The indemnity money, which has to be paid by the places of which the plunderers are natives, has already, in part, been delivered, and the payment of the remainder within ten weeks is guaranteed by the Governor General.

GALIGNANI reports that an extraordinary wedding has been celebrated at the church of Saint-Leu, Paris. The letters of invitation were thus worded:—"Madame Elizabeth Ly-Tcheou-Chi, widow, has the honour of announcing to you the marriage of her son, M. François Ly-Hong-Fang, called Chao-Pee, with Madlle. Elisa Laurent." The bridegroom is nominally professor of Chinese at the International Association of Teachers. Not very long ago he was a compositor in the French National Printing-office.

BY a decree of the President of the French Republic, dated 2nd April, M. Ravel, councillor-auditor at the Court of Appeal of Saigon, since the 2nd February last, is appointed Councillor at the Court of Appeal of Pondichery. M. Léon Ropert, councillor-auditor at the Court of Appeal of Cayenne, in French Guiana, is appointed in the same capacity at the Court of Appeal of Saigon, in place of M. Ravel.

THE *Academy* announces that the Mikado has applied to the painter Ugolini to execute full-length portraits of all the Sovereigns in Europe, as well as that of himself and his wife. They are to decorate his residence at Takeo, and, if these portraits are successful, it is the intention of the Mikado to found a school of Italian painting in Japan.

A DICTIONARY of the Thai or Siamese language, published at the expense of the French Government, has just issued from the National Printing-office in Paris. Its author is Father J. B. Pallegoix, Apostolic Vicar in Siam.

ON the 8th inst. Messrs. Scott and Co., Greenock, launched a handsome screw steamer for Mr. Holt, Liverpool, which will be engined by the Greenock Foundry Company. She was named Stentor, and will be employed in the China trade.

THE Eastern and Australian Company's steamer Singapore arrived at Brisbane from Singapore on the 27th ult., one day early, with the London mail of the 5th of February.

MESSRS. CAIRD AND Co. launched on the 8th inst. a screw steamer for the Netherlands India Steam Navigation Company, which was named Karang, by Mrs. Riddell.

M. DE LESSEPS is endeavouring at Constantinople to obtain some modifications of the Suez Canal dues lately established by an International Commission.

M. CHARLES MICHEL has been appointed student interpreter to the Belgian Legation in China.

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The London & China Telegraph.

LONDON: MONDAY, APRIL 12, 1875.

MATERIAL PROGRESS IN JAPAN.

WE congratulate the Japanese Government on two resolutions which it has recently come to, viz., to respect the liberty of the native press, and to remove (for ever, it is to be hoped) the prohibition on the export of rice. With regard to the former, we learn from the *Japan Mail* that a representation having been made to the authorities deprecating the freedom with which the native newspapers discuss the acts of the Government, the latter has stated in explicit terms that the laws regulating the Press are quite sufficient to prevent any abuse of the freedom of discussion which has been conceded, and "that men must learn to decide for themselves whether comments are good or bad." The Government, our contemporary observes, thus appears desirous of encouraging the growth of political thought and discussion among the people, and to give perfect freedom to the Press. In arriving at this conclusion, the Japanese Government has acted most wisely, and it will assuredly find that the native Press, which is gradually making its way in the Empire, will prove a most valuable coadjutor in elevating the people by means of the educational influences which it must necessarily exercise, and by which the numerous schools and colleges, now instituted in all parts of the country, will be enabled to perform their work more effectually. To appreciate properly the new career on which they have entered, somewhat too precipitately, perhaps, and the responsibilities entailed upon them by it, the Japanese require a vast amount of educational training, and not merely training such as they can obtain at the schools and colleges, but in addition, such as will be insensibly instilled into their minds by means of a tolerably unfettered press. And even with all these powerful influences at work amongst them, we fancy that Mr. WATSON was quite right when, in reviewing the Japanese educational system a short time back, he stated that a sufficient length of time must be allowed for at least one freshly-educated generation to arise before any radical, general, and lasting change may be expected to take place in the ideas and habits of the mass of the people. A REUTER'S telegram, dated Nagasaki, March 28th, informs us that the prohibition against the exportation of rice has been removed. This prohibition as regards the foreign export trade in rice was originally imposed by the regulations for the conduct of trade, attached to the old Treaty of 1858, and though it has before now been occasionally and temporarily suspended, the relaxation has, we believe, generally been confined to business done on Government account. Now, however, we hope that the prohibition has been withdrawn absolutely and unreservedly, not only at Nagasaki, but also at Yokohama and the other ports open to foreign trade. If such should prove to be the case, the Japanese Government will have taken the best possible course for developing the somewhat limited resources of the Empire. It was but the other day that, in writing of the Commercial Prospects of Japan, we strenuously advocated the adoption of this very measure, pointing out that the cultivation of rice is the most promising field of industry in the country, and that, owing to the maintenance of the prohibition against its export, large districts, well suited to the growth of every variety of the grain, have hitherto remained untilled and turned to no account at all. Let us hope that, if the Japanese Government will only keep to an enlightened and liberal policy in this respect, the present state of things may soon be completely changed, and that before long Japan may take a high place among the grain-exporting countries of the world.

NATIVE NEWSPAPERS.

THOSE who have taken an interest in the various Chinese newspapers which have of late years been published in Shanghai and Hong Kong, and especially those who have had any opportunity of knowing what goes on behind the scenes, and how such publications are ordinarily conducted, must have long foreseen a point at which some rather unpleasant difficulties were likely to occur. This point, we observe by last mail's papers, has, in one instance, been reached, the foreign manager of the *Wai Tau*, a Chinese newspaper published at Shanghai, having had to appear as defendant in a libel action brought against him by FANG-TSIANG-CHE, a Chinese resident at that place. The paper had published an advertisement, and had given out that the gentleman in question had been dismissed "for certain reasons"—a Chinese euphemism implying certain *improper* reasons—from the employ of the China Merchants' Steam Navigation Company, and not being able to substantiate the statement, it was cast in damages. The amount awarded was merely nominal, as no special damage was shown to have resulted from the improper publication, but the case may be taken as a warning to those who are engaged in the very hazardous occupation of publishing Chinese newspapers on their own responsibility. It is, as a rule, impossible to command the services of a foreigner sufficiently versed in Chinese to be able to read through what goes into the paper, and accordingly this important duty has to be entrusted to a native, who may often, for reasons of his own, admit of the insertion of articles and comments such as no European editor would for a single moment think of passing. The Chinese are very prone to rush into print concerning disagreements which they cannot settle in the ways ordinarily resorted to by them, and, unless a very vigilant eye be kept upon them, are certain to run close to the limits which separate legitimate comment from libel, and are liable upon frequent occasions to exceed it. It would certainly be advisable, to avoid undue risk, to let the responsibility for any such dereliction fall upon a native competent editor or printer, and have the fact duly announced, so as to avoid the possibility of actions which might arise in the same way as that under notice.

WE understand that Sir WILLIAM HACKETT, the Chief Justice of Penang, has been appointed by Her MAJESTY'S Government to proceed to Fiji for the purpose of organising the administration of justice in this newly-acquired dependency of the British Crown. Sir WILLIAM HACKETT has, we believe, been specially selected by Lord CARNARVON for this responsible duty.

WE understand that Sir ARTHUR KENNEDY, Governor of Hong Kong, has been granted leave, and left that port by the French mail steamer on March 11 for England. The Colonial Secretary, Mr. GARDINER AUSTIN, has assumed the administration of the government, under the provision of Article XI. of the charter of Hong Kong.

A MOVEMENT has been set in motion by the Rev. E. CARPENTER and others, to collect a fund for the erection of a memorial window in the College Chapel, Brighton, as a tribute to the memory of the lamented Mr. A. R. MARGARY, of the China Consular Service.

IT is stated that the Japanese Government has expressed to the British and French Governments the satisfaction felt at the withdrawal from Yokohama of the Royal Marine battalion and the French troops which have been stationed there for some years.

THE Rev. HERBERT MAUNDRELL, of the Church Missionary Society's Mission at Madagascar, has been appointed to Japan. The Rev. J. E. MAHOOD died on his passage home from Foochow on board the French mail steamer.

THE appointment of Colonel Sir WILLIAM FRANCIS DRUMMOND JERVOIS, R.E., K.C.M.G., C.B., to be Governor of the Straits Settlements, appears in the *Gazette* of the 9th inst.

WE are informed that no appointment has yet been made to the post of Bishop of Colombo, vacant by the resignation of Bishop JERMYN.

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STRAITS OFFICES AND OFFICE CONTINGENCIES.

WE are glad to observe that public attention in the Straits Settlements has at last been aroused to the multiplication of offices, and the waste—we might use a stronger term—of the public money in salaries, travelling allowances, and office contingencies, which have now assumed extraordinary proportions. Sir W. JERVOIS will do himself honour and the colony a great service if he takes these matters resolutely in hand when he assumes the government of Singapore. Those who have watched the development of the Colonial system in the Straits Settlements since the transfer from India, are familiar with the process of office-making, which began almost as soon as the famous schemes for building a gubernatorial palace and for purchasing steamers. In 1869, Colonel MACPHERSON, who formerly, as Resident Councillor, had long and efficiently discharged the combined duties of Colonial Secretary and Treasurer in Indian days, was voted to be in need of an Assistant, though he had been relieved of the Treasury at the time of the transfer; and so Sir H. ORD created an Assistant Secretaryship, and put his private secretary into full possession of its emoluments, in addition to the two other posts which he already filled. This arrangement, it is true, ended in a reprimand and a refund, which showed for once that there were limits to the patience of the Colonial-office. But the mischief had been done. Though the Governor and his Secretary had an unpleasant quarter of an hour to pass, the office of Assistant Colonial Secretary remained, and remains still, a burden, and a useless burden, on the Colony. Again, before leaving the Straits, Sir H. ORD found that the Colony needed a suitable officer for licensing brothels; so this decent berth was created, with the modest salary of $350 a month, or nearly £800 sterling a year, and again the private secretary was put into it. Again Lord KIMBERLEY interfered, and declined to sanction the selection; but again the office was left standing, with a reduced salary, it is true, and it was conferred on another person.

Let us take a third case. There was a Surveyor, formerly, in the Straits; and before the Settlements had been surveyed and mapped, the office was of some importance. But all this was accomplished before the Colony was transferred to Downing-street; and there can have been little measuring and map-making since the 1st of April, 1867. However this may be, Sir H. ORD, three or four years ago, pensioned off the Surveyor-General, and cumulated his duties on the Colonial Engineer, whose salary was duly raised. This arrangement was accepted by the Colonial-office; but what followed? It was quickly discovered that the combined duties were too much for one man, so, two engineer officers were added to the department, to assist in the surveying and engineering; and even a third office was created to relieve the Engineer from the task of super intending the convict establishments!

A recent number of the *Straits Times* furnishes another specimen of the same sort of thing. The Attorney-General had a salary of £1,000 a year. He thought it suitable to receive a further one of a thousand dollars from the opium farmers of Singapore, and as much more from the Maharajah of Johore, under the name of "retainers." To call them "retainers," however, was to give them a professional air, to which they had no pretension; it could deceive nobody; and when it is borne in mind that one of the so-called clients was a Government contractor, and the other a native chief, whose paramount policy it is to maintain himself in the good graces of the Government of which the recipient was an important adviser, it is not surprising that such pensions were very decidedly condemned by the public. The opium farmers' annuity was known, and its propriety questioned in the Legislative Council, some time ago; but it was defended and sanctioned by Sir HARRY ORD, and by him only. The Maharajah's has only recently come to light. Now these payments, we repeat, have nothing to say to legal practice. No work was done or expected for them. Who ever heard of Government contractors or foreign States "retaining," with heavy annual pensions, the law or any other officers of the Crown? The thing would be simply impossible. The farmer and the native chief of Johore did not live in chronic dread of civil and criminal proceedings in the Queen's Courts; but both had a lively sense of the importance of having friends in the Executive Council to secure the ear of the English Governor; and nobody doubts that the Attorney-General would never have been pensioned by them, if he had not been a member of the Executive Council.

Now, how is this subject dealt with on behalf of the public interests? Is it authoritatively declared that annuities from Native Chiefs and Government contractors are incompatible with a seat in the Executive Council, and a disqualification for the Attorney-Generalship? We learn only that the payments are to be given up, and that it is in contemplation to add £500 a year to the Attorney-General's salary! We learn at the same time that the official duties of the Attorney-General are so onerous, that in addition to this increase of 50 per cent. to his salary, he is to have an assistant at £750 per annum, to do the best part of his work for him. These specimens must suffice for the present. Want of space prevents us from entering upon the uncalled for increase of the judicial establishment; that absurd school inspectorship which makes the fortune of an English official in travelling expenses for inspecting little Malays in reading and writing Malay; or that audit office which wars so strenuously with small clerks and small cents, but seems utterly inefficient as a practical check or obstacle on financial doings of greater importance. Unless rumour much misrepresents the truth, more than one office might be pointed out as created or raised in emolument to shelve incompetency, or gratify favouritism. Such is the way so much colonial money is muddled away; such the methods by which the cost of "establishments," which was already $441,000 in 1868, has now risen to $617,000, or nearly half the revenue of the Colony. If there was increased efficiency in return, the extravagance would not be grudged, for efficiency is more important than economy. But the reverse is the case; and the reason is plain. In Indian times, men were expected to do their duty, and did it; now, high and low, there is one continuous struggle to shuffle off work and responsibility on others; and hence an incredible amount of referring, minute writing, and red-tapism of all kinds, making work and supplying the pretext for more clerks and more salaries and allowances. The travelling allowances have been growing from $7,000 in 1868 to $15,000. They are a source of so much corruption and dishonesty that, for the sake of the Service, not less than of the Colony, they ought to be totally abolished. A return of the sums paid monthly to every official since the 1st of April, 1867, to the present time, would throw curious light on the manner in which some favoured officials have added to their salaries, though it would hardly record all the evening drives and shooting parties for which the Colony has so often and so handsomely paid. The example of the higher officials is contagious. The clerk, who sees how his chief's salary is swelled by such "contingencies," takes to devising similar claims for the augmentation of his own inferior salary; and he knows that his ingenuity will not be condemned, when he has the example of his superiors to cite in its defence.

The Augean stable has still to be cleansed; let us hope that Sir W. JERVOIS will prove himself the much-needed Hercules for the task. We are aware that the whole subject has been referred to a local commission; but experience has inspired the public with anything but confidence in such bodies. With the greatest respect for the individuals who compose them, we must plainly say that no good has yet come, in the Straits, from their collective labours. The official element in them has but too generally some scheme, all ready cut and dry; while the unofficial are wanting in familiarity with the matter in hand, and at best capable of giving but little attention to it, owing to their own more pressing personal affairs. If a commission be necessary, let it be composed of men unconnected with the Colony, and, if possible also, unconnected with the Colonial-office. Having no personal views of their own to serve, and no private feelings for or against this or that official, they would perform their duties without fear, hope, or favour. If Sir W. JERVOIS should find a commission needful, we trust that Lord CARNARVON will send one or two gentlemen of high character and capacity from home to conduct the requisite investigation.

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THE DISPUTE IN THE TEA TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—I understand the weight note question is settled by the giving in of importers, which is undoubtedly a great victory for dealers, and if further proofs were wanting in conducting tea business in China, the coming season thus affords a striking instance of necessity in buying at prices to admit of holding in case of other combinations by dealers. Unless operations are carried on with some regard to the altered state of the trade, Tea must go through the same disastrous ordeal that has taken place in silk within the past three years; for there is no reason to doubt the Chinese will send to the shipping ports larger supplies than ever, owing to the magnificent profits realised on first crop leafs the past few seasons. It is stated dealers will enter more largely than hitherto into importing. I doubt this, the dealers' branch of the trade being far too profitable for such rashness as embarking in the import department. The letters in *The Times*, brought about by your article of 23rd ult., have caused great interest, and it is to be hoped the suggestions thrown out will lead to the sale of original packages direct to the consumer, and create a new field of competition; that there is good scope few will deny.—I am, &c., MINCING-LANE.

EXTERRITORIALITY.

(To the Editor of the *London and China Telegraph.*)

SIR,—I have read with much interest the article which appeared in your paper of April 2, with reference to the important question of exterritoriality in China and the unexpected view which has been recently expressed by Sir Edmund Hornby upon the meaning of the 17th clause of the Tientsin Treaty. I entirely agree with the general tenor of your remarks, and think that additional weight will be given to the position which you have taken, by quoting in your paper the two clauses of the Treaty, namely, the 15th and 16th, which, as you point out, immediately precede the clause (17) which has been construed in so unexpected a manner by the Chief Judge of the Supreme Court at Shanghai. These clauses run as follows:—

Art. XV. All questions in regard to rights, whether of property or person, arising between British subjects, shall be subject to the jurisdiction of the British authorities.

Art. XVI. Chinese subjects, who may be guilty of any criminal act towards British subjects, shall be arrested and punished by the Chinese authorities according to the laws of China. British subjects who may commit any crime in China shall be tried and punished by the Consul, or other public functionary authorised thereto, according to the laws of Great Britain. Justice shall be equitably and impartially administered on both sides.

You will observe that the above clauses distinctly recognise that British subjects are exterritorialised in China; and such being the case, it would seem impossible to conclude that in the 17th clause, immediately following, this principle has been abandoned. The 17th clause is as follows:—

Art. XVII. A British subject having reason to complain of a Chinese must proceed to the Consulate and state his grievance. The Consul will inquire into the merits of the case and do his utmost to arrange it amicably. In like manner, if a Chinese have reason to complain of a British subject, the Consul shall no less listen to his complaint and endeavour to settle it in a friendly manner. If disputes take place of such a nature that the Consul cannot arrange them amicably, then he shall request the assistance of the Chinese authorities, that they may together examine into the merits of the case and decide it equitably.

Taken alone, I do not deny that this clause might be construed into an arrangement for a joint tribunal for the settlement of disputes in cases where British subjects are defendants and Chinese plaintiffs. But we have to take the clause in conjunction with those that precede, and which fully recognise that exterritoriality has been conceded. It is also to be remembered that at the time the treaty was signed a debt was *quasi* criminal, inasmuch as it subjected the person to imprisonment, and in face of this fact and of the preceding clauses, we are justified in endeavouring to find a construction of the clause which will not militate against the general principle of exterritoriality, which it was the obvious intention in the treaty of the Chinese to concede, and which is specifically granted in the 15th and 16th clauses. It seems to me that the utmost that can be considered to be the meaning of this 17th clause, is that the Consul is, in an ordinary way, to hear and decide the case; and that only in the event of a Chinaman feeling that such decision grossly deviates from the administration of justice, "equitably and impartially," can he call upon his own authorities to use their influence to induce the Consul to reconsider it. This is giving to the Chinese a security that in no case would there be any gross departure from general principles of justice; while, on the other hand, it secures the Consul from being called upon to regard any representations from the Chinese authorities except in extreme cases—such cases, in fact, as are very little likely to occur, and further, this construction is in accordance with the practice which has hitherto existed, and appears to me the only one which is consistent with the exterritorial provisions of the treaty as a whole, and likely to obtain any just settlement of commercial claims which Chinese may bring against British subjects,—I am, Sir, your obedient servant, ONE WHO HAS STUDIED THE TREATY.

Lincoln's Inn, 5th April, 1875.

THE DISPUTE IN THE TEA TRADE.

The following conditions have been finally agreed to between importers and dealers. It will be observed that these terms apply only to weighed teas. For sale of unweighed teas terms must be for the present specially agreed on in each case. It is probable that on the arrival of the new teas this question will have a speedy solution.

CONDITIONS OF SALE.

1. The highest bidder to be the purchaser, and any dispute that may arise to be settled by the selling broker.

2. Brokers must declare in writing their principals (to be approved by the selling brokers) within two days after the purchase, or be held responsible; and those who may execute orders at this sale for parties not resident in London shall produce a known agent here, who shall undertake to complete the contract, in failure of which the broker so buying shall be held responsible; and if any broker shall purchase for any person or persons under age, he shall be held responsible. In the case of teas sold for cash, the buying broker to be held responsible.

3. Every person who shall be declared the highest bidder shall pay to the selling broker the following deposit, viz.: £1 per chest, £4 per lot of half-chests, and £2 per lot of small boxes, on all descriptions, excepting Imperial and Gunpowder, and on them £1 deposit per chest and half-chest, and £4 per lot of small boxes, at the time of sale, if demanded, or on the Saturday following the day of sale, or on the delivery of the weight notes; the remainder of the purchase-money to be paid on or before the nearest Friday occurring after the expiration of three calendar months from the date of contract. Interest at the rate of £5 per cent. per annum will be allowed on payment of the deposit, and on the remainder from the day of payment to the prompt day. The tea to be taken by the buyers at the customs weight, and to be delivered in bond, with customs tare. Draught as usual.

4. The weight notes to be ready for delivery within seven working days from the date of sale, or the buyer to have the option of refusing to accept such lot or lots for which he cannot obtain the weight notes, upon giving a declaration to that effect to the selling broker at the expiration of the seven working days. Missing packages, if not more than 5 per cent., are exempted from this condition, and are to be taken by the buyer at the original price and prompt if tendered within fourteen working days from date of contract.

5. No allowance will be made on account of any damage, rubbish false package, or unequal goodness, found or alleged to be found, after the goods have been taken from the warehouses.

6. All teas sold at this sale to be at the risk of the sellers until the prompt day, unless paid for previously; but only to the extent of market value. In the event of non-delivery by loss from fire, the contract for such portion to be void, and the deposit paid to be returned. Rent to commence from the prompt day.

7. Lot money to the selling broker as usual.

8. If any buyer shall fail to comply with the above conditions, the vendors shall be at liberty to resell the teas, either by public or private sale; the deficiency, if any, with interest of money, from the prompt day—warehouse rent, and all other charges and damages of every kind, to be chargeable to such defaulter, and be recoverable against him at law.

THE WESTERN CHINA EXPEDITION.

("TIMES" CORRESPONDENT.)

RANGOON, MARCH 7.

The Western China Expedition, under Colonel Horace Browne, which left Rangoon on the 12th of December last, was to proceed, *viâ* Bhamo and Talifoo, to Peking, The party consisted of Colonel Browne, Dr. Anderson, Mr. Elias, and fifty Sikhs armed with Sniders. They arrived at Mandalay and were received by the King of Burmah with his usual courtesy. They arrived at Bhamo on the 15th of January, having been delayed by their steamer running aground between Mandalay and that place. Carriage was engaged for them to proceed onwards to Momein, and the Burmese Government had arranged that they should go by the Bhamo route, or, as the Burmese call it, the upper route. The Governor of Bhamo had been furnished with orders to assist them, but by some misunderstanding, Mr. Elias, who had preceded the party, engaged 150 Kakhyen men, who undertook to take them through the lower route. This latter route was said to be less hilly than the upper route, but much longer. These Kakhyens, however, behaved so badly at Sawaddy in drilling holes in the baggage and looting, wherever and whenever they could get a chance, that after eight days' stoppage Col. Browne determined to try the upper route. Their behaviour is generally attributed to the prompting of the Burmese, who appeared determined that the expedition should go the way their Government had arranged and no other. Whether this impression be correct or not there is no doubt that the Burmese were actually desirous of the party proceeding by the route they ultimately took. According to the accounts received these Kakhyens are a villainous dirty race, who range over the debatable ground between China and Burmah, and until they are brought more under control they will continue to be a source of annoyance to traders on this route. However, Colonel Browne seems to have got rid of them and to have pursued the upper route while Mr. Elias started with Captain Cooke, the Political Agent at Bhamo, on the Southern route. Nothing more was heard of the party on the upper route until a pencilled note was received from Browne, stating that upon his arrival near Manwyne, about four marches north-east of Bhamo, some hostile demonstrations were made by the townspeople, and Mr. Margary with five Chinese went into the town to reconnoitre. He was immediately set upon and barbarously murdered with his men. Colonel Browne had remained a little distance outside the town, with the Sikhs, but his party was attacked by large bodies of Chinamen and Shans, and they were compelled to resort to their Sniders in self-defence. Several

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Sikhs were wounded and seven Chinamen were killed and a large number wounded before the attacking party could be driven off. Colonel Browne then retired, and has since arrived at Sek-Kam, near Bhamo. Great regret is felt for the fate of poor Margary. He belonged to the Shanghai Consulate, and unaided except by a passport from the Peking Government, and with but one immense and uncouth-looking Chinaman in green spectacles with him, he proceeded from Shanghai to Bhamo, where he arrived one evening, without shoes or stockings, at the camp fires of Colonel Browne's party. He joined them full of confidence in the success of his mission, and quite enraptured with the treatment he had received from all classes of people during his journey. According to him they seemed to think his travelling was a kind of joke, and it is a singular coincidence that he mentioned this town of Manwyne, where he was murdered, as one of those in which but a few days before he had been so well treated. Made confident by his former experience he entered the town a second time, saying he would discover and explain away any misunderstanding that appeared to have arisen, and so met his death—another victim to the cause of civilisation. It is hardly possible to conceive that the Chinese Government has in any way been implicated in this, although there is no doubt that a Chinese Embassy, lately sent to Mandalay, rated the King of Burmah soundly for not paying his decennial tribute to the Emperor of China, and also for allowing "foreign devils" to enter the Chinese territory by his dominions. It is premature to arrive at any conclusion until further advices throw more light on the matter. It is to be remembered that the town in which this happened has but lately been on the confines of the area of the great struggle between the Panthays and the Chinese, and years of war naturally beget lawlessness and contempt for human life. It may have been merely a local *emeute*, but some time may elapse before a solution is found to what appears at present a mystery.

The Chinese General at Tonwine, on the southern route, refused to let Mr. Elias proceed, and, in consequence, he also has returned to Bhamo, whither Captain Cooke had already preceded him. Public opinion here appears favourable to the Expedition still proceeding, and the orders of Government on the subject are anxiously awaited, but in all probability nothing more can be done this year in consequence of the lateness of the season.

Monetary and Commercial.

The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend at the rate of 4 per cent. per annum for the half-year ended 31st December last, which, with 4 per cent. paid in October last, makes 6 per cent. for the year 1874.

The directors of the Bank of British North America have declared a dividend for the half-year ending 30th July next at the rate of 10 per cent. per annum.

The Board of the Bank of Alexandria (Limited) has resolved to declare an interim dividend for the half-year ending 28th February of 10s. per share, being at the rate of 10 per cent. per annum.

The directors of the Eastern Extension Australasia and China Telegraph Company have resolved to declare a final dividend of 4s. per share, making, with the three interim dividends already paid, 6½ per cent. for the year ending 31st December, 1874, carrying forward to reserve £32,839 11s. 7d., and making a total reserve of £75,453 5s. 8d.

At a meeting of the directors of the Globe Telegraph and Trust Company the following interim dividends were declared for the quarter ending the 18th inst. :—On the preference shares 3s. per share, being at the rate of 6 per cent. per annum, and on the ordinary shares 2s. 6d. per share, being at the rate of 5 per cent. per annum.

The directors of the Western and Brazilian Telegraph Company (Limited) have declared an interim dividend of 5s. per share for the quarter ending the 31st ult.

Suez Canal shares have gained f.50 in the week ; the receipts of the company for March show an increase. During the month 176 vessels passed through the Canal, and the tolls amounted to f.3,200,000.

The annual meeting of the Singapore Gas Company will be held on the 27th inst.

The following on insurance appears in *The Times* :—

We are informed that the owners of several steam lines connected with the East, dissatisfied with the action of local insurance companies at ports to which they trade, in refusing "equal risks at equal rates," are forming a powerful company for the cover of cargo homewards, their agents to issue policies along with bills of lading. Cost of management will thus be saved. Existing companies can only blame themselves if their business is seriously interfered with. The good should not be made to pay for the bad, and this principle is now acted upon by nearly all the home offices.

We are unable to verify our contemporary's vague announcement of a new organisation to secure the homeward insurances, which we have already shown to be covered at very inadequate rates. Merchants, as a rule, much prefer the policies of an established company, in which they may be interested, and on which they can rely, to the security of such owners as complain that their vessels are not placed on equal terms with their more fortunate competitors. The local companies in China as well as the London offices are giving increased facilities for insurance by the best managed lines of steamers.

The Eastern Telegraph Company's traffic receipts for the month of March, 1875, amounted to £33,285, and to £31,899 in the corresponding period of 1874. The Eastern Extension, Australasia, and China Telegraph Company's traffic receipts for the month amounted to £18,730, and to £19,530 for the corresponding period of 1874.

The Great Northern Telegraph Company's traffic receipts for the month of March were—this year, f.362,145 ; last year, f.364,579. The total receipts from January 1 to March 31 were —this year, f.884,312 ; last year, f.982,251.

During the week ending the 3rd inst. there were delivered from the bonded warehouses in London 3,014,957 lbs. tea, of which 1,696,862 lbs. were for home consumption, 639,152 lbs. were sent coastwise, 514,468 lbs. were exported, 160,975 lbs. were removed coastwise for shipment, and 3,500 lbs. were taken for ships' stores. The duty paid amounted to £42,422, being an increase of £4,744 compared with the previous week. In the month of March the total quantity withdrawn from the bonded stores for all purposes was 13,840,475 lbs., exceeding the total of February by 821,969 lbs., and the duty received was £202,298, or £1,120 less than in February, in which, however, an exceptionally high total was reached.

Messrs. Chalmers, Mackintosh, and Co., of Shanghai, notify that they will, through their agents — Messrs. Daley and Symons, of Philpot-lane—supply the public with teas in the original packages by direct shipments from China.

Messrs. Westall, Galton and Co., Foochow, have accepted the agency of the Universal Marine Insurance Company.

The amount of bullion per P. and O. steamer *Mongolia*, from Southampton on the 8th inst., was—in gold, to Galle, £200 ; in silver, to Shanghai, £113,065.

Lower quotations of exchange from India have tended to weaken the market for Bar Silver, and the price has declined to 57 3-16d. Mexican Dollars have been sold for transmission to China at 56½d. per oz., showing a rise of ⅛d. per oz.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for March have been issued, and show a further decline in our export trade, but it must be remembered that, owing to the Easter holidays, the month was somewhat broken up as regards general business. The total value of the exports was £18,606,223, against £20,100,814 at the corresponding month of last year, or a decrease of 7½ per cent., while the total value of our imports was £30,920,747, against £29,748,844 last year, or an increase of 4 per cent. The imports for the first quarter of the current year were £89,221,940, or a decrease of £3,152,464, compared with the corresponding period of 1874, but an increase of £4,365,102 compared with the same months of 1873. The exports for the quarter were £53,060,239, being a decrease of £4,741,845, as against the corresponding three months of 1874, and £9,316,127 as against the same period of 1873. Among the exports there is a decrease of 14½ per cent. in the quantity of iron and steel, while the diminution in value is as much as 24½ per cent. Coal, fuel, &c., has also fallen off in quantity 21 per cent. ; but the decrease in value is more important, amounting to 42 per cent. In cotton yarn there is a decrease of 6 per cent. in quantity and 15½ per cent. in value ; cotton piece goods show no change in quantity, but there is a decrease of 3 per cent. in value; there is a decrease of 15 per cent. in the quantity of linen yarn, and 1 per cent. in value ; no change in the quantity of linen piece goods, but a decrease of 7 per cent. in value ; a decrease of 3 per cent. in the quantity of woollen yarn, but an increase of 1 per cent. in value; an increase of 10 per cent. in the quantity of woollen cloths, and of 15 per cent. in value ; an increase of 3½ per cent. in the quantity of worsted stuffs, but no change in value. In the imports corn shows a decrease of 44½ per cent.; raw cotton has increased 44 per cent. in quantity, and 38 per cent. in value ; flax decreased 30 per cent. in quantity, and 27 per cent. in value ; raw silk increased 17½ per cent. in quantity, but decreased 14 per cent. in value ; wool decreased 30 per cent. in quantity, and 24 per cent. in value ; tea shows the large increase of 66 per cent. in quantity, and 62 per cent. in value ; but coffee has decreased 21 per cent. in quantity, and 34 per cent. in value. The home consumption of tea amounted to 11,006,108 pounds, being an increase of 31 per cent.; and that of coffee to 22,710 pounds, or an increase of 37 per cent.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st March. 1873.	1874.	1875.
China and Hong Kong	lbs.	819,200 ...	1,663,600 ...	874,400
Japan	„	777,700 ...	946,400 ...	1,916,900
Straits Settlements ...	„	242,300 ...	308,160 ...	139,700
Ceylon	„	— ...	29,100 ...	6,900
		For the Three Months ended 31st March.		
China and Hong Kong	lbs.	1,935,630 ..	4,087,900 ...	3,076,500
Japan	„	1,998,510 ...	2,176,000 ...	3,977,400
Straits Settlements ...	„	464,310 ...	611,560 ...	491,400
Ceylon	„	55,800 ...	73,000 ...	61,100

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COTTON MANUFACTURES.

To		For the Month ended 31st March. 1873.	1874.	1875.
China and Hong Kong	yds.	32,671,000	47,617,500	28,775,100
Japan	,,	2,028,647	2,786,200	3,659,900
Philippine Islands	,,	1,170,700	1,195,200	2,437,100
Java	,,	2,213,900	5,376,000	7,774,500
Straits Settlements	,,	3,749,600	11,369,800	8,187,300
Ceylon	,,	3,547,500	2,580,900	2,115,200
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	88,883,600	135,016,340	94,893,400
Japan	,,	6,673,147	9,553,100	11,227,400
Philippine Islands	,,	1,505,800	2,574,440	6,469,300
Java	,,	5,715,550	9,057,500	16,146,800
Straits Settlements	,,	10,711,800	25,847,300	20,838,500
Ceylon	,,	9,189,700	10,928,500	6,916,300

WORSTED STUFFS.

To		For the Month ended 31st March. 1873.	1874.	1875.
China and Hong Kong	yds.	1,474,590	1,340,550	1,286,500
Japan	,,	231,440	169,360	342,400
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	3,931,640	3,149,140	3,614,800
Japan	,,	569,600	321,530	1,714,500

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st March. 1873.	1874.	1875.
China and Hong Kong	yds.	218,050	78,870	189,700
Japan	,,	62,510	2,930	600
To		For the Three Months ended 31st March.		
China and Hong Kong	yds.	533,350	226,200	448,800
Japan	,,	103,490	12,430	6,500

LEAD TO CHINA AND HONG KONG.

For the month	tons	173	1,209	1,657
For the three months	,,	696	3,311	2,839

ARTICLES OF IMPORT.

Although business has not yet been actively resumed, a steady tone has been generally maintained, and some articles show an improvement. In Tea and Silk there is more doing; Coffee and Sugar have advanced. Straits Tin exhibits a further decline. Other articles are quiet, but steady.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—The dispute between the importers and dealers, as to conditions of sale, having been arranged, business has been resumed in our market. The quantity offered during the week has been considerable, and a fair amount of business has resulted, at prices which in most instances show but little alteration since the beginning of March. Since the 1st instant 19,358 packages have been printed and sold without reserve, a large proportion being Green Teas and Scented Teas. The stock in the United Kingdom on the 31st ultimo was estimated at 93,432,000 lbs., against 93,183,000 lbs. last year, and the quantity afloat (advices by letter) at 4,898,000 lbs., against 4,102,000 lbs. of China Tea, and 2,563,000 lbs. against 1,360,000 lbs. of Indian Tea.

Congous.—Red-leaf kinds: Siftings have been in fair request at full prices. Broken-leaf kinds were at one time lower, but have lately sold rather better. Fair to good common have been saleable from 10d. to 1s. per lb., the latter for parcels free from dust. Fair Kaisow kinds have been dull of sale from 1s. 1d. to 1s. 3d.; good from 1s. 4d. to 1s. 6d., and fine from 1s. 7d. to 1s. 8d. have been wanted. Finest meet only with a limited demand. Pak Lin kinds show no change, fine being rather in request. Black-leaf kinds: Common have declined ½d. per lb., but have since recovered to former rates. Fair medium kinds show rather easier prices, as also the lower grades of good medium, from 1s. 3d. to 1s. 4d., with the exception of Onfa kinds; good and fine remain steady; in finest but little has been done. Oolongs show no material alteration, but the demand is limited. Souchongs: Common to fair have been dull of sale; good have been in moderate demand. Scented Teas: Canton Caders still rule at low prices; 9½d. to 10½d. per lb. for common to fair, 11d. to 1s. 3d. for good, and 1s. 4d. to 1s. 8d. for fine; the supplies being still heavy, with free sellers. Canton Orange Pekoes have been steady, good selling at auction from 1s. 4d. to 1s. 6½d. per lb. Foo Chow Capers show no improvement. Orange Pekoes have been only in limited demand at rather low prices. Green Teas: The market for all but the finest lines of Hysons, Young Hyson, and Gunpowder of Moyune continue depressed. The chief sales continue to be made at public auction, prices for common to good kinds ruling very irregularly. Imperials and common to good Hysons selling at very low rate

SILK.

There is a little more inquiry for Tsatlees—chiefly for No. 5 at 12s. 6d.—and some little business has been doing this week; in Japans, also, there have been a few sales, but at low prices. Cantons are quieter. Deliveries continue about the same as usual, and are fairly good, being from the 7th inst.:—China, 733 bales; Canton, 140; Japan, 106; Bengal, 51; total, 1,030 bales.

COFFEE.—The market has been very firm, and the small public sales of the week have gone off at a further advance of 1s. to 1s. 6d. per cwt. for Plantation Ceylon, and 1s. for Native. The latest current quotations for plantation are 105s. to 109s. for middling to good, 112s. to 113s. 6d. for bold, and 122s. for peas.

CHINA MATTING.—In auction 107 rolls were bought in—6 by 4, red checks, No. 6, at 52s.; 5 by 4, ditto No. 5, at 45s.; 6 by 4, white No. 5, at 48s.; 5 by 4, ditto No. 3, at 42s.; and 4 by 4, No. 1, at 35s. per roll.

CHINA CAMEL HAIR.—12 bales, from New York, sold; sound and damaged at 5d. per lb.

COCOANUT OIL.—The market has been quiet, but steady. Ceylon is quoted £37 15s. to £38 pipes and puncheons, and £38 10s. hogsheads; Cochin, of fine quality, £44 per ton.

GAMBIER.—A dull market, and only a limited business has been passing on spot at 24s. 3d. per cwt.

GALLS.—In auction 143 cases China bought in at 54s. to 55s. per cwt. for fair quality.

HEMP.—The market for Manila has continued very quiet. At the auctions only small remnant parcels were offered, and they did not meet much attention. Of 613 bales Manila only 167 damaged sold; the sound was bought in, £34 for the mark G.R.C., S.B.B. No. 2 and £30 for M.D.R.

JAPAN WAX.—Of 2,261 cases offered 700 cases sold, good saucer at 52s. to 53s. 6d., rather yellowish and dull to fair at 48s. 6d. to 50s., siftings at 41s. per cwt.

KAPOKSEED.—An offer of 240 bags Java was quitted at £6 5s., a few lots damaged at £2 10s. to £4.

PEPPER.—*Black:* At the public sales there was not much disposition to bid, and the small supplies brought forward were chiefly withdrawn. 1,029 bags Penang were all bought in or withdrawn, excepting one lot low dusty, which sold at 4¾d.; 94 bags Singapore sold previous to the auctions. *White* has barely supported private contract rates. Of 942 bags Singapore offered 300 bags fair sold at 7½d., and 50 bags low brown at 7½d. to 7⅞d. per lb.

RICE.—A quiet tone has pervaded the market, and but little business has transpired. Two cargoes, containing together about 2,000 tons, March sailing, have been sold—Rangoon at 8s. 6d., Necransie at 8s. 1½d., open charter.

SUGAR.—The market has improved since the holidays. There has been a fair inquiry, but business is checked by the few parcels offering. On the 3rd inst. a parcel of 3,900 bags brown date Penang sold at 15s. 9d. On the 6th 10,000 bags good clayed Manila sold at 20s. On the 7th, by private contract, 12,000 bags Cebu Manila, sun-dried sold at 19s. 6d., and unclayed 17s. On the 8th, by private contract, 12,000 bags goods clayed Manila at 20s. 6d. per cwt.

SPICES.—*Cloves:* Penang are again easier, 9 cases selling at 1s. 8d. to 1s. 8½d. for good bold and 1s. 7d. for small. *Cinnamon:* Of 116 bales offered only a lot or two of inferior quality sold at 1s. 3d.; the remainder bought in at 2s. 2d. to 2s. 10d., and 25 bags chips, at 6d. per lb. *Cassia Buds* have met no demand at the late decline, and 139 boxes China were bought in at £5 10s. per cwt. *Nutmegs* have gone rather in favour of buyers, but of 93 packages offered nearly the whole sold, Penang brown, average 72 nuts to the lb., at 3s. 8d., 74s at 3s. 7d., 75s to 78s at 3s. 5d., 114s to 117s at 2s. 9d., 120s at 2s. 8d., shrivelled and mouldy, 168s. at 1s. 5d. to 1s. 6d. per lb. *Mace:* A quiet demand exists. Of 36 cases, 18 sold, good bright red at 2s. 10d., deep red at 2s. 7d. to 2s. 8d., chips and dark at 1s. 7d. to 1s. 9d. Some pale bought in at 3s. 6d. per lb.

SOY.—An offer of 100 casks China was bought in at 2s. per gallon.

STRAW PLAIT.—In sale 316 bales China sold, mottled, first quality at £19 5s. to £20 2s. 6d., second at £14 10s., inferior at £6 17s. 6d. to £11 per bale. In another sale 16 bales white China sold at £7 10s. to £12 5s. per bale.

SAGO.—165 bags large grain sold at 17s. 6d. per cwt.

TAPIOCO.—Pearl has met a fair demand, and all offered sold, viz., 213 bags small medium to bold medium at 21s. 6d. per cwt., and 170 bags dull bullets at the same price; 137 bags flake and white old import sold at 2d. to 2½d. per lb.

TIN.—Straits has sustained a further decline, but at the close the market is more steady. Banca and Billiton are without alteration. Quotations are—Straits on the spot £86 to £86 10s., afloat £85 to £86; Banca £92, Billiton £87 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Buyers having to a great extent supplied their pressing requirements last week, there has not been so much activity in this market, but the tone has been very firm, and further strength has been imparted by the increased demand for Cotton and rather better advices from India. The transactions all through have been at the extreme quotations, but where an advance has been asked, buyers have withdrawn. The demand has run principally on the low and best makes in 8⅛ Shirtings, and low qualities of Shirtings and T-Cloths in all weights.

QUOTATIONS FOR CHINA GOODS.

Description.		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/9	7/3
Do.	,,	7	14×13	38	8/3	8/0
Do.	,,	8 4	16×15	39	8/3	8/9
Do.	,,	8 4	16×15	40	9/9	9/6
Do.	,,	9	19×19	41	11/9	11/6
Do.	,,	10	19×19	43	12/7½	12/6
T-Cloths	33 in.	6	14×14	43	5/3	5/3
Do.	,,	6	15×15	44	5/7½	5/7½
Do.	,,	7	15×15	45	6/0	5/10½
Do.	,,	7	16×16	46	6/4½	6/4½
Mexican	,,	7	18×18	47	6/7½	6/7½
Do.	,,	7	18×18	48	7/9	7/7½
Do.	36 in.	8	18×18	49	7/9	7/9
Do.	,,	8	18×18	50	8/9	8/7½
Spots	White.	—	—	51	10/1½	10/7½
Brocades	,,	—	—	52	10/4½	10/10½
Drills	30 in.	15	—	53	3½d.	3½d.
Do.	,,	15	—	54	3½d.	3¾d.
Jeans	,,	8	—	55	8/4½	8/9
Do.	,,	8	—	56	9/1½	9/0
Water Twist.			16/24		28/32	
Good Seconds			10⅝		12¾	
Best ditto			12		14	

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METALS.

IRON.—Welsh: Rails, £7; Bars, £9; Staffordshire Best: Bars, £9 10s. to £10 5s.; Nail Rods, £9 10s. to £10 10s.; Hoop, £10 15s. to £12; Sheets, £12 10s. to £13 10s.; Scotch Pig, No. 1 £3 12s. to £4 3s.; Swedes, Bars, Hammered, £17 5s. to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7⅝d. to 7¾d.; Sheathing and Rods, 7⅝d. to 7¾d. per lb.

TIN.—English Refined, £95. Tin Plates: Charcoal I C, per box, 34s. to 40s.; Coke, 26s. to 33s.

LEAD.—WB, £22 5s.; do., other brands, £21 to £21 5s. Spanish soft, ex ship, £20; Sheet, £23; Shot (kegs extra), £26 10s.; White do., £29; Red do., £24 to £24 10s.

SPELTER.—Silesian, £23 5s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £15.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 2	Contest	Hines	Hiogo	New York
4	Courier	Bartlett	Foochow	Texel
4	Antelope	Chaney	Java	Greenock
5	Anna	Overklift	Do.	Falmouth
5	County of Lancaster	Fordyce	Do.	Queenstown
3	Jennie S. Barker	Waite	Batavia	Boston
3	Claudine	Curtis	Singapore	Liverpool
4	Piverton	Cowley	Bassein	Queenstown
Mar23	Hoogly	Frost	Manila	Boston
Apr. 4	Stanhope	Murdock	Rangoon	Liverpool
6	L. J. Enthoven	—	Singapore	Do.
5	Leon (s.)	Bollequi	Manila	Do.
Mar19	La Plata	—	Yokohama	San Francisco
20	Elizabeth Dougall	White	Hong Kong	Do.
Apr. 6	Chusan	—	Japan	London
7	Sir Jamsetjee Family	Cobb	Manila	Do.
7	Priam (s.)	Scale	China	Do.
1	Mary Pyl	—	Banjoewangie	Antwerp
Mar30	Star of Devon	—	Colombo	New York
Apr. 5	Amstel	Haack	Singapore and Penang	London
6	Pelikan	Brandt	Foochow, for Altona	Falmouth
5	Elizabeth	—	Java	Amsterdam
5	Java	Bakker	Batavia	Flushing
7	Gysbertus	Hermanns	Batavia	New York
6	Ringdove	Bruce	Penang	New York
Mar24	Edward May	Weston	Philippines	San Francisco
24	Comet	Bray	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 2	Kurrachee	Maxwell	Java, via Cardiff	Bristol
2	Strathblane	Dunlop	Batavia	Liverpool
Mar30	Constance	Kimmerer	Samarang	Texel
Apr. 3	Egeron (s.)	—	Batavia	Do.
1	Hollandia	Velde	Padang	Amsterdam
1	Johannes	Visser	Batavia	Do.
1	Henrietta	Brouwer	Singapore	Do.
5	Carlotte	Pile	Do.	Sunderland
Mar29	Lanercost	—	Hong Kong	Cardiff
30	Cedric	—	Java	Do.
9	Highlander	—	Hong Kong	San Francisco
16	Florida	—	Manila	Do.
31	Therese and Nelly	—	Saigon	Bordeaux
Apr. 3	Arvio	—	Singapore	Cardiff
1	Bussorah	Claproth	Anjer	Grimsby
6	Johannes	Bruges	Anjer	Sunderland
Mar26	Willard Muddgett	Dickey	Shanghai	New York
Apr. 6	Hugh Bourne	—	Batavia	Shields

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenlyon, Lord of the Isles. For Singapore, Hong Kong, Yokohama and Hiogo: Oxfordshire, Galley of Lorne. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Colombo, Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle, Cathaya, Flying Spur. For Hong Kong: Melbrek, Lucia, Solent. For Shanghai: Falcon, Ambassador. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Ceres, Annie E. Elliot. For Singapore: Kate Carnie, Atma. For Singapore and Penang: Bristow. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Achilles (str.). Menelaus (str.), Ajax (str.). For Hong Kong (via Cardiff): Prince Louis. For Batavia, Sourabaya, and Samarang: Mindin. For Batavia: David Babcock. For Manila: Trinidad. For Anjer: Olivia Davis.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Ilo Ilo: Janet Ferguson.

At CARDIFF.—For Singapore: Duc Luigi, Orissa, Sumatra, Marian (str.). For Batavia: Delta.

At SUNDERLAND.—For Batavia: Halia.

SPOKEN.

AMERICA, Singapore to Boston, Feb. 12, 28 W.

STATODER (brq.), (? Stadt Frankfurt an der Oder), China to Falmouth, March 11, 20 S., 1 W.

ELIZABETH MARIA, Java to Dordt, Feb. 14, 0.34 S., 20.31 W.

LAURENS COSTER, Batavia to Flushing, Feb. 10, 12.25 S., 9.10 W.

COUNTY OF ELGIN, Glasgow to Batavia, Feb. 24, 1.41 N., 23.44 W.

JONGE CORNELIS LINDERN, Cardiff to Batavia, Jan. 24, 1 N., 24 W.

P.G.M.Q. (barque), Lisbon, to Batavia, Jan. 24, 1 N., 24 W.

R.T.L.H., from Hong Kong to Algoa Bay, Jan. 26, 34 S., 26 E.

PETRONELLA, Rotterdam to Samarang, March 19, 47 N., 10 W.

SOOLOO (American ship), Manila to Boston, 51 days out, off Algoa Bay.

ROYAL CHARLIE (ship), Java to Cork, Jan. 10, 12 S., 113 E.

THERESA (barque), Hong Kong to Hamburg, Feb. 21, 24 S., 12 E.

LOCHLEVIN CASTLE (ship), Sing. to Liverpool, 5 days, Jan. 7, in Java Seas.

ETTA LORING (Amer. brq.), Manila to Lndn., 13 days, Jan. 8, in Java Seas.

HANS (German brq.), Hg. Kg. to New York, 47 days, Feb. 8, 33 S., 33 E.

ZEEBURG (brq.), Singapore, to London, 30 days, Jan. 21, 20 S., 75 E.

ELIZABETH MARY, Philippines to Flmth., 56 days, Feb. 9, 33.27 S., 32.43 E.

BOLDAN (barq.), from Liverpool for Singapore, March 3, 49 N., 24 W.

A Dutch barque, from Batavia, 68 days, Feb. 3, 56 S., 12 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 55s. weight or meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 45s. weight, 35s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 45s. weight, 35s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 65s. meast. To Sourabaya or Samarang: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 32s. 6d. To Singapore: 25s. To Colombo: 25s. To Galle: 24s. To Batavia and Sourabaya: 28s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 20s. To Batavia and Sourabaya: 22s.

CASUALTIES.

The Hoogly, Frost, which arrived at Boston on the 23rd ult., from Manila, reports:—On March 15, during a heavy N.W. gale, sprang a leak of two feet of water per hour; pumps kept going till time of arrival.

Advices from Samarang, Feb. 27, announce that a boat had arrived at Pekalongan containing three French seamen, who said they had formed part of the crew of the French ship Hemer, Rousillon, which left Singapore, Jan. 30, for Saigon, and was wrecked on Feb. 6.

The Robert Boak, Irish, from Cardiff for Hong Kong (patent fuel), has put into Falmouth leaky, and with crew refractory. She will have to discharge.

The Java, from Passaroeang, reports having encountered heavy weather, lost sails and yards, had part bulwarks stove, and more than three feet of water in vessel.

The County of Lancaster, which arrived at Queenstown on 5th inst. from Java, encountered a squall on 10th and 19th March, during which she lost maintopgallantmast and all attached, also foretopgallantmast and wheelhouse.

The Ernestine, Jollie, from Sunderland for Macassar, which was reported ashore on Hasborough Sand, arrived at Nieuwe Diep on the 2nd inst. for repairs.

ST. HELENA, MARCH 13.—The Sea Belle (barq.), Goggin, from Batavia for New York, put in here Feb. 24, to stop a leak, after which she proceeded; the Golden Age, Quick, from Moulmein, for Falmouth, which arrived here March 2, reports having experienced a cyclone, lasting twelve hours, Jan. 31, in lat. 28 S., long. 58 E., when the vessel was struck by a heavy sea, and lost sails, bulwarks, &c.

AMSTERDAM, APRIL 5.—The Courier, from Foochow for this port, struck the ground before entering Nieuwe Diep yesterday.

BATAVIA, APRIL 8.—The Petronella, from Macassar to Holland, with coffee, struck in Bali Straits; surveyor reports that she is not considered seaworthy; she will be towed to Sourabaya.

MISCELLANEOUS.

At MAURITIUS.—From Singapore, Feb. 8, Jacmel; 10, Formosa.

At ST. HELENA.—Feb. 24, the Cosmopolitan, from Ilo Ilo, for Liverpool; the Sea Belle, from Batavia, for New York; 25, the Desdemona; 26, the Eme, from Probolingo, for the Channel; 27th, the Faikun, from Amoy, for New York; the Mattapoisett; March 1, the Adeline Gibbs, the Romeo, from Manila, for London; the Matilda, from Hong Kong, for London; the Camperdown, from Probolingo, for the Channel; the Golden Age, from Moulmein, for Falmouth; 11, the Durham, from Cebu, for Liverpool.

ASCENSION.—March 2, passed Mary Ann, from Java, for Sandy Hook; 10, Matilda Atheling, Hong Kong, for London; Zeeburg, Singapore for Liverpool.

At TABLE BAY.—From Java, March 3, Light Brigade; 7th, Gililei, from Probolingo, for Amsterdam; sailed for Rangoon, Caroline, for Yokohama; 6, Spirit of the Age.

PORT SAID.—Arrived, March 21, Amarapoora, Glasgow for Rangoon; America, Batavia for Marseilles; James Drake, Rangoon for Malta; 22, Prinses Amalia, Batavia for Naples; 24, Groningen, Rotterdam for Batavia; Strasburg, Bremen for Hankow; Atholl, Rangoon for Liverpool; Russia, London for Singapore; Glenearn, April 4, from London, and left for China.

SUEZ.—Arrived, March 31, Conrad (str.), from Nieuwe Diep, and left for Batavia.

NAPLES.—Arrived, March 31, Prinses Amalia (str.), from Batavia for Nieuwe Diep, had been detained by heavy weather.

The Hampton (str.), which went ashore outside the Hinderbank of

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Goeree, March 27, has been surveyed at Rotterdam, and found to have received no damage.

The Bussorah, which put into Grimsby for repairs, sailed for Anjer on the 1st inst.

The Cedric, from Cardiff to Batavia, with coals, put into Falmouth on the 7th inst. with crew refusing duty.

GIBRALTAR APRIL 6.—Passed from Manila, Glenroy (str.), for London.

Advices from New York, March 26, state that the Mikado, Ilberry, which arrived March 24 from Shanghai, experienced on March 17 a very heavy gale from W.N.W., which lasted about forty-eight hours.

JEDDAH, MARCH 18.—The Deucalion (str.), which arrived 16th March from Liverpool, will take forward the remaining portion of the sound cargo of the Ulysses (str.).

THE LOSS OF THE "HONG KONG."

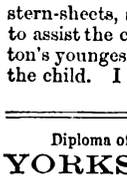
The following is the report of Capt. W. G. Comley, of the steamer Hong Kong, upon the loss of that vessel on the 21st February :—Left London on Jan. 23 for Penang, &c., and all went well, landing a passenger at Port Said on Feb. 10, passing through the Straits of Perim on the 18th. At 3 A.M. on the 20th Aden Light bore N. (true). At 11.30 P.M. on Feb. 21 the master left instructions with the officer of the watch to call him at 3 A.M., as he expected at that time to be making the Island of Abd-al-Kuri. On Monday, the 22nd, at 3 A.M., weather fine and clear, wind N.E., a light breeze, I was called by the officer of the watch, and informed that nothing was in sight. I gave orders for a sharp look-out to be kept, and to be instantly called when the island was sighted. The vessel was at this time steering E. by S. (true), speed nine knots. On the 21st good observations for latitude had been taken at noon, and good morning sights for longitude on the same day. The patent log was constantly used. At 4 A.M. the second officer reported the Island of Abd-al-Kuri in sight, on the starboard bow. I immediately went on the bridge, and observed the island about one point on the starboard bow, about fifteen miles distant. I immediately altered the course to S.E. by S. (true), bringing the island open on the port bow. No sail was set. At about 4.50 A.M., as the vessel neared the island, I deemed it advisable to give the island a wider berth, and altered the course to S. by E., bringing the extreme point of the land broad on the port bow, and about seven miles distant, the vessel still going about nine knots. At about 5.5 A.M. the western points of the island were about abeam and four to five miles distant, when the look-out on the forecastle, reported "Still water," and simultaneously I felt the vessel graze over what I considered to be a sunken reef. The shock was not more than would have been caused by a cable running out of the hawse-hole. The vessel continued on. I went on the forecastle, and then observed that the vessel was settling down. The pumps were sounded, and I instantly gave orders to lower the boats, to stop the engines, and the safety-valves to be opened, which was all promptly and orderly done. There was no confusion, and in four minutes the two cutters and the dingy were in the water, and the port quarter-boat lowered to the water's edge on the tackles, the third officer being told off to keep this boat for use of passengers. This being in progress I rushed below and aroused Mrs. Walton and her five children; the other three male passengers were dressing themselves. The steward and cuddy servant helped to dress the children, and deponent urged Mrs. Walton to dress quickly and come on deck. The moment she came on deck I put one arm round her waist and slid with her down the after-tackle of the port quarter-boat, and placed her in the stern-sheets, she being scarcely conscious. I was returning to the deck to assist the children when I met Mr. Sonne (passenger) with Mrs. Walton's youngest child in his arms. He slid down the after-tackle with the child. I was in the act of climbing the foremost fall when the vessel sank, taking me down with her. I came to the surface twice, and the second time succeeded in catching hold of a piece of wreck, from which I was picked up by the chief engineer in the dingy. I observed the two cutters with people in them. Called the three boats together, and ascertained that the port quarter-boat and twelve people were missing—viz., Mrs. Walton and her five children; F. Murphy, chief officer; W. Smith, fourth engineer; James Tagg, butcher; C. Stockting, cook; E. Pethuan, steward; and W. Phelps, third steward. The boats pulled about the spot where the vessel sank for three-quarters of an hour, but nothing was seen. The sea was smooth, and it was broad daylight. At seven A.M. the boats pulled to the adjacent Island of Kal Farnu, where the crew landed. The two cutters were well provided with oars, and each had a breaker full of water. One boat had been provided with sails, but they were thrown out or lost in clearing the ship. A quantity of boobies were secured from the island. The survivors (thirty-seven in number) were divided between the two cutters, the dingy being abandoned. I took charge of one cutter, with seventeen hands; the second mate taking charge of the other cutter, with eighteen hands. After consultation, and considering the difficulties of the monsoon as regards reaching Socotra, and the treatment likely to be met at Guardafui, it was decided to pull back to Aden, a distance of 420 miles. The boats left the island at 1 P.M. on the 22nd, the course being set by the sun and stars. The boats kept together until dark, when the other cutter was lost sight of. The only provisions were the share of the boobies knocked down on the island, and a breaker with about eight gallons of water. At noon on the 24th a steamer passed about three miles distant. At daylight on the 25th, four days after leaving the island, land was sighted, and the crew landed at Gillah, on the coast of Arabia, about 180 miles east of Aden. Procured some water, dates, and a small shark, and in about half an hour resumed their voyage, and reached Aden at 1.30 P.M. on Saturday, the 27th, after a pull of five days and six hours, under a burning sun, on an allowance of about a wine-glass of water every eight hours to each man. During the whole of this time all hands behaved with perfect discipline and order, my directions being all the time obeyed with perfect readiness and without hesitation. I was informed at Aden that the other cutter had been picked up on the 24th by the Tiara (s.), and landed at Aden in safety.

TRIAL TRIP.—The *Merapi* (s.), 455·79 tons, built by Messrs. Caird and Co., for the Netherlands-India Steam Navigation Company to the order of Messrs. Gray, Dawes, and Co., of London, had her trial on 2nd inst. This steamer is 175 feet long, 25 feet breadth of beam, and 12 feet depth of hold, and is fitted with direct acting inverted cylinder compound engines of 100-horse power nominal by the builders. The trial was on the measured mile, and two runs between Cloch and Cumbrae Lights; she attained a speed of over eleven knots on a consumption of coal equal to nine tons per day. She will be commanded by Captain Zimermann. The *Merapi* is classed 100 A 1 at Lloyd's, and has been built in accordance with Dutch Board of Trade Regulations. She is fitted with an awning deck for the protection of deck passengers. The saloons are handsomely fitted for first and second-class passengers. The vessel is steered from a forward bridge, as well as by means of screw gear aft. She will proceed from the Clyde for Batavia, for employment in the mail and coasting service.

THE "PYAH PEKHET."—We understand that the owners of this steamer have refused to comply with the demands of the Board of Trade to lodge £50 towards defraying the expenses connected with the second survey, &c., made on this vessel by the Board of Trade surveyors, and other costs connected with the inquiry, which lately sat at Greenock. In the meantime the owners have petitioned the Board of Trade to be released from lodging this sum; and should the Board decline, the whole question will probably come before the law courts for decision.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH



THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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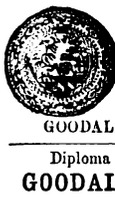
GOODALL'S BAKING POWDER.



THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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(NEW INVENTION.)

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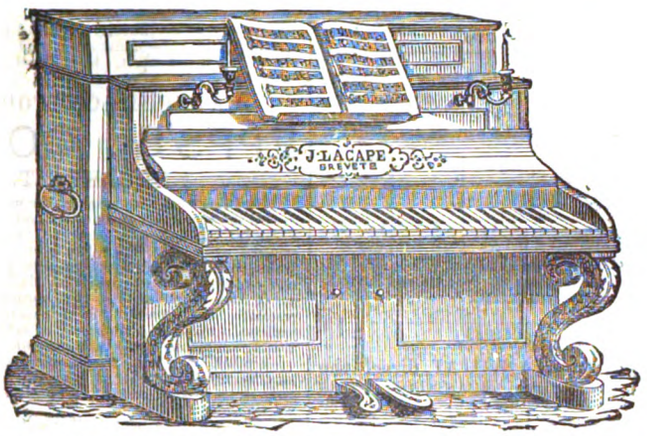
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

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MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

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Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Seventy already sold—fifty now on the register.

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"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

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This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai, by

Messrs. DALEY and SYMONS, 15, Philpot-lane, E.C.

Payment—Cash on delivery.

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Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

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ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

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Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

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and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Geelong...	1,831	250	April 15	Mediterranean, Aden, Bombay.
*Australia	3,648	600	April 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bokhara..	2,932	450	April 29	Mediterranean, Aden, Bombay.
*Indus ...	3,478	500	May 6	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	450	May 13	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE

and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 123, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.

—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ...	... Apr. 25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... May 9		
Hoogly	... May 23		

The Steamers of the 9th May connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 25th Apr l and 23rd May connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	May 1
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

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THE following SPLENDID

First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Lucia	A1 16 yr.	E.I.D.	With des.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 607.] LONDON, MONDAY, APRIL 19, 1875. [Price 9d.—Subscription, £2 3s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 17.
JAPAN—Yokohama	Jan. 8	Feb. 26	Mar. 2
Yedo			
Osaka and Hiogo	—	—	Feb. 23
Hakodadi			
Nagasaki	—	—	Mar. 2
CHINA—Peking	—	—	Feb. 14
Tien-tsin	—	—	,, 16
Chefoo	—	—	,, 13
New-chwang	—	—	Jan. 27
Hankow	—	—	Feb. 23
Kiu-kiang	—	—	,, 27
Chin-kiang			,, 5
Shanghai	,, 8	,, 23	Mar. 5
Ningpo	—	—	Feb. 27
Foochow	,, 8	,, 23	,, 27
Formosa			,, 22
Amoy	—	—	Mar. 9
Swatow	—	—	,, 10
Hong Kong	,, 22	Mar. 1	,, 11
Canton	—	—	,, 9
Macao	—	—	,, 10
PHILIPPINES—			
Manila	,, 15	Feb. 21	,, 4
COCHIN-CHINA			
Saigon	,, 29	Mar. 5	,, 15
SIAM — Bangkok	—	—	,, 12
BORNEO			
Labuan	—	—	,, 8
Sarawak	—	—	,, 12
JAVA — Batavia	Feb. 5	,, 9	,, 15
Samarang	—	—	,, 7
Sourabaya	—	—	Feb. 28
MALACCA STRAITS—			
Singapore	,, 12	,, 13	Mar. 18
Penang	,, 5	,, 5	,, 13
CEYLON—			
Galle	,, 26	,, 23	,, 24
Colombo	,, 19	,, 15	,, 22

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Saturday, being two days early. The Pacific mail from Yokohama Feb. 26, reached London, *via* San Francisco, on the 13th inst. The next inward (P. and O.) mail, with advices Yokohama 9th, Shanghai 12th, Hong Kong 18th, Singapore 25th March, is due, *via* Brindisi, on Monday next, the 26th inst.

The Great Northern Telegraph Company's Hong Kong-Amoy cable, which was interrupted, is now restored, thus reopening telegraphic communication with Amoy and Shanghai, *via* Falmouth.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived April 15.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, April 8.—To Yokohama: Mr. A. Slater. To Shanghai: Mr. W. Russell, Mr. C. J. Bryant. To Hong Kong: Mrs. Green, Mrs. Betts and child. To Singapore: Mr. and Mrs. J. Brennand. To Ceylon: Mr. and Mrs. A. Ross, Mr. J. Tayler, Lieut. C. V. B. Kuper.

Per P. and O. steamer *Australia*, from Southampton, April 22.—To Yokohama: Mrs. Rose, Mr. S. G. Sawn. To Hong Kong: Mr. S. Sayer, Mr. Baker. To Singapore: Mr. C. W. Conington, Miss Bush. To Ceylon: Mr. R. Maclean, Mr. Fitzclarence, Mr. H. White.

Per P. and O. steamer *Malta*, from Brindisi, May 3.—To Hong Kong: Mr. H. B. Gibb Mr. R. H. Boyd.

Per P. and O. steamer *Indus*, from Southampton, May 6.—To Yokohama: Rev. and Mrs. H. Maundrell. To Hong Kong: Rev. J. Walker. To Ceylon: Mr. A. Young Adams.

Per P. and O. steamer *Sumatra*, from Venice, May 14.—To Galle: Mr. Bilbrough.

Per French steamer *Tigre*, from Marseilles, April 25.—To Galle: Mr. Lorentzen, Mr. Dick, Miss Knox. To Singapore: Mr. Edward Jackson, Miss Jackson, Master Jackson, and one second-class passenger. To Batavia: Mr. and Mrs. J. Hudig, Mr. J. Schletter. To Saigon: Mr. Cogset. To Hong Kong: Mr. Curtois. To Shanghai Mr. and Mrs. Loup, Mr. C. M. Dyce, and one second-class passenger.

Per French steamer *Ava*, from Marseilles, May 9.—To Galle: Mr. A. Y. Buchanan and one second-class passenger. To Shanghai: Mr. B. Harram. To Yokohama: Miss Stuckenss.

Per steamer *Oxfordshire*, from Gravesend, April 9.—For Singapore: Mr. James Warburton. For Hong Kong: Mr. Nicholetta Leigh. For Yokohama: Mrs. Davis and three children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 2nd March; the French mail from London, Jan. 1, arrived out on the 22nd Feb., and the following P. and O. mail, of Jan. 8, was received on the 26th Feb. The *Japan Herald* supplies the following summary of news:—

During the interval but little political news of importance has transpired. Some rumours of an alarming nature were circulated here relative to a large meeting of officials and other prominent men, which has been held at Osaka, but these are believed to be entirely destitute of any truth; and the conference has, so far as foreigners know, been limited to a discussion on Korean matters, and on a rumoured disagreement between the Satsuma and Choshiu clans. That the Government is occupying itself with the subject of Korea is proved by the recent despatch of another mission to that country. Moriyama, the Secretary to the Minister for Foreign Affairs, who is entrusted with the Embassy, left here on the 10th Feb. Government is said to have in view a foolish scheme of erecting a number of forts on the sea coast, and arming them with Krupp guns.

Particular attention has been lately called to the affairs of the P.M.S.S. Company. There are many complaints, and these are echoed from China and the outports. Attention is also being called to the insufficient supplies of coal placed on board the Company's ships at San Francisco, the *Great Republic* having only reached here on the 5th Feb., entirely out of fuel, and having been obliged to burn a quantity of wood which happened to be on board. The *Vasco de Gama* was put under sail for seven days, and only arrived on the 21st Feb. Partly encouraged by the universal feeling of discontent manifested, a Japanese company—the Mitsu Bishi S.S. Company—have started a strong opposition line to Shanghai with the steamers purchased by the Government for the Formosa Expedition. Fares have been reduced to a rate which cannot pay either of the companies. The native company commands a fair share of public support. The unpopularity of the management of the company in Yokohama has led to vigorous efforts being made to supplant the company's steamers across the Pacific; a line of native and a line of English steamers is talked about. The P.M.S.S. Co. have offered to sell the steamers of their branch line to the Japanese Government, but the Government have been advised not to purchase the old wooden ships of the company, when they can get new iron ships built which will prove cheaper in the end.

The departure of the English and French troops announced in our last is fixed to take place on the 1st March. As a mark of respect, a farewell ball has been given to the officers and a dinner to the men. The troops have been inspected by General Yamagata, the Minister of War, and General Saigo, the late commander in Formosa.

The *Hiogo News* reports the death, under painful circumstances, of Mr. A. Von Knobloch, Acting Consul of the German Empire at Hiogo and Osaka. The Clerk of the Court, having occasion to go to the office of the deceased, found him stretched out on a sofa, his head leaning over the side, and a pistol with one barrel discharged lying in a pool of blood by the side of the couch. Dr. Thornicraft was quickly in attendance, but death

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must have been almost instantaneous, as the bullet passed through the head of the unfortunate gentleman, entering above the right ear. During his short residence in Kobe deceased had not only earned the respect of his own countrymen, but also of all with whom he was brought in contact, and his untimely end has deprived his country of an energetic and painstaking public servant.

Mr. Von Brandt, late German Minister in this country, and who has been promoted to be Envoy Extraordinary at Peking, left this for his new post on the 17th Feb. Major Kinder, the late director of the Mint, has also left. Previous to his departure he was honoured with an audience by the Mikado.

The usual number of Japanese fires has occurred, one of which, in the village of Homura, has again called attention to the danger to which the Settlement is exposed from its proximity to the houses of the natives.

Our winter has been unusually severe, and reports of very heavy falls of snow reach us from the country districts.

The election of medical officers to the Hospital, in place of the late Dr. Dalliston, has resulted in the choice of Drs. Eldridge and Massais.

The U.S.S. *Lackawanna* will leave for San Francisco shortly, and proceeds home under sail, her screw having been unshipped for that purpose. The *Monocacy* relieves her at Yokohama.

The small-pox epidemic has worn itself out, and we are now happily free from that dreaded disease.

(LATER ADVICES BY PACIFIC MAIL.)

The Pacific Mail Company's chartered steamer *Vasco de Gama* arrived at San Francisco on the 28th March, bringing Yokohama advices to the 9th of March. The subjoined summary of news has been telegraphed to the New York press :—

The Osaka Conference has terminated, and the participants have returned to their usual places of residence. These meetings are understood to have been organised by the influence of Ukubo Josimiti Satsuma, the Secretary of the Interior, recently dintinguished for having conducted the negotiations on the subject of Formosa, at Peking. The purpose is solely to reconcile differences between leading public men, former officials, and others, with the view to bringing back into the direct service of the country certain able men who had been temporarily estranged. Almost every leading member of the Government was present at some time during the gathering. Much curiosity was excited among natives and foreigners, and the British Minister went so far as to strenuously insist on a full and detailed explanation, which it was not possible to give. The result of the conference is a partial accomplishment of the desired end. Some of the important absentees have already returned to the capital, and a few of those lately out of office have been received personally by the Mikado, which fact points to their early resumption of duties. Changes in the heads of departments are doubtless impending, but to what extent the Osaka debates will produce Government reforms cannot be known. It is universally admitted that the administration needs strengthening.

The Mikado visited the Government navy yard at Yokosuka March 5, to witness the launch of the *Seiki*, the first man-of-war constructed on foreign principles. A general celebration was held in the vicinity. The *Seiki* is a gunboat 197 feet long, thirty feet beam, sixteen feet depth of hold, and 840 tons displacement. She carries three Krupp guns—one a swivel of six inches calibre—and her engines are of 700-horse power.

A hospital college has been established at Osaka for the instruction of women, and after a certain period no female physician is to be allowed to practise who cannot show a certificate of attendance.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows from this port :—

In the *Peking Gazette* of the 31st Jan. I find an announcement that Ching-lin and Tih-chun, whom I mentioned last week as having been promoted, the first to Vice-President of the Board of Works, and the second to Vice-President of the Colonial-office, had had an audience to return thanks for the favours bestowed on them. Ching-lin is one of the junior members of the Tsung-le-yamun, and Tih-chun was, during the rule of Chunghow at Tientsin, Superintendent of the Imperial Arsenal. In the same *Gazette* it is announced that the Ministers of the Cabinet and Li Hung-chang, as Minister of State, had been summoned by the Regents to the Council-room for deliberation and the despatch of public business. The *Gazette* of 2nd February adds that Li had had an audience of the Regents, to take leave on his departure for Paouting. Further on, in the same *Gazette*, and on the same day, we find it announced that the Ministers of the Cabinet and Li Hung-chang had been summoned to the Council-room for deliberation and the despatch of business. From private letters received here from Peking, we learn that Li would leave Peking on the 3rd February for Paouting, and since then we have heard from the Chinese officials here that his Excellency had reached Paouting on the 5th, the last day of the Chinese year.

In the *Gazette* of the 2nd February there is a short edict in reply to a memorial from Censor Li Kweilin, praying that the Throne will allow Ting Show-chang, lately Territorial Taoutai at Tientsin, at present at this place in mourning for his father, and a man highly respected by the people of Tientsin, to be again employed in the public service in Chihli. The Regents command, accordingly, that at the expiration of his one hundred days of mourning, Li Hung-chang shall again give Ting Show-chang employment. Ting is a native of the same province as Li Hung-chang, the province of Nganhway.

On the 2nd February a party of three Tientsin sportsmen started for the wild grounds of Mongolia, and as they, in our minds, rank with Gordon Cumming, Baldwin, Baker, and Rice as sportsmen, we naturally expect to see them return, after the Chinese holidays are over, with a long string of carts heavily laden with the trophies of their rifles and guns, namely, tigers, wild boars, wolves, foxes, elks, antelopes, bustards (Tepoo) down to sand grouse. In imagination we see two new wings commenced to be added to the Shanghai Museum to take in new specimens of wild animals and birds bagged in Mongolia—a new field really for foreign sportsmen.

The 6th Feb. was the first day of the Chinese New Year and the first day of the first year of the reign of Kwang-seu. I have not heard of anything having occurred on that day worthy of being chronicled in the *North China Herald*, beyond the circumstance that on that day, and only for that day, the mandarins went out of mourning, wearing their buttons, &c., &c., and using red cards. As customary, the Consuls sent their cards to the local Chinese officials to congratulate them on the New Year ; but as the officials do not receive visits while in mourning, no congratulatory visits as hitherto will take place on the 5th day of the first moon.

On the 4th Feb. we had charming weather—bright sky, calm, and mild,—and during the following night the thermometer only fell to 26 deg. At ten A.M. on the 5th a change took place, the wind coming out of the east and blowing strongly. In an hour it ceased, and we had a calm till noon ; but during this time we could see, high in the air, that ere long we were going to have a dust-storm from the north, and of course at once set to work closing firmly our windows and doors to meet it efficiently. About half-past twelve the storm reached us, and we were almost in darkness in a few moments. It continued all the remainder of the day, and during a great part of the following night, the weather becoming colder every minute. On the morning of the 6th the thermometer stood at 10 degs. Fahrenheit.

SHANGHAI.

The present mail brings advices from this port to the 5th March ; no later mail from London had been received since the 23rd February. The following summary of news is from the *North China Herald* :—

The annual meeting of the shareholders in the Shanghai and Hongkew Wharf Company was held on the 1st March at the Club, Mr. C. J. King in the chair.

The Chairman commenced the proceedings by alluding to the report of the directors, which had been in the hands of the shareholders for some days, there being, therefore, no necessity to expatiate upon the facts which it revealed. They would see that the result of the year's working, if the recommendations of the directors were adopted, would be to return to the shareholders 5 per cent., and to the contributors 2½ per cent., leaving a reserve of 1½ per cent.—being together about 9 per cent. on the paid-up capital, or Tls. 19,250.18, after providing interest on advances from the Hong Kong and Shanghai Bank Tls. 2,623.43, and for all old and bad debts, Tls. 1,295.01—or 9½ per cent. on the total capital of the Company—in all, Tls. 2,316.62. On comparing the accounts of 1873 and 1874 the shareholders would see that business was well maintained, in spite of increased depression, which made 1874 the worst year in respect to imports in the history of Shanghai. Repairs during the year had cost Tls. 728.34, against Tls. 197.88 in 1873 ; and House and Land Taxes had amounted to Tls. 1,078.20, against Tls. 657.39. Other charges were slightly favourable for 1874, but the directors could not deduce hopes of future improvement from a consideration of those figures. They had urged the adoption of a uniform tariff with Hunt's and Heard's Wharves, and the agents had done their utmost to obtain the concurrence of Messrs. Jardine, Matheson, and Co., who, while admitting the propriety, positively declined co-operation. Opposition and competition had never been more active in reducing the rates of wharfage and storage than during the late winter months, when the northern ports were closed and more opportunity afforded by the absence of the steamers engaged on that line. A proposal was before the meeting, intended to remove those inconveniences ; but before arriving at that business, and in the absence of any further information required, he would propose that the report and accounts of the directors be read and passed.

This resolution was carried, as was also a proposal that Messrs. C. J. King, F. H. Bell, H. Sutherland, T. M. Drysdale, and A. Hennequin be elected as directors for the ensuing year.

The Chairman said they had now come to the most interesting part of the business of the meeting, which was to consider the terms of their proposed amalgamation with Hunt's and Heard's Wharves. The shareholders had had before them the memorandum relating to it, which had accompanied the Report. He announced that Messrs. Jardine, Matheson, and Co. had consented to modify the terms of the

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proposed amalgamation of Hunt's, Heard's, and the Hongkew wharves somewhat more in favour of the Hongkew wharf shareholders. In conclusion, he proposed a resolution to the effect that the consideration of the proposed amalgamation should be left to the directors as a committee, to report at a future meeting.

A lengthy discussion ensued, but eventually a resolution, embodying the Chairman's proposition, was carried, and the proceedings were closed with the customary votes of thanks.

We hear that the Chinese Government have contracted a new loan of Tls. 3,000,000, two-thirds of which have been taken up by the Oriental Bank, and one-third by Messrs. Jardine, Matheson, and Co. It is secured on certain customs revenues. It is said that the money is destined for the army in the north-west.

The annual meeting of subscribers to Trinity Church has been held, and the accounts were passed. It was pointed out, however, that if the sum of Tls. 512 subscribed towards the salary of an assistant chaplain were deducted, they would be nearly Tls. 400 to the bad. This is due to a falling off in receipts from pewrents. Messrs. Krauss and Bell were elected trustees, and Mr. M. O. Fitzgerald treasurer, for the ensuing year. Negotiations have been going on in England about engaging an assistant chaplain; and it is hoped that news will very shortly be received of an arrangement being made. Power was given to the trustees to sell certain superfluous benches and bells, and a clock which is not likely to be again useful. It was pointed out that the lease of the Main Guard to the Gymnasium had expired, and that it was now occupied subject to six months' notice. It was resolved to let this arrangement continue. Some discussion took place as to the advisability of asking the Bishop of North-China to constitute Trinity Church his diocesan cathedral. It was agreed that this would be a fitting compliment to Bishop Russell, and that the position of Shanghai entitled it to this distinction. The trustees were accordingly authorised to advise with him on the subject.

The annual meeting of the Shanghai Race Club has been held, and was numerously attended. The chair was taken by Mr. C. J. King, who briefly stated that the balance of loan and interest due to Mr. Keswick had been paid, and eight shares in the racecourse purchased on behalf of the club, which now possessed seventeen out of twenty-five shares. The accounts, showing a balance in favour of the club of Tls. 2,649, were passed as printed, after an inquiry by Mr. Brandt as to what had become of the German Challenge Cup, which had disappeared, and on account of which the club stood indebted to the final winner in the sum of Tls. 350. The Chairman said this matter was the subject of correspondence between the stewards and Mr. Cordes, who was now at Hong Kong, and it would be premature to say anything more about it at present. The next business was the appointment of Clerk of the Course, consequent upon the resignation of Mr. F. King. The Chairman said that the duty would be undertaken by Mr. Barnes Dallas, if elected, and be held in conjunction with his appointment as Secretary to the Race Club. A resolution was passed, electing Mr. Dallas to the vacant post, at a salary for the joint offices of Tls. 720 per annum. Some correspondence which had passed between the Club and the Recreation Fund Trustees was read, and resolved to be printed for circulation among the members, the decision to be left to an extraordinary meeting. An amendment, declining to entertain the proposition contained in the trustees' letter, was lost. The thanks of the Club, with a sum of Tls. 200, were voted to Mr. Dallas, for his services and the time expended by him in attending the late trial in the Supreme Court. A suggestion that some alteration should be made in the present steeplechase course was left to the consideration of the stewards; as was also another suggestion with reference to altering the date of holding the annual meeting from January to a period just after the autumn meeting. The following were elected by ballot as stewards for the ensuing year:—Messrs. C. J. King, F. D. Hitch, Low, Ferguson, McLeod, Bell, and Hart. A letter was read from Mr. P. V. Grant, to the effect that a sum of Tls. 500 had been subscribed among the engineers of Shanghai for a piece of plate to be run for and won by a China pony from the same stable two consecutive years. A vote of thanks was passed to Mr. Grant and the subscribers.

The schedule of the first flower show to be held in Shanghai, on the 24th and 25th May next, has been published, together with the rules under which exhibitors are to enter their contributions. The number of prizes offered is no less than seventy-four, and the committee must be congratulated on being able to publish so large a number at first starting. The productions for the excellence of which these prizes are offered include, plants in pots, forty-seven; cut flowers, eight; vegetables, fourteen; and fruits, five. But in addition to those named in the schedule, the committee solicit further contributions in any of the classes named, whether mentioned in the catalogue or not (for which prizes will be given at the discretion of the judges), as well as for flowers mentioned, not being in pots. Appended to the rules is the important announcement that the committee will make every arrangement for the security and health of the contributions, but will not be responsible for loss or damage. By rule eight, contributions may be sent for exhibition only, and not for competition—an excellent arrangement, which is found in the case of all flower shows at home to aid materially in filling the marquee. The committee consists of Messrs. W. H. Medhurst, W. V. Drummond, T. R. Wheelock, and C. E. Endicott; the latter being also hon. secretary, and of whom any further information may be obtained. Given bright sunny weather, and there seems no reason to doubt the success of the first Shanghai Flower, or, more strictly, Horticultural Show.

The unusual occurrence of two alarms of fire on the same morning happened on the 24th Feb.; but, fortunately, neither of them were of a very serious nature. The first was at about the early hour of four A.M., the bells intimating the locality to be Hongkew. It appears that a watchman on duty at Hunt's Wharf noticed a glare of light proceeding from some stables in the rear of the Chinese houses on the side of the Broadway opposite the Wharf Hotel. He roused Mr. Vail, who at once rang the alarm connecting the wharf with the Hongkew police-station. It was afterwards found that a bamboo-built shed used as a stable and trap-house, was on fire. The signal was quickly taken up by the central and other stations, and the fire-brigade and police were soon in motion; but Mr. Stripling, seeing from the inflammable nature of the structure, that the fire would probably burn itself out before the engines could arrive from the English and French side, despatched Sergeant. Lloyd in his trap to stop them, which he did. The Hongkew engine and Hook and Ladder Company were soon on the spot, and remained at hand in case of emergency, but all source of further danger was prevented by means of extincteurs, a few pails of water, and pulling down the burning remains. Two ponies were destroyed, having been probably suffocated by the smoke before the flames reached them. A carriage was also burnt. The stable belonged to the compradore of the English Sailors' Home. The second alarm was rung out at a little before nine A.M., and was at first believed to be the prelude to a serious disaster. The engines, &c., were again speedily under way and making for the district indicated, this time in the French concession. But it was soon found that their services were not required, the fire being only in a chimney at the French Consulate. It was extinguished by the primitive method of pouring water down from the roof. It is rather hard that the entire settlement should have had its nerves shaken by the piercing clangour of fire alarm bells—the second time in one morning, too—for nothing more than a blaze in a chimney.

The various men-of-war in harbour and the flag-staffs of the several consulates were gaily dressed on the 25th February, in honour of the young Emperor's accession. The Mandarins resumed their most gorgeous official robes—breastplate, beads, fringe, buttons, red umbrellas, &c., &c.—and went to the Hwan Shew Kung temple inside the West Gate to kotow before the Imperial tablet. The proceedings were guided, as in the case of the mourning ceremonies, by explicit instructions, which add that all ornaments are to be laid aside and the quiet dress of mourning resumed, immediately afterwards.—The *Shenpeo*, we observe, came out on vermillion paper in honour of the occasion. The idea seems to have struck the Chinese fancy exactly—double the usual number of copies having been sold. The paper itself must have cost our contemporary as much as his charge; but his enterprise will no doubt have an indirect reward.—The Mandarins opened their seals after the new year's holiday, and resumed business, on Wednesday.

The *débris* of Messrs. Lane, Crawford, and Co.'s auction rooms have been sold at auction for Tls. 460.

The *Shanghai Evening Courier* and the *Evening Gazette* have been incorporated, under the title of *The Shanghai Courier and China Gazette*.

We have several complaints of the mismanagement which failed to give merchants a chance of writing by the Pacific mail steamer *Vasco de Gama*. This steamer arrived in Yokohama on the 28th Feb., but only on the 2nd March was news of her arrival, and of her intended despatch for San Francisco on the 9th, received in Shanghai, whereas the Pacific mail steamer *Costa Rica* had left for Shanghai the same morning, and a mail for America might have been made up by her if the Yokohama manager of the company had given earlier notice—this, too, assuming that the decision to send the *Vasco* was a sudden one; whereas it was probably pre-determined, and might have been pre-announced. This, however, is only on a par with the general neglect of public convenience which has been shown lately in the management of the P.M. steamers; they run without regularity, and their movements are announced and changed with suddenness and inconsiderateness.

The *Customs Gazette* for the last quarter of 1874 has been published. We have already noticed the Shanghai Return, which was published separately. The total revenue collected at the fourteen open ports during the quarter was Tls. 2,835,163.

Pages 20 and 21 of No. 26 of the *Peking Magazine* contain a poem, stating that, among other grievances to which Chinese are subjected in Cuba, their bones are boiled down for purposes of sugar refinery!

We are informed that Mr. Wade has given a donation of Tls. 100 to the Chinese Polytechnic Institution and Reading Room; and that Chên, the Mixed Court Magistrate, has placed at the

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disposal of Her Majesty's Consul $200 out of the fines levied in the "General Yang" abduction case; one moiety to be handed over to the Polytechnic Institution, and the other to be applied as Mr. Medhurst may see fit, in the relief of distressed British subjects.

Among the passengers arrived by the *Oregonian*, from Yokohama, was his Excellency M. Von Brandt, late German Minister resident in that city, but now *en route* to take up his residence at Peking. Previous to his departure from Yokohama, Mr. Von Brandt was present at an official dinner given in his honour by the Government; and on the following day he was entertained by the members of the German Club in their hall.

We have letters from Newchwang *viâ* Chefoo to the 27th January. Our correspondent writes:—Business is quiet, owing to the China New Year, which is drawing near. We have had a cold week, the thermometer ranging from five to twelve degrees below zero Fahrt., but the wind not being strong, the cold has not been felt much. Small-pox has carried off a great number of children. Imperial troops have been successful against banditti, judging from the disgusting sight of heads in baskets with which we are greeted at the east gate, near the British settlement. The Peking mail is just in, with news of the Emperor's death. There will be no work for the barbers for the next month.

A meeting of Land Renters in the British Concession at Chinkkeang was held on the 4th Feb. The report of the Municipal Council for the past year describes various improvements; jetties have been made, trees planted, and a new road is recommended The income had been Tls. 1,598 and the expenditure Tls. 1,564, leaving a balance of Tls. 34. Messrs. Starkey, Bean, Duff, Gearing and Williamson were elected a Council for the ensuing year. Some irritation seems to have been caused by the use of the Municipal sewer to drain land belonging to Father Massa, which is not in the Concession. Sir Edmund Hornby has decided that he was entitled to use the sewer; but the residents claim that his decision is antagonistic to their bye-laws. The following taxes were agreed on:—3 per cent. on rentals, Tls. 150 on pawnshops, and Tls. 10 per lot of land. The condition of the Bund seems to be giving anxiety, and professional opinion is to be had. Messrs. Spencer and Wolffs's market report of the 1st March says:—Business has now fairly commenced in staple goods, and the market may be considered steady at quotations. So soon as the remainder of the country dealers (now daily expected) arrive, an active trade is looked for. Grey Shirtings, 1.56 and 1.76; Iron dull; opium active.

A private letter from Takow, dated the 21st February, and brought by the *Glamis Castle*, says:—"About 300 Chinese soldiers and three or four mandarins have been killed by savages at the southern end of Formosa. The savages surprised the camp during the night. A steamer left here the other day for Foochow with the news. The authorities will await instructions from that place, before attacking the savages."

HONG KONG.

Our advices by the present mail extend to the 11th March; no later mail from London had been received since the 1st March.

Governor Kennedy proceeds by the present mail to England on leave, accompanied by his daughter and Capt. O'Callaghan, A.D.C. The administration of the Government has been entrusted to Mr. Gardiner Austin, the Colonial Secretary.

The *Daily Press* has the following:—

INDO-CHINESE SUGAR COMPANY, LIMITED.

An extraordinary meeting of shareholders in this company was held yesterday afternoon, at the head office, Queen's-road, Hong Kong, to take into consideration the present position of the company, and for passing such resolutions as might be deemed necessary. There were present Mr. Deacon (acting chairman), Baron de Overbeck, Messrs. Jensen, Blakeman (secretary), Nicaise, B. Smith, Helland, W. Morgan, Coughtrie, Lyall, Ede, Roberts, J. H. Cox, Vaucher, and Alves. Mr. Blakeman having read the notice calling the meeting,

The Chairman said they had now met for the purpose of closing up the company. A statement had been placed before the shareholders, and he would now call upon the secretary to read it.

Mr. Blakeman then read the following statement:—

TO THE SHAREHOLDERS OF THE INDO-CHINESE SUGAR COMPANY, LIMITED.

The Directors have found it necessary to convene a meeting of shareholders to place before them a statement explaining what has been accomplished since their last report was issued (June 1874), with respect to the factory and property in Siam; the present position of the Company and the circumstances which have led thereto; and also for the purpose of passing the necessary resolutions for dissolving and winding-up the Company.

In the report which the Directors presented to the shareholders at the last yearly meeting of the Company, held in the month of June last, they were informed that, upon the recommendation of Mr. Homan, arrangements had been made for re-modelling the factory, purchasing batteries to supersede the concretors, together with proper adjunct machinery for the vacuum pan, and that if these alterations were satisfactorily carried out the present season might be looked forward to for satisfactory results so far as the working of the factory was concerned.

The directors have now to report that the proposed alterations and repairs to the factory were satisfactorily completed in November last; the new machinery purchased by Mr. Homan at Mauritius, consisting of two batteries, a vacuum pump and engine, arrived safely and have been satisfactorily erected under the superintendence and with the assistance of a staff of employés who were engaged for the factory and brought on from Mauritius, and early in the month of January last the Administrator reported the factory ready to begin crushing the crop. The financial arrangements by which the directors were enabled to carry out the above were made with the Hong Kong and Shanghai Banking Corporation in March and April, 1874, and naturally contemplated the supply of the necessary funds for the working of the present season, the results of which it was understood were to determine the future of the company. In furtherance of this, every preparation was made by the directors for the crop of 1874-75, advances were obtained from the bank for the purchase of the necessary outside cane, fuel and other material, and in fact since the 9th of January, the factory has been in full operation, and the last advices received from the Administrator at Laconchaisee were of a satisfactory nature.

It was therefore with no little surprise that the directors received on the 13th of February last a formal demand from the Bank for the immediate payment of the entire sum due, and at the same time read in the published Report of the Bank Directors that "steps had already been taken to realise the Company's property with all despatch."

A reply was at once sent expressing surprise at this summary procedure without any notice or intimation having been given, and requesting to be informed what action the Bank intended to adopt. After a delay of over ten days, during which interval no less than two urgent requests were made for a reply from the Bank, a letter was received informing the directors that the Bank's special agent at Bangkok had long since received instructions to make the necessary demand for payment of the balance due to the Bank from the Company's representative in Siam, and to take possession of the whole estate, plant, &c., under a mortgage and bill of sale which they hold as secured creditors.

Under these circumstances the directors have no other option than to take the necessary steps to dissolve the Company and wind up its affairs. No available assets remain, and with the reversion of the entire property of the shareholders to the Bank, the Company virtually ceases to exist. R. DEACON, Chairman, *pro tem.*

The Chairman said the letters regarding the action of the Bank were on the table. He could only repeat that the action of the Bank had taken the directors by surprise. The state of the company's affairs were explained to the shareholders at the last meeting, when it was resolved to carry on the company, with the view of trying to get something back to the shareholders. The entire assets of the company were the property at Laconchaisee, a certain amount of bills receivable, now in the hands of the Bank, and a few unpaid calls. This action on the part of the Bank would necessitate the sale of the property, which, under a forced sale, cannot realise what was due to the Bank, and therefore nothing remained for the shareholders but to wind up the Company. If any one had any question to put, he should be glad to answer it before the resolutions were proposed.

Mr. Morgan asked if it was in the power of the directors to annul all unpaid calls of the shareholders, because, if so, he should propose that nobody pays a red cent. He himself had paid all his calls, and therefore he was not speaking personally.—The Chairman said he did not think it could be done.

The Chairman then proposed the first resolution, namely, "That this company be forthwith dissolved and voluntarily wound up." He remarked that they did this on the advice of counsel.—Mr. Jensen seconded the motion, which was passed unanimously.

Mr. J. H. Cox then proposed that Mr. Blakeman be appointed liquidator.—The Chairman seconded, and the motion was agreed to. The meeting then terminated.

An exciting scene has occurred in the Queen's-road Central, causing a great crowd of Chinese and Europeans to congregate. It appears that a gentleman who arrived from Shanghai per *Ava*, went to a local bank and changed some foreign coins into English money, and went on board again. He came on shore to make some purchases to take on to Europe with him, when he was suddenly seized by one of the shroffs of the bank in the street, and accused of taking £2 more than he ought to have done. The shroff made use of utterances before the numerous spectators that induced the gentleman to have him arrested and taken to the charge-room. The gentleman there altered his mind, and did not charge him criminally, considering it more advisable under the circumstances to take the case into a civil court. He intends, it is stated, bringing an action for substantial damages against the shroff, and has placed the matter in the hands of his Consul.

H.M.S. *Hornet* came down from Canton, but before entering the harbour went out for a short cruise for firing practice.

A notification in the *Gazette* sets forth that Chan Ch'iu, otherwise Chun Achew, shroff at the Stamp-office, has been dismissed from the Government service for making improper use of public money.

An important item of news comes to us through the agency of Reuter. According to a telegram just received, Congress has withdrawn the Pacific Mail Subsidy. This, we presume, is the end and result of the investigations which have been going on for some time in New York.

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The old hulk *Celestial*, after all the vicissitudes she has passed through in this port, is to be taken to Canton, and there broken up.

We learn that two gentlemen residents in the colony shot two wild boars on the mountains at Kowloon, and they were brought over yesterday. The rumour spread the other day that a shark of unusual length had been caught at Sha-ki-wan is, true. It was eleven feet long, and when cut open had a pig in its inside thirteen catties in weight. The villagers at Yow-mah-tee have shown considerable public spirit. They have made a collection of $208.03, which they forwarded to the Superintendent of the Government Fire Brigade, begging that he would lay their request before the Government to have a small fire engine stationed over there and a fire brigade formed, the sum forwarded to assist in defraying expenses. This petition is, we learn, to be granted, and an engine has been sent over, hose and all complete. The engine is small, but very powerful and portable.

A strange incident occurred on the Praya Central. Two "sea otters," or, as the Chinese term them, "sea cats," walked up the Praya steps on to the road. Chase was given after them by some Chinese, who were joined by some Europeans, but one got into the sea again, and the other was caught by a Chinaman, when a stranger came deliberately up and claimed half of $2 offered for it by a shopman close by. The captor being exasperated at this decided the claim by setting the otter at liberty again, throwing it into the sea.

An ordinary general meeting of the shareholders of the Hong Kong and China Bakery Company (Limited) was held at the offices of Messrs. Lane, Crawford, and Co., the general managers. Mr. J. S. Cox presided. The report and accounts were adopted and passed. The Chairman stated that the prospects of the company were now assuming a more healthy appearance, and, as the business had increased of late, it was hoped that the result of this year's working would prove more satisfactory than last. The auditor and consulting committee were reappointed, and the meeting terminated.

Her Majesty's ships of war in harbour are the *Audacious* (flagship), *Frolic* (in the Aberdeen Dock), and *Victor Emmanuel*. The *Audacious* arrived at Hong Kong on the 1st of March from Saigon. Vice-Admiral Ryder, the new Commander-in-Chief, was expected to arrive about the 6th of March in the *Vigilant*. The troopship *Adventure* left Yokohama on the 2nd of March, the Royal Marines stationed there having embarked on the 1st of March. She was expected at Hong Kong about the 12th of March, *en route* to Natal, where the Marines were to be stationed. The *Hornet* left for Canton on the 3rd of March. The Russian corvettes *Ascald* (flagship) and *Voadnik*, the American frigate *Hartford* (flagship), and corvettes *Kearsage* and *Yantic*, and the Spanish corvette *Venzedora* were in harbour.

MACAO.

Dr Magalhães leaves here for Hong Kong, to take passage, per steamer *Formosa*, for Manila. The inhabitants of Macao, together with the Portuguese community of Hong Kong, will, by his departure, lose the services of an able and deservedly esteemed physician. He leaves here amidst general regret.

Mr. Pinto Basto is announced to leave this port by the next French mail steamer, to take his seat in the Lisbon Parliament, as deputy for Macao. It will be remembered that his election in March last year gave rise to the expression of some feeling.

Mr. João Hyndman has been appointed to occupy provisionally Mr. Pinto Basto's post of Procurador dos Negocios Sinicos. This appointment has been very generally approved both by the Christian and Chinese populations of Macao, as Mr. Hyndman is well qualified for the post, which is a very important one. He is a gentleman of much independence of character, and possesses great prudence and intelligence. Hence the feeling is that he will prove the right man in the right place.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 18th March; the French mail from London, Feb. 12, arrived out on the 13th March. We take the following items of intelligence from the *Straits Times*:—

Amongst our list of deaths will be found the name of Mr. R. C. Woods, one of our oldest European residents which time and change had left us, and one whose loss will occasion sincere regret. Mr. Woods arrived here from Bombay now close upon forty years ago, and from that time till within a few weeks of his death was an active and public-spirited citizen. Shortly after his arrival here he founded the *Straits Times* newspaper (the same in which we now write), and continued proprietor and active manager of it till about sixteen years ago; and we think most of those whose memories go so far will admit that it did good public service. Mr. Woods after some years became a practitioner of the Supreme Court, of the Bar of which he lived to be Senior Member, enjoying a large and lucrative share of business. All this time Mr. Woods gave a liberal share of his time to public duties as a Municipal Commissioner, a Trustee of Tock Seng's Hospital, Sailors' Home and other offices that brought no reward, but entailed a large sacrifice of valuable time. In 1863 Mr. Woods proceeded to Europe, and was then called to the English Bar. Only a few months ago Mr. Woods was nominated, subject to the approval of Her Majesty's Secretary of State, to the Puisne Judgeship of Singapore, in which honourable position he has ended a career of singular perseverance, activite, and usefulness.

We hear the Post-office returns for 1874 show a most encouraging result of reduced postage, and of the various postal conventions concluded within the year, the net profit of the Postal Department, after paying all expenses and the Imperial share of the postage, amounting to nearly $40,000, an increase of $11,000 over 1873, while the working expenses have been reduced. The accounts bear most favourable comparison with those of Hong Kong, and show that while, from its revenue, Singapore is the more important mail station, the cost of the postal establishment here only reaches about half that in Hong Kong.

The Singapore Rifle Association, now a successful organisation, held its fifth monthly competition at the Racecourse. Eight prizes were offered this time, to the amount of $30, for which there were eighty competitors.

We recently recalled the fact that the new carriage-shed at Government-house had, during the thunder-storm of the day, become a complete wreck. If this wreck were caused by lightning there is an end of the whole matter, but if, and the balance of probability lies this way, the destruction of the building were the result of structural deficiencies, we trust an inquiry will be made, so that the truth may be elicited and the real cause of the loss ascertained. Apart from the fact that the accident might have been attended with the most serious consequences, it will be very important to know to whom the construction of our small public buildings is relegated.

H.H. the Maharajah Johore has invited the captain and officers of the German corvette *Hertha* to visit him, with their vessel, at Johore Bahru next Thursday. This will be the first visit of a German man-of-war to Johore.

H.M.S. *Charybdis*, Captain Smith, for some time the Senior Officer's ship on this station, will, we learn, leave on Thuasday for Hong Kong, to join the fleet in the China waters. She will be followed shortly afterwards by H.M.S. *Hart*, which will be relieved on this station by H.M.S. *Fly*, now hourly expected from Europe. Meantime, after the departure of the *Charybdis*, so far as yet known, Captain Royse of the *Hart*, will become the Senior Naval Officer during her stay, and after the *Hart* leaves the command will, we believe, devolve upon Commander Sterling, of the *Thistle*.

H.M.'s steamer *Lapwing*, Capt. Sir W. Wiseman, Bart., from Perak and Klang, anchored in the harbour on the 12th inst., and sailed the same evening for your port.

THE RAFFLES INSTITUTION.

The annual public meeting of the friends and subscribers of the Raffles Institution was held in the upper room of the Town Hall. The attendance was not so numerous as could have been desired, but was larger than at many previous meetings.

His Excellency Sir Andrew Clarke was in the chair. The hon. secretary read the report of the trustees and ladies' committee, when it was proposed by the Hon. Mr. Phillips, seconded by J. R. McArthur, Esq., and carried unanimously:—

That the trustees' report and the report of the ladies' committee be adopted, printed, and circulated amongst the subscribers and others interested in the institution.

It was then proposed by F. C. Bishop, Esq., seconded by J. G. Brinkmann, Esq., and carried:—

That the Ladies' Committee be heartily thanked for their careful management of the Girls' School.

The Hon. Dr. Little then proposed, seconded by Captain Dunlop—

"That a vote of thanks be tendered to the trustees for the attention they have devoted to the government of the Institution; and that their appeal for increased help be commended to the liberality of the general community.

Carried unanimously.

The Hon. T. Braddell, president of the trustees, replied on their behalf.

His Excellency Sir Andrew Clarke then rose, and after announcing to the meeting the removal by death of Mr. Justice Woods, the oldest member of the Board of Justices, who had taken an active part in their labours for many years, proposed that the meeting place on record its regret at the loss it had sustained, and that the sense of this resolution be conveyed to the members of his family. The motion was seconded by the Hon. Thos. Scott, and carried.

It was then proposed by the Hon. T. Shelford, seconded by the Hon. H. W. Wood, and carried—

That a cordial vote of thanks be given to his Excellency the Governor for his conduct in the chair, and for the warm interest which he has always manifested in the welfare of the Institution: and that, in addition, his Excellency be assured that his approaching departure from the Colony is regarded with profound regret by all classes of the community; and not least by those who are anxious for the wide diffusion of the benefits of a good education, an object which Sir Andrew Clarke has done much to advance during his too short tenure of the Government of the Straits Settlements.

His Excellency responded to the vote of thanks, and at the conclusion of his remarks the meeting separated.

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Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—An improved tone had been apparent in the marke for manufactured staples, although Grey Shirtings remained only in limited demand. Yarn at the close was quieter. In Metals the business had been very restricted.

HIOGO-OSAKA.—The Chamber of Commerce Report says :—The China New Year, although no longer ostensibly a Japanese holiday, was generally observed as such by the native dealers. Notwithstanding the interruption thus caused to business, however, deliveries for the month are, with some few exceptions, satisfactory. Cottons : Yarn 28-32's are still out of supply, and sales for arrival are reported at advanced rates. Grey Shirtings : The slight improvement previously mentioned has not been maintained, and the market closes with great weakness, aggravated by considerable deliveries of mildewed and sea-damaged goods. Turkey Reds have been placed to a large extent, and quotations are now lower, in consequence of full supplies. Black Velvets likewise attract somewhat less attention. Victoria Lawns have been placed largely, both on the spot and for arrival ; dealers are now offering rather easier prices. Taffachelass are comparatively neglected. Worsteds and Woollens : Black Lastings have declined slightly. A large business has again been transacted in Plain Black Lustres, and the dealers appear now to be rather over supplied, although contracts for forward delivery are still offered at a decline. Checked Lustres are lower, in consequence of excessive supplies. Considerable sales of Printed Mousselines are reported. All descriptions of Cloth are greatly depressed, and scarcely quotable. Nail Rods : The smaller sizes are in fair demand.

SHANGHAI.—The North China Herald Report says :—Tientsin advices to Feb. 15 note some improvement in American Drills and mention sales at Tls. 3.20 of sea-damaged Dragon chop, which were bought at auction here in November last at fully that equivalent. Otherwise trade was quiet, not having been fairly resumed since New Year. Letters from Hankow under date Feb. 27 state that "only a limited business has been done and prices are unchanged." There were sellers of best 9¼-lb. Eagle Grey Shirtings at H. Tls. 2.59 per piece, and of 8¼-lb. of second quality—same chop—at H. Tls. 1.86 per piece. The foreigners at Chinkiang are still "looking for an active trade." At the present time the finest makes of 7-lb T.-Cloths and 8¼-lb. Shirtings command no attention." The P.M.S. steamer Oregonian from Japan brought nothing interesting in regard to Piece Goods. Some small orders for inferior cotton came over by her, however, and there has, in consequence, been rather more stirring in our cotton market since last mail day. Piece Goods : With the exception of one sale of over 9,000 pieces American Sheetings, and another of 8,000 doz. Handkerchiefs, transactions have not been important. At the same time the aggregate business has been considerable. Heavy Shirtings have been in strong request, and within the last two days stocks, and floating cargo close at hand, have advanced in value from 2 to 5 cand. per piece. Thus far the excitement has extended to these supplies only, buyers being afraid to touch long distant shipments. Common 7-lb. have also been in good demand, and rates may be quoted 1 cand. per piece or so firmer, but in 8¼-lbs. business has been very dull, and the few sales recorded are barely sufficient to establish quotations. A few of Collie's Green Lion chop have brought Tls. 1.83 per piece. White Shirtings : Occasionally there has been an inquiry for 56 to 60 Reeds, but it has borne but little fruit. The market appears to be steady, however, and the article apparently is wanted, judging from the price paid, Tls. 1.76 at auction the other day for some sea-damaged 60s ; in the higher counts no business has been published. T-Cloths : The demand still runs on the common descriptions of the different weights, yet no improvement in value can be noted. This is not a little surprising as regards 7-lbs., of which there is not a piece in stock, and very little known to be on the way. The natives say, however, that it will pay them better to buy low Mexicans at Tls. 1.30 to 1.31, than to give any advance for the commoner counts. 50 bales of Tai-ping Dewhurst's 8-lb. T-Cloths have been sold at Tls. 1.80 per piece.

MANILA.—The market for Plain Staples remained in much the same position as last reported, and quotations in most cases were unaltered. Coloured goods were slightly weaker.

EXPORTS.

TEA.

YOKOHAMA.—In consequence of telegraphic intelligence from New York, operations had been almost at a standstill, and prices were entirely nominal. The settlements had been 350 piculs, and arrivals, 700 piculs—making stocks in Yokohama about 8,000 piculs.

HIOGO-OSAKA.—The market had been very quiet during the month, and business had been restricted to the lower grades, of which settlements were about 1,900 piculs. Owing to the limited demand and the usual desire on the part of dealers to clear off stocks at New Year time, combined probably with an almost total cessation of buying at Yokohama, a considerable decline had occurred in common grades, of which stocks largely consisted. At the close the market was rather firmer. Total settlements to date, 48,450 piculs, against 37,200 piculs at the corresponding period last year. Stocks of all descriptions, 2,300 piculs.

SHANGHAI.—There had been a small business in Green during the week at prices showing a decline of from Tls. 2 to 3 as compared with rates current before the Chinese New Year. Settlements :—Fychow, Moyune, &c., 4,941 half-chests at Tls. 19 to 28 ; Pingsuey, 1,358 half-chests at Tls. 20½ to 22 ; total stock, 51,980 half-chests. Export to Great Britain (exclusive of lost cargoes)—

	1874-1875.		1873-1874.
Black	65,038,571 lbs.	against	58,663,867 lbs.
Green	10,663,305 „	„	9,359,017 „
	75,701,876		68,022,884

SILK.

YOKOHAMA.—The market had been generally quiet. Medium and Common Hanks had been freely offered, and a fair business had been done in these classes, at a decline of about $20 per picul on last quotations. Oshius had been in good demand, but transactions had been limited, owing to scarcity. Arrivals had been very small, and stocks were reduced. Settlements, from 1st July to date, 8,600 bales, against corresponding period—Season 1873-4, 11,300 ; 1872-3, 10,300 ; 1871-2, 12,100 ; 1870-1, 3,200 ; Stock, 1,400 bales.

SHANGHAI.—A fair business had been done, considering the advanced period of the season ; the inferiority, however, and consequent rejection of a good deal of the Silk settled had reduced purchases accepted to 800 bales, amongst which were the following well-known chops, showing a slight decline on last quotations :—Koo-fong-sing chop No. 3 Tsatlee, 20s. 6d. per lb. ; Kukee's "Chin Jan" and "Kin Hock" Tsatlee, 16s. 10d. and 15s. 4d. per lb. ; Pagoda chop No. 2 Tsatlee, 16s. 1d. per lb. ; Beautiful Woman chop No. 2 Tsatlee, 16s. 1d. per lb. ; Buffalo chop No. 2 Tsatlee, 16s. 1d. per lb. ; Blue and Yellew Elephant, 16s. 1d. and 14s. 11d. per lb. ; Red Peacock, 15s. 10d. per lb. ; Bird chop "King-ling," 15s. 3d. per lb. For the larger proportion of the stock on the market Chinese were eager sellers, whilst for the few desirable lots that were left they were fairly firm on a basis of the above quoted prices. The estimated unsold stock was barely 3,500 bales, and consisted chiefly of very inferior descriptions.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to March 3, 1875	78344309	60729985	939115	20029908	160043317	39493
From June 1, 1873, to March 3, 1874	71351853	51751292	361183	15646180	138395538	42666

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to March 3, 1875	6357143	35420
Do. do. 1873, to March 3, 1874	8338416	24257

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to March 3, 1875	51109692	5290
Do. do. 1873, to March 3, 1874	43672239	5445

TO AUSTRALIA.

From June 1, 1874, to March 3, 1875	15,237,662
Do. do. 1873, to March 3, 1874	14,701,797

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,256,870	32,315
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,340,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,399
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,268
1862 to 1863	131,273,580	72,887	1873 to 1874	144,588,690	47,378

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2⅞d.	4s. 2¾d.	4s. 3d.
Shanghai „	5s. 9d.	5s. 9⅛d.	5s. 9⅛d.
Canton „ ...	4s. 2⅞d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2¾d. to 4s. 2⅞d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2⅝d.	4s. 2¾d.	4s. 3⅛d.
Manila „	4s. 1d.	4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304½ to 306	223½ to 224
„ Hong Kong	26⅝ to 27⅛ dis.	—
Bar silver	Tls. 111.3.0	9½ prem.
Mexican dollars	„ 73.9.0	1 prem

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SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 54 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $290 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $22 premium.
Indo-Chinese Sugar Company, $99 dis.
Chinese Insurance Company, $194 per share.
Shanghai Steam Navigation Company, Tls. 70 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2⅞d., at Batavia F.11.35, at Manila 4s. 0¼d., at Singapore 4s. 2¼d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.205	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	70 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500	$51.75 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...		Tls.300 p.sh.
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$585	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...		$550 p.sh.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	$1,475	$200. p.sh
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.86½	— 4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$121	— 6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	131	— 6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.102 ...	4 p.c.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 9
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15½ to 16½
25	Chartered Merc. of India and China ...	All	22½ to 23½
20	City	10	13½ to 14½
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	591 fr.
Th.200	Deutsche	All	Th.172
£28½	Hong Kong and Shanghai	All	22 to 24
50	Imperial	15	18 to 19
50	London and County	20	62½ to 63½
50	London Joint-Stock	15	51½ to 52½
100	London and Westminster	20	76½ to 77½
25	Oriental	All	47 to 48
50	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7⅛ to 7⅜
10	Great Northern	All	10⅛ to 10⅜
25	Indo-European	All	20 to 22
10	Mediterranean Extension	All	3⅜ to 3⅝
12	Telegraph Construction Company ...	All	24½ to 24¾
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	12½ to 12¾
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	4 to 6 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4½ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	50 to 52
20	British Indian	All	6¾ to 7
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4¼ to 4⅜
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong.	All	14 to 15
10	Upper Assam	All	1½ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6¾ to 5¾ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3½ to 3⅝
10	General Credit and Discount	7½	8½ to 9⅝
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1 to ¾ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	
£50	P. and O. Steam	All	51 to 53
50	Do. Do. 1867	10	2 to 1 dis
100	Royal Mail Steam...	60	78 to 80
403fr.	Suez Canal...	—	703 fr.
	Amoor River Navigation Six per Cent...	All	50 to 60
£98	Japan Loan, 9 per cent.	All	107 to 109
99½	Do. 7 per cent....	All	101 to 103

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. 15, Scotland (str.); from Glasgow, Feb. 22, Meiji Maru (str.).

At HIOGO.—From London, Feb. 14, Abbotsford (str.).

At SHANGHAI.—From London, Feb. 28, Glenartney (str.); March 1, Glamis Castle (str.); from Hamburg, Feb. 27, Egeria (str.); from London, &c., April 14, Olympia (str.); Gordon Castle (str.).

At HONG KONG.—From London, March 9, Osaka; from Swansea, March 7, August Friederich; from London, &c., April 14, Glenfalloch (str.), Eleanor.

At MANILA.—From Glasgow, Feb. 24, Saleta.

At SINGAPORE.—From London, March 15, Cawdor Castle (str.); from Liverpool, March 16, Emiliano (str.); from Newcastle, March 13, Ella Beatrice; 16, Lady Cecilia; from Cardiff, March 14, Benedetto M.; 16, Caldew, Vanguard; from London, &c., April 3, Maggie Douglas; 14, Nestor (str.), Egean.

At PENANG.—From London, April 14, Viking (str.).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—None.

From SHANGHAI.—For New York, Feb. 27, Northampton.

From HONG KONG.—For London, — Hector (str.).; for San Francisco, March 9, Weymouth; 10, Gamecock.

From MANILA.—For London, Agnes Muir, Envoy; for Falmouth, f.o., Feb. 21, Mikado; for New York, Feb. 24, Therese.

From SINGAPORE.—For Liverpool, March 17, Buena Ventura (str.).

From PENANG.—None.

TELEGRAMS FROM THE FAR EAST.

THE MURDER OF MR. MARGARY.

SHANGHAI, APRIL 13.—The local papers advocate energetic action to obtain redress for the murder of Mr. Margary at Manwyne.

THE STRAITS SETTLEMENTS.

PENANG, APRIL 14.—Sir Andrew Clarke, the Governor of Singapore, will visit Penang officially on the the 17th June. [We cannot understand why Reuter's agent should have though it necessary to telegraph this information—ED. *L. and C. T.*]

CHINESE IN QUEENSLAND.

SYDNEY, APRIL 14.—There is a great influx of Chinese into Northern Queensland, and further arrivals are expected.

THE SOLAR ECLIPSE IN SIAM.

SINGAPORE, APRIL 15.—Valuable results were obtained by the English observers of the solar eclipse in Siam. Although the sky was hazy the results by the prismatic camera were good. The spectroscopic cameras failed. Eight good photographs of the corona were taken.

"DAILY NEWS" SPECIAL TELEGRAM.

SINGAPORE, APRIL 16.—The results of the English Eclipse Expedition must be considered merely preliminary, this being the first time spectrum photography has been tried. The prismatic camera shows the rings with protuberances at the edge of the sun, and at least one more ring towards the ultra-violet without protuberances. Eight good photographs of the corona were taken, the exposure varying from two to sixteen seconds.

THE MAILS.

—o—

PRESENT INWARD MAIL.—MARSEILLES, APRIL 15.—The Messageries Maritimes Company's steamer Ava, with the inward French mails from China and Japan, arrived here at 7 P.M. to-day, with 158 passengers and a general cargo, including 726 bales of silk, 3,733 packages of tea (out of which 1,741 are for North America), 377 sundries, and specie to the value of £7,370 sterling for London, which part of her cargo will be forwarded to its destination per company's steamer Euphrate, due in London on or about the 26th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, APRIL 13.—The P. and O. Company's steamer Cathay, from Port Said 5th inst., left at 5 A.M. for Southampton, where she may be looked for on Sunday morning, 18th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, APRIL 13.—The P. and O. Company's steamer Mongolia, from Southampton 8th April, arrived at ten P.M. on 12th, and left at two this morning for Malta and Port Said.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, APRIL 12.—The Star Ball Line steamship John Bramall sailed to-day for Batavia, Samarang, Sourabaya, &c., carrying Dutch mails, passengers, and a full cargo for the Java ports.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 14, at Texel, from Pangool Elmina; 16, at London, from Colombo, Duke of Argyll (str.); 15, off The Fastnet, from China, Kingfauns Castle; 16, at Bristol, from Java, Maggie Dixon; 16, at Shanghai, from Sydney, Cutty Sark.

DEPARTURES.—April 9, from St. Malo, for Ceylon, Louise Marie; 10, from Amsterdam, for Macassar, Alcmaria Victrix; 10, from Newcastle, for Galle, May Queen (str.); 15, from Shields, for Singapore, Buston Vale.

SPOKEN.—Scawfell, from Zebu, for London, Feb. 3, lat. 34 50, lon.

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24 20; Satsuma, from London, for Yokohama, 24 days, March 2, lat. 22 N., lon. 23 W.

MISCELLANEOUS.—The Malay ship, Clough, which arrived at San Francisco, from Hong Kong, March 30, jettisoned one-third of her cargo on the passage. She will probably be condemned. Advices from Samarang, dated March 1, state that the three Frenchmen who arrived at Pekalongan in a boat, and represented themselves to be shipwrecked seamen, are probably deserters from Atchin.

CASUALTIES.—Border Chieftain, at Dover, April 15 (by telegraph): 450 tons of cargo have been discharged from the Border Chieftain (str.) in good order; a quantity is on deck ready; sea smooth; London barges are alongside; discharge going on as quickly as possible; ship breaking very fast; vessel bursting; water flows in and out over cargo. Border Chieftain, 8 A.M. Since yesterday morning have worked out and forwarded to Dover 25 casks of coffee, 45 bales of cinnamon, 16 bundles of horns, 34 cases of oils, 50 bags of coffee, 1 case of oranges; and, in addition, have despatched cutters Bessie Waters and Beulah direct to West India Docks with 93 casks of coffee, 63 bags of coffee, and a quantity in bulk; now loading for London the barges Meteor and Rose; they have now on board about 200 casks of coffee.—April 15, 2.25 P.M.: The position of the Border Chieftain continues to get worse; decks opened; stringer nuts stanchions constantly breaking; must become a wreck. The Meteor just despatched for West India Dock with 175 casks and 79 bags coffee, 6 bales skins, and a quantity of coir all dry. Barge Rose leaves directly with a full cargo dry; remainder on board ship covered with water. Weather fine. Arrangements making to strip ship of valuables.

LAID ON.—At London, for Singapore, Belle of Southesk.

PORT SAID, APRIL 16.—Arrived, from London for China, Tartar (str.).

MALTA, APRIL 16.—The Borneo (Dutch str.), for Atchin, has been towed here from lat. 35 N., long. 20 E., with shaft broken by the Prins Hendrik (str.), from Batavia to Amsterdam.

GIBRALTAR, APRIL 16.—The Glenlyon (str.), from London for China, passed here to-day, at 4 P.M.; all well.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

JARVIE—On the 11th April, at 9, Lynedoch-crescent, Glasgow, the wife of John Jarvie, of a daughter.

MACHADO—On the 14th Feb., at Yokohama, Mrs. F. G. Machado, of a daughter.

NORTON—On the 9th April, at 28, Grove-road, Highgate-road, the wife of W. M. Norton, of a son.

SUHL—On the 13th March, at Singapore, the wife of Martin Suhl, of a son.

MARRIAGES.

BAFFY—MEYER.—On the 26th Feb., at Shanghai, at H.I.G.M.'s Consulate, before W. Annecke, Gustav Theodore Baffy to Helene Maria Meyer.

FOSTER—TEAL.—On the 20th March, at Central City, Colorado, U.S.A., by the Rev. William R. McKay, Ernest, sixth son of Peter Le Neve Foster, M.A., of East Hill, Wandsworth, Surrey, to Charlotte, eldest daughter of George Teal, M. and C.E. of Georgetown, Colorado, U.S.A., formerly of Manchester, England.

SMITH—BIRD.—On the 12th March, at the Galle Face Church, Colombo, by the Rev. Wm. Clark, G. A. C. Vernon Smith, M.R.C.S.E., son of the late W. H. Smith, D.C.L., to Caroline Lydia (Lina), second daughter of W. C. Bird, of Madras, late of Manchester.

TISDALL—DUFF.—On the 4th March, at Trinity Church, Shanghai, by the Rev. Canon Butcher, Ernest Walter Tisdall to Isabella, eldest daughter of the late Thomas Simpson Duff, of London.

DEATHS.

ANDERSON—On the 5th Feb., at Yokohama, Drummond Archibald, infant son of Drummond Anderson.

KERR—At 14, Suffolk-square, Cheltenham, Lieut. John George Forman Kerr, R.N., late of H.M.S. *Modeste*, second and sole surviving son of Vice-Admiral R. Kerr, aged 26 years.

KNOBLOCH—On the 27th Jan., at Kobe, Japan, Arved von Knobloch, late Acting Consul for the German Empire, aged 24 years.

WOODS—On the 16th March, at Singapore, Robert Carr Woods, aged 58 years.

Naval and Military.

The appointment of director of the Japanese Naval College has been offered by the Government of Japan to Commander Charles Jones, R.N., (1874) who has accepted the post with the approval of the Admiralty.

The Devastation, turret ship, Captain F. W. Richards, and the Hercules, armour-plated ship, Captain Wm. Codrington, the new flagship for the Mediterranean, arrived in Plymouth Sound on the 13th inst. on their way from Portsmouth to Malta. The passage down Channel was a smooth one, and consequently the stability of the turret ship was subjected to no severe test. The Hercules has disabled her machinery, and as the mishap will detain her for three or four days, the Undaunted, the new flagship for the East Indies, will accompany the Devastation as far as Gibraltar, where the Hercules will probably rejoin her consort, and the two will then go on together to Malta. Rear-Admiral W. H. Stewart, the Controller of the Navy; Captain H. Boys, Director of Naval Ordnance; Mr. Nathaniel Barnby, Director of Naval Architecture; Mr. Froude, and his assistants accompany the Devastation on her voyage, during which she will be subjected to a variety of trials to test her sea-going qualities and fighting powers in a sea way.

A Peninsular veteran, Lieutenant Charles Brown, died on the 31st ult. He was present at the surprise and capture of Fort Napoleon at Alamaraz, retreat from Madrid, affair at Fuente Decana, defence of and repulse of the enemy at Alba de Tornes, repulse of the enemy on the rearguard, repulse of the enemy at Bejar, battle of Vittoria, action at Pampeluna, daily skirmishing to the summit of the Pyrenees, defence of the Pass of Maya (thanked by Sir W. Stewart), battle of the Pyrenees and action with the enemy's rearguard, various affairs on the road to Roncesvalles, battle of the Nivele and attack on the rearguard, action at Cambo, passage of the Nive, battle of St. Pierre, Bayonne (where he was wounded), affairs at Heilatte and Arriverette (bayonet wound in the hand), attack of the heights of Garris, and action at St. Palais (severely wounded). He received the war medal with four clasps.

Colonel Middleton, R.A., has died on board the steamer Douro, bound for Lisbon. He was interred by the Admirals of the Channel Fleet and the Secretary of the British Legation with military honours in the Protestant cemetery of Lisbon. Two of the Admiral's officers and 500 sailors and marines followed him to the grave. A firing party gave the usual salutes, and the Admiral's ship fired minute guns.

The Undaunted, 31, screw frigate, 4,020 tons, 2,503-horse power, the new flagship for the East Indies, bearing the flag of Rear-Admiral Reginald J. Macdonald, the newly-appointed commander-in-chief of the East Indian station, left the Medway on the 10th inst. for her destination, calling at Devonport for her final orders. She will relieve the Glasgow, 28, screw frigate, the present flagship.

The death is announced of Commander Robert Trotter, the oldest officer in the British navy. He entered the navy in October, 1789, and was present at the victory over the Dutch fleet off Camperdown in 1797, when the Dutch Admiral, De Wint, was taken prisoner, and surrendered his sword to Admiral Duncan.

The Admiralty have directed that Lieutenant Arthur Rowland, R.M.L.I., serving in the Glasgow, be discharged from Her Majesty's service, in order to avoid being tried by court-martial. The Admiralty have ordered this announcement to be read on parade to each division of the Royal Marine Light Infantry.

The Queen has approved of the 100th Regiment having inscribed on its Regimental Colour the word "Niagara," as formerly granted to the old 100th, the Prince Regent's County of Dublin Regiment, in commemoration of its distinguished conduct at the capture of Fort Niagara by assault in December, 1813.

It is not intended to fill up the place of Solicitor to the Admiralty at present. There is a rumour abroad that as Mr. Rowsell, the Director of Contracts, has been called to the Bar, the office lately held by Mr. Bristow will merge into his.

The following telegram has been received from Her Majesty's ship Challenger at Shanghai:—"Have visited Humbolt Bay, Papua, and Admiralty Island; got bottom, 4,575 fathoms. Address Vancouver after end of April."

The squadron on the West Coast of Africa is to be augmented by two additional vessels, the Pioneer, now fitting at Sheerness, being one of the two.

Vice-Admiral Ryder, commander of the China squadron, arrived at Shanghai on the 12th inst. in his flag-ship the Audacious.

Captain Charles T. Jago has been appointed to the Invincible, vice Mayne, who was invalided at Gibraltar.

THE SIAMESE DIFFICULTY.

(MORNING POST.)

The amicable settlement of the recent quarrel between the two Kings of Siam, which Sir Andrew Clarke has happily effected, whilst of considerable importance to our colony in the Straits of Malacca, has added greatly to our national *prestige* and influence in the Asiatic Archipelago. It has no doubt saved the Kingdom of Siam from a revolution which would have involved anarchy for a time and great loss of life. The quarrel was a serious matter, and at one time had a very ugly appearance. What its origin was does not appear very clearly from the intelligence that has reached us; but the wonder is not that a dispute should have occurred, but that the two Potentates who reign in Bangkok are not in a chronic state of contention. Even in this country, where the temperature is never sufficiently high to inflame party spirit, the impossibility of the simultaneous occupancy of any high position by two persons has given rise to an old saw which need not be repeated here; but how doubly impossible must such a situation become in a place where the fierce tropical sun helps to heat the passions of opposite factions! The dual Government which exists in Siam is such a remarkable institution that it may be well to notice it briefly. The relationship between the First and Second Kings of Siam is of an entirely different nature to that which existed between the two heads of the Japanese Empire, one of whom discharged the religious functions of the Government whilst the other performed the civil. The two Siamese Kings are both surrounded with the same Royal insignia, each has his Ministers and his army. The First King's authority is absolute, and he exercises a control over his brother Monarch's expenditure, inasmuch as the demands of the latter on the Exchequer must be submitted for his approval before payment is made by the Grand Treasurer. But the Second King is consulted on all important affairs of State, and has a voice in the conclusion of treaties with foreign Powers, which he as well as the First King signs. He is, according to some authorities, supposed to take a more active part in the wars of the country than the First King, his subordination to whom is however shown by the obligation of paying him visits of ceremony and saluting him when they meet by raising his hands. The title of the Second King is said to be "Lord of Heaven;" those under which the First King are referred to, for his name is never pronounced, are more exalted, such as "Master of the World," "Sovereign of Life," "Excellent Divine Feet," "August, Perfect, Sublime," "August and Commanding Summit," and others equally high-flown. Such, then, are the relative positions of the two Magnates whose dispute was the cause of Sir Andrew Clarke's diplomatic mission to Siam.

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Miscellaneous.

THE AUSTRALIAN MAILS.

The Times gives publicity to the subjoined note on the rapid delivery of the Australian homeward mails:—Those connected with the trade of Australia have again to thank the P. and O. Company for the delivery of the mails two days before contract time. The communication between Melbourne and London has thus been brought within forty-six days. There is abundant reason for believing that the mails may be still further accelerated. It may be worth recording that since the beginning of the year the various services have shown the following results so far as time is concerned, the P. and O. service being calculated from Melbourne to London, and the American route from Sydney to London:—

	Days en route.			
	Jan.	Feb.	March.	April.
Via Egypt	42 ...	44 ..	45 ...	42
„ Queensland	59 ...	54 ...	54 ...	—
„ San Francisco ...	52 ...	58 ...	52 ...	—

The result is obviously in favour of the Suez Canal, which, having caused the largest change ever known in the carrying trade of the world, is incontestably the most advantageous route for mails under the present arrangements, while the future is open to great improvements. To the above letter Mr. Tidman, of the Eastern and Australian Mail Company, replies as follows:—Your correspondent is unintentionally misleading in his letter on the above subject, which is one of such great interest and importance that I beg you to allow me to point out where and why he is so. He makes the city of Melbourne a synonym for the continent of Australia, and appears to base his remarks upon a consideration of the comparative time occupied in the delivery of London letters in Melbourne by what he assumes to be three mail lines—*viâ* Egypt, *viâ* Queensland, and *viâ* San Francisco respectively. Now there is no mail service to Melbourne *viâ* Queensland; for the steamers of this company which have adopted the new line from Singapore, down the eastern coast of Australia, are under postal subsidy with no colony save that of Queensland, and beyond its capital (Brisbane) they cease, at present, to be mail steamers, and consequently are no competitors with the other lines referred to by your correspondent. Between Brisbane and the Southern Colonies of Australia they run for the purposes of trade, not for the conveyance of mails. Few, I suppose, will deny that between this country and the colony of Victoria the P. and O. service, *viâ* Galle, is the direct line of communication, and one also unequalled for efficiency. But Melbourne is not Australia, and a glance at the map will show that while for letters to the Southern Colony "*viâ* Galle" is the natural address, "*viâ* Singapore" is no less the natural one for the great settlements on the eastern and northern sides of the continent. We have been so long accustomed to think of Australia as in far southern latitudes that we are apt to lose sight of the fact that there is an Australia nearer the equator, where population and prosperity are advancing with marvellously rapid strides.

MARINE INSURANCE.

Mr. Alfred Holt has addressed the following letter to *The Times* to vindicate the Ocean Steamship Company from the charge of reckless management:—"Underwriter" is hardly fair in heading the list of "ruinous losses" in the China trade with the name of the Ocean Steamship Company's steamer *Ulysses*. The mishap to that vessel is too recent for more than very incomplete accounts to have reached this country, but from them it is evident that if there be any claim at all on underwriters it will be a small one. I do not want to compare the Ocean Steamship Company with its admirably managed rival, the P. and O. Company, but, as your correspondent has done so, I apologise for saying, in self-defence, that during the period he reviews our vessels have made about as many voyages, and carried many times more cargo than theirs; and for a comparison of results I refer him to his own books. Will "Underwriter" explain the difference between the stranding of the *Ulysses* in the Red Sea last February and that of the P. and O. steamer *Bokhara* about eighteen months ago near Hong Kong? So far as regards your own admirable remarks, I may state that neither the Ocean Steamship Company's steamers nor their freights are insured, the company taking its own risk.

THE PACIFIC MAIL COMPANY.

We learn from the *New York Times* that the Pacific Mail Steamship and Union and Central Pacific Railroad combination have agreed upon a new through freight tariff. The rates per 100 pounds are as follows:—First-class, $6; second-class, $5; third-class, $4; fourth-class, $3; class A, $2.50; class B, $2; class C, $1.75; class D, $1.50. This is an increase over the recent increase of:—First-class, $1; second-class, $1, third-class, $1; fourth-class, fifty cents; class A, twenty-five cents. Classes B, C, and D, are unchanged. The steamship rates are as follows:—First-class, $4.50; second-class, $3.50; third-class, $2.50; fourth-class, $2.25; class A, $2; class B, $1.75; class C, $1.50; class D, $1.30. It was considered that formerly the small difference between the railroad and steamship schedules worked to the detriment of both routes in not affording sufficient profit to the railroad companies on the one hand, and in taking away the inducement to send freight about which there was no hurry by the steamship line on the other. It is expected that the new schedule will not only remedy both these evils, but will double the profits of all the competing lines.

The through passenger rates of the railroad and steamship routes have been increased and equalised as follows:—First-class, $138.40; second-class, $105; steerage or emigrant, $65; tickets good for an unlimited time and interchangeable. The special $125 first-class through ticket, good for fifteen days only, has been withdrawn. This increases the steamship rates:—First-class, $38.40; second-class and steerage, $15 each. The railroad first-class is unchanged, and $5 each is added to the second-class and emigrant. This $5 increase does not enter into the *pro rata* arrangement between the Pacific and their connecting roads to this city, but belongs exclusively to the Pacific roads, and is intended to be given to the Pacific Mail Steamship Company as a drawback in compensation for the passenger travel of these two classes that will be drawn from them by the equalisation. It is not thought that first-class travel by the steamship line will be affected in the least, because those who have hitherto gone by that route have done so through preference, and the advantage which the railroads possess in speed is believed to be counterbalanced by the fact that meals and sleeping accommodations are furnished without extra charge on the steamers. The connecting railroads, the Erie and Central, are taken care of by being allowed an increase of $5 in their *pro rata* share of each first-class through passenger fare on the travel between this city and Suspension Bridge. Way fares to the latter place over either road will not be affected. The new arrangement is satisfactory to all parties.

LORD DERBY and Sir Stafford Northcote have received an influential deputation representing the sugar refining trade of Great Britain, who complained of the injurious way in which their trade is affected by the system of bounties on exported sugar paid by Continental countries, especially by France. One speaker charged the French Government with a breach of faith in this matter. Lord Derby, in reply, remarked that there was really no difference of opinion on the matter, and the Foreign-office had not failed to give careful attention to it. He pointed out that we could not adopt retaliatory duties, and expressed a hope that France might soon see that it could not be profitable to permit an increase of the bounties. He promised to adopt any practicable course that might be suggested for meeting the evils of which the deputation complained. The Chancellor of the Exchequer described the bounty system of France as a profligate use of the revenue.

COURT OF ADMIRALTY.—THE "GLAMIS CASTLE."—This was a cause of salvage. On the morning of the 5th of October last the screw steamship *Glamis Castle*, from Shanghai for London, with tea and other merchandise, was off the coast of Portugal. Her propeller was disabled and her rudder damaged, and she had a signal flying,—"Want immediate assistance." In this condition the *John Bramall*, from Rotterdam for Batavia, came up with her and towed her into Lisbon, a distance of about 110 miles. The value of the *Glamis Castle* and her cargo and freight was about £201,000, and of the *John Bramall* and her cargo and freight about £228,000. The defendants tendered £750. Sir R. J. Phillimore was of opinion that the amount tendered was insufficient, and awarded £2,000, but allowed the sum of £60 only for costs, as the ship had been arrested and bail required for an extravagant amount.

RECENT decrees of the President of the French Republic have appointed in the service of native affairs in Cochin China several administrators of various classes, whose names follow:—Administrators of First Class: MM. Adolphe Prioux, Louis Moty, Alexandre Henry. Administrators of Second Class: MM. Jacques Fauvelle, Fernand Blanchard, Etienne Aymonier, Albert Huyn de Verneville, Etienne Arbod, Seraphin Hector. Administrators of Third Class: Stéphane Rougeot. Charles-Etienne Gaillard, Gustave Sandret, Eugène Navelle, Edouard Bertin d'Avesnes, Eugène Bougeault, Marie-Gaston Marquis, Frederic Drouhet, Theodore Hamel, Auguste Rossigneux, Jean-Jacques Long, Léonee Marquant, Alfred Debonte, Jean-Marie Ponchon, Edmond Gouy, Xavier Lucciana, Gustave Chanseaux.

THE *Francais* says that M. Charles de Lesseps, son of the engineer of the Suez Canal, has arrived at Constantinople with a view of obtaining the permission of the Porte and of the foreign Ambassadors for a prolongation of the temporary *surtaxe* granted to the company. This demand is made with the object of giving the company the means for keeping the Canal in a good navigable state, and it also tends to resist the claim of certain countries who wish for a diminution of the duty on vessels of inferior tonnage.

COLLISION CASE.—In the Sheriffs' Court at Glasgow an action has been brought by the owners of the screw steamer *Albert* against the British and Burmese Steam Navigation Company (Limited), concluding for the sum of £2,000, as damages for loss sustained by the pursuers through the steamer *Martaban*, belonging to the defenders, having come into collision with the steamer *Albert*. Judgment was given for the plaintiffs—damages, £620 and costs.

ADVICES received at Berlin from Peking state that Herr Brandt, the newly-appointed German Envoy, arrived there on the 13th ult. Herr Holleben, the Secretary of Legation, who has been intrusted with the provisional administration of the German Embassy in Japan till the arrival of Herr von Eisendecher, the Minister-Resident, reached Yedo on the 7th inst.

M. TURC, Administrator of First Class for native affairs in Cochin China, has been appointed Inspector in the same service, in the place of M. Piquet, who has been promoted to be Director of the Interior.

ALL creditors of the late Mr. Lancelot William Dent are required to send in their claims to the solicitors for the executors, Messrs. Finch, Jennings and Finch, by the 15th June next.

MANLEY HALL, the late residence of Mr. Sam Mendel, for which £120,000 was lately given, is to be turned into a winter garden, with aquarium and park, for Manchester.

THE *Gazette* notifies that the Queen has been pleased to approve of Mr. Francis Newman as Consul in Ceylon for the United States of America

A LONG and very interesting letter from the Rev. Wm. Campbell, missionary in Formosa, has been published in the *Weekly Review* of 12th inst.

M. OSCAR COLLEAU, French Consul of Second Class at Yokohama, has been promoted to the rank of Consul of First Class.

MR. WADE, the British Minister at Peking, arrived at Shanghai on the 10th inst.

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Literature.

Incidents in the China War of 1860. By Capt. HENRY KNOLLYS, R.A. Edinburgh and London: W. Blackwood and Sons, 1875.

Though decidedly late in its appearance, this volume will, doubtless, command considerable attention and interest from the mere fact of its being a compilation from the private journals of General Sir Hope Grant, G.C.B., Commander of the English Expeditionary Force, whose lamented death we have but recently recorded in these columns. It is perhaps, in some measure, a matter for regret that Captain Knollys, acting in accordance with the General's directions, has been obliged to abstain "from narrating certain facts, and from inserting certain correspondence, closely affecting public individuals still living; and this reservation has particularly applied to the share taken in the campaign by our French allies." Even from what peeps out from time to time in the portion of the diary which Captain Knollys has been allowed to publish, it is quite clear, as indeed was already sufficiently notorious, that Sir Hope Grant during the whole expedition was from first to last engaged in a continual struggle to keep on good terms with our allies, a struggle which many would have been inclined to give up in sheer despair, but which he, with admirable patience, courtesy, and tact, went through without causing any very serious difficulty. Though at this distance of time it is not of material importance, we could almost have wished that the General had allowed a little more light to be thrown on the vagaries of our allies, and their obstructive and vexatious method of procedure, for we feel confident that the publication of further particulars on this point would only have redounded to his credit, and that the sterling goodness and greatness of his character would thereby have been brought out more distinctly and fully than is now the case.

This book does not profess to be a history of the war, and therefore it does not deal with its origin and causes. The extracts from Sir Hope's journal commence with a brief account of his appointment to the command-in-chief, and the refusal of Sir W. Mansfield (now Lord Sandhurst) to accept a subordinate position. After a short delay at Hong Kong, during which he procured a lease of Kowloon from the Chinese, the General went up to Shanghai, where he met two prominent personages—Mr. (afterwards Sir Frederick) Bruce and General de Montauban. The descriptions of these two will be read with some interest, as they are evidently true to the life, though a little too brief. The movement northward is duly chronicled in the second chapter, and in the next we plunge *in medias res*, commencing with the disembarkation of our forces near Peh-tang, and the capture of the Sin-ho and Tang-ku forts. As many people are not alive to the dangers attending our last "little war" with China, it will not be out of place to cite Sir Hope Grant's opinion regarding the occupation of Peh-tang. Though it was given up without any trouble, still the place was so small and the local circumstances so peculiar, that he considers its occupation to have been "fraught with the most fearful risks it has ever fallen to my lot to encounter; and had we not been protected by that Great Being who rules above, terrible and fearful consequences would have ensued." Chapter IV. contains the General's description of the capture of the Taku forts, and the movement up to Tientsin, together with some remarks by Captain Knollys on the plan of the attack on the forts. The next chapter covers a good deal of ground, including the events attending the march up to the capital, the treacherous seizure and horrible treatment of Parkes, De Norman, Bowlby, and others, and the curious manner in which the French "missed" their way and got to the Summer Palace first. At the conclusion of this chapter the Editor gives Colonel Crealock's extracts from information concerning the city of Peking which General Ignatieff, the Russian Ambassador, so obligingly furnished. In this we are told casually that "the Chinese city is the Paris of Peking. . . . It is much cleaner than the Manching (*sic*) city, and the streets are broader and better paved." In this matter we are inclined to think that General Ignatieff drew very freely on his imagination, for we never found any perceptible difference between the two cities, and if called upon to express a decided opinion, we should give our vote in favour of the Tartar city, though, after all, bad's the best. We are next presented with a number of interesting letters to Sir Hope Grant from Mr. (afterwards Lord) Herbert, who, according to the Editor, "was probably the best War Minister England ever possessed." Following these are several translations from Chinese documents, found in Sin-ho by Mr. Parkes, one or two of which are rather curious. Chapter VII. deals with the closing operations of the war, and the General's journal furnishes some interesting and, of course, authentic information respecting the burning of Yüan-ming-yüan, the funerals of the murdered prisoners, the entry of our troops into Peking, the signing of the Convention, which is erroneously spoken of as the Treaty, and the final withdrawal of the expeditionary force. This chapter concludes with some very outspoken remarks by the Editor on the French march to Yüan-ming-yüan and their pillage of the palace. Captain Knollys also sums up the results gained by the war, which, from a military point of view, were undoubtedly satisfactory, but in looking back over the history of the past fourteen or fifteen years, we are disposed to demur to his assertion that "we obtained freedom of action for our merchants throughout the whole of the empire," for this, we have long found, is precisely what we failed to obtain. It is also, in our opinion, more than doubtful how far "we procured for the civilised world protection from the oppression and barbarous outrages which the nation had been previously wont to inflict upon strangers." Although we do not quite see how it properly belongs to the "Incidents in the China War of 1860," Captain Knollys gives us in the last chapter Sir Hope Grant's account of a trip which he made to Japan after the war was over, and last of all his description of the Emperor Napoleon's funeral at Chiselhurst on January 15, 1873. In an appendix we find a few official documents and returns, and also a characteristic letter from Sir F. Bruce, ending with "I like what I have seen of Janin" (the French Envoy); we hope that "Janin" entertained a similar feeling towards his colleague. In footnotes Captain Knollys carefully chronicles the present rank, &c., of the officers named, besides giving occasionally some brief explanatory remarks; we observe, however, that some confusion exists in his mind regarding China and Japan, for he tells us in a note that Sir Rutherford Alcock resigned his position in Japan in July, 1871. The volume contains three very clear maps and plans, though they are on too small a scale to be of much use. We have perused Captain Knollys's book with much interest, and, in taking leave of it, it is a real pleasure to be able to say that, on the whole, there is not the usual mess made of Chinese names, and the few errors which do exist might easily have been avoided.

Medical Reports. By the Surgeons to the Customs at the Treaty Ports in China. Shanghai. 1875.

The Inspector-General of Customs has conferred a considerable obligation on the public by directing the preparation of these reports twice a year, and he would still further increase that obligation if he were to arrange for their publication somewhat sooner. The volume before us deals with the half-year ending March 31, 1874, that is to say, the winter season of 1873-4, and yet it has only just been published, after another winter has passed. Mr. Hart sent directions to the Commissioners of Customs at *fourteen* ports to have these reports drawn up, but in the present instance only six reports have come to light. Premising that the volume is under the able editorship of Dr. R. A. Jamieson, the Customs' Consulting Physician at Shanghai, we proceed to say a few words about each report in turn, viewed, of course, from a non-professional standpoint.

CHEFOO.—Drs. Carmichael and Myers report that the general health of the community has been good, though there was one fatal case of "scarlatina maligna;" they consider that the risk of life there is quite as small as, if not less than, that run anywhere at home, and that it is high time that insurance offices took this fact into consideration. Meteorological and mortality tables are next given, with detailed comments on the latter. At the close of their report, Messrs. Carmichael and Myers give us a very curious piece of information. "Whilst on drugs," they remark, "it may perhaps be useful to draw attention to the existence of a substance used by the Chinese for the purpose of curding bean-curd. It is a strong poison, and is sometimes resorted to by women for suicidal purposes. It was first brought to our notice by a compradore, who suggested that it might be the poison used in the case of a favourite horse which had been criminally destroyed on the night preceding the day of the races. An analyst in Shanghai, who had tasted the contents of the animal's stomach, said that the corrosive poison used was strong hydrochloric acid, but our informant . . . . seemed to think that the substance under notice was probably the stuff used, and styled it 'Native hydrochloric acid.' Although it will be seen from the following remarks that this was not the case, still we are of opinion that the powerfully toxic agent used by the Chinese should be made known, and we therefore append our observations, chemical and physiological. It is called by the Chinese *lu shui*. First we shall consider the chemical properties. Two specimens were examined. No. 1 gave slight acid reaction with test paper. No. 2 was strongly alkaline. The quantity of solid matter was great, but varied in each specimen, as did also the specific gravity. No. 1 contained alum, to which probably its acid reaction was due. In both the chloride of sodium was largely predominant, and triple phosphates were also present. It is one of the productions in the manufacture of saltpetre, which is found in combination with chloride of sodium, impregnating the soil of the coast of the Gulf of Pechili; some localities are distinguished by the white efflorescence which it gives to the surface. This appearance we have observed especially on the borders of Shantung and Chihli, where the saline plains extend for miles inland. The soil is subject to a lixiviating process, chiefly for the purpose of obtaining the saltpetre. The poisonous product is the liquid incapable of crystallisation in the extracting of the salt. It is poisonous in doses of from one fluid ounce."

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SHANGHAI.—Dr. Jamieson's most valuable report on the health of Shanghai for the half-year comes last in the series, though it cannot be doubted that it is the first in importance. We fear' however, that it is out of the power of a non-professional writer to do it full justice, and to show how much labour and pains must have been bestowed on its preparation. Dr. Jamieson commences by giving a meteorological table, together with observations furnished by the Assistant Harbour Master; and he then proceeds to speak of the unusual amount of sickness prevalent during the last quarter of 1873, and apparently due to frequent and sudden changes of temperature. The record does not read pleasantly. Speaking of the causes of death, the writer remarks:—"It will be seen that typhoid fever and dysentery continue to be endemic, and there appears to be good reason for assuming that the water used in the settlements is a main cause of both. No attempt has yet been made to obtain a supply of pure water on a large scale." This does not say much for the "Model Settlement." The milk supply is next touched upon, and after what is said here, we are thankful that we never tasted Shanghai milk. Want of space prevents our going more fully into Dr. Jamieson's able report, which must be read to be appreciated. We have said enough, we think, to indicate the exhaustive manner in which he deals with his subject.

NINGPO.—Dr. J. H. Mackenzie's report covers twelve months, and during that time the health of the foreign residents was good. The most common complaints were diarrhœa and dyspepsia, "the former due, perhaps, to an over-indulgence in fruits . . . . the latter ascribable often to too free living." We hope that the Ningpo community will, for the future, take warning from Dr. Mackenzie's hints. Scarlatina and measles of a virulent type raged among the Chinese in the city in December and January, but foreigners were hardly affected at all. The writer observes in conclusion that Mr. Consul Alabaster has exerted himself in a praiseworthy manner "to further drainage and the formation of a bund, both of which are greatly needed. They will be of great benefit in a sanitary point of view to the settlement."

FOOCHOW (PAGODA ANCHORAGE).—Dr. Somerville commences his elaborate report with a few general remarks on the "physical characters of the district," at the close of which he observes:—"The men (oftener women) engaged in the traffic [of liquid night-soil by which the celebrated odours of China are developed] appear smiling and robust, and, after careful inquiry, I cannot learn that they take any harm from their unsavoury occupation." We hope that their foreign neighbours will be reassured by this information, and not grumble any more about "the celebrated odours." Passing over the tabular statement of diseases and the notes thereon, we come to "General Remarks," in which the writer reports favourably on the health of the anchorage, mentioning that the death-rate was only five per thousand for the six months. He further adds some sensible observations on the policy of the home offices in regard to life assurance. Dr. Somerville concludes with a long and curious dissertation on the disease of dogs, known as "worms in the heart." People used to be very fond of jumping to a conclusion that their dogs had been poisoned by some unoffending Chinaman, who was supposed to have a spite against them; it is to be hoped that the astonishing revelations here made will make them pause before doing so in the future.

TAMSUI.—The general health here was excellent, but the settlement being so small, there is not much scope for a medical report. In May, 1873, with the aid of the Rev. G. L. Mackay, Dr. Ringer started a dispensary for the aid of native sufferers, and up to March 31, 1874, 640 patients attended, many of whom came from places ten miles away.

AMOY.—The Drs. Manson report that during the six months the foreign and native community were healthy. No foreigner died on shore, but afloat there were three deaths. The writers narrate an extraordinary case, in which they extracted a leech from a man's nose. No wonder poor Mr. Steere, the naturalist (the patient referred to), "suffered from pains in the head, vertigo, and loss of appetite," and it is exceedingly lucky for him that he chanced to mention his case incidentally to the Drs. Manson. The rest of this report is occupied with records of thirty-one operations on Chinese.

The *Friend of China* for April opens with a paper on "What the Opium Monopoly is," based on a Blue-book, entitled *India* (*Progress and Condition*) 1871-72. The writer arrived at the conclusion that, to speak concisely, "China is the plaintiff in this case, India is both defendant and judge. Until India is set free from degrading mercantile complicity in the opium trade, it is vain to plead China's wrongs, vain to hope for impartial hearing of her claims to redress. True, the change proposed might not issue, in the first or second year, in one single chest of opium being deducted from the amount hitherto sent to China; but it might, nevertheless, lead to the most signal beneficial results." The two articles on the "Effects of Opium-Smoking" and "Refuge for the Cure of Opium-Smokers," by the Rev. G. Smith and the Rev. G. E. Moule, M.A., respectively, have previously appeared in missionary periodicals. The second notice of the Consular Reports from China deals with Swatow, Foochow, Tamsui, and Ningpo, Mr. Alabaster's remarks on the trade of the last-named port claiming the principal share of the writer's attention. We look forward with some interest to the treatment of Mr. Vice-Consul King's experiences in Szechuen as detailed in the Kiukiang Report. The testimony of Dr Dudgeon (of the Peking Hospital) is next given in the shape of answers to four special queries put to him by a friend. The objections to the opium trade are discussed under six heads, and seven or eight pages are devoted to newspaper "clippings," some of which ought to be worth reading, if age be any recommendation. Finally, among his Notes of the Month, the editor devotes a few lines to the criticisms which have been passed upon the title of this little magazine.

The *Geographical Magazine* for April contains, among other articles, an interesting paper by Colonel Yule, upon "Trade Routes to Western China," to which is appended a map of the routes taken by various explorers, including Mr. Margary, whose melancholy death we had recently to chronicle. There is also a biographical notice of the late Sir H. Kellett, whose name will be familiar to most of our readers as that of a popular naval Commander-in-Chief in China. The notice concludes with the following remarks:—

Hearty, joyous, open in his manner, he gave pleasure wherever he went. Fond of his profession, a first-rate sailor, a good surveyor, he delighted in hard work, and when work was done, was foremost in play. He has left behind him a memory which will be cherished by all who had the pleasure to know him, and many there are who sorrow to think they shall see him no more.

The *Oriental* for April contains a variety of matter, the number of articles being no fewer than eighteen, inclusive of the continuation of a serial story, "Under Suspicion," by the editor, Mr. J. H. Stocqueler. Dr. Legges' "Notes of a Tour in Northern China" are also continued, and there is an article by Mr. A. C. Dulcken on the subject of "Chinese Ideas on the Perpetuity of Existence."

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, APRIL 14.

The question between Germany and Belgium has created, of course, a good deal of uneasiness here, inasmuch that it is of public notoriety that the Prussian Government had made complaints that Jesuits expelled from Prussia, and who found an asylum on our territory, abused our hospitality, and fomented agitation on the other side of the Rhine. I am not able to say whether this report is absolutely true, but so much is certain, that the *Staats Courant* does not contradict it. A fact it is that the province of Limburg is inundated by expelled Jesuits, and that many of our noblemen have put their castles and seats at the disposal of these German Ultramontanes. Of course, no objection can be made against giving hospitality to these gentlemen, but it is to be hoped that they will not involve us in difficulties. The consecration of the Archbishop of the Old Catholics in this country, Mr. Heykamp, will take place on the 28th inst., at Utrecht, by Bishop Renkel, from Haarlem. Mgr. Reinkens will attend this ceremony.

We have experienced this week an unprecedented event. The official paper, the *Staats Courant*, has given a direct contradiction to the *Nieuwe Rotterdamsche Courant*. The last-named paper, in alluding to the project to make dry land of the Zuiderzee, stated that the execution of the work would be given to a private Catholic company. To every one's astonishment, the official paper reproduced this piece of news, with the addition, in prominent type, that it was wholly incorrect. I think that it would have been better that the contradiction should have been given by publishing the Bill in which the execution of this most important work is proposed.

Last week the steamer *Egeron* left Texel bound for Batavia, but was obliged to return to that harbour, having sustained damage by heavy seas. It was at once asserted that this steamer—she is only of 350 tons burthen—was not seaworthy, but after having been examined by the surveyors these rumours were officially contradicted, and the steamer has again left Nieuwe Diep. It must be understood that this small vessel is not destined for the service between Holland and Java, but for the local trade.

The *Arnhemsche Courant* of to-day publishes the startling news that the day after the departure of Mr. Loudon from Batavia Mr. de Rochemont, his *intendant*, will publish a book, "Loudon and Atchin." The introduction will be a letter addressed to and an answer from the Governor-General. It will be most sensational, and will expose, so it it said, the whole intrigue of the Atchin war. If this correspondent is well informed we may expect something *piquant*.

The King has accepted the resignation of Mr. J. J. van der Pot as Dutch Consul at Nagasaki, and appointed in his place Mr. J. Martens; whilst as Consul at Shanghai and for the Yangtsze Ports is appointed Mr. F. E. Heyden, and at Amoy Mr. C. J. Pasevag. The King has granted permission to Mr. W. C. Korthals, at Yokohama, to accept the Knighthood of the Wasa Order, conferred upon him by the King of Sweden and Norway.

The most important fact I have to mention is that the King has accepted the resignation of Lieut.-General N. H. W. S. Whitton as Commander-in-Chief of the East Indian Army, who is replaced by Major-General G. P. de Neve. It seems that it has been very dificult for the Government to find an officer willing to accept this important post.

In a former letter I spoke about the article of General de Stuers, published in the leading periodical, *de Gids*, in defence of the policy and tactics of General Van Swieten. I omitted to add that the author is the father-in-law of the ex-Governor-General, Mr. Loudon.

The First Chamber of the States General has been closed, after the members had dealt with all the Bills which were laid before them. The Second Chamber will re-assemble on Tuesday next. The closing weeks of this Session will probably be very lively.

The chief engineer of the preliminary works for the construction of railways in Java will start with his staff by the steamer *Prinses Amalia*.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, APRIL 19, 1875.

THE SINGAPORE JAIL.

"HORRIBLE ! most horrible !" must be the exclamation of all those who read the terrible account of the mutiny in Singapore Jail, which has been given in the local journals of that colony, and, what is worse, we are compelled to come to the conclusion that the catastrophe was also unnecessarily horrible, and that it could never have occurred had due precaution been taken to prevent the possibility of a rising of the kind. It is of course easy to be wise after the fact, and we should perhaps hesitate to speak so positively in the matter, but that we have in some degree the right to do so, having pointed out upon an occasion which attracted the attention of the whole civilised world, the sad murder of Earl MAYO in India, the undesirability upon every ground of those in high position needlessly exposing themselves to danger. We do not, of course, ignore that the superintendent of a jail occupies a position in which at times he is not only justified but bound to face danger; but this very fact clearly points to the duty of exercising the utmost precaution in all cases where this necessity does not exist. While we sympathise most deeply with Mr. DENT and the other sufferers in this sad affair, we cannot feel satisfied that all the precautions against an outbreak of the kind were taken, or that the matter has not been another painful illustration of how easily the most serious warnings are forgotten. A lesson of the necessity for precaution could have been learnt by the mutiny which some years ago occurred at the jail at Stonecutters' Island, off Hong Kong, in which all the prisoners managed to escape. This must have been well known in the neighbouring colony of Singapore, and should have been taken as a warning of the small extent to which such men can be trusted, and the urgent necessity for the most rigid precautionary measures.

One obvious mistake appears to underlie the matter, which it is to be hoped will be remedied at the earliest possible opportunity. It appears that as many as a hundred Chinese are locked up together in a single room. In addition to the general reasons against this course, which are ably set forth by Mr. TALLICK in a letter published elsewhere, any one acquainted with Chinese ways will at once recognise that this is the most likely plan that could be devised for inducing a rising. It is never safe to allow large numbers of Chinese to be together where there is any possibility of such an occurrence. Combining and plotting are habits inherent in the Chinese, and especially among the desperate and criminal classes, who—as is only too well known in the Straits Settlements from the revelations which came out before the Commission to inquire into the Penang riots—unite in secret societies, the members of which are bound to aid one another in carrying out any nefarious scheme which has been set on foot. Seven hundred Chinese, or mostly Chinese, prisoners, in rooms containing each about a hundred men, are exactly seven hot-beds of mutiny of the most desperate and dangerous description, and the slightest opportunity of intercommunication such as, at meal times, when—though the prisoners were watched, they could not be noticed so closely that by signs or odd words such as are familiar to the secret associations they could not convey their plots to one another—appears to have existed. Whether the nature of the jail at Singapore necessitates such defective arrangements we cannot say; but it is clear that in a jail organised in any such way as the Singapore jail is, too great precaution could not possibly be taken. But, so far from this, we are compelled to note a complete want of anything like the rigidity of discipline which should characterise even an ordinary jail. In the first place, we read that at the outbreak the superintendent was stabbed by one man with a chisel and by another with a hatchet. Where were these instruments obtained? If from the tools given to the prisoners to work with, why was there not a European warder superintending the return of the working tools into the respective depots? If the weapons had been obtained from without, how was this allowed? Again, there seems no doubt that there would have been a fair chance, either that the rising would not have occurred, or that it would have been speedily quelled had the warders been armed; and it was a great omission that they were allowed to go about among the prisoners without means of protecting themselves, whenever such a course should become necessary.

Both these points should be officially inquired into, and steps should be taken without delay for making the discipline of the jail such that any plotting among the prisoners will be impossible. Only very small numbers should be together; one lot should on no account be allowed communication with another, and they should be visited only by European warders or turnkeys. It is too frequently thought that under certain restrictions, and with a certain amount of supervision, Chinese may be trusted to some extent. It is, however, beyond question—if experience has ever taught anything—that Chinese cannot ever be trusted under circumstances in which it may be to the interest of any large number of them to combine together for the purpose either of a mutiny or a crime. Of late years there has been too great a tendency to place confidence in natives of all kinds, and it is to be hoped that we shall not require even a more severe proof than the rising in the Singapore Jail to awaken us to the idleness of this pleasing dream. Underneath the docile exterior of the Celestial there lurk the most dangerous passions and the most desperate wills. Beneath an outward semblance of obedience and amenability to authority, Chinese will for months harbour plots and conspiracies, which they want but the opportunity to put into execution. We are, therefore, called upon in all our dealings with these people, but more especially in dealing with the criminal population, to be ever upon our guard, and never allow ourselves to be betrayed into a moment's flagging in vigilance by any circumstances which may at first sight make it appear that so much precaution is unnecessary, as it will most likely prove that docility simply results from the very precautions which we are taking, and the consequent hopelessness of any attempt at mutiny proving successful.

We cannot leave this subject without referring to the singularly unfair attempt which was made by the correspondent of the *Madras Times* at Singapore to cause it to appear that the faults in the jail management at that place are a consequence of a system in force in Singapore, which the writer "supposes is unknown elsewhere in the East," of a large number of visiting justices of the peace being picked out of the mercantile community. As showing how little the writer knows of the subject, we may mention that precisely the same system is in force in Hong Kong, and that it there works very well, and it is sufficient to add that the charge against the non-officials is completely answered by Mr. READ, in the letter which we published in our last issue, in which he points out that it is due to the non-official justices of the peace that the jail was not even more insecure than it has proved. It was, in fact, they who obtained an increased number of warders, and who urged that these officers should be armed. Had these recommendations been carried out, and the mistake of confining so large a number of prisoners together been avoided, there is every reason to believe the mutiny could never have occurred.

WITH reference to the notice in a late issue on St. Paul's College at Hong Kong, we are glad to hear that the Council of the Colonial Bishoprics' Fund has authorised the Bishop of VICTORIA to expend a sum on the repair of the building.

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THE HONG KONG BLOCKADE.

THE correspondence in reference to the Hong Kong Blockade question, with the despatch of the Secretary of State for the Colonies, is given in another column. We must confess to a feeling of great disappointment at the conclusions arrived at by Her MAJESTY'S Government. The question was one more for the consideration of the Foreign-office and the law officers of the Crown, and we can excuse Lord CARNARVON the responsibility of the despatch, which was for form's sake obliged to pass through the Colonial-office. The Earl of CARNARVON, while admitting the right of the Chinese to adopt such steps as they think necessary for the protection of their revenue, does not deny that "excesses and abuses have been committed under colour of this right of search." Yet, in the face of this, he arrives at no other solution of the difficulty than a reliance upon the effect of referring the whole question to Peking, where it will be left in the hands of Mr. WADE, who is to urge upon the Chinese Government to issue such instructions as will render the collection of their Customs Revenue in the immediate vicinity of Hong Kong as little vexatious as possible to the Government of that colony and to the great number of junks frequenting its waters for the purposes of lawful trade. The result of this is amply foreshadowed in Earl CARNARVON'S despatch. He states that the Consul sets forth that the Chinese authorities have frequently complained to him of the expenses attending the maintenance of the steam cruisers, and "asked him whether means could not be devised for collecting their duties in Hong Kong." "This brings me," he says, "to the consideration of a question which under-"went much discussion some years ago and which was ad-"verted to at the public meeting held in the colony on the "14th September last. I refer to the proposal made by "Her MAJESTY'S Minister at Peking that a Chinese Consul "should be appointed to reside in Hong Kong." To this proposal Earl CARNARVON is prepared to accede. He tells us that he is so "without examining the sufficiency of the grounds "which were put forward at that time for rejecting the pro-"posal of Mr. WADE." A Chinese Consul in a colony such as Hong Kong, will be, in the opinion of those best able to judge, a source of constant annoyance and anxiety, and there is only too much reason to fear that a mandarin in such a position would soon find the means of establishing such an influence over the native community as to form an *imperium in imperio* of a very dangerous character. There can be very little doubt that, on the matter being placed in his hands, Mr. WADE will not allow so favourable an opportunity of carrying out one of his pet hobbies to slip; and we may be certain that before very long he will be sending an elaborate report to the Foreign-office, backing up his subordinate, Sir BROOKE ROBERTSON. It is a curious fact, however, that the latter is not in favour of a Chinese official being appointed as Consul in Hong Kong, and there is just a chance that this may cause some hesitation in the adoption of a plan which ought not to be resorted to. The Earl of CARNARVON admits that "the appointment of a Chinese "Consul in Hong Kong would be no concession at all, but "only the recognition of a reciprocal right which China is "entitled to claim;" and after he has announced this as his opinion, it is difficult to see how he can longer hesitate to grant it, as the Chinese will not be slow in seizing the vantage ground placed at their disposal by this official declaration. The end of the reference of the matter to the Secretary of State for the Colonies has thus been an admission that the Chinese can demand to place a Consul in the colony whenever they please; but Lord CARNARVON is not contented with this, but actually goes so far as to hold that it would be the part of a friendly Power to make concessions to China, even though unimposed by international duty, on account of the peculiar conditions under which we hold the island of Hong Kong. It is certainly something new to hear it enunciated that in dealing with a country which steadily denies to us the concessions made by all other civilised nations we ought to be especially accommodating; notwithstanding that it is admitted by Lord CARNARVON himself that "the evidence establishes that "the officers of the Chinese Government have been guilty "of abuses, and there is too much reason to believe that un-"lawful and unauthorised acts have been committed by them "to even a greater extent than is capable of exact proof."

COUP D'ETAT IN KOREA.

FROM time to time our contemporary in the Far East, the *North China Herald*, has published interesting communications from a correspondent at Newchwang, purporting to give a correct account of "The Revolution in Korea," which is stated to have taken place in November, 1873, and its progress during 1874. The writer of this correspondence signs himself "PHILO-COREANUS," and states that his information is derived from native sources on which he places full reliance. As the statements in the first of these letters are not confirmed, after a lapse of twelve months, by any reports through Chinese or Japanese channels, we are at a loss how to treat the news they communicate. If the events narrated be true, their effects upon the future prospects of the Government and people of that mysterious country must be of vital importance, not only to the nation at large, but to the neighbouring States of China and Japan, if not to foreign Powers desirous of entering into treaties of amity and commerce with the young Korean King. In a previous article we stated how his father, who had assumed most despotic powers as Regent during his minority, and how he was overthrown by a Court intrigue, at the instigation of the Queen Dowager, who had adopted the Regent's son, as she and the old King were childless. The particulars of the *coup d'etat* are given in one of the latest letters, which the writer avers is an accurate account of it. It may be so, but the narrative reads more like romance than reality. We are informed that when the tyrannical rule of the Regent had reached its culminating point, two nobles, at the risk of their lives, presented a petition to the young King, praying for the suppression of arbitrary taxes, and other impositions, with the power of life and death to be limited to his Majesty's prerogative. In order to see for himself the state of affairs beyond the palace, he went out *incognita*, and found them true. Then the old Queen lay prostrate in his way, threatening to starve herself if he did not give ear to the petition, and change his councillors. This had the desired effect, and he said to her:—"In future my "father shall not govern, as I shall do so myself. There-"fore rise and eat." A few days afterwards he called his Council of Ministers together, also the two petitioners, and addressed them to the following effect:—"I have become "King at an early age. The Regent has been managing "matters beyond the palace, whilst this has been the care "of the Dowager Queens. Till now I have done nothing, "and I am unacquainted with matters—but I have become "a man, and as my father, who governed for me, is old and "fatigued, I must direct everything myself in future. You "and all functionaries will help me with your strength "and intelligence, to govern wisely and justly." This judicious speech was followed up by a change in his chief Ministers, one being exiled, and another degraded, while the main clauses in the petition were complied with.

With a new *regime*, comprising three members of the Inner Council, and six Presidents of Boards, after the model of the Chinese Government, the young King entered upon the active rule of his kingdom. Besides these great functionaries, he was induced by the Queen Dowager to appoint a nephew of hers, and a relation of his wife to high offices, superior to them all. The consequences were that these two men arrogated to themselves the government of the capital and provinces, selling public dignities and offices to the highest bidder, so that the rulers became even more corrupt than before, to the great injury of the honestly-disposed officials, nobility, and people. It appears, however, that these and other arbitrary acts were checked when the news reached them by way of Peking that the Japanese were going to invade the Peninsula; in conjunction with the forces of France and America. The Government immediately prepared to resist the invasion, by increasing the army and calling upon the people to defend the country. At the same time, in order to calm the minds of the timid, the following proclamation was issued:—"Do not you fear. It is true Europeans are power-"ful, but we must try to resist them, for we have before "now got rid of them; then when we have fought them, "if we find that we cannot stop them, we will make peace, "and that is all it can end in. Let us first number (col-"lect) our soldiers. Don't fear, therefore." "After this,"

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writes PHILO-COREANUS. "every man that could hold a "gun was enrolled, and the number of defenders was "great—soldiers being posted wherever it was thought "ships were able to come. At Kanghoa there were about "6,000. All the principal parts of the coast were forti-"fied." When the news came that the Japanese expedition had gone to Formosa instead of Korea, the people said that the ex-Regent had spread the alarm, and murmured at the heavy war tax imposed. The events narrated in these communications, on the whole, are so circumstantial that we are bound to believe them, until more direct intelligence comes from this the last of exclusive nations.

SUGAR MACHINERY.

AMONGST the most recently patented inventions is a process calculated to be most beneficial to the sugar growers of Java, Penang, Manila, and the other countries of the Far East. Hitherto the refuse canes, after the expression of the juice, are either employed as fuel or thrown out on the land to decay for manure, for both of which purposes there is a small amount of return. An ingenious experimentor has discovered a method by which this "Megass," or cane refuse, may be so cleaned and worked up, partly by mechanical and partly by chemical means, as to be capable of conversion into excellent paper of a quality equal to that in use by first-class newspapers and magazines. We need scarcely remind readers in the East that for some years past the demand for materials capable of being converted into paper has been largely on the increase, the supply being quite inadequate to the requirements of the trade. A dozen years ago Esparto grass was introduced, and after a good deal of opposition from prejudiced manufacturers came into general use, the imports of the article from Spain and Algeria amounting to about 140,000 tons annually. Even with this additional article to help the production of paper, manufacturers have had some difficulty in keeping the trade supplied, and now it appears probable that owing to the reckless manner in which this grass has been gathered the supply will gradually decrease. The patentee of the new process, after a lengthened series of experiments, has succeeded in extracting the whole of the albuminous and nitrogenous matter from the crushed cane, and in effectually cleansing, separating, and bleaching the fibrous portion remaining, fitting it for conversion into paper pulp at a cost which enables it to leave a good profit to the maker. It would be difficult to overrate the importance and value of this new process, whether as affecting the progress of the paper trade or as profitable to the sugar producer. At the present moment there are complaints urged by sugar planters in various parts of the globe as to the very small margin of profit left after paying all necessary expenses. By adopting the new process introduced into the West India Islands, by which an additional ten per cent. of sugar may be extracted from the cane, and by utilising the refuse canes for paper material the producer of sugar will find his enterprise very considerably augmented. The process by which this result is attained is simple, and one which involves but a moderate outlay on works; nor does it require any special knowledge in the working, all of which may be learned by a few days' instruction; the fibrous portion requires only a certain amount of drying after treatment to be pressed and baled for shipment to Europe in a state fit for immediate treatment by the paper-maker. Bamboo, when treated in a similar manner, gives a magnificent fibre at a small cost, and would yield a certain profit to any one erecting works for its treatment. There need be no fear as to a demand for all the material that can be brought to market, for the paper trade is ever on the increase, and must continue to expand far beyond present limits. Having regard to the great extent of sugar cultivation in all parts of the world, it is impossible not to regard this invention as one of great value, and in this light we commend the matter to the attention of sugar growers in the Far East.

WE regret that our Hamburg correspondent is unable to resume his letters, owing to indisposition.

THE JAPAN MINT.

THE Fourth Report of the Mint at Osaka has been issued. Mr. T. W. KINDER, the Director, under date 31st Jan. last, announces that it will be his last, as his engagement, and that of several employés who were engaged through the Oriental Bank Corporation, terminates. We have already expressed our opinion that the Japanese Government are committing a serious mistake in dispensing with the aid of the Bank in working the Mint. The Report shows that during the half-year ending 31st Jan. there was imported 15,962 oz. of standard gold, and 8,908 oz. of unknown fineness. Of silver, 465,972 oz. standard fineness, and 160,897 oz. of unknown fineness.

COINAGE.

	Number.	Value.
Gold—5 yen	95,825	$479,125
Silver—1 yen	243,735	$243,735
„ 20 sen	1,263,800	252,760
„ 10 sen	730,769	73,077
„ 5 sen	2,793,144	139,657
	5,031,448	$709,229
Copper—2 sen	2,154,978	43,099
„ 1 sen	12,998,038	129,980
„ ½ sen	7,745,544	38,727
„ 1 rin	2,719,660	2,719
	25,618,220	$214,525
Grand total	30,745,493	$1,402,879

The total number of pieces passed for issue was 30,745,493, and the real or nominal value $1,402,879. The falling off in the coinage of gold is very decided. The coinage of silver has been almost entirely confined to the smaller subsidiary pieces, the quantity of silver yen being merely nominal. This latter coin has been declared a legal tender at Singapore, Canton, and Foochow, and at these ports it now passes at par with the Mexican dollar.

Copper coins of all denominations have been produced in large quantities, the daily outturn being now two tons.

THE BLOCKADE OF HONG KONG.

An important Blue-book, containing the correspondence relating to the above question, has been issued. It contains, among other documents, the report of the Commission appointed last year in Hong Kong to inquire into the subject, the publication of which was refused, on the ground that it had to be transmitted to Her Majesty's Government. The series of despatches under notice commences with one from Sir Arthur Kennedy, Governor of Hong Kong, to the Secretary of State for the Colonies, enclosing copy of the letter addressed by Messrs. Caldwell and Brereson, solicitors, covering the petition from Chinese merchants in the colony with reference to the injury to their trade, which was being worked by the system of blockade in force. This petition has already been published, and the main circumstances connected with the seizure of the junk *Kum-Hop-Sing*, to which among other matters it directs attention, have also been printed. On the 25th August Sir Arthur Kennedy transmits memorial from the Hong Kong Chamber of Commerce, and the report of the Commission appointed to inquire into the matter in Hong Kong. This latter document sets forth that they found, after carefully perusing all documents upon the subject, and examining the Chinese witnesses who came forward to give their testimony that—

A most vexatious system of blockading is kept up at all the entrances to the harbour by a number of boats in the employ of the Hoppo of Canton, the salt farmer, and the collector of the lekin tax; that these boats are of various classes, steam-launches, pull-a-way gigs, snake boats, and hak-kows, often partially manned by Europeans, and apparently under the supervision of a steam crusier named the *Peng-chao Hai*, commanded by a British subject and officered by Europeans; that the proceedings of these craft have at various times been most unjustifiable, and when brought to the notice of the Chinese authorities by the Government of the colony, through Her Britannic Majesty's Consul at Canton, the complaints have, in most instances, been met by denials and quibblings, and but slender satisfaction has in any instance been obtained; and finally, that there is no doubt in the minds of the members of the Commission that the craft above referred to continually make use of and encroach into the waters of the colony.

Instances in support of this opinion are given, and exception is taken by the Commission to the fact that Her Majesty's Consul at Canton "ignores the fact that the colony is free, and that no goods exported from it can be contraband, and that no vessel can be said to be smuggling until she endeavours to enter a Chinese port, or land her cargo on Chinese territory without paying duty." They hold that "Her Majesty's Government having proclaimed Hong Kong a free port, and invited Chinese traders to settle here, with the promise that they should be

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allowed to settle here, and to trade at perfect liberty from all duties, all attempts to interfere with that freedom of trade should be promptly punished." They notice also an additional hardship to junks trading with the colony, namely, that "after paying their duties at Canton, on arrival at ports in the Fukien Province, Hainan, &c., duties have to be paid over again to the local Custom House officers there, who utterly ignore the payment made to the Canton officials." They state that "Chinese Customs agencies have been established within the colony." The names of these agencies are known to the Commission, and the proof of their collecting duties is also in their hands. There can be no doubt that these agencies assist the cruisers and stations outside, in their operations against the colony, forming a portion of the meshes of the net with which the unfortunate junk trader is surrounded. To remedy these evils they suggest that—

Her Majesty's Government should endeavour, by diplomatic action, to prevail on the Government of China to remove altogether the Customs stations and cruisers from the neighbourhood of this island, and to arrange that duties be collected only at those ports or places at which there exists an export and import trade; that junks going to or coming from distant ports, such as Formosa, and clearly shown by their papers to be bound from or to Hong Kong, should not be interfered with or molested at sea; that should the Chinese Government refuse to remove the stations and cruisers altogether, it might be urged upon them to remove them to a greater distance than they are at present, say, not nearer, in any case, than ten miles from any of the entrances to the harbour; and, finally, that if amelioration of the present state of affairs could not be obtained by diplomacy, as the Chinese urge their right to protect their revenue in the manner they are pursuing, it is equally the right of this Government to protect its trade; and they are of opinion that, in the furtherance of this, armed steam launches stationed at the outlets of the harbour might conveniently be employed to see that leaving and incoming junks are not molested.

In setting forth the above matters the Commission point out a curious error fallen into by Sir Brooke Robertson in regard to the *Kum-Hop-Sing* junk. He stated that this vessel was captured by Captain Palmer, and had been handed back on payment of a fine, whereas the truth turned out to be that it had not been captured by Captain Palmer, and had not been released. In his despatch concerning the above report, H.E. Sir Arthur Kennedy states that the whole question, impartially considered, resolves itself into a narrow compass.

It is beyond doubt, he says, that a not inconsiderable number of Chinese junk owners are in the habit of consulting their individual interests by violating Chinese customs laws, and making this colony the basis of smuggling operations, for which its geographical position affords every facility, and the profits, it is to be presumed, exceed the loss and risk, or the practice would not be continued. The Chinese Customs Officers and Revenue Collectors, with a knowledge of these facts, lose no opportunity of seizing and confiscating every Chinese junk for which they can find a pretext, and the characterless class of persons employed as subordinates in that service makes it too probable that honest and innocent traders are often grievously harassed and plundered. It is manifestly impossible to reconcile the interests of smugglers with those of a very low class of revenue officers, who are paid by results, and honest men unfortunately often suffer between them.

We here pass to a very important document, which sets forth the action taken for a series of years by Sir Brooke Robertson, British Consul at Canton, in reference to this question. The despatch is dated June 20, and is addressed to Mr. Austin, Colonial Secretary in Hong Kong. It states that Sir Brooke Robertson was—

In receipt of a joint despatch from the Viceroy of these Provinces and the Haikuan, or Superintendent of Customs, to the effect that, in consequence of communications which had passed between these high officers and himself, the subject of regulations being made, for the purpose of enabling junks trading between the coast of China and the Colony of Hong Kong to pay their duties at convenient stations and receive their grand chop, had been under their consideration, and the result had been the intention to establish at Chang-chou and Fo-t'ou-chou, two islands in the vicinity of the colony, stations where junks *en route* can call, report their manifests, pay their duties, and receive a grand chop, which would exempt them from the payment of import or export duties at their place of departure or arrival, and, on production, if stopped, from being searched or detained by revenue cruisers.

This negotiation, he goes on to say, was entered upon by him to avoid the complaints made to the Colonial Government by masters of junks of stoppage, search, and seizure and their excuse for not having papers. Sir Brooke then goes on to detail the origin of the establishment of the duty stations. As far back as 1868 the late Viceroy, Jinlin, informed him that in consequence of the great increase in smuggling opium from Hong Kong and the evasion of the lekin or war tax, he proposed to establish stations on Chinese territory in the neighbourhood of Hong Kong for its collection. Sir Brooke communicated this to Sir Richard MacDonnell, who strongly opposed the scheme, but Sir Brooke, adhering to his opinion that the Chinese had "a perfect right to collect their duties in any way they thought fit, provided it was not directed against the trade of the colony," told the Viceroy he had no objection to make to his project, but trusted that a strict supervision would be kept over the stations in order that nothing but the lekin tax should be levied at them, and more particularly, no customs duties of any kind. Sir Brooke adds that "the success of the experiment was very great, junks leaving Hong Kong with large consignments of opium calling voluntarily at the stations to pay the lekin duty thereon, rather than risk seizure and confiscation *en route*." This proviso of Sir Brooke's, that "no customs duties of any kind" should be levied in this way was not, however, adhered to, as he adds:—

In time the Hai-Kuan, or Superintendent of Native Customs, began to think that some such plan would benefit his department, and, accordingly, he bought steamers and built or purchased steam launches, and thus gradually established a pretty strong fleet of preventive cruisers, which keeps a strict surveillance over the approaches to Hong Kong.

Thus the whole question of levying not only lekin taxes but also Customs duties at the stations was raised in consequence of Sir Brooke yielding the first point; and Sir Brooke sets forth that the Viceroy and Hai-Kuan represented to him that—

Formerly Chinese junks from various Prefectures, when voyaging to Canton, obtained grand chops from the ports in the neighbourhood of such Prefectures. Those going to outports either obtained their grand chop at Canton or else at various ports in Kuang Tung.

And this being the state of affairs, Sir Brooke says that—

It became necessary that something should be done to meet this difficulty, and the method which appeared to him to be most effectual was to establish one or two Customs stations near Hong Kong, on the routes to the east and west coasts of the Province. At subsequent interviews this proposition assumed a more definite shape, and will now be realised as mentioned above.

This arrangement Sir Brooke trusts—

Will remove many of the objectionable features which at present exist, and the doubts and difficulties which surround the question of seizures; and if hereafter the Colonial Government of Hong Kong makes it incumbent on complainants to show why they have not cleared at the stations *en route*, it will simplify matters exceedingly; and, above all, he considers it should be proved by documentary evidence that the owners of the junks are residents in the colony or regular traders therewith. It is right, he concludes, that the trade of the colony should be protected, but it is not so that such protection should be abused to serve the purposes of a class of Chinese who frequent the colony for the sole purpose of making what they can out of it, leave it when that is accomplished, and care nothing for the complications which may result. Moreover, the policy of protection carried beyond reasonable limits defeats itself (for it is met by reciprocity and increased stringency on the other side), and such, I hold, is the mistake the colonists have committed.

The above summary will show the state of the question at the time when prominent attention was called to it by the case of the *Kum-Hop-Sing* junk. We shall endeavour in a future number to lay before our readers in a succinct form the substance of the remaining voluminous but very interesting despatches. We may, however, meantime state that in the despatch with which the series concludes, Earl Carnarvon, Secretary of State for the Colonies, reviewing the whole matter, holds that the Chinese Government exercising the right of search complained of does not affect the freedom of the port of Hong Kong; but he admits there are abuses connected with it; that the colonists may rely upon the support of Her Majesty's Government; and that the Earl of Derby, Secretary of State for Foreign Affairs, will direct Her Majesty's Minister at Peking to call the attention of the Chinese Government to the subject. He expresses his opinion finally that in view of the existing difficulty there is no substantial argument against entrusting to a Chinese Consul in Hong Kong the privilege of collecting revenue from junk masters and granting receipts for the duties.

HONG KONG BLUE BOOK.

The report of Governor Sir Arthur Kennedy to the Earl of Carnarvon, for 1873, is as follows:—

The comparative yearly statements show that the revenue is in a satisfactory condition, and quite sufficient to cover all ordinary expenditure.

Eighteen Ordinances have been passed during the year, some of them of great importance to the character and well-being of the Colony, more especially those relating to Chinese Emigration; and the Ordinance (No. 13), "to consolidate and amend the laws relating to the process and practice, and mode of pleading in the Supreme Court of the Colony, and to provide a uniform code of procedure at common law and in equity; "Nos. 17 and 18, to establish lighthouses, buoys, and beacons within the Colony," and to provide for the oral examination of prisoners, are also in the direction of necessary and useful legislation.

The report of Mr. Frederick Stewart, the Inspector of Government Schools, which accompanies the Blue Book Tables, continues to be satisfactory, though, as usual, much remains to be done. The advantages accruing from the Colonial Schools and the principles on which they are conducted cannot be over-estimated.

The Harbour-Master's Report will be found most interesting and indicative of the prosperity of the Colony, even during this trying year.

I have to submit a Report drawn up by Mr. Hayllar, Q.C., Acting Attorney-General, with a Table giving an abstract of cases brought under cognizance at the Police Magistrate's Court, during a period of ten years from January 1st, 1864, to December 31st, 1873, inclusive, which your Lordship will doubtless peruse with interest. Mr. Hayllar states that the year 1873 was distinguished by a marked diminution of serious offences. The total annual cost of the prison during the year

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1873 was £6,025, as against £8,715 in 1872, accompanied by greater efficiency, and the undoubted result of deterring a numerous class of habitual criminals, who were wont to make the gaol a refuge at certain seasons of the year.

The Report of the Colonial Surgeon conveys all the information I am able to afford. The site of a new hospital is in course of preparation, to commence building as soon as the plans are received from England. The general health of the Colony has been satisfactory.

A glance at the Return of Public Works, &c., at page 36, will show a laudable activity on the part of the Survey Department, of which Mr. Price took charge during the year. The amount of important work done (and well done) by his often short-handed establishment is most creditable. The repair and reconstruction of drains, of originally faulty construction, will involve a large outlay. The supply of water has been greatly improved, and larger works are still under consideration of the Legislature.

The testimony of the Acting Attorney-General as to the increased and increasing efficiency of the colonial police force is very satisfactory. Mr. Hayllar's position as public prosecutor and chairman of a lengthened inquiry into the condition of the police force in 1871-2 adds great weight to his opinion, which I can conscientiously confirm. New guard-houses have been established, and a permanent station formed at Kowloong, which has brought a lawless population into a state of peace and order formerly unknown. A reference to the Report of the Captain Superintendent will show that the large number of 158 men of all nationalities have been struck off the roll of the force during the year. It was unhappily necessary to make these examples, but it has resulted in the increased respectability and efficiency of the force.

The Report of the Postmaster-General will be read with interest and satisfaction, supplemented by an additional Annual Report of an inspection by that officer lately transmitted.

The public peace has been unbroken, and the laws have been firmly and judiciously administered. I continue to receive cordial support from the executive officers of the Colony.

CEYLON.

The report of Acting Governor Birch to the Earl of Carnarvon for 1873, is as follows :—

The revenue for 1873 was	£1,290,918
The expenditure for ditto	1,176,259
Excess of revenue over expenditure ...	£114,659

As compared with 1872 the revenue of 1873 shows an increase of £116,220. The following are the principal items of increase :—

Customs : Imports £16,681, due to the improvement of trade generally. There has been an increase on most of the articles imported, principally on cotton goods, grain, malt liquor, &c.

Land Sales, £7,888, attributable to the sale of large tracts of waste land in the Central Province, suited for coffee cultivation, and to the high prices realised for building lots in the Western Province. The highest price realised for land suitable for coffee cultivation was £18 the acre, and for building lands in the vicinity of Colombo £264 the acre. Land revenue : Paddy, £6,266 ; owing to a productive harvest, the result of more seasonable weather in 1873 than in the previous year. Royalty on plumbago, £2,438. The trade in this article has considerably increased of late ; and owing to the attempts made to evade the payment of the royalty due on plumbago dug on private lands, the dues are now collected as a royalty on the shipment of the article. Rents exclusive of lands : Tolls on bridges and canals, &c.. £5,028, indicating increased traffic, leading to greater competition for toll rents.

Stamps : General, £11,011. Owing to the introduction of a new system in 1873, under which stamp and registration fees for title-deeds are brought to account of revenue instead of being placed in deposit, the collections of 1873 include the revenue proper of that year, and portions of the revenue of previous years. Postage stamps, £2,369, showing that these stamps are more extensively used by the public.

Sale of Government Property : Salt, £7,929 ; owing to the sale of a larger quantity for export to released districts, the stock in the previous year having been so low that no salt was available for issue to Dhonies. Colonial stores, £2,969 ; accounted for by the fact that, on the transfer of the Colonial Store Department to the new quarters at Slave Island, the old and useless stock in store was disposed of.

Miscellaneous Receipts : Repayment for deficiency of troops, £3,670. In consequence of the disbandment of the Ceylon Rifle Regiment in June, 1873, and the question of the military force remaining unsettled, the colony continued to make the full payment of the military contribution at the rate of £160,000 per annum, and the abatement to be paid by the military authorities on account of deficiency of troops was therefore larger for the year 1872-73 than the previous year.

Interest on Indian and local investments, £6,018 ; owing to the second half-year's interest on Indian stock for 1872 having been received in 1873. Railway receipts, £52,586 ; accounted for by the partial opening of the extension to Nawalapitiya, as far as Gampola, in February, 1873, and by the larger coffee crop in that year. The expenditure of 1873 was £1,176,259, that of 1872, £1,062,994, showing an increase of £113,265. The increase under the head of "Establishments" amounts to £15,790; it is chiefly in the registration, the medical, police, and railway departments.

ASSETS AND LIABILITIES.

The assets of the colony on the 31st December, 1873, amounted to £418,782, the liabilities to £302,913, showing an excess of assets over liabilities of £115,868. Omitting from the statement of assets the sum of £3,750 on account of arrears of revenue outstanding, and £1,875 on account of surcharges outstanding, and deducting also from the statement of liabilities the item of £24,975 on account of drafts outstanding, the balance amounted to £135,219. This is subject to a further deduction on account of the new copper coin received from India in 1871, 1872, and 1873, amounting to £20,617, reducing the balance available for appropriation on the 31st December, 1873, to £114,602.

PUBLIC WORKS.

The total expenditure on public works during the past year amounted to £317,842, viz.:—

Government money	£245,486
Road Ordinance labour and private contributions	37,114
Establishments	35,242
	£317,812

In the year 1872 the expenditure was £298,322, showing an increase of £19,520 in 1873.

BANK REPORTS.

The report of the Oriental Bank Corporation states that the accounts made up to the 31st December last have been audited as usual, and show a balance of £177,491 12s. 1d. after defraying current expenses, and providing for all bad and doubtful debts. To this balance has to be added £8,509 6s. 4d. from last year's account, making a total of £186,000 18s. 5d. to be dealt with. A dividend of 6 per cent. for the half-year ended 30th June, which was paid in November, absorbed £90,000 of the above sum. The directors now propose to pay a like dividend of 6 per cent. for the half-year ended 31st December, which will require a further payment of £90,000. This payment being made, there will remain £6,000 18s. 5d. to be carried to the credit of the next account. Some time ago the directors had their attention directed to South Africa as a field for banking operations, and were induced to open an agency at Port Elizabeth. A favourable opportunity of acquiring an old Colonial connection at that place having presented itself, they have, under authority from the Lords Commissioners of Her Majesty's Treasury, established there a branch bank, with power to issue notes payable on demand. The progress of this branch, with several supporting agencies now in operation, has been satisfactory and encouraging.

The report of the Chartered Mercantile Bank of India, London, and China states that the profit for the year, including £1,661 11s. 4d. brought forward from previous year, amounts to £54,712 7s. 9d. Out of this sum a dividend of 4 per cent., amounting to £30,000, has been paid for the half-year ended 30th June last, and a further dividend of 2 per cent., amounting to £15,000, is now declared, making together 6 per cent. for the year, free of income tax. The balance of £9,712 7s. 9d. has been carried to Reserve Fund, which has been debited with £13,612 7s. 9d. for bad and doubtful debts. The Directors have pleasure in recommending Mr. William Scott, of the firm of Messrs. Binney and Co., Madras, for the seat on the Board, vacant by the death of Mr. Mackenzie. A resolution to this effect will be proposed at the meeting.

The report of the National Bank of India shows a balance at debit of profit and loss account of £8,865, 5s. 4d., which has been met by a transfer of £10,000 from Reserve Fund. That fund will then stand at £15,000, and a sum of £2,375 10s. 10d. will be carried forward to credit of profit and loss account for next half-year. The unsatisfactory results which these accounts disclose have arisen chiefly from the difficulty experienced in finding safe and profitable employment for the Bank's funds, which, as the shareholders are aware, are mainly employed in exchange operations. The features which have characterised the half-year have been the great scarcity of bills, a difficulty which has been experienced by the branches in India as well as by the branch at Hong Kong. This scarcity is attributable in a measure to the reduction in the value of Eastern produce, the absorption of a large amount of bills on German account in return for shipments of silver to India, and in Bombay, especially, to the small amount of exports. These adverse circumstances, by increasing the available resources of the Exchange banks, intensified the competition for bills and reduced margins of profit. The Board having long felt the want of a branch at Shanghai to complete the chain of the Bank's exchange operations (especially during the past year), and having only delayed opening there until an experienced and tried officer should be available, have sent Mr. James Campbell (formerly manager at Hong Kong), with instructions to open such a branch. The Board have had the advantage of communicating their views to Mr. Campbell personally in regard to the business of the branch, and it will, they expect, be in full operation during the ensuing month.

Monetary and Commercial.

We much regret to announce the suspension of Messrs. Fearon and Co., old established merchants in the China trade, and agents for Messrs. Augustine Heard and Co., China; the China Traders' and other Insurance offices ; also the New York, London, and China Steam Company.

Little change has occurred in the aspect of the Manchester market. Quietness has prevailed all through, with only a limited inquiry for both Yarns and Goods, but this, in a measure, owing to the firmness of producers, who, being generally well engaged, are disinclined to accept anything below last week's prices. Slight concessions would probably have led to business, but neither spinners nor manufacturers are, as a rule, disposed to make any reduction.

The report of the directors of the Chartered Bank of India, Australia, and China, to be presented to the shareholders at the meeting on the 21st inst., states that the gross earnings amount to £143,945 0s. 9d., and that the net profit, including the sum of

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£3,823 15s. 5d. brought forward from the previous account, is £67,260 8s. Of this amount the interim dividend already paid has absorbed £20,000, and the directors now recommend the shareholders to transfer £20,000 to reserve fund, to declare a dividend for the past half-year at the rate of five per cent. per annum (free of income-tax), and to carry forward £7,260 8s. to new account.

The half-yearly report of the Eastern Extension Telegraph Company has been issued. The balance of profit amounts to £102,752 1s. 7d. Three interim dividends of 1½ per cent. each have already been paid, and the directors now declare a further dividend of 4s. per share, making a total distribution of 6½ per cent. for the year. A balance of £32,839 11s. 7d. is carried forward to the reserve fund, thereby increasing that account to £75,453 5s. 8d. The debenture debt has been reduced by £2,000, leaving a balance of £7,900, of which a further sum of £3,200 has been redeemed since the commencement of the present year. It is added that the land line between Port Darwin and Adelaide has been efficiently maintained by the South Australian Government.

The following circular has been issued :—

Gentlemen,—In consequence of the failure of expected remittances from their principals in China, our clients, Messrs. Fearon and Co., of No. 34, Leadenhall-street, have been compelled to suspend payment. They are engaged in preparing a statement of affairs to lay before their creditors, which will be done with the utmost despatch. In the meantime, we ask on their behalf your indulgence, and are, yours obediently, J. and R. Gole, 49, Lime-street, Leadenhall-street, April 14.

At a meeting of the creditors of Mr. E. M. de Bussche, steamship owner, of Ryde, Isle of Wight, the liabilities were stated at about £100,000, and assets at £20,000, subject to realisation. Mr. F. B. Smart and Mr. Cape, the accountants, were appointed trustees to wind up the estates in the London Bankruptcy Court with a committee of five creditors.

The retirement of the acceptances of J. C. im Thurn and Co. on behalf of firms engaged in the Indian, Straits, and China trade is proceeding in a very satisfactory manner.

The *Manchester Courier* reports the stoppage of Messrs. Mills and Heywood, spinners and doublers of Oldham, with liabilities representing £20,000.

A circular has been issued announcing the suspension of payment of Messrs. John Morison and Co., of Billiter-street. The liabilities are believed to be considerable, and the cause of the failure to have arisen from intimate business relations with Mr. W. T. Henley, whose failure was lately notified. The Court of Bankruptcy has appointed a receiver to the estate. The liabilities are estimated at £200,000, with assets of the nominal value of £300,000, subject to realisation.

An application to appoint Mr. Turquand receiver and manager of the estate of Messrs. Siordet and Co. has been granted by the Court of Bankruptcy. Of the liabilities, amounting to £400,000, not more than £100,000 is expected to ultimately rank against the estate.

The case of Mr. J. W. Akeroyd, woollen manufacturer, of Dewsbury, will come before the Bankruptcy Court on the 30th inst.

During the week ended the 10th inst. there were delivered from the bonded warehouses in London 3,217,479lb. of tea, of which 2,009,094lb. were for home consumption ; 689,984 lb. were removed coastwise, 379,717 lb. were for exportation, 134,797lb. were sent coastwise for shipment, and 3,887lb. were for ships' stores. The duty paid amounted to £50,227, being a considerable increase on totals of the four previous weeks.

At a meeting of merchants and underwriters, held at Liverpool, the following resolution was adopted :—

"It is agreed that damage from Black Leaf discolouration shall not be claimed for under this policy, except when caused by the bale so affected having been in actual contact with sea-water or fire, and that no allowance shall be made for Black Leaf in damaged bales when the entire sound portion of the same mark contains Black Leaf."

Owing to a rise in the Indian exchanges, the price of Bar Silver has improved to 57½d. per oz. No Mexican Dollars have been disposed of.

The rates adopted by the London insurance offices for the next season's teas, per steamer, *via* Suez Canal, are as follows : —For ordinary first-class risks from Hankow, 70s. ; from Shanghai or Foochow, 60s. ; Canton, 50s. ; a reduction on those rates of 10s. on Holt's steamers, and 15s. on the P. and O. and Messageries steamers, and an increase of 10s. on steamers not considered as first-class.

ARTICLES OF IMPORT.

The improvement in business generally has made further progress during the week ; public sales have been on a large scale, and operations generally have been of good extent. Several of the leading articles have maintained a better position, of which the most important consists of Sugar, a rise of 1s. to 1s. 6d. from the lowest point having been established. Heavy supplies of Tea have been pressed forward, which has neutralised the improvement expected from the settlement of the recent dispute. Business in Silk, although steady, continues to be on a limited scale Coffee has shown increased activity, and prices have continued to advance. Cotton, although fluctuating, has been firm. Rice less depressed. Pepper continues quiet. Cutch, Gambier, and Hemp have also been quiet. Tin is steady.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—Our market during the past week has been quiet by private contract, the orders both for home consumption and export being limited, whilst the quantity offered without reserve at public auction has been larger than for some time. Prices for Congou has been fairly maintained, but Scented Capers and Green Teas have sold at lower rates. Public sales have been larger, 28,043 packages, nearly all without reserve ; they have passed heavily, and at lower prices for all kinds but Congou. The deliveries for the week, as compared with last year, are as follows, viz. :—

	1875. lbs.	1874. lbs.
Home Consumption	1,980,636	838,768
Coastwise	720,944	963,279
Exports	675,038	384,833
Total delivered	3,376,618	2,186,880

Congous.—Red-leaf kinds : Siftings remain firm at previous prices. Broken-leaf kinds, as also fair common, show no change. Good common, free from dust, meets with a moderate sale. Fair Kaisows, with good leaf, have been wanted from 1s. 1d. to 1s. 1½d. Fair to good medium remain firm. Good to fine have been saleable from 1s. 5d. to 1s. 9d. per lb.; above this price sales are difficult to make. There has been some inquiry for fair to good Pak Lin kinds. Black-leaf kinds : Common have sold at auction at rather easier prices. Good common have been dull of sale at 11d. to 11½d. per lb. Fair to good Oopak kinds have been neglected. Onfa kinds have been saleable at previous prices. Good to fine kinds have not been in much request, but prices show no change. In finest there has been little doing. Canton-make kinds : Common to fair have sold from 10½d. to 1s. per lb., being rather firmer. In Oolongs the sales made have been at rather lower prices, the demand being limited. Souchongs : Fair to good medium kinds have been saleable from 1s. 3d. to 1s. 7d. per lb., finer kinds being difficult to move. *Scented Teas.*—Canton Capers : About 7,000 boxes have been offered at auction this week, and common kinds have sold ½d. per lb. and fair 1d. per lb. lower, the finer kinds showing no change. Orange Pekoes : Good long-leaf kinds have sold from 1s. 4d. to 1s. 7d. per lb., being fully former prices. Foochow Capers continue neglected. Orange Pekoes have sold slowly at rather lower prices.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says :—There has been a little more doing in Chinas during the past ten days, but almost entirely limited to the lower grades of Tsatlee, and many parcels of No. 5 have been sold at 12s. 6d., with an occasional sale of the better kinds at former prices. In Taysaams there is nothing to note beyond some business in Skeins at 11s. 6d. to 12s. and 9.12 Moss at 12s. to 12s. 6d. Cantons are quieter, there are buyers of market No. 4 at 11s. 6d. and 11s. 9d., but importers are firm for 12s., which is paid only occasionally for desirable parcels. In Japans, perhaps, a little more inquiry, but at low prices only Bengals continue neglected. Deliveries continue steady, being from 1st to 14th inst.:—China, 1,476 ; Japan, 268 ; Canton, 234 ; Bengal, 79 ; Total, 2,057 bales.

Messrs. Arles, Dufour and Co.'s Lyons Circular, dated 10th inst., says :—We confirm our advices of the 12th March. In Silk a fair business has been done daily for immediate wants, but with a marked preference for Chinas, to the prejudice of European sorts. The limited demand for the latter, coupled with the approach of the new crop, has caused a decline of a few francs ; prices of Chinas, on the contrary, remain firm for all sorts, save best grades of Tsatlee, upon which concessions of one or two francs fail so far to draw much attention on the part of buyers. Nothing can be said yet as regards the next European crop, except that seeds being plentiful and cheap the outturn ought to be satisfactory, if the influence of the weather remains favourable. First sales of cocoons to arrive have just been made in Milan on the basis of last year's prices.

LONDON QUOTATIONS—APRIL 16.

CHINA.	
Tsatlee, No. 1	21s. 0d. —
,, No. 2	20s. 0d. —
,, No. 3	18s. 0d. to 19s. 0d.
,, Red Peacock	15s. 0d. —
Yuenfan and Hainin, Nos. 1, 2, and 3	12s. 0d. to 13s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 16s. 6d
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 6d. to 19s. 0d.
Idah, No. 3	12s. 0d. to 14s. 0d.
Sodai, No. 2...	16s. 0d. to 16s. 6d.
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen	10s. 0d. to 15s. 0d.
Mashta ... ... (none)	
Hatchoji ... ... (none)	

COFFEE.

The statistical position of this article has become stronger, the deliveries maintaining the previous extension, and keeping the stock at this port at a low point, the relative deficiency now amounting to 8,500 tons. At the same time supplies arrive less freely than expected, and the market has been buoyant throughout. The small supplies of Plantation Ceylon offered last week went off readily at ah advance of 3s. to 4s. per cwt.; this was not quite sustained when larger quantities were offered, but the result of the Dutch sale again stimulated the demand, and prices have further advanced, making a total rise of 4s. to 5s. per cwt., middling closing at 108s. 6d. to 111s. Native has advanced fully 3s. per cwt., good ordinary closing at 88s. to 89s., but owing to its scarcity business is small. The almost total wreck of the Border

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Chieftain off the coast this week has given additional firmness to this market. A good business has been done in Manila at rising prices, closing 3s. dearer. The closing quotations are Plantation triage 90s. to 98s., small 103s. to 104s. 6d., low middling 108s., middling colouy 108s. 6d. to 110s. 6d., chiefly good middling to fine middling 111s. to 114s. 6d., good to very fine bold 115s. to 121s. 6d., pea-berry 125s. 6d. to 128s. ; Native, good ordinary 86s.to 89s., bold at 94s. 6d., pea-berry, 105s. 6d. to 110s. ; 4,000 bags Manila have been sold, good Zamboanza 85s. to 86s., chiefly mixed and pale Indian beginning at 86s. and rising to 89s. to 90s.

The Dutch Trading Company's periodical public sale of 81,399 bags Java held 14th inst. in Amsterdam, went off briskly at 2½c. to 3c. above valuations, good ordinary Java, valued at 53¼c. to 532c., selling at 56c. to 56½c., against 52¾c. to 53½c. at the March sales.

CHINA PRESERVES.—Of 649 cases Ginger 200 cases sold at 6d., the remainder bought in at 6½d. to 7½d., and 49 cases ditto Chow Chow at 7d. per lb.

CHINA STRAW PLAIT.—Of 963 bales offered at auction only 400 bales found buyers, mottled, of which nearly the whole consisted, at £6 10s. for common to £18 10s. for good, white at £10 to £20, 2 bales superior ditto at £45 10s. to £49 per bale.

CHINA MATTING.—At auction 607 rolls of new import were mostly sold, fancy at 40s. to 41s., red 28s. to 44s., white 19s. to 43s. 6d. per roll, including slightly sea-damaged and stained, of which the bulk consisted.

COTTON.—At the commencement of the fortnight an active demand prevailed, and business of good extent resulted at a recovery of 1-16d. to 1⅛d. per lb. Subsequently there has been less activity, and during the last few days a decidedly quiet tone has been manifest, and the above-mentioned improvement has been lost.

CAMPHOR.—A steadier tone has been manifested ; about 300 cases are reported sold at 70s. for China, and 71s. for Japan afloat.

CUBEBS have advanced, 100 bags fine quality free from stalks having been quitted at 27s. 6d.

COLOMBO ROOT.—Without alteration, good wanted ; about 40 bags fair sold at 30s., being an improvement.

COIR GOODS.—Although the sales have been heavy a good tone prevailed throughout, and nearly the whole offered sold at full prices, especially good and medihm qualities. Ceylon fibre was also in better request, and fair Mattress in bales sold at 10s. to 20s. advance ; no change in common. Cochin sold at about 20s. decline ; 10 tons rope sold at 22s. 10d. to 23s. for 1½ to 3 inch.

COCOANUT OIL has continued to move off slowly, fine Cochin at £43 15s. to £44, and Ceylon in pipes at £37 10s. to £37 15s. Of 87 casks Cochin in public sale 24 casks old sold at 42s. Of 67 pipes old Ceylon 26 pipes good fair partly veiny sold at £37 10s.

CUTCH.—The market has been very quiet, with only small sales, the closing quotation for fine Pegu being 26s. For arrival 30 tons Pegu have been sold at 25s.

DRAGON'S-BLOOD.—Market quiet ; of 14 cases at auction half sold at £5 10s. to £5 12s. 6d. for fair lump.

ESSENTIAL OILS.—*Aniseed* quiet ; 10 cases sold at 9s. to 9s. 1d. *Cassia* continues dull and very plentiful, with sellers at 4s. 4d. *Nutmeg* quieter ; of 23 cases one third sold at 6¾d. to 7½d. for good to fine. *Lemon Grass* rather better demand at reduced rates, and over 100 cases changed hands at 2½d. *Cinnamon* scarce, and fine still wanted ; of 3 cases offered 1 case leaf sold at 3d. *Citronelle* very quiet and easier ; sales at 1⅞d., but no further buyers.

GALANGAL ROOT.—Market rather quieter ; there have been small sales at previous rates, but arrivals of some extent, 143 cases at public sale retired.

GALLS have been steady but quiet ; small sales of China effected at 53s. to 53s. 6d. per cwt.

GUMS.—*Benjamin :* Firm, but quieter ; of 82 cases at auction three-fourths sold ; rather dull 2nds at £9 to £9 10s, fair 3rds 85s. to 90s. *Copal* firmly held, but nothing of consequence done. *Damar* quiet ; and of 45 cases offered over half sold at 62s. to 63s. 6d. for Batavia ; further lots on sale this day. *Gamboge* offering freely, and of 91 cases at public sale one-fourth sold at £10 2s. 6d. to £11 10s. for rather drossy run to good, mostly pipe.

GAMBIER has been steady, with rather more doing at about 6d. per cwt. advance. Holders are firm, and business has been done at 24s. 3d. to 24s. 6d. on the spot, and 24s. 1½d. to arrive. Cubes in good request, and 2s. to 3s. higher. Sales reported at 40s. to 42s. for fine free.

GUTTA-PERCHA continues very dull.

HEMP.—The market for Manila continues very quiet, and only about 500 bales have been sold, good brown to mixed at £29 to £30, good Zebu at £33 5s., white Quilot at £48. Moderate quantities of Manila offered by auction went off slowly, and the sound was all bought in, a small part damaged selling steadily : of 780 bales, the sound was bought in at £30 to £34, but 280 bales damaged sold at £27 to £31 15s.

INDIA-RUBBER has been very quiet, and about 350 packages Borneo, Java, &c., offered were all retired.

JAPAN WAX has been steady, and of 2,300 boxes offered nearly 1,000 sold ; fair to fine small saucer at 50s. to 53s. 6d. ; yellow 48s. to 48s. 6d. ; good squares 51s. to 51s. 6d. per cwt.

MUSK.—The market has been firm ; of 48 caddies and tins Tonquin offered 18 sold, fair to good even well-shaped selected pods, rather damp, 37s. 6d. to 45s. ; rough and bally 15s. ; 2 tins Yunan good realised 36s. to 36s. 6d. ; of 20 tins Grain and 1 tin Cabardine, the latter only sold at 15s. per oz.

PEPPER.—*Black :* The market has remained without improvement to the close, prices declining about ¼d. per lb. The private sales do not exceed 2,000 bags, Penang at 4⅞d. to 5d., Singapore at 5⅛d. to 5¼d. At auction of 2,596 bags Penang about 550 bags sold, West Coast 5d., damaged 4⅞d. to 4⅞d., of 462 bags Singapore 350 bags sold at 5⅛d. to 5¼d. *White* has also continued dull, and at public sale of 1,665 bags Singapore about 700 bags were sold at a decline of ¼d. per lb., fair at 7¼d. to 7⅜d., good fair at 7½d., the remainder bought in or withdrawn.

PLUMBAGO.—Of 431 barrels new Ceylon offered, the bulk sold at steady rates, good bright lump 16s. 6d. to 17s., middling ditto 13s. to 16s., common to fine bright chips 9s. 3d. to 10s. 9d., dust, good to fine 8s. 3d. to 9s. 9d.

RICE.—Only a limited demand has prevailed on the spot, and sales are therefore small, but prices are in most instances upheld. There has been rather more demand for new Burmah cargoes, and several have changed hands at former rates. Privately old white Bengal has been sold at 10s. to 10s. 6d., new ditto at 11s. for middling to 12s. 3d. for fine, Madras at 9s. to 9s. 6d., and Rangoon at 9s.

RHUBARB.—Good China is scarce and market firm ; public sales embraced 174 cases, of which barely half sold, bold bright selected 4s. 5d., ditto, discoloured coat 3s. 5d., medium and bold bright even pale pinky 3s. to 2s. 3d., ditto. dull part dark 1s. 3d. to 1s. 6d., darker fracture 10d. to 1s., wormy 8d. to 9d.

SAGO.—Market quiet, but about 1,500 bags sold at auction and privately, large at 17s. 6d., medium, as well as small bright 17s. to 17s. 6d. *Flour* continues quiet, with a few small sales.

STAR ANISEEDS show a slight advance, about 50 cases having been sold at £5 12s. 6d. to £5 15s. per cwt.

STICKLAC.—In auction of 462 boxes 6 bags Siam offered 70 boxes sold, fine free at £6 per cwt.

SPICES.—*Cinnamon :* A better demand has prevailed, and some 200 or 300 bales have changed hands ; to a considerable extent bought-in lots from the last quarterly sales at previous value to 1d. to 2d. per lb. advance. *Cassia Lignea* quiet, and about 200 cases sold at 56s. 6d. to 56s. for good unworked. *Buds* dull ; 140 boxes retired.—*Cloves :* Penang quiet but steady. *Mace* dull, and of 55cases at auction, a few cases sold, good at 2s. 6d. ; common 1s. 5d. to 1s. 7d. *Nutmegs*, rather cheaper, and of about 300 cases offered, two-thirds sold, 67's to 59's at 3s. 11d. to 4s. 6d. ; 83's to 72's at 3s. 4d. to 3s. 8d. ; 116's to 117's at 2s. 9d. ; 158's at 2s. 5d.

TAPIOCA.—Market steady, and about 500 bags sold. *Flake*, fine at 2½d., fair at 2d. to 2½d. per lb. *Pearl* steady ; bullets 21s. 6d. per cwt., medium dull to bright 21s. to 22s.

TOBACCO.—In public sale 473 bales China leaf sold at 3¼d. to 7¼d., inferior 1¼d. ; 309 bales ditto damaged 5d. to 6⅜d., inferior 1½d. to 2d. ; 353 bales Japan 4⅜d. to 8¼d. ; 488 bales ditto damaged 4½d. to 5⅜d. ; 4 bales Sumatra, 10⅜d., and 1 bale Java 3¼d.

TIN has been steady during the week, and prices show no alteration. Quotations are—Straits on the spot, £86 to £86 10s. ; afloat, £85 to £86 ; Banca, £92 ; Billiton, £87 per ton.

VEGETABLE TALLOW.—A good business has been done in Singapore at 42s.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh : Rails, £7 ; Bars, £9 ; Staffordshire Best : Bars, £9 10s. to £10 5s. ; Nail Rods, £9 10s. to £10 10s. ; Hoop, £10 15s. to £12 ; Sheets, £12 10s. to £13 10s. ; Scotch Pig, No. 1 £3 12s. to £4 3s. ; Swedes, Bars, Hammered, £17 5s. to £17 10s. ; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7⅝d. to 7¾d. ; Sheathing and Rods, 7⅝d. to 7¾d. per lb.

TIN.—English Refined, £94 to £95. Tin Plates : Charcoal I C, per box, 33s. to 39s. ; Coke, 26s. to 32s.

LEAD.—WB, £22 10s. ; do., other brands, £21 5s. to £21 10s. Spanish soft, ex ship, £20 10s. ; Sheet, £23 to £23 5s. ; Shot (kegs extra), £26 10s. ; White do., £29 ; Red do., £24 to £24 10s.

SPELTER.—Silesian, £23 5s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £15.

Messrs. French and Smith's Circular says :—In Iron there is no change ; Copper is quiet, Chili being quoted £80, dull ; Tin : English is cheaper ; Tin-plates dull ; Lead dearer. In other metals no alteration to notice.

SUNDRIES PER "COREA," FROM NEW YORK FOR SHANGHAI, FEB. 27.

80 kits fish		3 cs. coffee	144 lbs.
1 case wicks	300 gross	200 bls. cttn. goods	120,000 yds.
35 bxs. stove polish		200 do. drills	120,000 yds.
79 do. canned goods		650 do. domestics	390,000 yds.
8 do. syrups		10200 cs. oil	102,000 gls.
4 do. lemonade	48 doz.	150 pcs. white pine	9,865 feet
6 do. missionary goods		252¼ tons coal	
1 cs. condensed milk	48 lbs.	7 kegs groceries	

SUNDRIES PER "BENEFACTOR," FROM NEW YORK FOR SHANGHAI, MARCH 5.

300 bls. brown domestics 240,040 yds.	16000 cs. refined petroloum 160,000 gls.
120 tons coal	

SUNDRIES PER "WILLARD MUDGETT," FROM NEW YORK FOR SHANGHAI, MARCH 26.

20000 cs. refined petroleum	200,000 gals.	1 organ	
		50 cs. sarsaparilla	50 doz.
344 tons coal		50 do. chairs	50 doz.
95 pkgs. glassware		19 do. missionary goods	
25 hf.-brls. split peas	2,500 lbs.	2 pkgs. crockery	
23 pkgs. grates and fixtures		9 do. effects	
242 loose stoves		1 bell and yoke	
70 pkgs. stoves and fixtures		5 cs. furniture	
55 pcs. & 16 pkgs. cabinet wood	403 feet	4 bls. moss	593 lbs.
		1 do. burlaps	117 yds.
2 bxs. tools		1 brl. twine	100 lbs.
1 do. screw-eyes		1 box chromes	
9 do. machinery		11 ornaments	
199 bls. domestics	119,400 yds.	14 bxs. tacks	350 lbs.
100 ash oars		2 do. marble	
1 brl. whisky	39 gls.	5 do. boots	5 doz.
2 bxs. revolvers and cartridges		1 do. carriage	
2 bdls. tinware		12 trunks	

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 6	Ada	Wiebenga	Batavia	Helvoet
6	Dordrecht II.	Rotgans	Do.	Do.
10	Kanagawa	Carst	Do.	Do.
7	Utrecht	Zeede	Do.	Flushing
8	Andromeda	Comben	Singapore	Greenock
7	Familiens Haab	Hansen	Bangkok	Kiel
8	Amerika (s.)	Wetterlind	Sourabaya	Marseilles
10	Hans	Le Moult	Hong Kong	New York
10	Eme	Sproule	Java	Scilly
12	Asterope	Homan	Penang	London
10	Vice-Admiral May	Huijzer	Pangool	Texel
11	Ocean	Kramer	Do.	Do.
10	Osmo	Soderholm	Samarang	Copenhagen
12	Dewa Gungadhur	—	Singapore	Boston
12	Courier de Bombay	Naud	Samarang	Do.
12	Mary	Davies	Batavia	Sandy Hook
Mar30	Malay	Clough	Hong Kong	San Francisco
Apr12	Elizabeth Marie	Mulder	Java	Dungeness
13	Nicolette	Bouten	Do.	Do.
14	Glenroy (s.)	Hogg	Manila	London
14	Atholl (s.)	Scott	Rangoon	Liverpool
14	Barbadian	McNeil	Batavia	Crookhaven
13	James Drake (s.)	—	Rangoon	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 7	Tenasserim (s.)	Polson	Rangoon	Greenock
5	Brodrene	Nielsen	Bangkok	Hamburg
9	Bristow	Harris	Singapore	London
3	Surinam	—	Padang	Texel
8	Jan Pieterzoon Koen	Ouwehand	Anjer	Liverpool
8	Achilles (s.)	Russell	China	Do.
6	Johanna & Willem	Houtkoper	Sourabaya	Amsterdam
7	Johann Carl	Gieseke	Bangkok	Hamburg
1	Bella Vicento	Villabaso	Manila	Cadiz
8	Johanna Maria	V. Aken	Java	Rotterdam
10	Glenlyon (s.)	Grange	Singapore and China	London
10	Oxfordshire (s.)	Jones	Do.	Do.
10	Minden	Le Pallec	Batavia	Liverpool
10	Aeolus	Verbeet	Do.	Brouwershaven
9	Henriette	Brouwer	Macassar	Texel
9	Waterloo	Steevert	Batavia	Do.
10	Catherine	Seyffert	Samarang	Do.
7	Belle Avenire	De Andreis	Rangoon	Genoa
Mar. 7	Lady of the Lake	—	Do.	Buenos Ayres
5	Justitia	—	Batavia	Monte Video
Apr12	County of Berwick	McLean	Do.	Glasgow
12	John Bramall	Jackson	Do.	Southampton
10	Chiara	—	Singapore	Cardiff
14	Olivia Davis	Hardwick	Anjer	Liverpool
11	Hampton (s.)	—	Java	Rotterdam
5	Yrurac Bat (s.)	Munitiz	Manila	Cadiz
1	Escort	Carver	Anjer	New York
13	Kate Carnie	Wilson	Singapore	London
13	Androclos	Therson	Do.	Cardiff

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Lord of the Isles. For Singapore, Hong Kong, Yokohama and Hiogo: Galley of Lorne. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Colombo, Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle, Cathaya, Flying Spur, Formosa. For Hong Kong: Melbrek, Lucia, Solent. For Shanghai: Falcon, Ambassador, Guinevere. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Ceres, Annie E. Elliot. For Singapore: Atma. For Singapore and Penang: Excelsior. For Colombo: Gertrude.

At LIVERPOOL.—For Yokohama and Hiogo: Jessie Jamieson. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Menelaus (str.), Ajax (str.), Sarpedon (str.). For Hong Kong and Yokohama: Belgic (str.), Gaelic (str.), Oceanic (str.), Erl King. For Hong Kong (via Cardiff): Prince Louis. For Batavia: David Babcock. For Manila: Trinidad. For Singapore: Leon (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Ilo Ilo: Janet Ferguson. For Singapore: Bowen.

At CARDIFF.—For Singapore: Duc Luigi, Orissa, Sumatra, Marian (str.). For Batavia: Delta.

At SUNDERLAND.—For Batavia: Halia.

SPOKEN.

QUESTEMBERT of Nantes, fm. Lpl. to Batavia, Jan. 30, 25.17 S., 24.7 W.
CERES, from Cardiff to Singapore, Jan. 31, 26 S., 26 W.
BLUCHE, from Havre to Saigon, Mar. 1, 3.28 N., 26.26 W.
ALBUERA, from Hong Kong to London, April 2, 40.30 N., 30.40 W.
MIN of Glasgow, from London to Hong Kong, Feb. 21, 42 days out.
YSUSQUIZA of Arbroath, fm. Cardiff to Sinpore., Feb. 28, 3.30 N., 26 W.
SOPHIA M. LURKS (?), from Liverpool to Java, Feb. 23, 3 N., 24 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 55s. weight or meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 45s. to 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 45s. to 50s. weight, 35s. to 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £28. To Singapore: £26. To Penang: £25, f.c. To Galle: £23 to £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 30s. To Singapore: 24s. To Colombo: 25s. To Galle: 24s. To Batavia and Sourabaya: 25s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 20s. To Batavia and Sourabaya: 20s.

CASUALTIES.

The Jessica, Congdon, which arrived at New York, March 28, from Yokohama, reports having lost maintopgallantmast and several sails.

The Beemah, Blackstone, which arrived at New York on the 27th ult. from Hong Kong, reports that on the 20th ult. was struck by a heavy squall from S.W., bursting the sails out of the gaskets, and blowing the new sails to ribbons.

The Fleetwing, from Manila, at New York, March 30, reports, Feb. 21, Francis Johnson, seaman, of Germany, aged twenty-one, fell from the bowsprit overboard and was drowned.

The Elizabeth Dougall, barque, arrived at San Francisco March 21, from Hong Kong, had heavy weather in the China Seas; through the Bashee Channel very heavy N.E. gales; passed the Loochow Islands Feb. 10; on the 11th was struck by a heavy squall, throwing the ship on beam ends, shifting cargo and staving bulwarks, started bowsprit gamon, split sails, &c.; heavy weather continued to Feb. 20; on this date shipped a heavy sea, which washed away Chinamen's house on deck.

Telegraphic advices from Aden, dated April 15, state that the engines of the Devonhurst (str.), from London to Shanghai, with a general cargo, broke down, and she was taken in tow by the Acton (str.), and put back to Aden on the 12th inst. Her shaft broke off Cape Guardafui, and it cannot be repaired. She has no spare shaft.

DOVER, APRIL 12.—The Border Chieftain (s.), from Ceylon for London, came on shore on the rocks at Lydden Spout this morning, and remains. A portion of the cargo has been discharged into boats, and landed here. A lighter is alongside at present taking in cargo. There is some damage to the ship's plates, and she makes water. 13, 9.50 A.M. (By Telegraph): The Border Chieftain (s.) could not be floated last tide, water having got into the engine-room and afterhold. She has now nine feet of water in mainhold, two and a-half in afterhold on top of tank, and three feet in forehold top of tank; work of lightening the ship being continued. It is feared ship cannot now be floated until cargo is out. 14, 9.30 A.M. (By Telegraph): Work was continued all day yesterday. A barge and many small craft have been sent into Dover to deliver. Recommenced discharging this morning; have two large lighters now alongside loading for London direct. Sea perfectly calm, weather fine, ship strained considerably last tide; has now 14½ feet in holds. About four tiers of coffee casks wet, fore and aft.

LAUNCHES, &c.

ON the 8th inst. the iron sailing ship Birker was launched from the yard of the Barrow Shipbuilding Company. She has been built for Mr. J. H. Bushby, of Liverpool, and the whole of the work is of the highest class. Her dimensions are:—Length between perpendiculars, 202 feet; breadth, 34 feet; depth of hold, 21 feet; and registered tonnage about 1,000 tons. She is classed A 1 at Lloyd's under special survey, and is also passed for twenty years in red in the Liverpool underwriters' register. She is intended for the tea trade, and will trade between Liverpool and China.

MESSRS. CAIRD AND CO., of Greenock, launched from their yard, on the 8th inst., a screw steamer for the Netherlands India Steam Navigation Company. The ceremony of christening was performed by Mrs. Riddell, who named her the Karang. The length between the perpendiculars is 150 feet; breadth, moulded, 23 feet; depth, moulded, 11 feet 9 inches; and depth of hold, 11 feet. She has been fitted with engines of 70-horse power, and has builders' tonnage of 383. She has been constructed upon the most modern scientific principles, and is a clipper steam schooner. She will carry twelve first-class and ten second-class passengers.

THE P. and O. Company's steamers in dock (Victoria) are the Australia, Bokhara, and Tanjore. The Australia will take the China mail of the 22nd inst., followed by the Bokhara, with the Bombay mail of the 29th. Those repairing are the Bangalore, at Dumbarton, and the Poonah, on the Tyne. The Tanjore will shortly proceed to Dumbarton for the same purpose.

THE PYAH PEKHET.—In the Sheriff Court, on the 10th inst., Mr. M'Donald, solicitor, acting on behalf of the owners of this vessel, presented a petition, asking that, as the owners were dissatisfied with the previous report of the survey of the vessel, leave should be given to have it again surveyed, so that it might be ascertained whether the proceedings of the Board of Trade were justifiable. The owners lodged £50 with the Sheriff-Clerk to await the decision of the Court. The following are the surveyors who have been appointed:—Mr. Duncan, shipbuilder, Port-Glasgow; Mr. Blackwood, shipbuilder, Port-Glasgow; Mr. Wm. Mure, marine engineer, Glasgow; and Mr. William Meiklereed, marine engineer, also of Glasgow. The re-survey of this vessel commenced on the 13th inst.

AT the Greenwich Police-court the Board of Trade inquiry into the loss of the Hong Kong has been opened before Mr. Patteson, the police magistrate, and Admiral Powell and Captain Hight, nautical assessors. Several witnesses have been examined, and the inquiry now stands adjourned.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon er ms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Bankin r Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
83, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

FINEST TEA, DIRECT FROM CHINA.

"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

Messrs. CHALMERS, MACKINTOSH, and Co., of Shanghai, take this opportunity of announcing that they have for some time supplied numerous friends with the very best Tea procurable, by direct shipments from China, in single original packages, of 10 lbs. and 20 lbs. each. They have thus in all cases been able to meet the difficulty as to quality so much complained of, and are prepared to extend the facility to any who will forward their names and addresses and quantity of Tea required to their agents for this purpose, Messrs. Daley and Symons, 15, Philpot-lane, London, E.C.

This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai, by
Messrs. DALEY and SYMONS, 15, Philpot-lane, E.C.
Payment—Cash on delivery.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

ALEXANDER BROWN. ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

CEYLON COFFEE ESTATES.

THE safest, surest and quickest mode of realising Coffee Estates is by registering them with the undersigned, who is always prepared to buy or to sell.

Seventy already sold—fifty now on the register.

ALEX. BROWN Kandy.

COWASJEE DINSHAW,

Close to the Landing Place, Depo of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers
The *London and China Express* on Sale

NERVA, MARCHAND, & Cº, GENERAL COMMISSION MERCHANTS, MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE
PARIS.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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DIETZ & CO.

15 TO 21, CARTER-LANE,

Inventors, Manufacturers, and

PARAGON

HURRICANE LANTERNS,

Burning Kerosine

Over 5,000 Patterns of

TABLE LAMPS, HALL LAMPS,

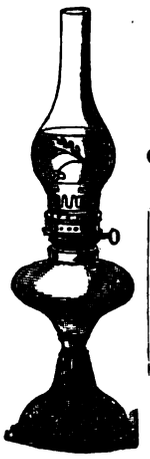
Chandeliers. Brackets.

BILLIARD LAMPS, STREET LAMPS,

LIBRARY LAMPS,

CHURCH LAMPS, SHIP LAMPS,

LANTERNS, STOVES, &c.



LONDON.

AND 1, SERMON-LANE,

Exporters of the celebrated

LAMPS,

COOKING AND HEATING STOVES

or Paraffin.

Unrivalled for

SIMPLICITY, SAFETY,

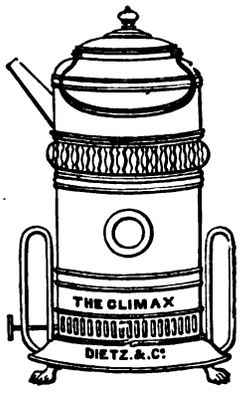
Economy, Durability,

BRILLIANCY,

AND ABSOLUTE FREEDOM FROM

SMOKE,

SMELL, DANGER.



Our HURRICANE LANTERNS are absolutely wind proof and safe; simple in construction, and give a splendid white and steady light. They are the most serviceable Lanterns for use in Stables, Farms, Gardens, Boats, Cellars, &c.

Fitted with

PARAGON

Our Famous

BURNERS,

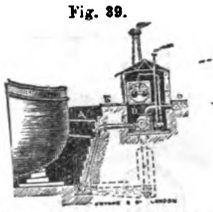
Which give a magnificent white and steady Light, equal to 25, 20, 14, and 11 Candles, at the cost of 1-4th, 1-5th, 1-6th, and 1-7th of a penny per hour.

Our CLIMAX COOKING and HEATING STOVES in six sizes, will be found extremely useful in every household, being always ready for use, and saving time and money, coals, trouble of lighting fire, dust and refuse.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

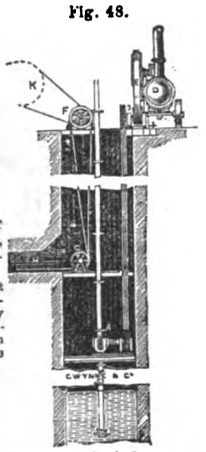
Fig. 39.



GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

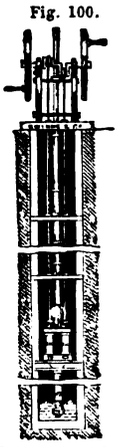
Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



GWYNNE & Co.'s IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

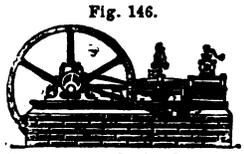
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & Co.'s IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'s IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

From 4 to 100-horse power

Fig. 154.

GWYNNE & Co. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

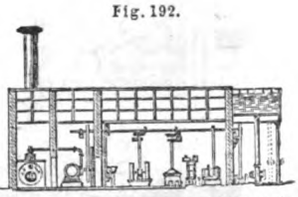
Fig. 142.

GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power

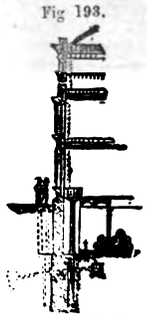
Fig. 192.



GWYNNE & Co.'s IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig 193.

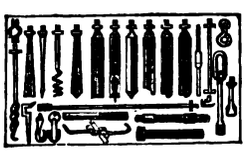


GWYNNE & Co's IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

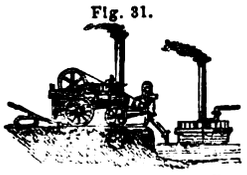


GWYNNE & Co.'s BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

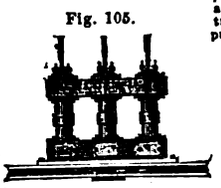
Fig. 31.



GWYNNE & Co.'s PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

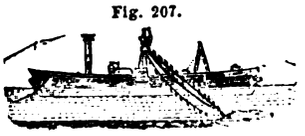
Fig. 105.



GWYNNE & Co.'s IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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COURVOISIER'S BRANDY

THIS celebrated Brandy is highly esteemed for its purity, delicacy of bouquet, and softness of flavour. It is used in preference to any other in many of the leading Paris and London Clubs.

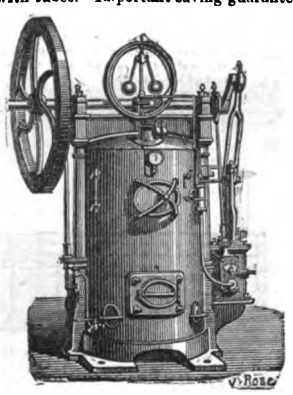
It was the only one supplied to his late Majesty Napoleon III.

It has also met with the highest approval wherever it has been shipped, and the Proprietors are able to refer with pleasure to the recognitions of its superiority which reach them from every part of the world.

CAN BE OBTAINED THROUGH ANY MERCHANT.

SPECIAL MANUFACTURE OF VERTICAL STEAM ENGINES,
Pumps with Plunge Pistons moved by Vertical Steam Engines.

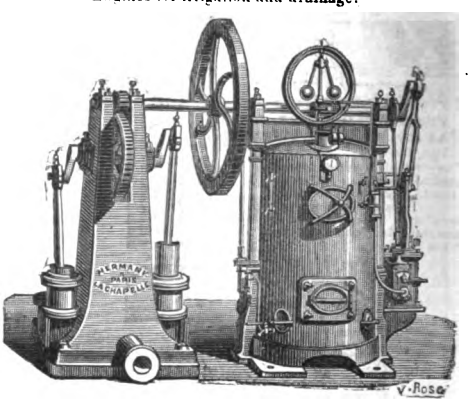
Vertical Engines from 1 to 20-horse power. Boilers with tubes. Important saving guaranteed.



GOLD MEDAL
AT THE
EXHIBITIONS OF
ALTONA and SANTIAGO, 1869.

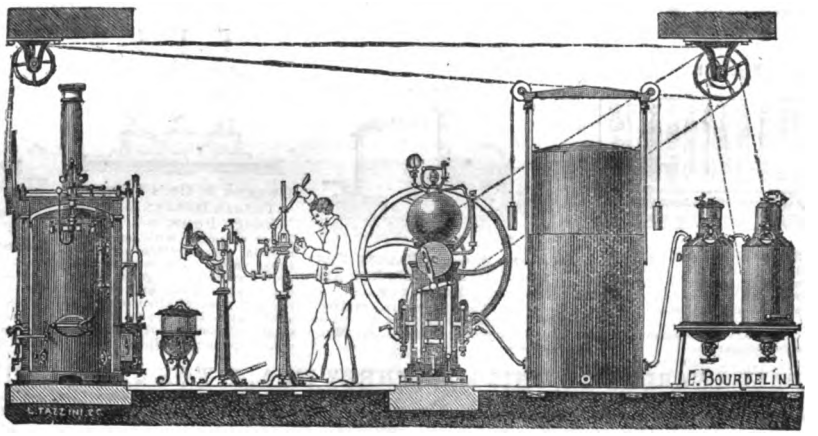
DIPLOMA OF HONOUR,
GOLD MEDAL, & LARGE GOLD MEDAL
AT THE
EXHIBITIONS OF
LYONS and MOSCOW, 1872.
MEDAL OF IMPROVEMENT
(EQUAL TO THE LARGE GOLD MEDAL)
at VIENNA, 1873.

Pumps with plunge pistons moved by Vertical Steam Engines for irrigation and drainage.



CONTINUOUS APPARATUS for manufacturing Gaseous Drinks of all sorts (worked by a Steam Engine).

This apparatus, with mechanical compression and continuous action, is able to produce from 25 to 10,000 bottles of all kinds of aerated drinks per day. It is the only one which complies with all the requirements of the Committees of Health and Safety. The only one which has undergone, before leaving the workshops, the proofs required for any apparatus which has to work at high pressure. The only one adapted to working this branch of industry practically.

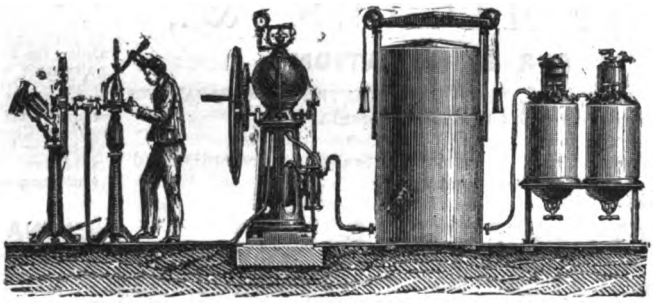


J. Hermann-Lachapelle's Syphons are also very remarkable. Their mechanism is very carefully made, and the decanters are in crystal glass of the best quality. The top of these Syphons is plain, without ornament, and easy to clean, which is an advantage.

COMPLETE APPARATUS for manufacturing Aerated Drinks of all kinds (moved by hand).

SYPHONS.

Large Lever, f.2.25.



SYPHONS.

Small Lever, f.2.15.

HERMANN-LACHAPELLE, 144, FAUBOURG POISSONNIERE, PARIS

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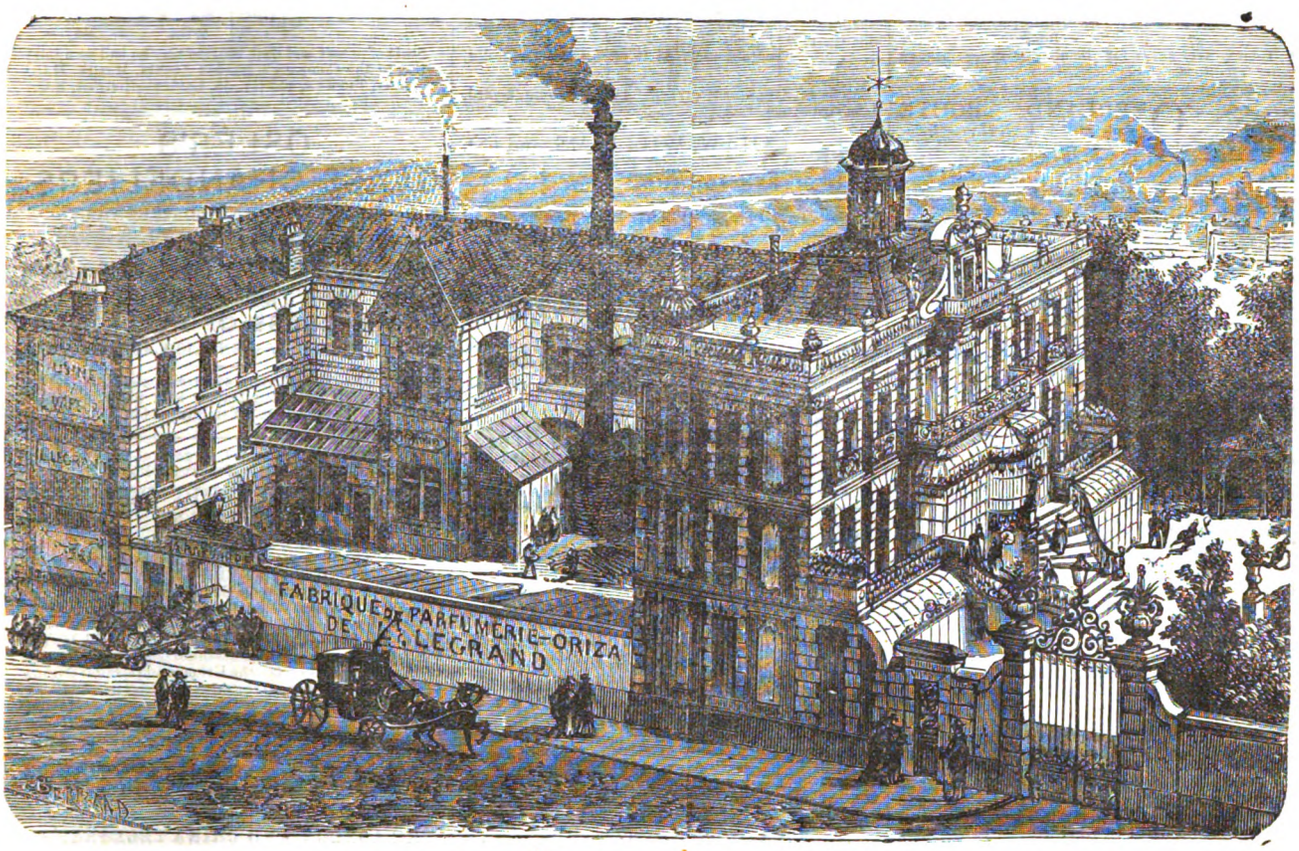
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white nd brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases.

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

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POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success

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and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p	...	...
*Australia	3,648	600	April 22	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bokhara	2,932	450	April 29	Mediterranean, Aden, Bombay.
*Indus	3,477	500	May 6	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Cathay	2,982	450	May 13	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE

and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ...	... Apr. 25	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... May 9		
Hoogly ...	... May 23		
Irrawaddy	... June 6		
Peiho ...	... June 20		
Mei Kong	... July 4		

The Steamers of the 9th May, 6th June, and 4th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 25th April, 23rd May, and 20th June connect at Galle with the Steamers for Pondicherry, Madras and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,500 „	1,600 „	„
Koning der Nederlanden ...	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The PRINSES AMALIA is appointed to leave Southampton May 3 for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £58, and upwards; second-class, £34.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	May 1
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

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CHINA

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Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Shanghai ...	The Sir Jamsetjee Family	A1 15 yr.	E.I.D.	With des.

Apply to KELLICK, MARTIN, and Co., 16, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO.

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H. K., Yokohama, & Hiogo ...	Galley of Lorne, ss	100 A1	1399	S.W.I	April 24
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des

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Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yokohama, & Hiogo ...	Galley of Lorne, s.s.	100 A1	S.W.I.D.	April 24
D o.	Flintshire, s.s.	100 A1	S.W.I.D.	May 10
Shanghai ...	Ambassador.	A1 16 yr.	E.I.D.	April 25

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

To sail April 25,

FOR SHANGHAI, direct, the

clipper ship AMBASSADOR, A 1, 16 years, 692 register; C. PREHN, commander; East India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

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ROBERTSON and CO.'s

INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., China, & Japn	Erl King, s.s.	A1 100	S.W.I.D	May 5
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko. & Higo.	Coulnakyle ..	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

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HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the favourite steamer ERL KING, 100 A1. Last shipping day, 5th May.

Apply to ROBERTSON and Co., 5, Newman's court, Cornhill, E.C.

Steam via the Suez Canal. Last shipping day, 12th May

FOR YOKOHAMA and

HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid new Clyde-built screw steam ship, ARGYLL, 100 A1, 1,950 tons gross register, 1,250 tons register, 220-h.p. nominal, 1,100-h.p. effective; DAVID SCOTT, Commander (late of the s.s. Atholl); Victoria Docks. This fine high-classed steamer, just launched, and owned by Messrs. John Warrack and Co., of Leith, has been built specially for the India and China trade.

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FOR YOKOHAMA AND

HIOGO.—First ship the clipper PUNJAUB, *AA1, 883 tons register, F. H. RENAUT, Commander; loading in the East India Docks.

KNEVITT and Co., 3, Sun-court, Cornhill.

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FOR YOKOHAMA and

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Flintshire, s.s. ..	1,24	Norris & Joyner ..	May 10
Excelsior	68	Wright Brothers, & Co.	May —
Belle of Southesk ...	548	Wright Brothers, & Co.	May —

LIVERPOOL.

Glaucus s.s. ...	1,603	Alfred Holt ...	Apr. 21
Ajax, s.s.	1,549	„ „ ...	May 3

GLASGOW.

Glengyle, s.s. ...	1,676	A. C. Gow & Co.	Apr. 20
Bowen s.s.	1,700	Thos. Skinner & Co. ...	May —

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THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 608.] LONDON, MONDAY, APRIL 26, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received April 24.
JAPAN—Yokohama	Jan. 8	Feb. 26	Mar. 9
Yedo			
Osaka and Hiogo	—	—	„ 5
Hakodadi			
Nagasaki	—	—	„ 2
CHINA—Peking	—	—	Feb. 28
Tien-tsin	—	—	Mar. 5
Chefoo	—	—	„ 4
New-chwang	—	—	Feb. 16
Hankow	„ 8	Mar. 1	Mar. 7
Kiu-kiang	—	—	„ 7
Chin-kiang			„ 6
Shanghai	„ 22	„ 6	„ 12
Ningpo	—	—	„ 10
Foochow	„ 23	„ 6	„ 13
Formosa			„ 8
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	Feb. 5	„ 15	„ 18
Canton	—	—	„ 16
Macao	—	—	„ 17
PHILIPPINES—Manila	Jan. 15	Feb. 21	„ 10
COCHIN-CHINA—Saigon	„ 29	Mar. 5	„ 21
SIAM — Bangkok	—	—	„ 19
BORNEO—Labuan	—	—	„ 8
Sarawak	—	—	„ 12
JAVA — Batavia	Feb. 12	„ 16	„ 20
Samarang	—	—	„ 14
Sourabaya	--	—	„ 18
MALACCA STRAITS—Singapore	„ 19	„ 23	„ 25
Penang	„ 19	„ 21	„ 27
CEYLON—Galle	Mar. 5	„ 25	April 3
Colombo	„ 5	„ 27	„ 1

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, on Saturday, being two days early. The Pacific mail from Yokohama March 9, reached London, *via* San Francisco, on the 19th inst. The next inward (French) mail, with advices Yokohama 16th, Shanghai 19th, Hong Kong 25th March, Singapore 2nd April, which is due, *via* Marseilles, on Monday next, the 3rd proximo, reached Suez on the 22nd inst, being one day in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived April 21.—From Shanghai: Dr. Valentine. From Singapore: Mr. B. Pryce. To Venice.—From Shanghai: Mr. Duchmuller, Mr. A. A. Turnbull. From Hong Kong: Mr. A. Duff.

By last mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived April 15.—From Yokohama: Mr. Noyer, Mr. Francois. From Shanghai: Messrs. Mingain, Cerp, Lund, Allcott. From Hong Kong: Sir Arthur Kennedy and Miss Kennedy, Messrs. O'Callaghan, Ladoye, Muller, Da Souza, Bonde, Smith, Mr. and Mrs. Astoiquia, Mr. and Mrs. Pinto-Bastos. From Saigon: Messrs. Wilson, Granger, Legendre. From Batavia: Messrs. Mispebloom, Zurryn, Niewenhuyzen, Last, Van Vliet, Van Delden, Zuyenhirt, Rinsbergen, Cezar. From Singapore: Messrs. Sporren, Cazes, Gambo, Dubois. From Galle: Messrs. Cameron, Clarke, Soames, Burton, Nichol, Sackville, Claremont, Mackenzie.

Per steamer *Hector* (Holt's line), expected to arrive April 27.—From Shanghai: Mrs. Spence and three children, Mr. and Mrs. Shand and four children. From Hong Kong: Mr. J. Furze, Mr. R. S. Stretton. From Singapore: Mr. and Mrs. Campbell and three children, Mr. and Mrs. J. P. de Levan, Mrs. Smith and two children, Messrs. Carlisle and Jamrack. From Penang: Captain Hatchell and two children, Dr. and Mrs. Vreitch, Captain Smith. For Suez: Mr. O'Peyer.

To Southampton, per P. and O. steamer *Malwa*, expected to arrive May 3.—From Yokohama: Mr. F. Merser, Mr. J. Merser. From Shanghai: Mr. F. A. Sheppard. From Hong Kong: Mr. and Mrs. Campbell, Mr. A. Napier, Lieut. F. Symes, R.N. From Singapore: Mr. W. Baynes, Mrs. Davis and two children, Lieut. Warton, Mr. and Mrs. Leidenburg, Mr. T. Williams, Mr. T. Heilshom, one naval officer, and five seamen, Surgeon Cruikshank. From Penang, to Southampton: Mrs. A. Brown and three children, Master D. A. M. Brown, Mr. S. C. Brown. From Galle: Mr. Coke, R.N.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, from Marseilles, April 25.—To Galle: Mr. Lorentzen, Mr. Dick, Miss Knox. To Singapore: Mr. Edward Jackson, Miss Jackson, Master Jackson, and one second-class passenger. To Batavia: Mr. and Mrs. J. Hudig, Mr. J. Schlette. To Saigon: Mr. Cogset. To Hong Kong: Capt. Tyler and one second-class passenger. To Shanghai: Mr. and Mrs. Loup, Mr. C. M. Dyce, and one second-class passenger.

Per French steamer *Ava*, from Marseilles, May 9.—To Galle: Mr. A. Y. Buchanan, Mr. de Saram, and one second-class passenger. To Hong Kong: Mr. Banlouze. To Shanghai: Mgr. Vérolles and eight second-class passengers. To Yokohama: Miss Stackenss.

Per P. and O. steamer *Australia*, from Southampton, April 22.—To Ceylon: Mr. R. Maclean, Mr. Fitzclarence, Mr. H. White, Mr. A. T. Atchinson, Mr. R. Serkings. To Singapore: Mr. C. W. Conington, Miss Bush, Mr. A. P. Mackenzie, Mrs. Dalziel, Mrs. Geiger. To Hong Kong: Mr. Baker. To Yokohama: Mrs. Rose, Mr. C. J. Manning. Mr. T. Z. Sawa, Mr. J. Adams, Mr. R. Adams, Mr. Johnstone.

Per P. and O. steamer *Malta*, from Venice, April 30.—To Shanghai: Mr. T. Smith.

Per P. and O. steamer *Malta*, from Brindisi, May 3.—To Hong Kong: Mr. H. B. Gibb, Mr. R. H. Boyd.

Per P. and O. steamer *Indus*, from Southampton, May 6.—To Ceylon: Mr. A. Young Adams. To Hong Kong: Rev. J. Walker. To Yokohama: Rev. and Mrs. H. Maundrell.

Per P. and O. steamer *Sumatra*, from Venice, May 14.—To Galle: Mr. Bilbrough.

Per steamer *Glaucus* (Holt's line), from Liverpool, April 22.—To Singapore: Mr. Jones, Mr. Walls and three children. To Hong Kong: Mrs. Wilson. To Shanghai: Mrs. Davies, Mr. Marshall.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 9th March; no later mail from London had been received. The *Japan Mail* supplies the following summary of news:—

The departure of the Marines has been the great event of the week, and the depression in commercial affairs which is so marked seems increased by the unusual quiet of the Settlement. Our landscape has lost "its dash of red," and is now colourless enough. The troops will be much missed by the Japanese in and near Yokohama, to whom they were a source of considerable revenue, and society loses an agreeable ingredient which, in a dull place like this, it can ill spare.

On the 5th March the Royal Marine Battalion was marched to the English Hatoba for embarkation in the troopship *Adventure*. The road was lined with the friends of the departing troops, all anxious to say or signal an adieu to those whom they were so soon to lose, or to testify by their enthusiastic farewell the good-will which they entertained towards them. On approaching the French Barracks the Battalion was received with the cheers of the French soldiers, who subsequently joined in the march, and passing down the Bund, amidst a throng of admirers and well-wishers reached the English Hatoba, where, at about half-past-three o'clock, they embarked in the boats provided for them. At about the same hour the French forces were embarked on the M.M. s.s. *Tanais*, and next morning both took their departure for Hong Kong. The British Marines numbered 250 men and nineteen officers, and the French corps 100 officers and men. The following communication has been addressed by Sir Harry Parkes, to Colonel Richards, commanding the Royal Marine Battalion:—

On the departure of the battalion of Royal Marines under your command I feel it a duty to you and to your officers and men to express the sense I entertain of the services and conduct of your corps during its stay in Japan. Your battalion has been stationed at Yokohama for three years and a half, and during two of those years I have myself been a constant witness of the high order and efficiency in which it has been maintained. You have preserved throughout that period the most friendly and harmonious relations with the Japanese officers and people, and with the French detachment associated with you in the service in which you have been engaged, and you have the satisfaction of knowing that in conjunction with that detachment you have well fulfilled the delicate task of protecting a foreign community on foreign soil, without offending the feelings either of the Government or of the

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people of the country in which you have been stationed. Your work, indeed, has been one of co-operation with that Government, and they have not been slow to acknowledge the assistance they have derived from our troops during a time of exceptional political difficulty.

Arrangements having been made for the launch of the gunboat *Seiki* (which has been for some two years past in course of construction at the Imperial Arsenal for the service of the Imperial Navy) in the presence of the Mikado, his Majesty left Yedo on the 5th March by special train, for the purpose of embarking on the corvette *Riojokan*, which had been detached for this service, and which was lying in the Yokohama roadstead. On alighting at the Yokohama Terminus his Majesty was received by the Director of Railways, Sir Harry Parkes, K.C.B., and several native officials, and at once proceeded in his carriage, under escort of a party of the Imperial Lancers, to the English Hatoba, where he embarked and proceeded on board the *Riojokan*. The war vessels in harbour, which were gaily decorated in honour of the occasion, manned their yards as the Imperial party passed on its way to the *Riojokan*, the crew of H.M.S. *Thalia* cheering loudly as his Majesty's boat passed their vessel. The ships then fired a Royal salute, and after a very brief delay the *Riojokan* got under way, and in company with the *Stonewall* and the Lighthouse tender, steamed down the Bay to Yokoska, at about half-past twelve o'clock. Preparations had been made for his Majesty's reception at a landing-stage erected in front of the bureaux of the Dockyard, and a guard of honour of the Imperial Marines was drawn up on either side of the quay. After a brief delay His Majesty proceeded to visit the chief workshops of the Dockyard. In one of these the engines which had been constructed for the use of the *Seiki*, were pointed out to him, and appeared to excite his interest. Passing subsequently to the Foundry he witnessed the casting of a heavy piece of metal intended as portion of a cylinder, His Majesty was then conducted to the slip on which the *Seiki* had been built, near which a balcony had been erected to accommodate him and the members of his suite, and whence he witnessed the preparations. The launch was happily accomplished without hitch or hindrance, and the elegant vessel shot gracefully into the water on the last wedge being withdrawn from her side. His Majesty addressed a short congratulatory speech to the officers of the Dockyard, reading it in Japanese from a scroll which he unfolded, and on descending from the balcony received Mr. Verny's reply, which was duly interpreted to him.

The *Seiki* has been designed by and built under the superintendence of M. Thibaudier, of the Imperial Arsenal. She is approximately 190 feet long, 30 feet in breadth, and of 250 nominal horse-power. She is constructed of well-seasoned *kiaki*, and is intended to carry one large deck gun and three smaller pieces, an armament by no means excessive. Her graceful lines were much admired, and exhibit that elegance of design which still supremely distinguishes the naval architecture of France. It may be added that the *Seiki* is the first purely war vessel built at Yokoska, a circumstance which lends a peculiar interest to the Imperial ceremonial. His Majesty, on his return journey to Yedo, landed under a salute from the men-of-war in harbour, at about half-past twelve o'clock to-day, and proceeded to the capital in a special train.

One evening this week as Mr. Mason, secretary to General Williams, of the Okurasho, was returning to his house, he was set upon by three Japanese soldiers, and somewhat severely ill-treated. A Japanese interpreter, in front of whose house the affair took place, ran out to his assistance, was knocked down and repeatedly kicked, but succeeded in reaching the house with Mr. Mason and barricading the door. Fortunately, in the scuffle they secured the cap of one of their assailants, marked with his name and regiment, so that very little diligence is requisite to discover the offenders, who made off on the approach of some belated foreigners.

The *Hiogo News* correspondent at Osaka refers to the probability of the Imperial Court being held at Kioto or Osaka for a certain portion of each year. This, he says, has formed one of the subjects of discussion at the recent meeting at Osaka.

The Russian man-of-war *Gaydamack*, and the war vessels of other nationalities in harbour, fired a salute of twenty-one guns at noon on the 5th March, in honour of the anniversary of the accession of the Emperor of Russia.

An attempt to set fire to Homura was discovered on the 3rd March, fortunately in time to prevent any consequences. The incendiary is in the hands of the police.

The spring meeting of the Athletic Association has been fixed for Friday and Saturday, April 30th and May 1st.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows :—

On the 2nd March the S.S.N. Company's steamer *Shansi* arrived off the settlement, being the first steamer from Shanghai of the year 1875. The *Appin* arrived on the 5th March, and subsequently the *Shantung* and *Shingking*. The steamer communication between this port and Shanghai has consequently got fairly to work for this season. The Shanghai steamers having thus made their appearance, we consider that our Tientsin winter has come to an end. When we look back, we cannot mark it as having been a severe or boisterous one ; but, on the whole, as having been moderately cold ; and we have had throughout it many pleasant bright days. We have been assuredly highly favoured, as compared with former winters, in regard to getting news from the outer world. Our letters from Shanghai have been received weekly with remarkable regularity by the Customs mail. For this inestimable favour the Tientsin community have again to thank the Inspector-General of Customs. Our newspapers we received pretty regularly about every twelve days through the Chinese bankers and merchants postal conveyance, as Mr. Solomon, the Chairman of the Municipal Council, had previously arranged. And in addition to the above, Messrs. Russell and Co., the agents of the S.S.N. Company, in accordance with the progressive American spirit, furnished the community with the telegrams which had been each week received at Shanghai. For this considerate and generous favour the Tientsin community have to render their best thanks to the head of that firm in Shanghai.

The Chinese are now all again following their usual occupations, after the new-year holidays, and as the crops were gathered in successfully last year all around here, the labouring classes are in fair circumstances, food and fuel being cheap. During the winter the inland and sea junks, large and small, have had their usual yearly overhaul, and are all ready to be launched directly the ice leaves this river. It is said, however, that the inland traders will this year be fewer than last, as more of them will go to Hankow and the river marts for their goods. Besides other causes, this absence from the Tientsin market is attributed to political events which have taken place lately in the North of China.

On the 19th Feb. the twenty-seven days of mourning for the demise of the late Emperor came to an end, and on that day the local authorities used the red seals and red cards, and commenced again to wear their buttons of rank. On the 21st Sun Sze-ta, the Customs Taoutai, called on the Consuls at Tientsin, being the first visit of a Chinese official in the reign of Kwangseu. The ceremony of the coronation of his Majesty Kwangseu took place on the 25th Feb., in the Imperial palace at the metropolis. On the same day the foreign and Chinese vessels of war lying in this harbour—namely, one British, one French, one Russian, and one American—dressed ship, and at noon fired Royal salutes of twenty-one guns to celebrate the event.

From a number of petty mandarins who arrived on the 24th Feb. from Peking, we learnt that H.E. Ying Han, the newly appointed Governor-General for the provinces of Kwangtung and Kwangse, would arrive on the 26th, on his way south. He made his appearance accordingly, and took up his residence in the premises of the Chinese Steamer Company. Since then the high civil and military officers of Tientsin have been calling on him, as also the foreign officials at this port. H.E. has duly returned the visits of the Consuls. I should think that he will be a popular man with foreign officials, as he is evidently meeting his new position amongst foreigners in a friendly spirit, and appears to be a man of great good sense and tact, saying the proper thing at the proper time. He declares himself to be a relative of Chung-how, and in his manners to foreigners resembles him a great deal. H.E. is about to leave for Shanghai.

The Customs Taoutai a few days ago addressed the Consuls in regard to taking steps for establishing regulations for the future prevention of collisions in the river. The subject is now under consideration. In the meantime, we must say that the action of the Taoutai is, without doubt, a move in the right direction.

In the *Gazette* of the 13th Feb. I notice that the Cabinet Ministers and the Prince of Chun (the father of the Emperor) were together summoned to the Council room. It would thus appear that the Prince of Chun still continues to take part in the transaction of public affairs at Court.

Li Hung-chang is likely to take up his residence in Tientsin shortly. The Peruvian Minister is also looked for at an early date, to exchange ratifications of the treaty.

General Raasloff, the Danish Minister, is expected at Tientsin from Peking, *en route* to Shanghai.

SHANGHAI.

The present mail brings advices from this port to the 12th March ; the French mail from London Jan. 15, and the following P. and O. mail of Jan. 22, were received together on the 6th March. The following summary is from the *North China Herald* :—

We congratulate the French Municipal Council on having obtained the withdrawal of the Chinese soldiers who have been stationed in their settlement since the riot in May last. The presence of either Chinese soldiers or policemen within municipal limits is eminently undesirable. We cannot think that the Council are equally wise in insisting on their right to the roads which occasioned the riot. A letter has been written to the

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Charge d'Affaires at Peking, asking him to confirm the right of the Municipality to these roads. It would be wiser to let the matter drop, and to require only the surrender of the adjacent land originally offered by the Guild as an alternative line of road.—Consultation is to be had with the English Council, as to regulating the wheelbarrow traffic. The chairman has written a very courteous and friendly lettter to the chairman of the English Council, in answer to the one which we published on the 24th ult. We see that the Council purpose asking the Gas Company to reduce the price of gas. By their original agreement with the Council, the Company are bound to lower their rate directly they pay 12 per cent; they never have paid 12 per cent., preferring to divide 11 per cent. and carry the balance to reserve; but their earnings would have permitted the higher dividend, and the Council intend asking for a reduction in price on that plea. Steps are to be taken to widen certain portions of the Rue du Consulat.

At a meeting of the Municipal Council, held on the 1st March, Tls. 600 were voted for making a new road between the Soochow creek and Tiendong-road, along the line of Kingsmill creek.—Delegates were appointed to discuss with the French Municipal Council the subjects—division of Wheelbarrow fees, Jinricksha regulations, construction of Honan-road bridge over the Yang-king-pang, and the encroachment on that stream by the French bund.—We regret to find that the hope which had been raised, of a bund line being fixed, is premature. The Harbour Master is only preparing a plan of the present bund and wharves.—Application has been made to Hong Kong for a drill-sergeant.—The French Council adhere to their decision to bear only one-third of the cost of bridges over the Yang-king-pang. We cannot quite see the ground of this position.

The trustees of the Eurasian school have held an examination of the pupils, and expressed themselves well pleased with the progress of the children. Prizes were given to the two best in each class; and smaller presents, by way of encouragement and mark of approval, to the remainder—for Mrs. Gill gives all the children an excellent character, both as to behaviour and effort to learn.

A case having much local interest has been entered on before the United States Consular Court. In form it is simply a suit by the Municipal Council against Mr. W. H. Fogg for arrears of land tax, which his agents refuse to pay because they say he is over-assessed. The interest arises from the nature of the defence. Mr. Twombly questions the whole status of the Council, impugning the validity of the land regulations and denying his legal liability. The regulations, he contends, have not been signed by the Chinese Government, and have not been sanctioned by the United States Government, but only by their Representative at Peking, and are therefore not legally binding. However, he has always been willing to contribute his quota towards the maintenance of good order in the Settlement; but he refuses the present demand as wrong on two grounds. In the first place, six mow out of the fourteen with which he is charged are surrendered to the public, and in use as roads, or lying waste as foreshore to which his right is not recoguised; in the second, he contends that the rate of valuation is excessive. The Council are quite willing to reduce the assessment to eight mow, if the title-deed is revised, the excess cut off, and the stated area reduced to the actual area of Messrs. Fogg and Co.'s compound. (It was mentioned that this had already been done in another case.) But the area stated on the title-deed has always been taken as the standard for taxation, and the Council adhere to it. Mr. Twombly declines the alternative, and hence the suit. The case was only partially gone into, and stands adjourned.

About 100 Volunteers turned out on the 5th March and went through some battalion drill with very creditable precision. Marching past was first practised, and was accomplished successfully. Some échelon movements of companies were gone through exceedingly well. The first charge was rather shaky, but a second, later in the afternoon, was done more steadily. The Band was on the ground, and played during several of the movements, but it rather overpowered the words of command. A number of ladies were present in the compound—and a still larger number of men, who would have figured with much better credit in the ranks of the Volunteers. There were enough able-bodied onlookers to form two strong companies, and the exercise of the drill would have been far more healthy—and useful.

An advertisement has been published announcing the opening of the rifle range for practice, the establishment of prize competitions for recruits, as well as for those members of the corps who have never won a prize, and the adoption of a weekly musketry drill at the main guard. The prize-shooting for recruits will take place in April, and the usual Spring competition in May.

It does not very often happen that we get two European mails on the same day. It is worth noting, therefore, that this happened on the 6th March; the *Avoca*, with the mails of Jan. 22, and the *Hoogly*, with the mails of the 15th, coming in, one shortly after the other. The *Avoca's* performance is rather a triumph for the P. and O., her mails having been actually delivered here several hours before those brought by the M. M. str. *Hoogly*. She was four days ahead of her time, the *Hoogly* two days behind her's. The almost simultaneous departure of the steamers from Hong Kong on the 2nd March had caused some little interest in the settlement as to whether the mails of the 15th or 22nd January would arrive first. The question was solved by the arrival at 3 A.M. on the 6th of the *Avoca*, the *Hoogly* not reaching Woosung until about eleven the same morning. While coming up the river, the *Hoogly* took the ground on the Woosung Spit, between the Red Buoy and the old Joss-posts, and remained fast. At a quarter to twelve the steamer *Kwashing* went alongside and attempted to tow her afloat, but could not do so. She therefore took off mails and passengers, and brought them up to Shanghai, returning immediately to the scene of the mishap; lighters were also sent down, and the discharging of cargo into them was at once commenced. An anchor was got out astern of the *Hoogly* so as to keep her in the same position, and her yards and topmasts were sent down; tugs were also in readiness to tow her off at the rising of the tide. We are glad to hear that she was got off successfully, and has since arrived in port, but in manœuvring to an anchorage at Woosung she carried away the Red Buoy. We are told that the cause of her grounding was the fact that the Red Buoy was considerably to the northward of its true position, thus misleading the pilot.

The French iron-clad *Montcalm* came up the river on the 8th of March. Her arrival gave rise to various rumours among the Chinese about an intention to enforce the opening of the roads alongside the Ningpo Joss-house.

The Paper Hunt Handicap has been won by Mr. Brandt on Sea Bird. The ground was heavy, and very trying to the ponies. It was at first thought that the handicap would have to be run on the Steeple Chase Course, owing to the apparently impracticable state of the country. But two days' sun so far dried the ground that it was eventually resolved to run it off in the country, and the stewards selected a line between Sikawei and the Bubbling Well.

The competition did not seem to be very keen at the auction on the 10th March at the Horse Bazaar, and we are told that only a few Griffins were sold, at prices ranging from Tls. 65 to Tls. 120. The ponies were rather a good-looking lot, and in the "pow" which usually follows the auction, one purchased for Tls. 65 went in very good form.

We are glad to hear that although the weather was so unfavourable at the recent performance of the Shanghai Amateur Minstrel Society the sum available for the institution in whose aid the entertainment was given—viz., the New Hospital—amounts to $103.40. We hear that another performance will be given at an early date, with the same charitable object.

The S. S. N. Company's steamer *Shanse*, Captain J. Crowell, was the first to arrive in Tientsin, and the first to get back to Shanghai. She arrived in port on the 9th March, and reports having passed the *Haining*, *Appin*, *Shinking*, *Shantung*, *Nanzing*, and *Fusing*, all bound in, and the steamer *Chihli* bound up. The *Lee Hung* (late *Leven*) was passed in the river, disabled. The *Appin* also arrived, direct from Tientsin, on the 9th March.

We understand that a correspondence has taken place between the United States Consul-General, the Agency of the "Mitsu Bishi" Steamship Company, and the Japanese Consul, in regard to the transmission of mails between this port and Japan by the Company's vessels. The Postal Convention between the United States and Japan provides that the mails shall be made up at the U. S. Postal Agency for Japanese mail packets hence to Japan. The question is, whether the vessels of the Company can be considered mail packets. The question has been referred to the Japanese Government and the United States Minister at Yedo, and it is hoped that a satisfactory settlement will be reached. This matter is of interest, as the "Mitsu Bishi" steamers have orders at present to receive no mails in Shanghai. These orders seem at variance with the purposes of the Company, as expressed in the letter of their Agent, which was published in our issue of the 15th February.

H.M.S. *Dwarf*, Commander the Hon. Edward G. Dawson, arrived in harbour from Hong Kong on the 4th March, after the unprecedentedly long passage of eighteen days. The ship seemed unable to make headway against the monsoon, and on some days made as much leeway as progress. She was obliged to put into Amoy to coal. The *Dwarf* was re-commissioned in November last at Hong Kong, and this was her first trip afterwards. It is not the first time that similar complaints have been made respecting vessels of the *Dwarf* class; and although it may be well to utilise them now they are here, it would seem wiser to keep them in one place as guardboats than to move them about—especially against adverse monsoons.

We have pleasure in stating that Chên, the Mixed Court Magistrate, has divided amongst the Gutzlaff, Hongkew and Chinese hospitals the sum of $366 and Tls. 27—amounts that have been further recovered out of the bribes taken in the "General Yang" abduction case.

Our former Taoutai, Ting Jih-chang, subsequently Governor of this province, has left for Soochow, having spent six days in Shanghai. He resided at the Arsenal, of which he is the founder, and looks, it is said, with much pride on his work. Natives remark that he is unostentatious and affable, and they have much to say in commendation of his probity and energy.

A correspondent sends some notes of an overland trip from

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Newchwang to Peking, which give a striking sketch of the condition of the country. We have heard a good deal from our Newchwang correspondent, and from the *Peking Gazette*, of the robbers of Manchuria. Our correspondent's experience supplies practical details of their proceedings. They are apparently masters of the country; the people are afraid of them, and the soldiers either indifferent or unable to cope with them.

FOOCHOW.

(Foochow Recorder.)

It is understood that during the absence of M. Giquel in Europe, M. de Segonzac will take charge of the Arsenal. We understand that H.B.S. *Kestrel* is under orders for the South, and that she will be relieved at an early date by the *Growler*.

We regret to learn that Doctor Beaumont leaves per *Dragon* for Shanghai, in ill health. We trust to see the worthy Doctor back again in a few weeks—in completely restored health.

The foreign instructor of Chinese troops at the South Camp has, we are informed, recently received per steamship *Dragon* a number of bugles, drums, and other martial instruments of music. It is consoling to reflect that the South Camp is two miles distant from the settlement.

We are informed by excellent authority that despatches have been sent from the Tsung-li Yamen to the high officials of the Maritime Provinces, instructing them to take due measures for the protection of the Great Northern Telegraph Company's sea cables. This has been done, we understand, in compliance with the request of the foreign diplomatic body at Peking, and will set at rest all doubt as to the legality of the company's position, in so far as their sea lines are concerned—the opposition to which has hitherto been confined to interested petty officials and foreign rivals.

HONG KONG.

Our advices by the present mail extend to the 18th March; the P. and O. mail from London Feb. 5 was received on the 15th March. The following items of intelligence are from the *China Mail*:—

An arrangement has been made between the H.K.C. and M. Steamboat Company and the Canton Customs which bids fair to turn out to the mutual advantage of both parties. Every one who has visited the city in question is familiar with the native rush which takes place on arrival and the consequent difficulty experienced by the tidewaiters in properly examining baggage. Now, smuggling is quite as much against the interests of the Company as of the Customs, and a proposal to put tidewaiters on board at a point outside the limits of British jurisdiction, so that they might search and give passes at leisure on the passage up, was at once agreed to by the directors. The new system has not, we believe, been yet formally inaugurated, but will commence working very shortly, though an experiment has been made which has resulted satisfactorily. As a decrease of smuggling opium, which forms the principal item, will result in increased earnings by the steamers, the shareholders may be congratulated. The Commissioner at Canton appears in this instance to have acted in the best interests of the public.

A concert was given by the Hong Kong Choral Society at the City Hall. The glees were given with great steadiness, and the instrumental selections were very happily rendered. As on former occasions, the accomplished amateur on the violoncello gave his valuable aid, and elicited enthusiastic applause. The gifted lady, whose solos have so often been a chief feature in such entertainments, also delighted the audience on this occasion, and we have pleasure in recording that the present concert was the most successful yet given by the society. Mr. Frayling conducted.

Mr. Plichon, at present French Consul at Yokohama, has been appointed French Consul at Hong Kong.

We have been favoured with a copy of the Regulations, in English and Chinese, for the International Exhibition of 1876 at Philadelphia, which is, we believe, to be held especially in honour of the Centennial of the United States. The Commissioners appointed by the Chinese Government to superintend the transmission of articles intended for the Exhibition are, Messrs. C. B. Drew, G. Detring, and Charles Hannen, Mr. J. L. Hammond acting for the latter gentleman *pro tem.* These gentlemen divide the ports between them, the first-named taking the three Northern, Mr. Detring the Central, and Mr. Hammond the Southern ports. The Regulations state that the Exhibition will be opened on April 19 and closed on October 19 of the coming year, and that all Governments have been invited to appoint organising commissions for their particular countries, to whom applications for space, &c., must be made. Plans showing the space to be allotted will be forwarded to each commission, and these must be returned with details of the allotments to exhibitors not later than December 1, 1875.

In the Supreme Court, on the 12th, Mr. Hayllar applied to the Full Court on behalf of Mr. D. Moss for a rule *nisi* to file a criminal information against Captain Hoseason for libel. He said a civil action would have been preferable, but unfortunately such a remedy would have been barren of results, the defendant having sought to defend the action in *forma pauperis*. Under the circumstances, Mr. Hayllar was obliged to come to Court to ask it to exercise its prerogative in filing a criminal information. An application had been made before the magistrate for a summons, but he refused it. The Chief Justice said, as he was at present advised, he was of opinion that the case of Rev. *v.* Burrows would govern this application. As to the question of mandamus, he believed Mr. Hayllar had a right to go before the magistrate with an affidavit, verifying the libel and stating that the man was about to leave the colony. The magistrate was then bound to grant a warrant and proceed to commitment. This was his opinion as he was at present advised. The case would then come before the Attorney-General, who would then give Mr. Hayllar the choice of electing what course of proceeding he would prefer to take. After what his Lordship had said, the magistrate might consider that the responsibility was taken off his shoulders. Mr. Hayllar thanked the Chief Justice for his advice, and the present application was refused.

The annual meeting of the Committee of the Diocesan Home was held on the 11th in the vestry of the Cathedral. The accounts showed the Home to be in a more flourishing condition than at any former period, there being a slight balance of funds in hand. Thirty-five children are now on the books of the Home, being ten more than at the same time last year. The usual sermon on behalf of the Institution will be preached on Easter Sunday by the Colonial Chaplain.

A pension of $150 per month has been granted to the widow of Mr. Almada L. Castro, the late Clerk of the Council, for his faithful services of thirty-five years.

A rifle match took place at Kowloon on the 10th, between eleven members of the Police Shooting Club and eleven sergeants of Her Majesty's 80th Regiment, at 200, 300, and 400 yards, the former shooting with police carbines, the latter with the long Snider rifles. Subjoined are the total scores:—

Police.		*Soldiers.*	
Inspector Whitehead	42	Sergeant Hercout	44
P. C. Toomey	42	„ Holfred	43
Sergeant Thomson	41	„ Pendry	41
P. C. Taylor	40	„ Shore	36
P. C. Nealson	38	„ Cameron	34
P. C. Dow	35	„ N. Jones	34
Inspector Orley	34	„ Booth	34
Inspector Dodds	34	„ J. Jones	34
Sergeant Cameron	34	„ Carline	33
P. C. Grant	34	„ Day	32
P. C. M'Clennon	30	„ Grantley	24
	404		389

Police winning by fifteen points.

Mr. Francisco Xavier das Chagas is appointed acting first clerk in the Surveyor-General's Department provisionally and until further notice.

The following is the account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 28th February:—

Banks.	Average Amt.	Specie in Res.
Oriental Bank Corporation	$537,261	$250,000
Chartered Mercantile Bank of India, London, and China	773,880	260,000
Chartered Bank of India, Australia, and China	630,260	225,000
Hong Kong and Shanghai Banking Corporation	1,798,722	700,000
Total	$3,740,123	$1,435,000

M. A. Collaco, first clerk in the Police Department, has been dismissed the Government service for fraud and embezzlement, and, he having absconded, a reward of one hundred dollars is offered by Government for information which may lead to his arrest and conviction. As he is believed to have left for San Francisco by the Pacific Mail steamer the offer will, we imagine, be of but little use.

A very complete, and we may say unique, collection of the birds of the Pellew Islands has been kindly presented to the City Hall Museum by Mr. H. Cohen, and the native stuffer will have ample occupation for some time to come in setting them up. Apropos of the Museum we may state, that since our appeal in its favour many specimens of value have been received; amongst them the skin of a Saigon tiger, recently shot in that neighbourhood, various specimens of *insessores* and *natatores*, a collection of corals, some interesting relics from the Meniano, and a variety of shells. If the institution goes on at its present rate, it will in the course of two or three years boast a very respectable collection. Some of the specimens stuffed are already in place on the shelves, but of course will not look finished until the eyes (a supply of material to form which has been written for) are inserted.

We understand that Mr. F. W. Mitchell, the Postmaster-General, will formally induct his successor into office on the 31st inst., and will proceed home *via* San Francisco. He intends leaving here on the 1st proximo, in the Pacific Mail Company's new steamer *City of Peking*. A new Marriage Ordinance has been introduced; its provisions, however, are so likely to cause inconvenience that a protest against the second reading in its present form has been sent to the Colonial Secretary. An interesting case, Fabregas *v.* Espantoso, respecting money due on a coolie freight transaction, has been heard. The decision was in favour of the plaintiff, with a verdict for $19,500.

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PHILIPPINES.

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MANILA.

The *Diario de Manila* contains some editorial and instructive comments on an editorial article in the *China Mail* which lately descanted on the changes taking place in Spain, and the hopes entertained of some improvements in Spanish Colonial policy. A translation of the comments referred to follows, and is indicative of a desire for the commercial prosperity of the Philippines being increased and more liberally extended :—

With a good will to which we are not accustomed, our illustrious contemporary of Hong Kong, the *China Mail*, discusses Philippine matters in its issue of the 15th ultimo. The new and striking revolution in Spanish politics resulting from the accession of Alfonso XII. to the throne of Saint Ferdinand ; the great satisfaction with which the news of that event was welcomed here ; the tact of the authorities ; the splendid future in store for this country which contains so many elements of prosperity ; and the expediency of affording every possible facility to the commercial interest that it might develop its fertilising action, the vehicle of all inducements to labour ; our illustrious contemporary treats all these subjects from a point of view, and with estimates of men and things which are pleasing to those who, like us, assiduously apply ourselves to the study of the same subjects by a method adapted to system and tradition.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 25th March ; the P. and O. mail from London, Feb. 19, arrived out on the 23rd March. We take the following items of intelligence from the *Straits Times* :—

The success of the efforts of the Straits Settlements Association in London to induce the Colonial and Indian Secretaries of State to defer Sir Andrew Clarke's departure for India until after the arrival of his successor, has given great satisfaction to all classes of the community. His earlier withdrawal might have been disastrous to the interests of the colony and of the Malay States of the Peninsula so recently taken under its protection, in which Sir Andrew Clarke's policy of active supervision has only just been introduced. This may be averted by allowing him personally to give Sir William Jervois an insight into the difficult hereditary problems he has been at such pains to unravel and the action he has taken, so that the work may go on without interruption, which could not fail to seriously retard the progress of the Native States, and might imperil the success of the experiment that is now being made for their better government.

Public attention is still directed to the late outbreak in the criminal prison, which has also awakened a lively interest in India and China, and excited much adverse comment upon our gaol system. His Excellency Sir Andrew Clarke has directed an inquiry to be made by the visiting justices into the circumstances attending the outbreak, volunteering to sit together with them. The composition of the Commission has, however, caused considerable disappointment among the community, it being possible that, as the visiting justices exercise a material supervision over the prison, they may have been in some measure to blame for the outbreak. The Commission held one sitting last Saturday morning, and adjourned for a week. The examination of the prisoners who took part in the mutiny is still in progress, before the Hon. C. B. Plunket, who is sitting as a magistrate to try this case. A lengthened examination of the fourteen prisoners indicted for murder by the Coroner has resulted in their committal for trial at the Assizes. Two more were added to their number during the examination, one of whom was discharged, and the other will be brought up with twenty-eight others on a fresh indictment for the same charge. The three prisoners who escaped from gaol have not yet been retaken. It is said free pardons will be given to the European prisoners who rendered such service in quelling the mutiny.

Steamers coming into the port from the westward are frequently subjected to vexatious delay before obtaining pilots, who, having to go out in small boats, cannot board vessels at any distance outside New Harbour. A proposal is now under consideration by Government to obviate this difficulty by the erection of a building on the Sultan Shoal, to serve as a pilot station. As this shoal is not only a good way out of New Harbour, but is close to the route of steamers coming into or leaving, it is a most convenient locality for the purpose ; and as the cost will be but small, while the benefit to accrue will be great, the proposal should meet with little or no opposition.

H.M.S. *Charybdis*, Capt. Smith, for some time the Senior Naval Officer's ship on this station, left on the 18th for Labuan and China, and will shortly be followed by H.M.S. *Hart*. H.M.S. *Adventure* arrived yesterday afternoon from Yokohama and Hong Kong, having on board the battalion of Royal Marines hitherto stationed at Yokohama, but now permanently withdrawn. She proceeds to Galle, and thence to Natal.

The German corvette *Hertha*, which arrived on the 11th from Rio Janeiro, paid a visit to Johore, by invitation from H.H the Maharajah, on the 15th, when the captain and officers were agreeably entertained by his Highness. On the 22nd the *Hertha* dressed ship in honour of the seventy-eighth birthday of the Emperor of Germany, when all the principal German residents were entertained on board at tiffin. Salutes were fired at noon by the *Hertha*, the Austrian corvette *Friedrich*, and from Fort Canning.

The arrivals of steamers *via* the Suez Canal have been the *Cawdor Castle* on the 15th, and *Conquest* on the 18th, from London ; the *Olympia*, on the 21st, from Hamburg ; the *Fyen*, on the 24th, from Antwerp ; and the *Gordon Castle*, from London. The departures homeward have been the *Hector*, on the 13th, for London, and the *Buena Ventura*, on the 17th, for Liverpool, *via* Cadiz and Barcelona.

The Eastern and Australian steamer *Brisbane* arrived on 18th inst., forty-six hours from Batavia, the quickest run from that port on record.

Lieutenant Huntley, of the 1-10th Regiment, has been appointed Assistant Superintendent of Police at Penang, and is at present acquainting himself with police duties in the Singapore police-office previous to taking up his appointment.

The sudden and unexpected death of Ah Hood, one of our largest gambier and pepper contractors, will be sensibly felt by our merchants here. It is due to Ah Hood's memory to say that, though keen in business, he was a man whose word could always be relied upon. Ah Hood leaves considerable wealth behind him.

We understand that the Hon. Mr. Braddell, Acting Colonial Secretary, will shortly go home on leave of absence. The duties of his office will very probably devolve upon the Hon. C. J. Irving, Auditor-General, who has taken passage in the steamer *Tartar*, leaving London about the 15th instant.

THE WAR IN ATCHIN.

The following from Atchin is taken from the *Batavia Handelsblad* :—

News from Atchin is somewhat unfavourable as to the state of health. The military and civil commander has telegraphed from there as follows, under date of the 5th March :—27th February, the Netherlands flag has been hoisted at Klumpang Dua (North Coast) and the Princes there have been sworn in. State of health very unfavourable. Cholera has carried off many victims. On the other hand, it repeatedly appears from the official reports which General Pel sends to the Government that the enemy are becoming more and more demoralised. Sometimes we capture four forts with the loss of only one or two men, and on another occasion a starving Atchinese woman falls into our hands. On the 4th Feb. a column marched out under the command of Major Romswinkel to capture and occupy a hill named Lampret, held by the enemy, and lying in the Sawah between Langkruk and Lembu on our line of outposts. Through a well-executed manœuvre this operation was completely successful ; the enemy hastily took to flight, and the hill, on which were four forts and several houses, was taken ; the engineer workmen immediately arrived with materials and began constructing a fortification whereby our Eastern line will become stronger, and the enemy will be prevented, if not wholly at least in a great measure, from reaping their paddy on this sawah as far as Penang [a village near Kotta Rajah].

We obtained this success with trifling loss. A native soldier was struck by a spent ball, and a coolie was slightly wounded. How very little must be the energy left to the enemy when they allow such victories to be obtained ! In the *Javasche Courant* of the 5th March General Pel reports as follows :—In the enemy's camp a letter has been received from Pulu Penang, in which it is stated that in every engagement we suffer heavy losses, and that no more soldiers can be sent from Batavia. The enemy will therefore again carry on the war with vigour during the approaching month of Muharam (7th Feb.—9th March). It is very generally known that the Atchinese leaders of the war party have their agents at Pulu Penang, and it now appears, from a report of Major-General Pel, that these agents cause translations to be made from newspapers which contain intelligence regarding how matters stand with us, our losses, &c., and forward these translations to the Atchinese. In the meantime the Government is not inactive as to Atchin. Lately an ice machine was sent there, along with a skilled mechanic, whereby the appliances of the medical service for combating disease will be considerably increased ; the intendance department is busy devising and obtaining all manner of articles of food, above all from the point of view of a desirable variety. We understand that wooden barracks will also be sent, which will be so arranged that the plank flooring of these buildings will be several feet above the ground. The injurious exhalations rising out of the ground will now be carried away by the wind, and the chances of becoming ill owing to moisture will be diminished.

CEYLON.

(FROM A CORRESPONDENT.)

We are in what sailors would call the doldroms—we are in the interval of variable winds between the two monsoons—we are between the two crops—we are in the interregnum or recess of the Legislative Council—we are in indecision as to railway extension—in fact, we are in a state of como. Yet the ordinary

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interests of the country keep on their silent course, and we grow our coffee, cocoanuts, cocoa, cinchona, cinnamon, and citronella, without let or hindrance, while the bowels of the earth yield up their gems and plumbago, the lagoons their salt, and the sea its pearls in their season. But our aims are higher, broader, more sea and land encompassing. We want a harbour that shall dwindle into insignificance all the harbours of the East—a harbour capable of sheltering the mercantile marine of the world—all vessels that trade from west to east and *vice versa*, and all the British navy besides. We have water for the purpose within sheltered headlands, and we have begun to wall it in. We can get the money, and we have commenced to spend it. When that great work is completed our little island will take no second rank as a British colony, as the stream of traffic this will draw from all points of the compass will immensely enhance her geographical as well as commercial importance. The works have now been fairly commenced, and what with prison as well as daily labour rapid progress is being made. With regard to prison labour this breakwater has developed its value to an extent hitherto unknown. Formerly prisoners were employed teasing oakum or coir yarn, a non-paying business, or, what was worse, sweeping the streets. Now we can have the pleasure of seeing two or three thousand of those strong robust ruffians working at a healthy and a paying business. Indeed, so satisfactory has their work at this new employment proved that we have the head engineer recommending that they get one hour's extra work daily, as they are getting too fat. Never were our prisoners before worked in a way so wholesome for them and profitable to the public.

Of our principal staple, coffee, all we can say is that faith in it does not decline, if we may judge from the continued demand for forest land, at whatever elevation, the fancy prices now being paid for estates in the favoured districts, and some recent leases. Crops of the coming year promise to be fair, although for the past two seasons they have not been large. The ravages of that pest—the leaf disease—has done much mischief among the plantations; so also has grub. Of the former evil, all Eastern coffee-growing countries seems to have had a visitation. Strange to say, however, in Brazil, that queen of coffee countries, the blight is not known. India has for the last seven years threatened Ceylon with a deadly rivalry in the art or business of coffee production, and its utmost southern point, Travancore, has drawn away a good many of the sons of Ceylon by holding out the temptation of cheap land and cheap labour. All of a sudden, however, the price of land has been run up to nearly the equivalent of prices in Ceylon, and sales for the present are stopped; while the security of land in a native Rajah's territory is not considered so good as in a British Crown Colony like Ceylon. Here, too, we buy the land out and out; there it is subject to an annual tax, as well as a tax upon shipments. Not a few who went over there a few years ago, however, when land could be bought at 2s. an acre, have amassed fortunes. At the last sales the upset price was ten rupees, or 20s. an acre, and some of it was run up to £8. The Government have since stopped further sales till they shall have measured off what has already been sold. The practice there appears to be:—An applicant selects a piece of land, and asks it to be put up for sale. He wants, we shall say, 200 acres; but the block he has fixed upon may be 100 or 1,000, or any quantity between. If on a survey being made there be enough or more than his quantity, it is cut off for him. If less he takes what there is. Here in Ceylon the practice is very different. Government sends a surveyor to cut up into suitable allotments a certain block of land; it is divided into lots of 100, 150, 200, 300, or 400 acres, as the case may be; it is then advertised for sale in such lots on a certain day, is put up at the upset price of £1 per acre, and is knocked down to the highest bidder. Late sales have gone up to £10, £12, and £15 per acre, and at these prices, such is the confidence in coffee here, and in the tenure of land under a settled Government, with a netway of roads second to nothing in the world—with railways gradually extending, and with a convenient labour market—that there are eager buyers as fast as the land can be cut up by the surveyors. In fact, the complaint has lately been that the Surveyor-general's department has not been able to bring forward land in nearly sufficient quantity to meet the demand.

Those who cannot afford to wait, however, till the force of Government surveyors is augmented, as is promised soon, may find very good and very paying investments among land in the old districts in the hands of private individuals. Such properties, both cultivated and uncultivated, are always procurable at a figure considerably under that paid for land in the new districts, while in many cases the facilities for procuring labour for transport and manuring are very much greater.

THE SOLAR ECLIPSE.—*The Times* has received the subjoined telegram from Dr. Schuster:—"The English observers of the Solar Eclipse in Siam are remaining a few days at their station to take copies of photographs obtained. Unavoidable accidents prevented them being on the spot until five days before the Eclipse. Owing to the untiring energy of Captain Loftus, the arrangements were nearly complete, and thus partial success of the expedition secured."

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Cottons: The market for Cotton Fabrics and Yarns had continued dull, although buyers had exhibited a larger disposition to operate at lower rates. Shirtings of 7lbs. weight were neglected by the trade, though a moderate demand was apparent for the better makes of 8¼ lbs. weights. The value of 9 lbs. was unchanged. Velvets in fair inquiry. Yarns: 16-24 fairly saleable; 28-32 less inquired for. Woollens: Transactions had been very inconsiderable at rates which, except for Mousselines, exhibited no improvement. The demand for the latter had to a large extent subsided, but suitable assortments were saleable at a slight margin over cost price. The market for the ordinary season's business may now be said to have closed.

TIENTSIN.—The first steamer returned to Shanghai from Tientsin on the 8th March. There was good inquiry at that port for 7 lb. T-Cloths of the value of Tls. 1.3.0 to 1.4.0 per piece, but the market was not fairly opened for the season. Prices quoted about on a par with Shanghai rates.

CHEFOO.—Messrs, Wilson, Cornabe and Co.'s Circular says:—During the past month there has been very little business done, but now that the Chinese New Year holidays are over we may confidently look for a reaction. Cotton Goods, Grey Shirtings and T-Cloths are not at the moment in any demand, but we look for some inquiry soon. White Shirtings of common quality, 64 reed, have been sold at Tls. 1.86 per piece, but limited stocks have restricted business. English Drills are now being asked for, and from Tls. 2.35 to 2.40 per piece would be paid for average quality 10 lb. goods. Fancy Cottons were wanted just before the Chinese New Year, but at this moment there is no demand. Metals: In Iron no business has been done since the Chinese New Year; last sale of Nail Rods, Staffordshire, was made at Tls. 2.80 per picul. For Lead we have some little inquiry, but dealers do not seem inclined to pay anything like the equivalent of Shanghai values.

NEWCHWANG.—Messrs. Bush Brothers Circular says:—There has been little doing of late, owing to the New Year holidays. Business, however, was reviving, and some sales of imports were reported.

HANKOW.—There had been a dull market; Grey Shirtings alone had been dealt in to any extent, and in these business was much below the average of former years.

CHINKIANG.—Messrs. Spencer and Wolff report:—Although a fairly active business has been transacted in Cotton Goods, sales have not been on so large a scale as was anticipated, many of the most important dealers not having yet arrived from the country. Prices, however, appear to be hardening, and we expect to see extensive operations at improved rates. There has been a good demand for Opium, and it has been freely met by holders at current rates.

SHANGHAI.—The Chamber of Commerce Circular says:—Cottons: In the principal descriptions an improved business has been reported during the fortnight. 7 lb. Grey Shirtings have been sold to a fair extent at 1 to 2 cand. advance on last quotations. No change is quoted for 8¼ lbs., nor has there been much enquiry for this weight. Heavy Shirtings of good make have been dealt in at an advance of 1 to 1½ mace, and commoner kinds are also rather firmer. For fine qualities of Grey Shirtings the market has still an improving tendency. In White Shirtings there has been a small business at previous rates. American Drills and Jeans have not been enquired for. One large sale of American Sheetings has been made, establishing a lower quotation. English Drills: With a limited demand, the common classes are 2 cands. and the better qualiries 5c. lower in value. English Jeans, unchanged. English Sheetings are in small stock, and current prices well maintained. Dutch Drills in limited enquiry at former prices. For common T-Cloths of 6 lbs., 7lbs., and 8lbs. weight the rates quoted are very firm, the demand being good and the present supply not large. 6 lbs. and 7 lb. T-Cloths of good make are in demand for Tientsin at a slight advance. The best qualities have not attracted so much attention. Fancy Cottons: White Spots show rather better value. Muslins are inquired for, and the market is strong. Dimities are quoted 5 candareens higher. Woollens: There has been a very moderate inquiry for Woollens generally. Spanish Stripes are unchanged. Camlets have advanced 1½ to 2 mace. For Long Ells the market has been weak. For good Lustres and Figured Orleans there was some inquiry for the north at the early part of the fortnight.

FOOCHOW.—Sales have been:—T-cloths, 7 lbs., 1,500 pieces at $2.15 to $2.27 per piece; do., 7 lbs. (No. 2), 6,200 at $1.77 to $1,82; do., 8 lbs., 800 at $2.45 to $2.47; Grey Shirtings, 8 lbs., 200 at $2.47. Lead, 1,350 pigs at $8.75 to 9.25 per picul.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s. s. Lotus, Patroclus, Bengal, and Glenfinlas, and ship Osaka, bringing full supplies of manufactured goods for this market and the North. The import market had been pretty steady during the fortnight, but there were no signs of any improvement in the demand. Dealers persisted in following out the cautious policy which they had pursued for so long past, and would only buy to satisfy their most pressing wants or when prices appeared to offer them some advantage. From the country districts the reports were very unsatisfactory, but on the other hand the northern markets were strong, and it was hoped would attract much of the optional cargo now on the way.

CANTON.—The Chinese had become buyers of Lead at advanced rates. Transactions, however, only amount to 300 pigs, but would have been larger had holders not demanded higher prices. Quotations LB. and soft brands $8.45 to 8.50, and WB. and hole chop $8.55 to 8.60 per picul. Quicksilver was declining, and nominally worth $182 per picul.

SINGAPORE.—Messrs. Boustead's Circular says:—During the fortnight a fair business has been done in 8¼ lb. Grey Shirtings and 6 lb. T-Cloths; the stock of the latter is about cleared, and sales have been

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made to arrive at $1.45 ; sales of former have also been made to arrive at $2.17½. In other goods business has been moderate and quotations show little change. Grey Madapollams keep dull and some small sales reported at a decline ; 36 in. White Shirtings of fine qualities have been in fair request, and low goods are meeting with more attention ; 36 in. White Spots in moderate demand, and stock being small, prices are firm ; 40's Grey Yarn—with a moderate stock, holders have become firmer and price has advanced to $113 to $114, but demand has been limited ; other counts quiet at about late rates. Iron is again dull and neglected, prices though nominally unchanged are very weak. Copper Sheathing meets with a small inquiry at rather lower prices. Yellow Metal is lower in value, sales having been made at a decline on former rates ; stocks are very ample. Zinc Sheathing is inquired for to a small extent. Roll Zinc is difficult of sale. Brasswire is dull, there have been no late transactions. Pig Lead is very slow of sale. Sheet Lead is scarce and in small inquiry. Steel is steady at former rates.

PENANG.—The market generally had continued quiet. The demand for Goods had been limited and prices generally showed no alteration.

EXPORTS.

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TEA.

YOKOHAMA.—Induced by a marked concession on the part of the Japanese, a little animation had been apparent, and settlements since the departure of the American mail on the 26th Feb. amounted to about piculs 1,900. Prices shewed a decline of from $5 to $6 per picul, at which "medium" grades were most in favour. Arrivals had been only moderate and stocks were slightly decreased, amounting to some piculs 6,300 on the spot. The *Japan Mail* says:—The weather so far promises well for the tea plant. The steady cold we have experienced for so long a period will probably preclude a premature development of the young shoots, and judging from reports amongst the Yokohama tea merchants, and the fact of excellent prices having prevailed for producers up to the present for the closing season, we may hope for an ample product for the coming one though, perhaps, such heavy supplies may not come in as early as last spring.

HANKOW.—Settlements nil. The export of Hankow district Teas to date, 1874-75, 54,134,467 lbs.; 1873-74, 54,500,497 lbs.; decrease, 1875, 366,030 lbs.

KIUKIANG.—Black : No business transacted during the fortnight. Green : No settlements reported. Supplies were at an end. Export from the commencement of season to date, 1874-75, 22,029,319 lbs.; 1873-74, 19,910,706 lbs.; increase, 1875, 2,118,613 lbs.

SHANGHAI.—Black : No business to report. No stock. Green : Large settlements had been made. Purchases had chiefly been confined to the better qualities, and these kinds were firmly held. A few very common Teas had been settled at low prices, but investors were not inclined to continue purchasing except at a reduction. The following were about the prices paid :—For Country Tea, 15,437 half-chests at Tls. 16 to 35 per picul ; Pingsuey, 1,358, do. at Tls. 20½ to 22 ; Reshipments, 1,620 ; Settlements, 18,415 half-chests ; Stock, 45,490 half-chests.

AMOY AND FOOCHOW.—No business done.

CANTON.—Messrs. Deacon and Co.'s Report says :—There is very little of interest to record concerning Tea, during the month which has elapsed since our last report, dated the 15th February. Various statements are made about the new season's leaf (for making into Congou), but none are reliable. Teamen, however, agree upon one point, and that is "prices are exorbitantly high in the country."

SILK.

YOKAHAMA.—Arrivals had been 187 bales, and purchases about 350 piculs, including some 34 piculs which were sold by public auction in the native town for the account of a Japanese firm in liquidation. There was a numerous attendance, and the parcels were disposed of at prices showing a decline of $10 to $15 on good and medium, and $25 to $30 on common and inferior Hanks.

SHANGHAI.—During the past fortnight, holders had shown some anxiety to clear out their stocks, and as there had been a fair demand, a considerable business had resulted. Some special chops, such as Red Peacocks, had maintained their value, but on most classes there had been a decline of Tls. 5 to 10, and in some cases more. For last mail 1,000 bales were settled, including Koo-fang-sing's Chops at Tls. 415 for No. 3, Kue Kee's at Tls. 342½ and Tls. 312½, and Blue and Yellow Elephants at Tls. 325 and 300. For this mail, the business done amounted to 700 bales, and among the purchases were Choping's No. 3 at Tls. 415, Red Peacocks at Tls. 320, and Fatmow's No. 2 Haining at Tls. 312½. Settlements for [the past fortnight—Chinas, 1,700 bales. Total settlements since 1st June, 1874, 67,000 bales ; against 1873-74, 53,000 bales ; 1872-73, 54,250 bales. Comparative unsold Stock on this market, 1875, 2,000 to 2,500 bales ; 1874, 2,000 bales ; 1873, 600 bales.

CANTON.—Messrs. Deacon's Circular says :—Taking into account the advanced period of the season, and the limited quantity of Silk of desirable quality to select from, a considerable business has been transacted in the past month. 230 bales were settled in the first two weeks, and 360 bales have since found buyers. Prices have hardly varied, and fair No. 4 Tsatlee has been taken at $345 per picul. "Extra" and Nos. 1 and 2 qualities are not now to be had, and little, if any of the stock remaining, is up to proper standard, in any classification. Loong-kongs : Nearly 100 bales of this description are included in settlements. A few bales of "Curio" were bought at $445 per picul. Long-reels : Settlements for India have been about 130 piculs. Re-reels have been in active demand and 800/1,000 boxes are said to have been contracted for. The Silk has all to be reeled, and the greater part is for delivery two to three weeks hence. Stock is computed at 250 bales Tsatlee, 50 bales Loong-kong, 150 bales Curnchuck and Lacklow, 100 bales Kowkong, and about 200 bales inferior sorts. Waste : Settlements 200 bales.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2⅝d.	4s. 2⅞d.	4s. 2⅛d.
Shanghai ,,	5s. 9¼d. to 5s. 9½d.	5s. 9⅝d.	5s. 9¼d.
Canton ,,	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d.
Hong Kong ,,			
Macao ,,			
Singapore ,,	4s. 2⅛l.	4s. 2⅛d. to 4s. 2⅛d.	4s. 3d.
Manila ,,	4s. 1d.	4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306½ to 307½	224½ to 224¾
,, Hong Kong	27½ to 27⅝ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 74.2.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 15 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 54 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 premium.
Hong Kong Fire Insurance Company, $200 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $23 premium.
Indo-Chinese Sugar Company, $90 dis.
Chinese Insurance Company, $196 per share.
Shanghai Steam Navigation Company, Tls. 81 per share.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company	Tls.500	Tls.500	Tls.215	Tls.10 p.sh
Shanghai Gas Company	100	100	141	5 p.c.
Shanghai S.N. Company	100	100	83	3 p.c.
S. Tug and Lighter Company	850	850	600	6 p.c.
French Gas Company	50	50	70	6 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$490	$51.75 p.sh.
North China Insurance Co.	Tls.1,000	Tls.300		Tls.300 p.sh.
North China Steamer Company	100	100	7	
Union S.N. Company	100	50	21	
Yangtsze Ins. Association	500	500	$585	7½ p.c.
Union Insurance Society	$5,000	$1,000		$550 p.sh.
China Traders Co. (Limited)	1,000	1,000		$200.p.sh
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.86½	4 p.c
Victoria Fire Insurance Co.	$500	$100	$124	6 p.c.
China Fire Insurance Co.	500	100	133	6 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.100	4 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, March 6, Mora ; from Cardiff, March 6, Thomas Hilyard ; from London, April 20, Walton.

At SHANGHAI.—From Liverpool, March 5, Diomed (str.) ; from London, &c., Glenfalloch.

At HONG KONG.—From London, March 12, Lotus (str.) ; Patroclus (str.); 16, Bengal (str.) ; 17, Glenfinlas (str.) ; from London, April 19, Ægean (str.)

At BATAVIA.—From Rotterdam, April 18, Groningen (str.).

At SINGAPORE.—From London, March 18, Conquest (str.); from Glasgow, March 24, Pauline ; from Sunderland, March 23, Our Annie ; from Cardiff, March 16, Alpi ; 19, Senator ; 21, Duesberry ; 22, Tirrell ; 24, Nimrod ; from Swansea, March 20, Annie Torrey ; from London, April 16, Sumida (str.)

At PENANG.—From London, March 21, Venice (str.) ; from London, &c., April 22, Deucalion (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From HONG KONG.—For Hamburg, March 15, Peri.

From SINGAPORE.—For London, March 13, Hector (str.). ; for Channel, f.o., March 13, Constantia ; 19, Condor ; for Boston, March 17, Esperance ; 20, Huddersfield.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Diomed (str.), Omba ; for New York, Silver Eagle.

At HONG KONG.—For London, Witch.

At SINGAPORE.—For London, Caldew, Vanguard, Glenavon ; for Marseilles, Mariah Sarah ; for Gibraltar, f.o., Lady Cecilia ; for New York, Stanfield ; for Boston, John Clark, Witch.

At PENANG.—For London, Vanguard.

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FREIGHTS AND CHARTERS.

From HANKOW.—To London, per steamer, £4 5s. per ton of 40 feet.

From SHANGHAI.—To London, per steamer, £3 10s. per ton of 40 feet; sailing vessel, £3 per 50 feet; to New York, by sailing vessel, £2 10s. per 40 feet.

From HONG KONG.—No demand for vessels to load homeward.

From SINGAPORE.—To London, per steamer, tin, £2; gambier, £2 15s.; measurement, £3 10s.; to £4; sailing vessel, £2 17s. 6d.

From PENANG.—To London, by steamer, tin, £2 5s. per ton; tobacco, £3 10s.; tapioca, £3 5s.; measurement, £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Feb. 28	G. T. Ray	Liverpool	Anjer, f.o.
Mar. 3	Cuba	Cardiff	Singapore
„ —	Finzel	Liverpool	Batavia
„ 4	Anna	Swansea	Hong Kong
„ —	Hertha	R. de Janeiro	Singapore
„ —	Bertha	Nagasaki	London
„ 7	Mutlah	Newcastle	Do.
„ —	Zenobia	Singapore	Do.
„ 8	Lizzie II.	Manila	New York
„ —	Aquis Hiner	Do.	London
„ 9	Orienten	Shields	Do.
„ —	Hadda	Cronstad	Amur River
„ 12	Onrust	Sunderland	Batavia

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, APRIL 21.—The P. and O. Company's steamer Malta, with the homeward India, and China mail, arrived here at four, and the mail left at 5.30 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, APRIL 19.—The P. and O. Company's steamer Malwa left here at 2 A.M. for Southampton, where she may be expected about the 2nd May.—Specie, £206,250.

NEXT INWARD MAIL.—SUEZ, APRIL 22.—The Messageries Maritimes steamer Hooghly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 29th inst.

INWARD MAIL DUE MAY 10.—GALLE, APRIL 17.—The P. and O. steamer Avoca, from China, arrived on the 15th inst. The Surat leaves for Suez to-day. Specie £250,000.

OUTWARD MAIL OF APRIL 9.—SUEZ, APRIL 18.—The Messageries Maritimes steamer Djennah, from Marseilles 11th inst., left here to-day for Aden.

OUTWARD MAIL OF APRIL 16.—SUEZ, APRIL 23.—The P. and O. Company's steamers Nizam and Mongolia left here at 11 A.M. to-day with the India, China, and Australian mails.

TELEGRAMS FROM THE FAR EAST.

THE MURDER OF MR. MARGARY.

SHANGHAI, APRIL 21.—The Chinese Government have appointed a person of inferior position as Commissioner to investigate the Manwyne outrage.

CHINESE COOLIES IN AUSTRALIA.

SYDNEY, APRIL 20.—The Chinese immigrants on arriving in Queensland immediately found employment.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 22, at London, from Rangoon, Elgin (str.); 21, at Liverpool, from Rangoon, Einar Thambarskelver; 22, at Liverpool, from Rangoon, Lufra (str.); 21, off Beachy Head, from Akyab, Penguin (str.); 22, at Queenstown, from Java, Trinidad; 22, at Gibraltar, Ulysses (str.), from China, for London; 21, at Brouwershaven, from Passaroeang, Nicolette; 23, off Prawle Point, from Rangoon, S.W., Kelly; 18, of Scilly, from Hong Kong, Albuera; 23, off Deal, from Ceylon, Menzalett (str.).

DEPARTURES.—April 23, from Greenock, for Penang, Pyah Pckhet (str.); 21, from Cardiff, for Batavia, William and Anna; 23, from Glasgow, for Ilo Ilo, Janet Ferguson.

SPOKEN.—Skiddaw, from Java to Falmouth, under jury topmast, March 6, 18.42 S., 4.22 W.; Cariboo, from Java to Boston, March 8, 15.13 S., 8 W.; King Arthur, from Colombo to London, March 7, 17.5 S., 6.9 W.; East London, from London to Singapore, March 19, 1 N., 25 W.; Alice Ritson, from Singapore to London, April 12, 45.35 N., 19.26 W.; Lahloo, from Sourabaya to Falmouth, 22 S.; Glenlyon (ship), from Rangoon to Falmouth, April 12, 48 N., 18 W.

CASUALTIES.—The Courier, Bartlett, from China, which struck the ground before entering Nieuwe Diep, on April 4, is reported to have sprung a leak; she has since sailed for Guernsey. The Borneo (Dutch str.), for Atchin, was towed into Malta, April 16, from lat. 35 N., long 0 E., with shaft broken by the Prins Hendrik (str.), from Batavia to Amsterdam. Gibraltar, April 22.—The Lanercost, from Sunderland to Hong Kong, with patent fuel, has put in leaky. Shanghai, April 19.—The Europe (trading s), from Tientsin, reports that in leaving port she was in collision with the Hockung (s); damage not ascertained. The Europe has also been in collision in port with a junk, both vessels were badly damaged. Hong Kong, April 19.—The Viking (s), from London for this port (general cargo), has arrived with part cargo jettisoned, chiefly Straits cargo, and vessel leaking forward, after being aground on Bombay Shoal, where she remained sixty-one hours.

MISCELLANEOUS.—Dover, April 23.—The Border Chieftain was towed into harbour this morning by three tugs. Malta.—Arrived April 21 Glenlyon (str.), from London, for China, and sailed same day; 23, Oxfordshire (str.), and left for China. Port Said.—Arrived, April 17, Yrurac Bat (str.), and sailed for Manila. Suez, April 17.—H.M.S. Elk, from China. Passed Gibraltar, April 22, Hector (str.), from China, for London; Hampton (str.), from Rotterdam, and proceeded for Java.

AUSTRALIA *VIA* SINGAPORE.

We take the following extracts from the *Brisbane Courier*, as of interest to all connected with the East. The returns which we notice from time to time in the Hong Kong and Singapore shipping lists indicate that the Eastern and Australian Company are likely to make the communication between the Australian Colonies and the East of great value to commerce :—

If the Eastern and Australian Steam Navigation Company can keep up the performances of their vessels to the standard of the *Brisbane* on her last trip they will merit the recognition of the Australian public to a foremost place as a mail and passenger service. In order to show what is now being done by the Torres Straits line in comparison with both the Pacific and Suez-Melbourne lines, we have only to take the dates immediately to hand. The mail delivered here by the *Brisbane* on the morning of January 29th left London, *viâ* Brindisi, on the evening of the 11th of December; that is to say, the course of post on this occasion between London and Brisbane was forty-eight days, or perhaps we may say forty-eight and a half days, including the frequent stoppages between this and Singapore. In like manner, the *Mikado*, after a splendid trip, arrived in Sydney on the 6th of February, two days under her contract time, bringing with her the Australian mail despatched from Liverpool on the 15th December; that is to say, she brought to Sydney news four days later, but her mails were delivered in Sydney on the fifty-third day out from England, and they did not arrive here until the fifty-ninth, having been detained nearly four days in Sydney. Again, the Suez mail arrived in Melbourne on the 10th of this month, bringing dates *viâ* Brindisi up to the 24th of December; that is to say, the course of post between London and Melbourne *viâ* King George's Sound and Adelaide was forty-eight days, a few hours under what it was to Brisbane *viâ* Singapore and Somerset. This last mail, when we receive it by the *Blackall* this morning, as we may expect to do, will be fifty-four days out from England, but in this case there had been no detention in Sydney, for it appears that the *Governor Blackall* was detained in Sydney in order to bring it on. It will thus appear that the E. and A. Company has nothing to be ashamed of by comparison either with the Pacific or P. and O. lines.

So that, on the whole, a very fair case has been made out for the consideration of the new Administration in Sydney. Their present contract for a Pacific service with the A.S.N. Company will terminate before the end of the year, and long before that time the sister ships to the *Brisbane* will be on our line; so that, after all, it is far from impossible that we may be able to offer New South Wales a better service than any they can concoct in combination with New Zealand, at probably one-third the cost.

As further indicating the extent to which the public of Queensland have availed themselves of this line for postal purposes, we have been obliged with a statement from the Secretary of the General Post-office, which shows the number of letters and newspapers received from and despatched to the United Kingdom and foreign places during the last year. It is necessary to state, however, that this return is to this extent imperfect, inasmuch as the contract itself did not, for practical postal purposes, commence before February, and the November and December mails received under the old P. and O. contract are not included in the figures which we give. With this exception, the return may be taken as showing the operations of the year; and first, taking the inward correspondence, we find that the number of letters, books, and papers received in this colony by the several routes stands thus :—

	Letters.	Books.	Papers.
Torres Straits	96,033	15,346	156,154
Melbourne	11,865	1,429	32,338
San Francisco	4,536	566	13,769

In like manner the outward correspondence, despatched to the United Kingdom and foreign places, as it is customary in post-office phraseology to call all other places not in the United Kingdom, stand thus :—

	Letters.	Books.	Papers.
Torres Straits	100,362	1,730	70,392
Melbourne	9,854	174	6,403
San Francisco	8,071	251	6,381

In addition to these it must be noted that the Southern Colonies received the following correspondence, *via* Torres Straits :—

Letters.	Books.	Papers.
17,548	1,852	10,376

And there were despatched from the Southern Colonies by the same route—

Letters.	Books.	Papers.
13,479	605	9,686

Here we have the record of our first year's work. More than could have been expected has already been done.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANDERSEN– On the 15th March, at Amoy, Mrs. L. A. Andersen, of a daughter.
BARNES—On the 18th April, at Vanbrugh-park, Blackheath, Mrs. F. D. Barnes, of Shanghai, of a daughter.
BASAGOITI—On the 21st March, at Sans Souci, Singapore, Mrs. J. P. de Basagoiti, of a daughter.
BROOME—On the 20th April, at 36, Onslow-square, Lady Barker, wife of F. Napier Broome, Colonial Secretary, Natal, of a son.
COATES—On the 27th Feb., at Manila, the wife of John Coates, of Leyte, of a son.
EVERS—On the 4th March, at Yokohama, Mrs. A. Evers, of a son.
HARTLEY– On the 2nd March, at Yokohama, the wife of John Hartley, of a daughter.
HOLMES—On the 5th March, at Shanghai, Mrs. Edmund R. Holmes, of a daughter.
KOSS—On the 5th March, at Hong Kong, Mrs. F. Koss, of a daughter.
MYERS—On the 24th Feb., at Chefoo, the wife of Dr. Myers, of a daughter.
SUHL—On the 13th March, at Lady-hill, Singapore, the wife of Martin Suhl, of a son.

MARRIAGES.

GRATTAN—WEST.—On the 15th April, by special license, in Dublin, by the Very Rev. the Dean of Ardagh, uncle of the bride, assisted by the Rev. W. J. Thornhill, Rector of Rathcoole, William Henry Colley Grattan, Captain Kildare Rifles, only son of William Grattan, J.P., of Farmhill, county Kildare, to Emily Alice, daughter of the late George White West, J.P., of Ardenode, county Kildare, and granddaughter of the late General the Hon. Arthur Grove Annesley, of Annesgrove, county Cork.
KAYE—DICKINSON.—KAYE—MCLAREN.—On the 22nd April, at Brunswick-street Chapel, Huddersfield, by the Rev. A. Holliday, Henry Edward, second son of John Kaye, of Prospect Hall, Woodford, to Margaret, youngest daughter of Benjamin Dickinson, of Bath-buildings, Huddersfield; also, on the same day, at Port Adelaide, South Australia, Albert, third son of John Kaye, to Ellie, eldest daughter of the Rev. J. McLaren, formerly of Brighton, Sussex.

DEATHS.

COATES– On the 1st March, at Manila, Robert Deblois, infant son of John Coates, of Leyte, Philippine Islands.
FORD—On the 31st July, 1874, supposed to have been accidentally drowned, at Valparaiso, Edward Anson Ford, Lieut., Royal Marines, serving on board H.M.S. *Scout*, second son of the late Rev. Charles Ford, Rector of Postwick, Norfolk, aged 28. South American papers, please copy.
GERRARD—On the 20th April, at 21, Oxford-gardens, Notting-hill, W., Alexander Gerrard, Oriental Bank Corporation, aged 47 years.
SMITH—On the 25th March, on board the s.s. *Hector*, on his passage from Penang, Capt. Duncan Smith, of the *Vanguard*, and Younger Brother in the Trinity House, aged 25.
STRONG—On the 18th April, at Hamburg, Frederick Strong, K.H., formerly Consul-General for Hanover and Consul for Bavaria at Athens, aged 69.
TURNER—On the 14th April, at Charlton, Kent, aged 16 years, and after eleven months' patient suffering, the effects of typhoid fever, Maria Elizabeth Sarah (Sissie), daughter of the late Capt. William Turner, formerly of the 25th (the King's Own Borderers), and the much-loved stepdaughter of Dr. Henry Bowles Franklyn, of the Army Medical Department, and of the Middle Temple, barrister-at-law.
WALLER—On the 14th April, at Forest-hill, C. B. Waller, Colonial Civil Service, Straits Settlements, aged 34.
WEBSTER—On the 26th Dec., at Malakan, William Webster, late of Singapore.

Naval and Military.

The Admiralty has granted permission to Commander Charles Jones, R.N., to accept the post of Director of the Japanese Naval College, which has been offered to him by the Government of Japan. The appointment of Commander Jones is consequent upon the resignation of Commander Douglas, who has expressed a wish to return to England and seek for active service afloat, having succeeded in providing Japan with a naval school of some merit. Commander Jones was one of those officers who closed with the offer of the Admiralty, as held out in the temporary amended scheme of retirement, and, as a lieutenant of eight years' standing, accepted a pension and a step in rank; and now, though shelved by and with the consent of the late Government, he proves himself fully competent to become the head of a naval establishment abroad.

A committee of old pupils of the Royal Naval School, New Cross, has been formed for the purpose of raising a tablet in the school chapel to the memory of their old school-fellow, the late Lieutenant Digby Henry Dent, R.M.L.I., who was killed in the mutiny at Singapore Prison, whilst gallantly trying to save the life of one of the warders. As announced in our issue of the 9th inst., a movement with a similar object has been started by the officers of the Royal Marines.

We hear that arrangements have been made with the Post-office to forward fully-paid letters to Her Majesty's ships to China and Ceylon by the first opportunity from Aden.

Rear Admiral Sir Charles Shadwell, K.C.B., the late naval Commander-in-Chief in China, obtains promotion to the rank of Vice-Admiral on the retirement of Admiral Sir G. R. Mundy.

Lieutenant James de Hoghton, 2nd Battalion 10th Foot, has been presented with the silver medal of the Royal Humane Society, and also with the gold Stanhope medal. Only one of the latter is given yearly, and the recipient must have won it by "the most distinguished act of gallantry in saving life" of which the committee has become cognisant during the past year. The gallant act for which the two medals were awarded was this:—Lieut. de Hoghton was on board the yacht Dart, on the night of the 10th of September, 1874, when, on entering Lowestoff Harbour, one of the crew fell overboard. Lieut. de Hoghton jumped into the sea and rescued him at imminent risk to his own life, for the man was unable to swim, the tide running very strong, and the night unusually dark.

The Miner, a new twin screw steamer, built for the Government by Messrs. Dudgeon, fitted out under the immediate direction of the War Office Torpedo Committee, has been tried officially on the Thames. She will be employed in the submarine mining experiments of the Royal Engineers at Stokes Bay, and has, consequently, been provided with a steam winch, &c., in order that she may perform this special work with facility. The trial, which consisted in testing the steamer's speed and turning power under various conditions gave great satisfaction.

A valedictory address has been issued by the Rev. G. R. Gleig, late Chaplain-General of the Forces, to the army chaplains. Alluding to Bishop Claughton, his successor, Mr. Gleig says that the pain of parting from those with whom he has worked so long is mitigated by the thought that in the new chaplain-general they will find one, for obvious reasons, more capable of advising and sustaining them in their difficulties, should such at any time or under any circumstances beset them.

The Avon, double-screw composite gun vessel, Commander Powlett, has arrived from China, and is now being paid off at Portsmouth. The Avon has been absent from England since 1868, having been recommissioned at Hong Kong in July, 1871.

The Devastation will not proceed direct to Gibraltar, as at first intended, orders having been given for her to call at Lisbon to communicate with the admiral commanding the Channel Squadron.

PARLIAMENT.

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HOUSE OF COMMONS.

(April 22nd) Mr. WAIT asked the First Lord of the Treasury if his attention had been called to a telegram in *The Times* newspaper of the 8th inst., to the effect that Mr. Wade, Her Majesty's Minister at Peking, had made application to the Chinese Government for an investigation into the deplorable massacre at Manwyne of Mr. Margary and his servants; whether such telegram was correct in its information; and whether the Government had received from Mr. Wade himself the result of his appeal.—Mr. DISRAELI said that the telegram in *The Times* quoted by his hon. friend respecting the unfortunate events attending the death of Mr. Margary was of the 10th inst., not of the 8th, as quoted by his hon. friend. Mr. Wade had been instructed by telegraph to ask the Chinese Government to make a strict investigation into all the circumstances of this unfortunate case. Mr. Wade had communicated with the Government by telegraph that he had made certain demands of the Chinese Government; and the English Government had reason to believe that those demands had been acceded to; but in the absence of details he (Mr. Disraeli) thought it would be better for the public interests that he should not at present enter into any further statement.

In reply to Mr. Serjeant SIMON, the UNDER SECRETARY for INDIA said he did not think that all the memorials, resolutions, and letters dated after the 17th of February, 1873, from Chambers of Commerce and Commercial and Shipping Associations, relating to the completion of the survey of the direct land route from Rangoon to Kiang-Hung were worth printing; but if the hon. and learned member would select any that were essential for his purpose they should be laid before the House, together with other papers on the subject.

A question was addressed by Mr. BROCKLEHURST M.P. for Macclesfield, to the Under Secretary for India, whether information has been received to the effect that the King of Birma has refused to grant to the Resident at Mandalay a body guard of 100 soldiers for the protection of British subjects at Mandalay; and in the event of the present negotiations with the King resulting in hostilities, if it is the intention of the Government to take such measures as may be necessary for the protection of the lives and property of British subjects in that city.

Lord G. HAMILTON said no intimation had been received at the India-office to the effect that the King of Burmah had refused to grant to the Resident at Mandalay a body guard of 100 soldiers for the protection of British subjects at Mandalay. It was more than probable that the present negotiations with the King of Burmah would result in a friendly settlement of the differences which had arisen between him and the Indian Government. Should they terminate otherwise, the Government of India would be prepared to act according to the circumstances in which they might find themselves placed.

Mr. HANBURY will this evening ask the Under Secretary of State for Foreign Affairs if is true, as stated in a telegram in the *Daily News* of the 22nd inst., that "the Chinese Government have appointed a person of inferior position as Commissioner to investigate" the circumstances connected with the murder of Mr. Margary. And when the despatches of her Majesty's Minister at Peking, in reference to this subject, are expected, and whether he will take an early opportunity of laying them on the table of the House.

MR. FREDERICK STRONG, K.H.—We regret to record the death of Mr. Strong at Hamburg, on the 18th inst. Mr. Strong was for many years connected with the press in Hamburg, and for sixteen years has most satisfactorily discharged the duty of correspondent of the *London and China Telegraph*. During a residence at Athens he acted as Consul for Hanover and Bavaria.

IT is reported that Mr. T. A. Mitchell, the late member for Bridport has bequeathed the residue of all his large fortune, which has just been proved under £240,000, to the Metropolitan Board of Works.

THE Rev. A. P. Lovekin, formerly Government chaplain at Galle, Ceylon, succeeds the Rev. C. H. Pilkington as Vicar of Owslebury, in Hampshire.

THE Eastern and Australian Company's steamer *Normanby* arrived at Singapore from Brisbane on the 19th inst., with the Australian mails.

THE sale of the fine gallery of pictures by English and foreign artists belonging to Mr. Sam Mendel, of Manchester, has been commenced.

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CARGOES AFLOAT.

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SINGAPORE AND PENANG.

Alice Ritson: 185 tons gambier, 155 tons sago flour, 140 tons pearl sago, 15 tons gutta, 220 cwts. rattans, 365 cwts. hides, 12 tons india-rubber, 14 tons horns, 11 m. Malacca canes, 35 cwts. mother-o'pearls, 65 tons tapioca, 14 cwts. gamboge. Amsterdam: 1,320 tons gambier, 445 tons sago flour, 160 tons pearl sago, 2,380 cwts. rattans, 575 cwts. hides, 120 tons tapioca. Zeeburg: 400 tons gambier, 325 tons sago flour, 480 cwts. rattans, 355 cwts. hides, 50 tons tapioca. Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Celæno: 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts. rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Douglas Castle: 100 tons gambier, 880 tons sago flour, 20 tons black pepper, 30 tons sapanwood, 155 cwts. hides. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber, 10 tons horns, 25 m. Malacca canes, 27 tons tapioca. Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. St. Aubyn: 545 tons gambier, 60 tons sago flour, 5 tons white pepper, 8 tons gutta, 800 cwts. rattans, 14 tons horns, 35 m. Malacca canes, 185 cwts. mother o'pearls. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca.

MANILA.

Romeo: 562 tons sugar, 114 tons hemp, 1 cwt. mother-o'-pearls, 120 tons tobacco, 2,745 mil. cigars. Cosmopolyta: 625 tons sugar, 100 tons hemp. Etta Loring: 400 tons sugar, 375 tons hemp, 10 tons sapanwood. Durham: 500 tons sugar, 740 tons hemp, 3 tons sapanwood. Remus: 650 tons sugar, 350 tons hemp, 4 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Marina: 700 tons sugar, 227 tons hemp, 16 tons sapanwood, 190 mil. cigars. France: 500 tons sugar, 262 tons hemp. Windhover: 500 tons sugar, 560 tons hemp. Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 442 tons sugar, 14 tons coffee, 550 tons hemp, 30 tons sapanwood, 305 cwts. mastic, 27 mil. cigars. Ornate: 600 tons sugar, 292 tons hemp, 10 tons sapanwood. Sea Nymph: 254 tons sugar, 100 tons hemp. Uli: 175 tons sugar, 277 tons hemp. Mikado: 405 tons sugar, 7 tons sapanwood. Sarah Nicholson: 600 tons sugar, 550 tons hemp.

THE WESTERN CHINA EXPEDITION.

The Times correspondent writes as follows, under date Rangoon, March 20:—

Yesterday I telegraphed the news of the return of the Western China Expedition, under Colonel Horace Brown. They had been anxiously expected, and as soon as the steamer *Yunan*, in which they had gone from Mandalay, dropped anchor, a number of people crowded on board eager to learn the circumstances which caused their return. This Mission, which left us last December, with such apparently fair prospects of traversing China from east to west, and then of returning *via* Shanghai, has come back in consequence of the attack made on it by a large body of Chinese troops under Chinese officers, and aided by certain Kakhyen chiefs, on the frontier of China. They have further to regret the loss, by murder, of Mr. Margary, a distinguished member of Her Majesty's Consulate, as well as seven Chinese subordinate members and followers of the Mission. The Mission in its progress through the territory belonging to the King of Burmah was received with the greatest politeness. But that is no indication of the real feelings of the King or his advisers, and the general impression is that there is nothing short of an actual invasion he dreads more than the extension of British influence or trade beyond his capital in the direction of China. This feeling of his was suspected, but it was believed that his respect for British power would act as an efficient counterpoise and prevent any plotting against the success of the expedition. On the 16th of February the party left Tse-kaw, the last village in Burmah territory which borders on the Kakhyen Hills. It consisted of Colonel Browne; Dr. J. Anderson, who had accompanied the former expedition as scientific officer; Mr. F. Forde, who commanded the Sikhs, who numbered fifteen and not fifty, as I stated in a former letter; Mr. Margary, who had traversed China from east to west (a feat never before accomplished by any Englishman), and Mr. C. Allen, interpreter, in the Chinese Consular service. By the King's order a Burman civil officer, with 100 armed peasants, accompanied the party from Bhamo—a mountain range about forty-five miles broad, and which running nearly north and south divides the Bhamo District from the higher valleys on the eastern frontier of China. This tract is sparsely inhabited by Ching-paws, more generally known by their Burmese appellation of Kakhyens—a collection of tribes who may be said to exist upon the black mail they extort or the plunder they derive from the caravans which pass between Bhamo in Upper Burmah and the Chinese Provinces of Yunan. The sentiments of these savages with regard to the only foreign nation who are known to them may be judged from the saying which is current among them, "That a Burman when caught is enough to live on for a week; a Chinaman will support them for a month; but a 'kalla,' or Englishman, is enough to keep them for a whole year." This favourable impression with regard to the English has been induced by the success they met with in squeezing the Expedition which visited these hills in 1868. They are formidable neither by their numbers nor their courage, and owe their existence simply to the accident of their hills being situated between two such powers as Upper Burmah and China.

To assist the passage of the English Mission through these hills a large amount of black mail was paid to the several chiefs, and presents of considerable value were promised to them on the safe arrival of the Mission in Chinese territory. Had the Kakhyens been left to themselves, these inducements and the awe inspired by the guard of fifteen stalwart Sikhs armed with Sniders would probably have procured the Mission a safe passage through the hills. But some as yet unexplained cause has raised against us not only the Chinese of Teng-ye-chew (Momein) and Manwyne, but also certain members of these tribes located in Chinese territory, and so effectively that the Mission has to bewail the death of Mr. Margary and seven faithful Chinese, together with the total frustration of the objects for which it started. These hills were entered on February 17, and on the 18th some vague rumours were heard to the effect that the party would be opposed near Manwyne, on the Chinese frontier, by a large band of Chinese, supposed to be Dacoits. Mr. Margary, who had only a month before been cordially welcomed by the Chinese officials on this very route, and who had been informed by them that they would make all the preparations necessary to receive and welcome the Mission, went forward to Manwyne to ascertain the truth of these rumours. It is a singular coincidence that while the Mission had been so long delayed by the officials of the King of Burmah an Embassy, bearing tribute from his Majesty of Burmah to the Emperor of China, had started from Bhamo, and passed through Teng-ye-chew (called by the Burmese Momien). Margary left Teng-ye-chew on his way to meet the expedition, having been cordially received by the officials there. This Burmese Embassy arrives at Momien afterwards, and when Margary returns with the Mission he finds the officials subordinate to the Teng-ye-chew Governor suddenly changed from friendship to enmity, and he is killed in Manwyne by the very men by whom but a month before he had been treated with so much kindness. Before reaching Manwyne he sent back word that the road was quite clear, and that the party might safely advance. On the 21st they accordingly proceeded to Maroo, about fifteen miles from Manwyne, which place they expected to reach on the following day. On the morning of the 22nd they awoke to find themselves almost surrounded by a hostile force of Chinese and Kakhyens, the strength of which was variously estimated at from 500 to 800 men. This proved to be the advance guard of between 3,000 and 4,000 men, whom the Governor of Teng-ye-chew is reported to have sent down with orders to annihilate the whole party. Intelligence was received at the same time that Margary had been murdered, with his Chinese, by this force the evening before. Manwyne is a small Shan Chinese town, and the Shan inhabitants were favourably disposed towards the British. The direct responsibility for the attack rests upon the Chinese Imperial officials at Teng-ye-chew. During the whole of the day the little party were hotly engaged with an immensely superior force of the enemy, who had got to their rear and cut off their retreat by throwing earthworks across the only road leading to the camp. The camp, which was at a height of about 4,700ft. above the sea, was surrounded by hills covered with long grass and trees. Not expecting an attack, no great attention had been paid to the defensibility of the position. Luckily, our Government had insisted on the Mission being accompanied by a small party of Sikhs, notwithstanding the objections which had been raised by the Burmese Government. Only the presence of this guard saved the entire party from certain destruction. For some time the Chinese fired from the cover of the long grass on the sides of the hills; but the distance—200 to 300 yards—was too great for their inferior weapons to do much damage, and consequently there were only three men wounded on our side. At length some of the boldest of the enemy determined to risk a charge. Issuing from their cover they advanced into the open with shouts of defiance, calling out the names of their commander, and exhorting the Burmans who were present to desert the English. The effect of fifteen Snider rifles, however, playing upon them in the open, astonished them, and after a few discharges they took shelter in the hills, whence they kept up a constant fire. Some friendly Kakhyens managed to set fire to the grass jungle in which they were concealed. This created a diversion, and after some hours' fighting they retired towards Manyne. Our party then retreated into Burmese territory. The exact loss to the enemy is not known, but seven dead bodies were seen by our men, and the total killed on their side is said to be about twenty and a large number wounded.

At this present moment suspicion points to the machination of the Court of Burmah as the cause of the sudden change in the behaviour of the tribes and Chinese—a change not otherwise to be accounted for. Still, it would be premature to throw the whole burden of responsibility on the shoulders of the King of Burmah at present, and some satisfactory solution may be hoped for from the Government at Peking.

(THE TIMES.)

No natural difficulties arise upon the journey up the Irrawaddy as far as Bhamo, and the Burmese Government displayed, it is said, the

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greatest courtesy towards the exploring party. Nor did any unpleasant incident occur until the Expedition had got beyond Burmese territory. Thence, we are told, "by the King's order a Burman civil officer, with 100 armed peasants, accompanied the party from Bhamo—a mountain range about forty-five miles broad, and which, running nearly North and South, divides the Bhamo District from the higher valleys on the Eastern frontier of China." Colonel Browne, who was in command of the Expedition, was accompanied by three other British officers besides Mr. Margary—Dr. Anderson, Mr. Forde, and Mr. Allen. In no sense, however, could the Expedition be regarded as aggressive in its character. The Government at Peking had granted safe conducts of the amplest kind, and Mr. Margary, on his journey westward from Shanghai, had made the acquaintance and, as he hoped, acquired the friendship of the Chinese Generals in Yunnan, especially of Lee-see Jabee, the Governor of Nang-tin. It was known, moreover, that beyond Bhamo the hills were peopled by clans of lawless highlanders, owning allegiance neither to Burmah nor to China, who were likely to attack any travellers they might suppose to possess booty. Colonel Browne's party were provided, however, in a double sense against any such attack; a body-guard armed with Sniders was supposed to be enough to protect the Mission against any attempt merely to obtain plunder, and any more elaborately organised extortion had been obviated, it was hoped, by large payments in the form of black-mail bestowed upon the Kakhyens who infest the borders of the Burmese and Chinese Empires. About the middle of February last the Expedition entered this debatable land, and made for Manwyne, on the Chinese frontier. A rumour met them that they would be encountered by a hostile force of Chinese, but it was not believed. Mr. Margary, on his way from Shanghai a few weeks earlier, had received a very courteous welcome from the Chinese authorities at Manwyne, and he was unwilling to credit the report of an unfavourable change in their dispositions. He volunteered to go forward to Manwyne to disprove the discouraging rumours and clear the way for the progress of the Mission. He seems at first to have been received with the same friendliness that had encouraged him upon his Westward journey; he sent back word to Colonel Browne that "the road was quite clear, and that the party might safely advance." This re-assuring intelligence enticed them onwards within fifteen miles of Manwyne, when they suddenly found themselves attacked by a large body of armed and apparently disciplined men. They were informed that Mr. Margary and his faithful Chinese followers had been massacred at Manwyne, and they were in imminent danger of meeting the same fate themselves. The assailants proved to be nothing less than a small army of Chinese and hill-men, bent, as it seemed, on cutting off the expedition altogether. The people of Manwyne and the neighbouring country, belonging to the Shan tribes, are not believed to be hostile to Englishmen and British commerce, and it is argued that the whole responsibility for the attack on the Mission must rest with the Chinese Imperial officers. But when we consider that Mr. Margary's confident calculations, unfortunately, proved to be erroneous, we may be excused for questioning the soundness of the assumption that all the Shans who spoke our envoys fair were really friendly. At any rate, the attack was as unexpected as it was violent. The retreat of the exploring party to their camp in the hills was cut off by a body of some 3,000 or 4,000 men, and a sharp conflict ensued, in which the fifteen Sikhs with their Sniders "did wonders" in a more creditable sense than the Chassepots that were used at Mentana. Ultimately the assailants were beaten off and the Mission retreated without serious loss into Burmese territory.

An opinion prevails in India that the Burmese Government acted with bad faith, and this suspicion is very freely mooted. It does not seem fair, however, to denounce treachery upon such imperfect evidence as is at present forthcoming, and it is unwise to attribute evil motives. The direct action of the Burmese Government has been entirely unobjectionable, and it is only by a somewhat dubious process of inference that we can fix responsibility upon the authorities at Mandalay. No doubt the circumstances are suspicious. The writer of the letter from Rangoon which we published yesterday says:—"It is a singular coincidence that while the Mission had been so long delayed by the officials of the King of Burmah, an Embassy bearing tribute from his Majesty of Burmah to the Emperor of China had started from Bhamo, and passed through Teng-ye-chew (called by the Burmese Momien). Margary left Teng-ye-chew on his way to meet the Expedition, having been cordially received by the officials there. This Burmese Embassy arrives at Momien afterwards, and when Margary returns with the Mission he finds the officials subordinate to the Ten-ye-chew Governor suddenly changed from friendship to enmity, and he is killed in Manyne by the very men by whom but a month before he had been treated with so much kindness." Whatever may have been the malevolent instigations of these Burmese officials, it was, however, on Chinese territory that the attack was made, and it seems to us that it is to the Chinese Government we must address our censures and our demands for reparation. If in so doing we should succeed in clearing the path of an overland trade-route to China, we should accomplish the object for which Mr. Margary laid down his life.

A correspondent of the *Daily News*, whose letter is dated Rangoon, 20th ult., writes as follows:—I have some stirring adventures to tell. We took our departure from Tsekaw on the 16th of February. After a deal of bother we got away at 4 P.M., and reached a village called Tsekit, at the base of the hills. The next day a march of fifteen miles through some grand tree-jungle, and up an ascent as steep as the side of a house, brought us to the fourth Burman guard-house, which was prettily situated in a hollow in the hills by the side of a little brook. Here word was brought to the Tsaredowzyee, or Burman official in charge of us, that the Chinese were preparing to oppose us at Manwyne. We did not believe very much of it, but it was finally decided that Margary, having been over the road before, should go on ahead as far as Mangyne, if possible, but that if there was any difficulty he was to turn back at once. On the 18th we all marched to the fifth and last guard-house, which lay in the loveliest valley I have seen since Lauterbrunnen. Namhpoung, a clear mountain stream, ran through it, seperating Burmah and China at this point. On the 19th, Margary, accompanied by five Chinese servants, left us; and on the evening of the same day we heard from him that the road to Manwyne was perfectly clear, and that the Kakhyengs were laughing at the timidity of the Burmans. So on the 20th, at about noon, we entered China, and toiled up 5,500ft., and encamped in the open on a plateau, which was afterwards our battle-field. The next day we got away pretty early, at least the European portion of our party did, leaving the Burmans to follow with our luggage. On reaching Tsarai we went to see the Tsawbwa, or village chief. He told us that Margary had come safely through, and offered to take a note to him that afternoon, if we did not go on. He further volunteered to convey us and our baggage through himself, if the Burmese were afraid to do so. The colonel at last decided to go back, and bring up our luggage ourselves, as there seemed to be no chance that the Burmans would move. All this time our Sikh guard was drawn up outside the house in which we were talking, and there is but little doubt now that had it not been for them we should all have been massacred, for the house was full of Chinese, as we afterwards discovered. We returned to our camp in safety, and that evening we saw some men carefully reconnoitring us from the hill above us. The next day (Feb. 22) at about 8 A.M. a scout came in to say that Margary and his men were all murdered, and that the Chinese, with the Tsarai and Poontsee clans, were close by to attack us. The scout had hardly done speaking when the attack began. The enemy came along the ridge from the north, and coming down the southern spur came out on the level part of the road, and let drive at us. Our fifteen Sikhs were posted behind a natural breastwork of rock, and received the fellows with a steady fire, which soon stopped their gestures of defiance, and made them dodge behind rocks and trees, and even this soon became too hot for them, and they stampeded into the jungle. The road became a narrow defile, and as they got into it we gave them a volley which did good execution. They had to leave a corpse at the mouth of this, and our Burmans rushed out and cut off the head and brought it in, and after performing a war dance round it, hung it on a tree in our camp. It was undoubtedly a Chinese head. From this time till 4 P.M. we continued firing at each other as best we could. One of the Burmans and one of the Indian servants were wounded on our side, and on theirs twenty were killed and many more wounded. While the fight was going on a friendly Kakhyeng chief came up and told the Colonel that the Tsarai Tsawbiva had offered him 500 rupees to join them. The Colonel raised his bid to 10,000 if he would bring the luggage in, and paid him 1,000 down, so the chief set his men to work to burn the jungle, and, the wind being favourable, the Chinese were soon completely routed. As they bolted we shot a few more. We then got the mules together and retreated safely to Namhpoung. The next day a letter was brought to the Tsareedawgyee from the King of Burmah's agent at Manwyne saying that 3,000 Chinese were after us, with orders not to leave a single man of the mission alive, and advising him to leave us to our fate. It was also said that the Chinese were following us up, and that the Kakhyengs were to cut us off at the fourth guard-house. We had to leave all our luggage, and make the best of our way by a different road. We reached Tsekaw safely after a forced march of twenty-two miles, and in a few days our luggage, to our joy and surprise, was brought in, with only a few things missing, among which were the colonel's uniform and my great coat and umbrella. It appears that Margary reached Manwyne in safety on the evening of the 19th, and that every one in the place was on good terms with him. On the 21st, in the evening, some Chinese offered to show him the hot springs in the neighbourhood, and as he was mounting his pony to go with them they cut him down from behind, and then killed four out of his five servants, only one getting away. After this they stuck the heads on the wall of the city.

The *Globe* says:—For poor Mr. Margary's death there will be a profound feeling of regret in all circles. He was the first European who had successfully accomplished the overland journey from China to India. The remembrance of the friendly reception he had met with at the same village on his first journey made him too sanguine of being able to overcome the opposition shown to the mission under Colone Brown. He volunteered to go forward and explain to the chiefs the pacific nature of the expedition. The mission being in perplexity, availed themselves of the offer, and he was treacherously murdered in doing so. There appear to be grave reasons for believing that, as in the case of the expedition under Captain Sladen, the King of Burmah has been a prime mover in the opposition shown to the expedition. The evidence obtained on the former occasion placed the fact beyond a doubt, and, but for the friendly assistance then rendered by the Panthays, the whole party would have been murdered. Those Panthays we have since allowed the Chinese to exterminate, under the mistaken impression that the extension of Chinese authority over that part of the country would secure to us by peaceful means the opening of the long-wished-for route. We now find to our cost that we have sacrificed the goose that offered us golden eggs, and that the Chinese are determined to obstruct the opening of a trade which would help to destroy the monopoly they now possess in Central Asia, and they find a willing and active ally in the King of Burmah. The reason assigned to the Panthays for not recognising them was, that as they had been established for only twenty years, we were bound to look upon them still as rebels to the Chinese Government. We have, however, since found it desirable to acknowledge the people of Eastern Turkestan, who have thrown off their allegiance to China only within the last seventeen years. To the Panthays this change in our policy must appear strange. However, having made the opening of this route the first point to be considered, we should endeavour to remain at least consistent in that determination. Both the King of Burmah and the Chinese authorities professed themselves friendly to the present expedition before it started. Chinese and Hill-men have since openly opposed it, while on the side of Burmah secret influences are alleged to have been unsparingly used to hinder and obstruct the mission since it started. The situation is rather a perplexing one, but, if we wish to retain our moral supremacy in that part of Asia, there can be little difference of opinion as to the right course to pursue.

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The London & China Telegraph.

LONDON: MONDAY, APRIL 26, 1875.

THE STRAITS SETTLEMENTS AND NEIGHBOURING MALAY STATES.

WE have more than once brought to the notice of our readers the new relations which are being established between the British Government in the Straits of Malacca and the Native States of the Malay Peninsula, under the policy so recently introduced by Sir ANDREW CLARKE, the present Governor of the Straits Settlements. When we consider our long-standing connection with these States, and the immediate vicinity of our Settlements of Singapore and Penang—both of which came into our possession through treaties with native rulers of the Peninsula, while Malacca actually forms part of it—it seems surprising that no political arrangements should ever have been attempted, not to say carried out, to bring about the adoption of a system calculated to put a stop to the confusion and anarchy which have been of such frequent occurrence among them, to the detriment of every interest concerned, and to the absolute hindrance of all improvement. The consequence has been that the Malay Peninsula remains pretty much the desert we found it nearly a century ago, when Penang first became a British possession. It is no doubt true that the Straits Government has asserted a claim to the exercise of a certain right of interference in respect of these States, and has made its voice heard, and its arm felt, in its intercourse with them; at one time, by a remonstrance or a threat, at another, by shot and shell. But, unfortunately, it never stepped beyond the immediate call of the hour, or sought the establishment of any system framed to secure a regulated and permanent influence over the native rajahs, or to promote interests from which either the inhabitants or its own subjects could derive advantage. Things, to all appearance, might have gone on precisely on the same untoward and barren footing, had not recent disturbances in some of the Malay States, on the Western Coast of the Peninsula, and in the immediate vicinity of his own Government, brought Sir ANDREW CLARKE on the scene, not many months after his accession to the Government of the Straits Settlements. The authorities of the States in question were, or professed themselves to be, thankful for his intervention, and ready to accept his assistance in quelling the disturbances and restoring order. But Sir ANDREW CLARKE'S objects were, not merely that order should be restored, but that it should be preserved; and he adopted, as the basis of his further proceedings, the acceptance by the Native Chiefs of arrangements tending to secure tranquillity for the future. They were accordingly required to pledge themselves to the reception of British Residents to aid them in conducting the administration of their respective Governments, and they have complied with the demand. This policy has met the approval of Lord CARNARVON, while it is cordially supported by the Straits communities; and we observe with satisfaction that practical effect has already been given to it by the appointment of Residents for the States of Perak and Salangore.

That the system thus introduced is fraught with highly important consequences to the States of the Malay Peninsular seems to be admitted on all hands. Much will, of course, depend upon the spirit in which it may be followed out, and on the management brought to bear upon the native authorities by the officers accredited to them. There can be little doubt that the duties devolving upon these officers will be of a somewhat delicate and difficult nature, They will have to check and control, as well as to advise and to guide; and the Malay Rajahs, though not over sensitive, are sometimes sufficiently proud and exacting, and generally suspicious at first. They are, however, manly in spirit, and exceedingly well-disposed towards the English, and no men are more easy to deal with when once you have won their confidence. Such is the character generally conceded to them by those having the best opportunities to judge. We conclude that every Resident or other political agent accredited to a Native Chief, along with his subordinates, will be strictly debarred from engaging in trade, mining operations, or any commercial undertaking or pecuniary relation whatsoever. Any departure from this rule would interfere with the attainment of the influence necessary to success in the discharge of official duties, and be otherwise productive of mischievous consequences.

We take for granted that this system is not to be confined to the two States of Perak and Salangore, and that it is in contemplation to extend it to those on the Eastern coast of the Peninsula, namely, Pahang, Tringanu, Calantan, and Patani; and the Rajahs of these territories are understood to entertain feelings towards the British Government in the Straits, under the influence of which they would readily conform to the example before them on its Western coast. True, it has been objected to this, that several of these States are tributary to Siam, and that any action in respect of them by our Government would occasion the interference of that Power. We are quite aware that a supremacy over three of these States has long been claimed by Siam, and that it was acknowledged by the annual transmission of the tribute called "boonga mas," or *gold flower*. But, as regards Pahang, this supremacy was never asserted at all, while the late Mr. CRAWFURD, writing in 1856, states that it had then long been successfully resisted by Tringanu; and there is little doubt that Calantan is also virtually independent, and has been so for years. The case is, no doubt, different as to Patani, which is adjacent to the most southernly province of Siam proper, called Songkra, or Sangora, and whose relations became so intimate with that kingdom that it was sometimes said to have been incorporated with it. But, under the present order of things, the *flower tribute* has sunk into a mere honorary acknowledgment, which neither indicates actual subjection, nor confers either power or privilege, and has altogether become of so small account that it would probably be yielded up at once under suitable representations at Bangkok. We see no obstacle, therefore, in this, to the introduction of the new policy into the States on the East coast, and hope that the ground may in due course be made ready for its extension in that quarter.

With respect to the general aspect of the Malay States lying between the Siamese boundary and that of Johore to the south, they may be said to form a continuous forest, comprising an area of about 50,000 square miles, intersected by numerous rivers and streams more or less navigable, and with a population estimated by recent and competent inquirers at not more than seven to the square mile. Tin abounds throughout the whole of this extensive area, and although neither enterprise nor labour on an adequate scale have been devoted to the development of the mineral resources of the country—at all times under formidable interruptions—the produce has gone on increasing, until it forms a considerable item of consumption in the markets both of Europe and China. Gold also is found in various localities, but has nowhere, or only very partially, been traced to or worked in the matrix, while the quantities of alluvial ore which have been produced and exported go far in supplying evidence of rich formations of the metal in the veins of the rock. Gutta-percha, rattans, damar, &c., are among the spontaneous products of the forests, and the best fruits common to the tropics are produced in abundance and perfection. But none of the States can lay claim to anything like an agriculture, in the development of which, as well as of the vast mineral resources of the territory, the sole agency yet in operation has been the labour of the proletarian immigration from China. That

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labour is indeed a most valuable and important agent, and it will be strange if, with the security to life and property which may now so soon be expected to follow in the train of the new policy, European capital and enterprise should be wanting to give it encouragement and direction, and to spread its effects far and wide over the States of the Malay Peninsula.

THE HONG KONG BLOCKADE.

IN the present number we complete our *résumé* of the important Blue-book which has recently been issued with reference to the question of the Blockade of Hong Kong by the Chinese Customs Cruisers. To those who differ in their views on this subject from Sir BROOKE ROBERTSON—and they are certainly not few—there is something almost amusing in the extremely frank manner in which he sets forth the action which has all along been taken with regard to the question. So far from his endeavouring to make it appear that he has in any way tried to lessen the evil of which the colonists complained, he takes an evident pride in showing how greatly indebted the British Government must be to him for having pointed out to the Chinese the manner in which they could be most harassing and annoying to Hong Kong. Two despatches from Sir BROOKE are contained in the Blue-book under notice, which purport to give an explanation of the action which he took when the question was represented to him by the Canton authorities. In both documents he frankly admits that he fully backed up the scheme of establishing Customs' stations round the colony; but in his despatch to the Governor of Hong Kong he states that he specially impressed upon the Viceroy that nothing but the Lekin duties was to be levied at such stations, while in a later despatch to the Earl of DERBY he states that he had admitted to the Chinese authorities their full right to collect the Customs duties, and, indeed, bases his whole argument upon certain abrogated provisions for preventing the evasion of Customs, not Lekin, duties. With a masterly grandness, Sir BROOKE does not condescend to say why his opinion upon this very important point underwent a change, excepting by an indication in his despatch of June 20 to the Colonial Secretary in Hong Kong, that after he had admitted the Viceroy's right to establish stations as near as possible to Hong Kong for the collection of the Lekin duties, "the Hai-Kwan, or superintendent of native Customs, "began to think that some such plan would benefit his "department." It must be confessed that this was scarcely a matter for surprise, and it is astonishing how anybody of Sir BROOKE'S experience in China can have imagined that his proviso that only Lekin duties should be levied at the stations would be adhered to, or have failed to foresee the very obvious results of his thus admitting the insertion of the thin end of the wedge.

However this may be, the end of Sir BROOKE ROBERTSON'S "negotiations" has been the difficulties which have been so much complained of, and which have caused so much annoyance both to the colony and the Chinese officials; and it is curious to find that the explanation which he gives as to his reason for this course is sufficient to show that he should either have left the matter alone, and allowed the Chinese to act in it entirely upon their own responsibility, or have referred it home for a decision from the Secretary of State for the Colonies, as has now been done. That he was in doubt as to the strict legality of the course he recommended to the Chinese seems evident from the fact that at first he only consented to the Lekin duties being levied, and the case was therefore one in which it was highly undesirable that the Consul should mix up with until he had been properly assured of his position. Sir BROOKE quotes certain articles of the supplementary treaty to the Nankin treaty which go to show that originally certain arrangements were made for preventing junks trading with Hong Kong evading the duties; but he very strangely overlooks that inasmuch as this treaty is abrogated, his quoting it goes directly against the action which he took; as, if there were reasons why some portions of the provisions of that instrument being revised, it was clearly the business of the Consul to represent this fact to the Home Government, and not take upon himself to decide the question according to his own ideas, and back up the Chinese in a line of action which was at best both questionable and dangerous, and which he felt himself compelled to support with great hesitation. His answer to the Viceroy, when that official desired to obtain his aid, was not to tell him to institute taxing offices in close proximity to the colony, but to have the question referred home through the proper channel, that is through the Minister at Peking, so that a decision might be obtained from the Home Government as to what was the actual state of the question and what course should be adopted. Had this been done, it might have been quite possible to come to some arrangement which would have been the means of avoiding a great deal of the difficulty which has arisen. According to Sir BROOKE ROBERTSON'S own showing, the question is entirely a diplomatic one. His position is that, had certain arrangements in the supplementary treaty to that of Nankin been carried out instead of being abrogated, the difficulty with respect to duties in Hong Kong might have been adjusted. The Home Government are certainly the only persons competent to decide such a point, and it should have been specifically referred to them years ago, as it is referred to them now. Instead of taking this step, which might have settled the difficulty, Sir BROOKE ROBERTSON has all along been advising the Chinese to adopt a course injurious to the colony and of questionable legality.

SETTLEMENT OF THE SIAMESE DIFFICULTIES.

AS we noticed in a former issue, Sir ANDREW CLARKE has returned to Singapore, and the disturbances which lately broke the accustomed tranquillity of Bangkok have all been satisfactorily arranged. The wrath of the Kings has been appeased; their mutual fears are allayed; and the subordinate Monarch, re-called from his self-imposed exile, finds himself no longer severed by two miles of high-road from his loved palatial home. The useful British flag-staff has joys for him no more; the hard cold seat at its foot, and those dreary wastes surrounding it, beyond whose circumference he dared not stray, all these are now forgotten; and, save that he cannot parade as many troops as formerly, save that his military splendours have been somewhat reduced, he is as many inches a King as he was before his flight. The precise history of the misunderstandings thus amicably and happily adjusted have not yet reached Europe; but we have before us a Royal decree issued by the Major King on the 25th February last, which forms the concluding chapter of the episode. The substance of this quaint document may be given in brief as follows:—

"Out of our great love for and implicit confidence in "our Royal cousin, the Second King, and with a view to "consolidate more firmly the internal peace and tran- "quillity of our country and people, we hereby declare "and proclaim that we hold intact and inviolate the "solemn deed and covenant by which we, of our Royal "will and pleasure, on November 25, 1868, installed our "Royal cousin, known to Europeans as Second King, as "KROM PHRA RAJAWANG, with all the honours, dignities, "revenues, rights, authorities, and prerogatives, according "to the then well-known and long established precedents "thereto attaching.

"And we command all . . . to obey and respect this "decree sacredly and carefully.

"For the due protection of our cousin's honour and dig- "nity we authorise him to enrol, retain, and equip, armed "with muskets or small arms, a force of two hundred men "to be under his own command, unless under our sign "manual we require their aid; and to be limited to the "residence of our cousin wherever that may be.

"And as upon us alone it devolves to care for the in- "ternal peace and external security of our kingdom, so all "ships, arms, and munitions of war, can be heldor owned "solely under our authority or licence.

"Should we hereafter—as we much desire—place the "finances of our kingdom on a more secure and firmer "basis, so as to lighten the burdens of our people and pre- "vent waste, we will, when redistributing our own rights "and revenues, guard and deal as we would with our own, "the rights and revenues of our cousin, who has, in ac- "knowledgment of this our will and pleasure, renewed his "solemn pledge and assurance of loyalty and devotion to "our authority and person."

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The document above condensed, is sealed at the head with three seals, the Great Seal of State, the Seal of the Royal Mandate, and the Seal of the Present Reign. Beneath these seals follows the Royal Sign Manual; and at the foot the proclamation is subscribed and sealed by the Second King, the Major King's uncle, the ex-Regent, the Minister of the North, the Minister of War, and the Minister for Foreign Affairs. We miss the seal of the fifth and sixth highest executive officers, the Supreme Minister of Justice or Umerat, and the Minister of Agriculture, who, in former years, completed the number of the Council of State, known as the Senabodi. But we believe that the Senabodi has lately been merged in a larger deliberative body; it no longer exists either to attest solemn State documents, or to control, by its collective jurisdiction, the distribution and exercise of power in the State. There are now more Councillors, but seemingly there has been less wisdom. A numerous Privy Council can never advance freedom and progress either here or in Siam; they can advise, but they cannot control, they have not sufficient "solidarite;" whereas a small cabinet or ministry can both advise and control, and as a matter of statesmanship we therefore question whether the extinction of the Senabodi—instead of the increase of its numbers by one or two new members—has not been a mistake, for a body of forty or fifty nobles gets divided into rival factions and cliques, and ill-regulated power is tossed from one side to the other, as the Monarch's uncertain favour shifts its all-paramount influence.

Perhaps political philosophy may trace to this constitutional change the primary causes of the quarrel which the above decree has closed. Reading between the lines of that Royal declaration we can at any rate discern that there has been first, some design conceived by the new Privy Council to readjust the finances; then the Second King must have refused to sanction changes which he feared might diminish his personal revenues, and having some few regiments under his separate command coercion seemed to involve the risk of an open outbreak of civil war. Hence a plot to entrap the subordinate Monarch; and an outcry next that he was mustering his forces—for defence, says one side, for rebellion says the other; then came his Majesty's flight, and finally, by foreign intervention, reconciliation and re-instatement are brought about; the Second King renews his oath of allegiance, and is restrained from maintaining in future more than a mere body guard or palace police force. On the other hand, his person and his honours are to be respected as before, and if financial changes occur his own private revenues are not to be threatened with interference or diminution. "Magnus ab integra rerum jam nascitur ordo," and we, for our part, wish that both Kings henceforth may reign in health, friendliness, and prosperity, and that the little thunderstorm which has now spent its harmless terrors may have cleared a close, oppressive, stagnant atmosphere, and facilitated progress and reform.

WE are indebted to *The Times* for a detailed account of the attack on Colonel BROWNE'S expedition, which we give in another column. When we receive the Government despatch we shall be able be form more correct conclusions as to the authors of this foul and dastardly attack. Meanwhile we regret to notice a telegram announcing that an inferior Chinese officer had been appointed from Peking to investigate the matter. It is exactly what we predicted in our article on Mr. DISRAELI'S statement.

THE arrangements of the Occidental and Oriental Steamship Company of San Francisco appear to be completed, and the first chartered steamer, the *Oceanic*, Captain JENNINGS, left Liverpool on the 17th for Hong Kong, to take up her place on the line between that port, Yokohama, and San Francisco. The *Belgic* and *Gaelic* will shortly follow.

THE appointment of Sir WILLIAM HACKETT, formerly Judge of the Supreme Court of Penang, to be Chief Justice of the Colony of Fiji, is gazetted.

WE hear of inquiries on behalf of the Chinese Government for ironclads, but no settlements have been made.

THE BLOCKADE OF HONG KONG.

Resuming our summary of the Blue-book recently issued upon the above subject, we pass to an interesting and valuable opinion from Mr. T. C. Hayllar, Q.C., then Acting Attorney-General. After reviewing the facts connected with the seizure of the *Kum-Hop-Sing* he expresses his opinion that if the complaint of the petitioner is true, an outrage had been committed upon his property while under British protection of a kind which, if left unpunished, is calculated to have the worst possible moral effect on the *prêstige* of the colony. He goes on to say—

The complaint is therefore of a nature and gravity requiring rigid investigation at the hands of an impartial tribunal; and this Government is, in the interests of its Chinese denizens, entitled to very clear and definite proofs (by the production of the evidence, or otherwise) that it has undergone such investigation by process which can be reasonably recognised as judicial, and at the hands of a Court which itself has no interest in the result. Turning to Sir Brooke Robertson's despatch of the 25th March, I find it very difficult to discover what was really the nature of the inquiry the affair did undergo. The following expression, which he makes use of, "after a searching inquiry into the case both personally with, and by letters to, the authorities," may mean much or nothing. If it means that both parties appeared before and were duly heard by Her Majesty's Consul, sitting together with members of some impartial tribunal appointed by the Chinese authorities to consider and decide the case, the Government of this colony could ask, I think, for nothing more than a copy of the evidence taken for the purpose of drawing its own conclusions. But if, on the other hand, Her Majesty's Consul has only been put in possession of the statements of the complainant and his witnesses second-hand by the Chinese "authorities, and if this searching inquiry" resolves itself into a mere investigation of the case of the persons who made the seizure of the junk, or on behalf of whom such seizure was made, it is needless to say that it is in the highest degree unsatisfactory. Moreover, who and what were the authorities referred to? Her Majesty's Consul does not inform us. But if, as I gather from the offer contained in the further despatch of the 16th April to refer the matter to the "Haikwan," it was the Haikwan or his subordinates who comprised "the authorities" mentioned, it was impossible, having regard to the fact that it was under the authority of the Haikwan, or of his subordinates, that the seizure complained of was effected, and that he or they or both, were the parties who would profit by it, to select a more unfitting tribunal.

Mr. Hayllar also points out in his opinion that the ground upon which the junk was seized, namely, that he could show no grand chop for the export duty, is equally unsatisfactory, as it is proved that the garnd chop is never affixed at Formosa, whence the junk sailed. In conclusion, he sums up the general merits of the question as follows:—

So far as the Chinese traders resident here have induced the present state of things of which they now complain, by making use of the freedom of this port for smuggling purposes, it is needless to say they are entitled to neither sympathy nor assistance at the hands of the Government. But if it really is the case, as is now generally believed here, that the repression of smuggling forms only a colourable pretext, in too many instances, for violent and frequent seizures of innocent junks, with the double purposes of injuring the trade of the Colony and diverting it to Canton, and of enriching certain departments at Canton who farm the Custom revenue, the matter assumes a different complexion, and one which requires clearing up in justice to all parties. So long, however, as these seizures were confined to Chinese waters, the extreme difficulty of finding a foothold to base a claim for redress upon, in a matter of which no defined rules of international law (as distinguished from comity) applied, in a great measure tied the hands of the Government. But now that this line has, as there is very good reason to believe, been overstepped, the time and the opportunity have concurred when firm action can and should be taken. It would be satisfactory if all the questions arising out of seizures of junks belonging to merchants resident in this Colony, which occur, at any rate, within a certain radius around these waters could be referred to a Joint Commission of the kind I have suggested, and there are many reasons why hereafter such a measure should be suggested to the Chinese Government, which are sufficiently obvious. At present, however, I think the Government should confine itself to request the Viceroy or other proper authority to agree to the appointment of a Joint Tribunal to consider the particular case of the *Kum-Hop-Sing* he, or such other authority being given to understand that, if the parties complainant are found to have been seized in the act of illegally evading the revenue laws of China, that this Government is, in this instance, willing to overlook the offence committed against British laws through the seizure being effected in our waters (if it should turn out that it was so seized); but if they were not to blame, it should be understood that the parties making the seizure, wherever it occurred, must be duly punished, and that the boat and cargo must be restored, together with damages for their detention; or, if they have been sold, as I believe is the case, that the fullest compensation should be paid to the complainants. If this reasonable proposal is rejected by the Chinese authorities, and if they choose to stand upon the inquiry already made, I can only advise that the whole matter be referred to the Secretary of State, with a request that redress may be sought for this and other authenticated injuries inflicted on the Colonial commerce by the Chinese Customs cruizers through the action of the Foreign Office.

The resolutions passed at the meeting at the City Hall, Hong Kong, and some despatches of minor importance follow, and then we come to an elaborate exposition of the subject by Sir Brooke Robertson in a despatch to the Earl of Derby, the Secretary of State for Foreign Affairs. He commences with a historical re-

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view of the matter, similar to that given in the despatch of the 20th June to the Colonial Secretary of Hong Kong (already noticed). Sir Brooke Robertson says :—

It has been my habit to be frank and open in my dealings with the Chinese authorities and give them all reasonable support, and I saw no reason in this case for reserve. I told the Viceroy, who consulted me that he must dismiss from his mind all hope of collecting Imperial duties in the colony of Hong Kong, which was one of his ideas, for it was against the law, but I considered he had a perfect right to establish Custom stations—another of his schemes—as close to the colony as he chose, and compel all junks clearing from Hong Kong or entering it, and when beyond the limits of colonial jurisdiction, to call there and pay their duties. Such was the origin of the Customs blockade. I need scarcely say the commotion it caused to the smuggling fraternity, when the thing was established, was great. The then Governor, Sir Richard Graves MacDonnell, saw in it only a blow to the prosperity of the colony, which unquestionably it was—that is, to the smuggling prosperity—and predicted all sorts of evils. I held, however, to the position I had taken, conceiving that if smuggling could, by any legitimate means, be prevented from being a source of distrust and alarm to the Chinese Government, it was of more importance for our general interests than any local advantages, based on principles of doubtful integrity would or could afford. In this I was supported by Her Majesty's Minister at Peking.

Sir Brooke holds that the blockade even as it exists has not been proved to be injurious to the legitimate trade of the colony, and in support of his position and the advice he gave to the Chinese Authorities he points out that in the supplementary treaty to the Treaty of Nankin provision was originally made for preventing Hong Kong becoming a smuggling depot, but this supplementary treaty was abrogated on the signature of the Tientsin Treaty of 1858. His remarks upon this point are of importance, as they set forth very clearly what was the original understanding on the matter. We subjoin them at length :—

In the first three paragraphs of the memorial much stress is laid on Sir Charles Elliott's Proclamation of the 7th June, 1841, as inviting "Chinese merchants to resort to Hong Kong for the purposes of trade and commerce, under the promise of full protection from interference on the part of the Chinese Authorities"; and, in consequence, Hong Kong became what it now is, a large centre for Chinese commerce; the progress of which the action of the Chinese Authorities, by the blockade, is materially checking. This is the burden of the Petition throughout, and on this are founded the ills they complain of, on the grounds that the Elliott Proclamation of June, 1841, induced them to invest capital in the Colony, which they are now losing, owing to the "submissive and forbearing policy of Her Majesty's Government." But is this so? and did the Proclamation in question guarantee perfect immunity to Chinese frequenting the Colony from the payment of duties to the Chinese Government? For that, divested of the ambiguity in which it is clothed in the Petition, is the real question at issue. Reference to Acts preceding and following the issue of this Proclamation will show that such was never intended. For instance, the Proclamation of Sir Charles, then Captain, Elliott, of the 20th of June, 1841, notified the cession of Hong Kong to the British Crown on certain conditions, the first of which is: "All just charges and duties to the Empire upon the commerce carried on there (Hong Kong), to be paid as if the trade were conducted at Whampoa," (the anchorage near Canton). Here, then, is an explicit acknowledgment of the right of the Chinese to levy duties at Hong Kong. But the island had been only provisionally ceded, and was in that position when the Proclamation of the 7th of June, five months subsequently, was issued, upon which the Petitions rely. But by the IIIrd Article of the Treaty of Nankin, of August the 29th, 1842, which followed the war of that year, the Island was definitely conveyed to the British Crown, and became part and parcel of Her Majesty's Dominions, thus abrogating the two Proclamations above mentioned; and by the Treaty of October 8th, 1843, which supplemented that of Nankin, it was provided, under Article XIII. "should natives of China wish to repair to Hong Kong to purchase goods, they shall have full and free permission to do so, and, should they require a Chinese vessel to carry away their purchases, they must obtain a pass or port clearance for her at the Custom House of the port whence the vessel may sail from Hong Kong;" and, under the XIVth Article, "An English officer will be appointed at Hong Kong, one part of whose duty will be to examine the registers and passes of all Chinese vessels that may repair to that port to buy or sell goods; and should such officer at any time find that any Chinese merchant vessel has not a pass or register from one of the five ports, she is to be considered as an unauthorised or smuggling vessel, and is not to be allowed to trade, whilst a report of the circumstance is to be made to the Chinese Authorities. By this arrangement it is hoped that piracy and illegal traffic will be effectively prevented." By the XVIth Article, the most important of the three, it was agreed: "That the Custom House officers of the five ports shall make a monthly return to Canton of the passes granted to vessels proceeding to Hong Kong, together with the nature of their cargoes; and a copy of these returns will be embodied in one Return, and communicated once a month to the proper English officer at Hong Kong. The said English officer will, on his part, make a similar return or communication to the Chinese Authorities at Canton, showing the names of Chinese vessels arrived at Hong Kong, or departed from that port, with the value of their cargoes; and the Canton Authorities will apprize the Custom Houses at the five ports, in order that, by these arrangements and precautions, all clandestine and illegal trade, under the cover of passes, may be averted." Such were the precautions taken by Her Majesty's Government at that time to prevent Hong Kong becoming a smuggling depôt, and the Chinese Government being defrauded of its just dues; and had they been preserved in future arrangements, all troublesome and difficult questions like the present one had never arisen. But by the Treaty of Tientsin, of the 26th June, 1858, which followed upon the third war, the Supplementary Treaty of Nankin was abrogated, and with it went these precautions, while none were substituted, since which smuggling prospered at Hong Kong, and the Canton Government was driven to take the action now complained of.

Regarding the seizure of the *Kum-Hop-Sing*, Sir Brooke assumes that it took place in Chinese waters, and that the native authorities were therefore in their right; but states that on account of the complainants refusing to appear, as he requested, before a mixed commission at Canton, he could not investigate the case. He goes on to say that he is not prepared to state that harsh treatment of junk traders according to European ideas does not exist; and that, not being satisfied but that there might be some grounds for complaint against the steam-cruisers, he has arranged that they should be placed under the Foreign Collectorate of Customs at Canton, and "an English officer on that establishment having been appointed especially to the duty of their supervision, not one case of complaint has since been brought before him." Sir Brooke concludes as follows :—

Finally, I may mention the difficulties which surround the Canton Government in this question are great. They can not only obtain no assistance from Hong Kong, but are subjected to complaints against the only plan they can devise to prevent smuggling, as being detrimental to the trade and interests of the colony. The position they are placed in is, consequently, embarrassing, and from this, both for their sakes and ours, I would gladly see them relieved. At Hong Kong the Chamber of Commerce, and the merchants generally, with some exceptions, denounce the blockade system and call for its removal, but fail to point out any substitute for it. It is this unreasoning attitude which adds to the difficulty of arriving at a fair adjustment of the question. But of this the colonists may rest assured, that the Canton Government will not remove the blockade to meet their convenience, or without the substitution of some plan by which the payment of the Imperial dues can be secured.

The despatch of the Earl of Carnarvon, which concludes the series under notice, has already been summarised.

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY (LIMITED).

The half-yearly general meeting of this company was held on 21st, at the London Tavern; Mr. John Pender, M.P., in the chair.

The notice convening the meeting was read by the Secretary, and the report of the directors was taken as read. It stated that the gross earnings for the half-year amounted to £110,759 16s. 9d., and after deducting working expenses, cost of repair and maintenance of cables, payment of income-tax, interest on debentures, &c., and carrying forward the sum of £23,926 19s. 1d. from last year's account, there was a balance of £102,752 1s. 7d. Three interim dividends of 1½ per cent., aggregating £89,887 10s., had been declared during the year, and there now remained the sum of £72,789 11s. 1d. for appropriation, out of which it was proposed to declare a dividend of 4s. per share, making a total dividend of 6½ per cent. for the year, and leaving a balance of £32,839 11s. 7d. to carry to the reserve fund.

The Chairman said that the total earnings for the half-year had been £110,759, and the gross receipts of the year 1874 amounted to £226,512, exceeding those of 1873 by something over £3,000. The comparison of 1873 and 1874 was as follows: the traffic in 1873 was £223,323 12s. 6d.; in 1874, £226,512 16s. 9d.; the increase in traffic was £3,189 4s. 3d.; the total expenses in 1873 were £63,109 3s. 10d., in 1874, £57,625 9s., the decrease in 1874 being £5,483 14s. 10d., and the net increased profits amounting to £8,672 19s. He moved the adoption of the report.—Baron Emile d'Erlanger seconded the motion.

Mr. Bain stated that he thought that the dividend should be increased instead of adding so large an amount to the reserve fund. He moved an amendment that the dividend be 5s. per share, instead of 4s. per share.—Mr. W. Abbott said that no doubt the motion of the hon. proprietor was a little irregular, because the articles of association provided that the dividend should be the amount declared by the board. Although it was perhaps natural to desire a better dividend, at the same time he thought he expressed the wishes of all the shareholders of the company when he stated that they would prefer to place the company on a really sound basis. (Cheers.) In telegraphic property, of all other property, it was necessary that large reserves should be made, and if they distributed an extra dividend of 2s. 6d. or 5s. a share the effect would be to impoverish the coupons of the company to a far greater extent than the shareholders would receive any benefit on the slight and spasmodic increase of dividend. He must say that he perfectly approved of the report; and he was glad to see the reserve fund growing up and the expenses being reduced, and he did not think they could ask more from the board than to carry out in the future those satisfactory elements of success in the company. There was one point he was desirous the Chairman should touch upon, and that was with respect to the extension of the line. It appeared that there were some outlying districts which should be tapped for telegraph purposes. There was the large growing colony of New Zealand; there was no cable connecting New Zealand with Australia, but their line went to Melbourne, and round by Eastern Australia. There were rumours afloat that a rival company had a valuable concession, and he wanted to know whether this company was prepared to take up the affair, for he was sure, with the names they had on the list of directors, they had the power to bring into the Extension Company all that valuable outlying traffic.—The Chairman replied that Mr. Abbott was perfectly right in regard to the amendment being out of order. He and his colleagues knew of the importance of the matter referred to by the hon.

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shareholder, and he believed that if Australia were connected with New Zealand by telegraph it would be done by this company.

The motion for the adoption of the report was then put, and carried. On the motion for the re-election of the retiring directors, a SHAREHOLDER suggested that the re-election should not take place, and argued that the number of the board should be reduced, with the view of decreasing the expenses. Mr. ABBOTT said that if they wanted a Jonas to throw overboard, Mr. Bevan was the very last gentleman who should be so sacrificed. (Laughter.) He pointed out that Mr. Bevan and his friends had been the pioneers of deep-sea telegraphy.

The motion for the re-election of Mr. Bevan was then put, and carried, as also was a resolution to re-elect Sir James Anderson. A vote of thanks to the chairman and directors terminated the proceedings.

THE NATIONAL BANK OF INDIA.

The half-yearly meeting of the shareholders of the National Bank of India was held on the 22nd, at the City Terminus Hotel, Cannon-street; Mr. R. O. Campbell in the chair. The Manager having read the notice calling the meeting, the report was read.

The CHAIRMAN said he desired at once to say that it was a matter of regret and disappointment to the directors to have to come before the shareholders and present a report in which the word dividend had no place, and to ask their acceptance of accounts which showed that the working of the half-year exhibited a balance to the debit of profit and loss of £8,865, or, in other words, that if they had paid no dividend for the first half of the year there would have been something like an equilibrium in the accounts, or that, on the working of the whole year, the expenses had absorbed the profits, which fairly represented their position. This was unquestionably a very unsatisfactory state of affairs, and, as such, was felt by the board, who were large shareholders, and consequently sympathised with their brother shareholders. The consequence of this state of things had been that he had received various communications regarding this portion of the report expressive of disappointment, but all expressing confidence in the management and the way the accounts were made up, and some congratulating them on the assurance that no bad debts had been made during the past year. Among these letters had been one making a comparison between their working and that of the other exchange banks occupying the same field, and suggesting whether there were not some other features than those to which they had ascribed the position in the report for their want of success, or asking whether it might not be the case that there were too many in the field under the new condition of things created by the telegraph wire and steam communication. These were questions that must be faced, and he wished to tell them that he had replied to that correspondent that in the report they had endeavoured to state honestly and fairly the true causes of their want of success, and had done so to the best of their ability. Every one who was connected or indeed had any thing to do with the Eastern trade must have been aware that the past year had been one of unprecedented depression, stagnation, and unprofitableness, and as such times were always a cause of non-success to ordinary bankers, so they were doubly so in regard to exchange. This depression had been adverted to by the Chancellor of the Exchequer in his budget speech, where he said that in the amount of stamp duties for the year there had been a falling off of £75,000 for stamps on bills of exchange, which was for them a very significant circumstance. To add to their troubles and perplexities, their neighbours on the other side of the Channel, who were changing their currency from silver to gold, had whenever there was a prospect of a rise of the exchange on India flooded the market with German silver, and so quietly had this been managed that it had baffled all calculation whilst to a lesser extent the same results had occurred from the drawings of the Minister of State for India. During the past year money had been very easy in India, and, as they were aware, they had to pay large sums on the amounts at deposit, whilst for a good portion of that time they were unable to employ that money so as to give them an equivalent return to what they were paying for it. It was true they might have employed it in India on the security of joint-stock undertakings, but advances of that kind were not always available when wanted; and, looking at the present state of the share market there, it was wise not to have committed themselves to such a course. He did not grudge their neighbours such measure of success as they had obtained, but in any comparison it must be remembered they were the youngest of the family, with comparatively very few branches, and, also, comparatively, a very restricted field of operations, whilst in the short period of their existence they had not had the opportunity of building up a large reserve fund which others had been able to do, and therefore they had been obliged to work extremely cautiously. That they had come through a period of much trouble and trial without losses was a circumstance for which they were indebted to their managers at home and abroad. With regard to the present he had endeavoured to ascertain from the returns in their possession what was the position of the bank at the end of March, and he was happy to be able to tell them that the result was satisfactory, and such as to warrant them in anticipating a favourable out-turn for the half-year. Money was more in request, and the exchanges were more favourable, whilst in his opinion there was a hope of a revival of trade in India. Referring to the future, he said it had been stated that there were too many Indian exchange banks in the field, and that all the room was occupied; but he would just ask them to look at that field—to look at India, its extent and immense resources, its immense line of coast, its magnificent rivers, its railways extending slowly over every part, and its improved geographical position by the piercing of the Suez Canal, and then to look at China, with its immense population calculated by millions and with its mineral wealth undeveloped—and to say if six or seven banks located on the outskirts of this field ought to be treading on each others' toes. He considered they might very hopefully look to the future, into which, it was true, they could not see very far, though they could endeavour to prepare themselves for bad weather, if such were expected, or to take advantage of any turn of good fortune which might happen. He hoped when he next met them not to have to take up their time by making excuses for not having a dividend to give them, and he concluded by moving the adoption of the report and accounts.—Mr. E. W. WINGROVE seconded the motion.

Mr. WATT considered they had been doing a speculative business, and moved an amendment that the report be not adopted until they had received a statement of the receipts and expenditure. The amendment, not having been seconded, fell to the ground, and the report was put and adopted.—Mr. GRANT wished in a friendly spirit to propose that shareholders should, in conjunction with the board, investigate the affairs of the company.—The CHAIRMAN, however, opposed it, as a reflection on the board of directors, and after some little discussion it was allowed to drop through, and the retiring directors and auditors were re-elected.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The twenty-first ordinary general meeting of this Bank was held on the 21st inst. at the London Tavern; Mr. WILLIAM PATTERSON in the chair.

The CHAIRMAN hoped the report) given in another page) would meet the approval of the proprietors, and satisfy them as to the solid position of the Bank. Many of those present would remember the time when there was a deficiency to be dealt with, arising through exceptional causes, excessive advances in India and China, but fortunately all those had been surmounted, and he was glad to say that they had now a surplus to dispose of. The profits during the past year had aggregated about 8 per cent. on the capital of the company, but the board did not propose to divide more than 5 per cent., thinking it conducive to the interests of the Bank that a portion of the earnings, say £20,000, should be placed to reserve fund, an account of importance in every bank, and which, like a rolling snow-ball, should increase as it went on. He hoped the reserve fund would give confidence to the shareholders, and induce them to bring business to the Bank. The deposit and current accounts had increased about £300,000 during the year. In every bank those accounts were the main sources of profit, not only to exchange banks, but to their gigantic neighbours in the City. The past year had not been a favourable one for either merchants or banks, but they had no reason to complain. No losses had been incurred, and he was glad to say that they had not incurred any by the failures which had occurred since the commencement of the year. (Cheers.) In fact, he might say that the Bank was in quite as good if not in a better position than it had been in for many years. He might add that no directors had more reason to be satisfied with the manager and staff than they had. The renewal of the charter had been obtained during the year, and branches had been established at Manila and Penang. The expenses attending the establishment of those branches had swollen the expenditure account somewhat, but the board looked for fruit in return. The subject of the usance of bills had been mentioned at late meetings, and he therefore took the opportunity of saying that the board, individually and collectively, were in favour of a reduced credit, but it must be borne in mind that this bank was only one of many Indian banks, and that, while they expressed a wish and every willingness to co-operate in any movement towards the shortening of credit, yet they could not effect this single-handed. They would be quite willing to co-operate in any movement, and no doubt a combination among all the banks would be necessary, but even then the aid of Barings and other first-class firms issuing credits would also be required, or the movement might not make rapid progress. He moved that the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted.

Mr. JOHN JONES seconded the motion.

Some discussion took place, in the course of which several shareholders expressed their satisfaction with the report, but urged the necessity for economy in the working expenses, and a strong feeling was also expressed in favour of reducing the usance of bills, a motion being submitted that "It is the opinion of this meeting that a shortening of the usance of bills would be beneficial to the trade generally, and also to the interests of sound banking."

The motion was then put to the meeting, and carried.

Mr. William Christian, a provisional member of the board, was formally elected a director; and Mr. William MacNaughtan, the retiring director, having been re-elected, the proceedings terminated.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The seventeenth annual general meeting of this company was held on the 20th inst., at the offices, Old Broad-street, E.C.; Mr. GEORGE G. NICOL in the chair.

The CHAIRMAN said the result of the Bank's operations was not so satisfactory as the board could have wished. They had had to contend against very unfavourable circumstances for some time past, and the business had been confined almost entirely to exchange business. The closest attention of the directors was devoted to the business of the Bank, and he was happy to say that the present year promised to be very different from the previous one. The figures in the accounts did not show much variation from those usually presented. The sum of £9,712 7s. 9d., balance of profit and loss account, had been carried to reserve fund, while £13,612 had been written off for the purpose of meeting bad and doubtful debts. In estimating the bad debts of the previous year they took what they considered the full probable loss on certain shipments of silk, but in realising, a serious loss was incurred, in consequence of the fall in the price of silk. That loss amounted to £6,000, and did not appertain properly to the year 1874. In addition to that there was a loss from the em-

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bezzlement of one of their officers amounting to £4,080. The losses on 1874 were very trifling, not exceeding £2,000, which, considering the large overturn of the Bank, was a satisfactory result. He was glad to be able to announce that the Bank had not lost one halfpenny by the failure of Im Thurn and other houses, and from a telegram received from China they were informed that they were safe there. He believed at the present moment there was not an asset of the Bank which was not safe. The result of the profit and loss account was unsatisfactory, but the Bank was never in a sounder state, and they were in a position to avail themselves of any reaction which might take place. With regard to the embezzlement to which he had referred, it was a matter which had given the board very great concern. It was committed by a young man who was brought into the Bank under high auspices. He was entrusted with a responsible part of the executive, and proved himself to be an accomplished swindler, and falsified the books so cleverly that he baffled even the professional auditors. Some correspondence had taken place with the auditors, the board holding that the fraud ought to have been sooner detected, and the result was that the auditors had resigned. The shareholders would, therefore, be called upon to-day to appoint auditors in the place of Messrs. Turquand, Youngs, and Co. Referring to the debt of Joshua and Co., the Chairman stated that the Bank had recently gained a suit against that firm, and had obtained property of the estimated value of £15,000. The directors had discovered that the firm had property in India, and were following the matter up in such a manner that by the next meeting he hoped the greatest portion of the item that appeared in the accounts in reference to that matter would be wiped out. He moved the adoption of the report.

The motion having been seconded by Mr. J. Murray Robertson, some discussion took place in reference to the audit, and it was resolved that in future the services of professional auditors should be dispensed with.—The motion for the adoption of the report was then put to the meeting, and carried.

On the motion of the Chairman, seconded by Mr. J. Murray Robertson, Mr. W. Scott, of the firm of Messrs. Binny and Co., of Madras, was elected a director, in the place of Mr. J. J. Mackenzie, deceased.

Mr. Daniell and Mr. Bullen, the retiring directors, were re-elected, and the retiring auditors, Messrs. Christian and Pickford, were re-appointed.—A vote of thanks to the chairman and directors terminated the proceedings.

THE ORIENTAL BANK CORPORATION.

The annual general meeting of the above Bank was held at the offices of the Corporation, Threadneedle-street, on the 22nd, Mr. Geo. Arbuthnot in the chair. The notice calling the meeting having been read by the chief manager (Mr. Charles J. F. Stuart), the report, which appeared in our last issue, was taken as read.

The Chairman stated that he would trouble the meeting with but few remarks. For nine years consecutively they had been enabled to declare a dividend of twelve per cent. per annum, and he hoped the result would be regarded with satisfaction, considering the difficulties they had had to contend with as regarded competition and exceptional circumstances of another character. The Bank continued to prosper, going on in the even tenour of its way; everything was uniform, and, therefore, gave no scope for much comment or observation. He had received a letter from one of the proprietors, and as the subject had perhaps attracted the attention of other shareholders present he would address to them a few remarks thereon. The letter had respect to the large amount of coin and bullion that the Bank appeared to hold, which was stated in the accounts at £3,053,000. It appeared a very large sum, and he had been in consultation with the chief manager, who had thirty years' experience in connection with the Bank, and he stated that it was not too large an amount to hold, and not more than was necessary for the business of the Corporation; for the shareholders must bear in mind that the business of the Bank could not be concentrated, and that they had no less than thirteen branches and twenty-six sub-agencies, and that it was absolutely necessary for the credit of the Bank that each should have large funds at its command. The directors would, if they considered it desirable, be only too glad to as far as possible invest the funds of the Bank, instead of their remaining idle. The shareholders must also remember that the amount represented coin and bullion passing from one part of the world to the other. The Bank had established a branch in South Africa, and probably the announcement would be received with some surprise, inasmuch as it had not been mentioned before; but the Bank had been induced to look for new fields of action in order that the profits for the payment of the dividend might be secured. The initial proceedings were taken two years ago, and one of their inspectors visited the place, the result being that the branch was established, and they had secured permission to issue bank notes payable on demand, and the branch was going on very satisfactorily. It would be recollected that a year ago two points were brought forward by the shareholders—one as to whether, in the event of the death of one of the auditors during the year of office, the signature of a single auditor was valid; upon that point the directors had preferred a case for the consideration of counsel, and Mr. Dowdswell, Q.C., had decided that, in the case of the death of one of the auditors, the signature of the other was perfectly valid, but that in the event of the death of both it would be desirable, though not essential, if time permitted, to summon a special meeting of the shareholders for the election of auditors. The other point raised had been as to the form of accounts rendered, it being wished by some gentlemen that the extent of the gross profits should be stated, also the expenses of establishment and other charges on the other side of the accounts. The directors had carefully considered the matter, and had had the advice of their legal friends, and it was considered advisable not to deviate from the form laid down for the framing of the accounts by the charter, and they had, therefore, been prepared in the usual way. At the same time the directors had no wish to keep any information from the shareholders, and if any gentleman present would apply at the manager's office any information would be supplied that might be desired. Since the last meeting the directors had to lament the loss of an old familiar face. He alluded to their legal adviser, Mr. Fuller, and his loss would, he had no doubt, be as deeply lamented by the shareholders as it was by the board, that gentleman having been associated with the Bank from its formation. The board had been fortunate in securing the services of a gentleman who would, it was believed, pay as strict attention to the affairs of his branch of the business as his predecessor. In conclusion, having previously declared the dividend of £1 10s. per share, the Chairman moved the adoption of the report.—Sir W. Baynes, Bart., briefly seconded the motion.

In reply to questions, the Chairman stated that the balances due from other banks had been largely increased during the last year, consequent upon business of a special character; it was perfectly safe and legitimate in all respects, and well secured. In reference to the establishment of a branch at Fiji, the directors had not as yet taken the matter into their consideration, but they were perfectly ready to open branches in any part of the world when they could do so with advantage to the shareholders. In reference to the reserve fund, it had been increased to the extent of £6,000 during the last ten years, so that it stood at the high figure of £450,000.—Mr. Hutchins (the legal adviser to the company) stated that the accounts were framed strictly in accordance with the form set forth in the schedule of charter.—Mr. C. J. F. Stuart (chief manager), in reply to a question, stated that the loss from the failure of Messrs. Gledstane's had been less than originally estimated.

The report was adopted. The retiring directors, Sir William Baynes, Mr. Lestock Robert Reid, and Mr. James Campbell, were re-elected. The retiring auditors, Mr. T. W. L. Mackean and Mr. J. R. Robertson, were also re-elected. A vote of thanks to the chairman and directors closed the meeting.

Literature.

The Romantic Legend of Sâkya Buddha. From the Chinese Sanscrit. By Samuel Beal. London: Trübner and Co 1875.

Mr. Beal is already well known as an active labourer in the field of Buddhist literature, and during the past few years has published several works, including the "Travels of Fah-Hian and Sung-Yun, Buddhist Pilgrims, from China to India," and "A Catena of Buddhist Scriptures from the Chinese." The volume before us is based upon a work which Mr. Beal discovered in the library of the India-office, and of which, in the first instance, he was desirous of publishing an entire translation. The work in question is a Chinese version of the "Abhinishkramana Sûtra," which was translated from the Sanscrit by Djnanakuta, a Buddhist priest from North India, who lived in China at the end of the sixth century. Mr. Beal says this was during the Tsui dynasty, but for "Tsui" we think we ought to read "Sui." It is supposed that the Sanscrit title was originally given merely to the story of Buddha's flight from his palace to become a recluse, but that afterwards it was applied to the complete legend (as in the present case), which includes his previous and subsequent history. It will not be without interest to state that the work was translated into Chinese, under the title of *Fo-pen-hing*, by a priest called Chu-fa-lan, as early as A.D. 70, in the reign of Yung-Ping of the Eastern Han, that is to say, very shortly after the introduction of Buddhism into China. "It must be borne in mind, however," says Mr. Beal, "that several translations of the 'Legend of Buddha' are quoted under the name *Fo-pen-hing*." The one just spoken of, which was in five chapters, was lost more than 1,200 years ago, early in the Tang dynasty. Among other translations were two made during the Northern Liang (502 to 555 A.D.), and the Sung (420 to 477 A.D.) dynasties.

Mr. Beal adverts in his introductory matter to the extraordinary coincidence of some of the legends respecting Buddha with events in the life of our Saviour. The mystery is not cleared up by saying, as a recent German writer has done, that all these legends or stories are worthless and simply exploded myths, and Mr. Beal is quite right in his remark that it would be better at once to say that in our present state of knowledge there is no complete explanation to offer; we must wait until dates are finally and certainly fixed. But, he adds in a note, it would be a natural inference that many of the events of the legend of Buddha were borrowed from the Apocryphal Gospels, if we were quite certain that these Apocryphal Gospels had not borrowed from it.

The stories given will be found to possess considerable interest, especially as throwing light on contemporaneous achitectural works in India. The work before us is comprised in sixty chapters, at the conclusion of each of which Mr. Beal gives the number of words (? Chinese characters) it contains, and what it cost to print in taels. It is much to be regretted that he has not thought it necessary to give a synoptical table of contents, and that he also omits to furnish any glossary of Buddhist terms, on the somewhat feeble ground that so many have already been published. In conclusion, we think it our duty to call attention to a very grave drawback to this otherwise valuable and interesting volume. On more than one occasion lately we have

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had to speak of the careless way in which some works are carried through the press in the Far East, and the unconscionable and bewildering amount of "Errata and Corrigenda" which the reader must wade through before they can be made properly available for perusal. Of course, we are aware that authors and publishers in that part of the world can plead extenuating circumstances in palliation of this apparent carelessness; but surely at home this is not the case, and we are bound to say that it is out of all reason to issue from the press a work like Mr. Beal's *Romantic History of Buddha* with positively more than three closely printed pages of "Additions and Corrections." Our idea is that, if a thing is worth doing at all, it is worth doing well, and that carelessness of the kind we alluded to, is in the present instance quite inexcusable.

Fusang, or The Discovery of America by Chinese Buddhist Priests in the Fifth Century. By Charles G. Leland. London: Trübner and Co. 1875.

More than a hundred years ago De Guignes informed the world that he had found in the works of early Chinese historians a statement that, in the fifth century of our era, certain travellers of their race had discovered a country which they called Fusang, and which, from the direction and distance as described by them, appeared to be Western America, and in all probability Mexico. The original document, says Mr. Leland, on which the Chinese historians based their account of Fusang, was the report of a Buddhist monk or missionary named Hoei-shin, who, in the year 499 A.D., returned from a long journey to the East. This report was regularly entered on the Year-Books or Annals of the Chinese Empire, whence it passed not only to the pages of historians, but also to those of poets and writers of romance, by whom it was so confused with absurd inventions and marvellous tales, that even at the present day discredit is thrown by a certain class of critics on the entire narrative. In 1841 Professor Neumann, of Munich, a well-known Oriental scholar, published a version of Hoei-shin's narrative, taking it from the original source, and adding explanatory comments; a translation of a revised edition of this forms the ground-work of the present volume, and is comprised in the first five chapters. Then Mr. Leland has some remarks to make on Dr. Neumann's text, to which he adds a letter from Colonel Barclay Kennon, formerly of the United States Coast Survey, who is of opinion that the voyage supposed to have been made by the Buddhist monk is easily practicable, and might be effected even in an open boat. Mr. Leland devotes a chapter to some remarks on Colonel Kennon's letter, and that is succeeded by a very brief statement with regard to the travels of other Buddhist monks from the fourth to the eighth century of our era. The next division of the work treats of American Antiquities, with their relations to the Old World; this is comprised in three chapters, viz., Affinities of American and Asiatic Languages, the Mound-Builders and Mexicans, and Images of Buddha. With regard to the last, it is worth remarking that "images resembling the ordinary Buddha have been found in Mexico and Central America, but they cannot be proved to be identical with it." We next come to the advocates and opponents of the narrative of Hoei-shin, a division of the work which chiefly consists of extracts from and remarks on a series of articles by Gustave d'Eichthal, which appeared in the *Revue Archæologique* in 1862-3, in which De Guignes is defended from an attack made by the famous Oriental scholar, Julius Heinrich Von Klaproth, on the original memoir, alluded to above, which started the whole controversy. The last chapter is devoted to "the latest discussion of Fusang," and contains the views of Mr. Theos. Simson and Dr. E. Bretschneider on the question, as they appeared in the pages of *Notes and Queries on China and Japan* (1869) and the *Chinese Recorder and Missionary Journal* (published at Foochow, October 1870), on which Mr. Leland comments at some length.

The narrative of Hoei-shin, properly so called, is exceedingly brief, for it occupies but a very few pages, and this very brevity may not unfairly, as Mr. Leland urges, be used as an argument in favour of its genuineness, and "had Hoei-shin been 'a consummate humbug' (as he has been hastily termed), he would have hardly left such a concise narrative as is given in the Annals." It certainly is a curious fact that what he declares he saw is confirmed, even in many minute details, by what is now known of Old and New Mexico; and all that appears fabulous in his story, he, like Herodotus, relates on hearsay. "Among the objects seen and described by the monk," Mr. Leland remarks, "was the maguey plant, or great cactus, which is called the fusang, after a Chinese plant slightly resembling it, and this name (fusang) he applied to the country. His description of this plant and its many uses is very striking. Other things peculiar to Mexico, but not known in China, were remarked, as, for instance, the absence of iron, and the fact that copper, gold, and silver were not prized, and were not used for money. The manner in which marriage was contracted in Fusang, according to his description, is not at all Chinese—I doubt if it be Asiatic—but it exists in more than one North American tribe, and something very like it was observed by a recent traveller in New Mexico." As this last point is an important one, we quote Professor Neumann's version of what Hoei-shin says on the subject:—"The suitor builds himself a hut before the door of the house where the one longed for dwells, and waters and cleans the ground every morning and evening. When a year has passed by, if the maiden is not inclined to marry him, he departs; should she be willing, it is completed." In regard to this, the coincidence, noted by Mr. Leland, is certainly odd, and it would seem a fair inference that Hoei-shin must, in some way or another, whether by personal observation or on the authority of other travellers, have obtained some information about North American manners and customs. In conclusion, from what we have said above, it will be seen that the volume before us partakes of the nature of patchwork—so much so, indeed, that it is often very puzzling to know who is responsible for any given sentence, whether it is Mr. Leland, or Professor Neumann, or one of the other writers laid under contribution; but, nevertheless, we doubt not that it will be perused with much pleasure by all who take an interest in the solution of the curious problem discussed in its pages.

Messrs. Trübner and Co. publish a new book of travels, entitled *Rough Notes of Journeys in Syria, India, Kashmir, Ceylon, Japan, Mongolia, Siberia, the United States, the Sandwich Islands, and Australia.* The "Notes" are written in a pleasant conversational style, and, without laying claim to literary merit, contain some interesting, and at times valuable, information, with references to the countries through which the author—who writes anonymously—travelled.

A new work on Labuan, Sarawak, and Borneo is in preparation, the joint production of the late Governor Pope Hennessy and Mr. B. A. Cody, his secretary.

Messrs. H. S. King and Co. announce *Letters from China and Japan*, by L. D. S.

Monetary and Commercial.

Since the failure of Messrs. Fearon and Co. rumours have been current of the suspension of Messrs. Augustine Heard and Co., of China, but the fact was not announced until the 23rd. This firm, which was founded on American connections, dates back to the good old times, before the first war. The senior Augustine Heard died in 1868, and Mr. George Heard this year. Mr. C. E. Parker was admitted a partner in January last. The firm of late years had its head office at Hong Kong, and occupied the large building formerly the Government-house. The branches included Canton, Amoy, Foochow, Shanghai, Hiogo, and Yokohama, with agencies at all the other trading ports. At Hong Kong the firm had the entire working of the Hong Kong and Canton Steam Company, which included in its shareholders Chinese and all foreign nationalities. They were also managing agents for the China Traders Insurance Company and the Victoria Fire, both local companies. It is feared that the shareholders will be heavy losers, and that the failure will prove almost as disastrous as that of Dent and Co. in its injury to private individuals. The banks, we understand, hold cover for all bills, and for many months caution has been exercised in advances. Mr. Albert Heard was a director of the Hong Kong and Shanghai Bank, but no loss will be incurred by the Bank. It remains to be seen how the partners in this house, enjoying such a large and profitable commission business, have brought about such a result. The telegram announces that Mr. James Whittal, of Messrs. Jardine, Matheson, and Co., and Mr. Linstead, both of Hong Kong, have been appointed trustees, but the amount of liabilities has not been stated. The American agents were Messrs. Everett and Co., Boston. *The Times* prints the following letter from Mr. Heard:—

"Sir,—The remarks contained in your City Article this morning with regard to the failure of Messrs. Augustine Heard and Co., of Hong Kong and China, being calculated to do much injury to the firm, you will permit me, I trust, to correct them as regards some of the particulars. The debts to native houses are in reality insignificant, and the feeling of the Chinese, so far from being hostile, is of the most cordial description. The rumours of the warehouses of the firm in Hong Kong (or, at any rate, of the ports) having been destroyed are, as far as we are aware, without foundation. Telegrams, dated last night, received by me from occupants of the premises said to have been destroyed mak: no mention of any such occurrence. I may add that measures for our resumption of business have been substantially completed, and the formal announcement will be made in a few days.

"AUGUSTINE HEARD."

The prospectus has been issued of the Manchester and Bombay Spinning and Manufacturing Company (Limited), which undertaking is formed with a capital of £100,000 in £5 shares, for the purpose of erecting and working cotton spinning and weaving mills in Bombay or other parts of India. In favour of the scheme it is mentioned that the only additional cost for erecting a mill in Bombay is that of packing the machinery and the freight, marine insurances, and the landing charges between

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Liverpool and Bombay, amounting together to about 30 per cent.; and that freehold land can be purchased at from 9d. to 2s. 6d. per square yard.

At the meeting of the National Bank of India (Limited) it was stated that the balance at debit of profit and loss account was £8,865, which had been met by taking £10,000 out of the reserve fund, leaving that fund standing at £15,000, and carrying forward a balance of £2,375. The report was adopted.

At the meeting of the Chartered Bank of India, Australia, and China the directors' report was adopted and a dividend was declared at the rate of 5 per cent. per annum.

At the meeting of the Oriental Bank Corporation the report was adopted, and a dividend of 6 per cent., or 30s. per share, was declared for the half-year.

At the meeting of the Chartered Mercantile Bank of India, London, and China, on the 20th inst., the report was adopted, and a dividend was declared, making 6 per cent. for the year. The following statement of accounts is appended to the report :—

Cr. Assets.			
Coin and bullion	£1,107,738	3	3
Cash with bankers and money at call	453,641	11	6
Government securities	350,497	2	7
Landed and house property at head office and branches	221,645	3	7
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	6,874,288	0	11
	£9,007,860	1	10
Dr. Liabilities.			
Capital paid up	£750,000	0	0
Current and fixed deposits	3,311,600	0	9
Bills payable, notes in circulation, and other sums due to the public	4,880,160	1	1
Reserve fund	51,100	0	0
Profit and loss account—			
Balance at 31st Dec., 1874, as undernoted ...	15,000	0	0
	£9,007,860	1	10

Profit and Loss Account.			
To dividend for half-year ending 30th June, 1874	£30,000	0	0
„ expenses of management at head office, eleven branches, and five sub-agencies for year ...	110,661	14	7
„ amount carried to reserve fund	9,712	7	9
„ balance carried down	15,000	0	0
	£165,374	2	4
By balance of undivided profit brought forward from 31st Dec. 1873	£1,661	11	4
„ gross profit for the year ending 31st Dec., 1874	163,712	11	0
	£165,374	2	4
1875, Jan. 1st. By balance brought down ...	£15,000	0	0

Mr. Samuel Joshua, of the firm of Joshua Bros. and Co., has been elected to a seat at the board of the City Bank, subject to confirmation by the shareholders at the next general meeting.

At the meeting of the Eastern Extension Australasia and China Telegraph Company (Limited) a dividend of 4s. per share was declared, and the report and accounts were passed.

The following is the directors' report for the half-year ending 31st December, 1874, of the Singapore Gas Company (Limited), to be presented to the shareholders at the meeting on the 27th inst :—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report annexed, from their engineer and manager, Mr. E. J. Wells, dated February 26th, 1875. The directors have to announce, with extreme regret, the death of one of their colleagues, Mr. John Nicol. The directors going out of office by rotation are :—Messrs. William Henry Le Feuvre and Robert Stannard Foreman; and these gentlemen, being eligible for re-election, offer themselves for the support of the shareholders. The present auditors, Messrs. William Thomas Morrison and Alfred Williams, retire from office according to the articles, and, being eligible for re-election, offer themselves to the shareholders for that purpose. The balance sheet to 31st December, 1874, and appended to this report, shows the financial position of the company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance sheet, at the rate of one-half per cent. per annum. The profit for the half-year, after writing off these sums, amounts to £1,913 12s. 4d., which together with £77 4s. 9d., the unappropriated profit of the preceding half-year, makes the available balance £1,990 17s. 1d.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax, on the amounts paid up on the preference and original capital; the balance of £38 2s. 7d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on May 20th.

The Board of Trade have received from the Secretary of State for Foreign Affairs a copy of an Order of the Spanish Government introducing certain modifications into the Tariff of the Philippine Islands with regard to textile fabrics. A translation of the Order may be seen on application at the Statistical and Commercial Department, 1, Whitehall.

Bar Silver has been sold at 57¼d. per oz. for India and the Continent, and the market may be considered firm at this rate. Mexican Dollars to a large amount have been sold at 56¼d. per oz. for new and old die together, showing a decline of ¼d. per oz from previous arrivals.

The amount of bullion per P. and O. steamer *Australia*, from Southampton on the 22nd inst., was—in gold, to Galle, £1,290; in silver, to Penang, £47,000; to Singapore, £32,050; to Hong Kong, £15,302; to Shanghai, £37,107; total in gold, £1,290; in silver, £131,459.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—We have had rather more business doing in our market during the past week, the deliveries being very large, and the quantity offered without reserve at auction being smaller. Prices for all the better grades have been fairly maintained, but common black and red-leaf Congous and common to fair Scented Capers have sold at low prices. In the public sales 14,974 packages have been offered and sold without reserve, the sales passing heavily and at lower prices for Common Congous and Scented Capers. The deliveries for the week, as compared with last year, are as follows, viz. :—

	1875. lbs.	1874. lbs.
Home Consumption	2,828,057	5,330,923
Coastwise	784,715	740,046
Exports	1,592,252	640,098
Total delivered	5,205,024	6,711,067

Congous.—Red-leaf kinds: Siftings continue in good demand at fully former prices. Broken-leaf kinds have sold ½d. per lb. lower. Fair to good common also show a decline of ½d. per lb. Fair to good Kaisows have been in request from 1s. 1d. to 1s. 6d. per lb.; fine, from 1s. 7d. to 1s. 10d., have met with a moderate sale, but finest have been but in little request. Pak Lin kinds show no alteration. Black-leaf kinds: Common to good common have sold ½d. per lb. lower at public sales; fair to good medium kinds have been sold from 1s. 1d. to 1s. 4d. per lb.; good to fine remain steady at previous prices. Sales of finest are limited. Canton make kinds: Common to fair have sold rather better, from 10½d. to 1s.; good have been in demand from 1s. 2d. to 1s. 4d. per lb. Oolongs remain dull of sale at last week's prices. Souchongs: Fair to good medium kinds remain firm; in finest but little has been done. *Scented Teas.*—Canton Capers: Although the quantity offered at auction has been smaller, the Trade being full, prices have declined about 1d. per lb. for common, say to 9d. to 9½d. per lb., whilst fair has sold at 10½d. to 11½d. per lb., showing a similar decline. Canton Orange Pekoes have been steady at last week's prices. Foo Chow Capers and Orange Pekoes show no material alteration, the demand continuing inactive. *Green Teas.*—There has been but little change during the week. The finest lines of Moyune Gunpowder and Hyson sell well, but all common to medium kinds show no improvement on last week's rates.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Report upon the Silk Market says :—There is nothing particularly new to report; business continues limited to the common classes of Tsatlees, and prices are unchanged; there has also been a little more inquiry for the better sorts, and 15s. 6d. has been paid for Blue Elephants. Cantons are quiet; buyers decline to give over 11s. 9d. for market No. 4, and as holders generally are firm for 12s. little or no business has been done. In Japans more has been doing, at about former rates. The deliveries of China Silk are good, but of other kinds below the average. Deliveries from 1st to 22nd instant :—

	1875.	1874.
China	2,552	2,021
Canton	412	514
Japan	366	363
Bengal	137	172
Total	3,467	3,070

Coffee.—The market during the week has been quiet but firm, and a small business has been done in Plantation Ceylon at last week's prices, but yesterday the sales went off flatly, all qualities selling at a decline of 6d. to 1s. per cwt. Plantation Ceylon sold, triage, 81s. 6d. to 95s.; small to low middling grey, 101s. to 106s. 6d.; middling coloury, 107s. to 109s.; bold, 109s. 6d. to 115s.; peaberry, 123s. to 131s. No business in Native Ceylon is reported.

Cutch.—Nothing doing.

Cotton.—The market shows less tone, and prices are barely supported. Quotations are, Tinnivelly, 5⅜d., Western Madras, 5½d.

Cocoanut Oil.—Ceylon rules at £37 15s. to £38; fine Cochin, owing to scarcity, is worth £44 per ton. In auction, 61 pipes Cochin were chiefly bought in at 41s. 3d. to 41s. 6d., and 205 hogsheads Ceylon at 38s. 6d. to 39s.

China Grass.—An offer of 265 bales was bought in at £33.

Gambier shows an advancing tendency, and a fair amount of business has been done during the week, commencing at 24s. 3d. to 24s. 6d., and closing at 25s. per cwt. ex quay.

Hemp.—At the auctions there was an almost entire absence of demand, and nearly everything was bought in, including 2,250 bales Manila at £30 to £31 10s.; 67 bales Aloe Fibre at £27 15s. to £28; and 25 tons tarred Manila Sack Tyers at £20 per ton.

Isinglass.—The auctions on the 16th inst. were small, and the catalogues were mostly cleared at steady prices. Penang tongue sold, good stout at 4s. 9d. to 4s. 10d., dark small to middling at 3s. 8d. to 4s. 6d., low at 2s. 9d. to 3s. 4d.; leaf, stout fair at 5s. 1d., ordinary at 2s. 9d., thin middling to fair at 4s. 7d. to 5s., cloudy at 4s., ordinary at 3s. 3d.; purse, good pale at 1s. 10d., fair at 1s. 5d., very ordinary at 4d.

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PRESERVED GINGER.—At sale 40 casks Canton, Chyloong brand, sold at 6d., one lot at 6¼d.

PEPPER.—*Black:* The parcels brought to public sale have been nearly all bought in, 1,613 bags Penang at 5⅛d. for clean greyish, 5¼d. for dusty West Coast, 1,464 bags Singapore at 6¼d.; 150 bags damaged sold at 5⅝d. to 5⅞d., and 150 bags sound sold prior to auctions. *White:* No transactions reported.

RICE.—A stronger demand has set in for cargoes, and there has been more transacted, at firmer prices, the following having been placed:—Est, 1,300 tons Rangoon, early March sailing, at 8s. 5¼d., Continent. A cargo 1,050 tons Rangoon, March sailing, at 8s. 6d., open charter. Eagle 750 tons Bassein, March sailing, at 8s. 4½d., Continent. Innocents, 800 tons Bassein and 250 tons Rangoon, March sailing, at 8s. 1½d. for Bassein, and 8s. 3d. for Rangoon. Lady Clare (s.), 1,400 tons Rangoon, sailed about middle of March and passed Canal, at 9s. 4½d., Liverpool quay terms. Zaritza, 1,174 tons Rangoon, Feb. sailing, at 8s. 7½d., Continental terms, being firmer. On the spot, 11,000 bags Rangoon have been sold, price said to be 9s. per cwt.; also 7,000 bags Bassein at 8s., and 6,000 bags Rangoon at 8s. 6d.

SUGAR.—The market has been quiet, and scarcely any sales have been made either on the spot or afloat. The only business in East India has been 530 baskets and 4,300 bags date Penang at 16s., 815 mats good brown ditto at 20s. 6d. to 21s., and 400 tons unclayed Manila (Ilo Ilo) at 17s. per cwt.

SAGO is not much in demand, and of 2,333 bags in public sale only a few bags fair small sold at 17s. 6d.; the rest bought in, good small brownish at 18s., dull at 17s. 6d., small medium at 18s. to 18s. 6d., rough Borneo at 17s. 6d. *Flour:* At auction, nearly the whole of 4,100 bags pinky Singapore was bought in at 14s. 3d. to 14s. 6d., a few lots selling at 13s. 6d. to 14s. for sound and 9s. to 12s. for damaged.

SPICES.—*Cassia Buds:* At auction 69 bags old import taken in at £5 10s. *Cloves* are quiet. At sale 10 cases Penang sold at 1s. 8½d. for bold bright. *Nutmegs* quiet; 50 cases Penang brown sold, 96 nuts to the lb. at 3s., and 124's at 2s. 9d. per lb.

TAPIOCA is steady in value, but the demand is slow. At sale 600 bags Eastern flake were chiefly bought in at 2¼d. to 3¼d. for common to bold; 350 bags good white sold at 2⅞d. to 2⅝d. per lb.; 580 bags pearl partly sold at 21s. for bold medium; the remainder bought in at 22s. for white medium, 21s: 6d. to 22s. for large, and 22s. 6d. for bullets.

TIN.—The speculative demand for Straits has disappeared, and the business has been solely for consumptive requirements. The quotation has dropped to £85 on the spot and afloat. Banca and Billiton are without alteration.

YOKOHAMA HATS.—At public sale 10 bales sold at 2s. per dozen.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

With a quieter feeling in the Liverpool Cotton Market, and only moderate inquiry in all departments, the tone of this Market has become tame and inanimate, without, however, developing any noticeable change in the attitude of sellers, who, as a rule, steadily hold for their full quotations, the exceptions being few, and only where engagements are nearly run out. There has been more firmness in Goods than in Yarns, a tendency to easier prices from the extreme quotations being more apparent in the latter.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr 16	Maggie Dixon	Mann	Java	Bristol
14	Elmina	Plokker	Pangool	Texel
	Kinfauns Castle	Dodds	China	London
16	Duke of Argyll (s.)	Hellyer	Colombo	London
14	Jules et Rose	Sicard	Bangkok	Marseilles
16	Henrietta Behn	Wutter	Manila	New York
18	Oriana	Collins	Java	Queenstown
18	Alatir	Tewkesbury	Rangoon	Do.
15	Pelikan	Brandt	China	Cuxhaven
6	Carmelita and Ida	Jensen	Amoy	New York
6	Ringdove	Bruce	Penang	Do.
19	County of Lancaster	Fordyce	Java	Greenock
19	Maibit	Altmann	Do.	Queenstown
19	Alden Besse	—	Hong Kong	New York
19	Mary Ann	Follett	Batavia	Do.
20	Bonito	Seward	Java	Crookhaven
20	Hattie G. Hall	Carter	Batavia	Boston
7	Lainctar	Lndgren	Padang	New York
21	Vicksburg	Webster	Rangoon	Crookhaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 9	Louise Marie	Laione	Ceylon	St. Malo
10	Alcmaria Victrix	Molema	Macassar	Amsterdam
10	May Queen (s.)	—	Galle	Newcastle
15	Buston Vale	—	Singapore	Shields
17	Lucia	Cromley	Hong Kong	London
17	Ceres	Espersen	Batavia	Do.
18	Melbrek	Pierce	Hong Kong	Do.
17	Orissa	Masterton	Singapore	Cardiff
18	Lady Cartier	Davies	Galle	Do.
18	Oceanic (s.)	Jennings	China and Japan	Liverpool
18	Hampton (s.)	McMoutrey	Batavia	Southampton
19	Devon	Hicks	Galle	Cardiff
19	Jessie Jamieson	West	Yokohama	Liverpool
19	Copernicus	Hussolman	Java	Newcastle
20	Lord of the Isles (s.)	Cowie	Singapore and China	London
19	Vrachtzoeker	Vallenga	Macassar	Rotterdam
21	Glaucus (s.)	Wilding	Singapore, China, &c.	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama and Hiogo: Galley of Lorne, Erl King. For Padang, Batavia, Samarang, and Sourabaya: Celebes. For Colombo, &c.: Dhoolia, Sultan, Colombo, Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle, Cathaya, Flying Spur, Formosa. For Hong Kong: Solent, Chusan, Coldstream. For Shanghai: Falcon, Ambassador, Guinevere. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Annie E. Elliot. For Singapore: Atma. For Singapore and Penang: Excelsior, Belle of Southesk. For Colombo: Gertrude, Annie.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Ajax (str.), Sarpedon (str.), Priam (str.). For Hong Kong and Yokohama: Belgic (str.), Gaelic (str.). For Hong Kong (via Cardiff): Prince Louis. For Batavia: David Babcock, Akbar. For Manila: Trinidad. For Singapore: Leon (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London): Glengyle (str.). For Ilo Ilo: Janet Ferguson. For Singapore: Bowen.

At CARDIFF.—For Singapore: Duc Luigi, Sumatra, Marian (str.). For Batavia: Delta.

At SUNDERLAND.—For Batavia: Halia.

SPOKEN.

SUMIDA (s.), from London to Japan, March 29, 16.6 N., 42.44 E.
SATSUMA, from London to Yokohama, March 2, 22 N., 23 W.
OLUSTEE, from New York to Singapore, March 11, 34 S., 30 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight or meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 45s. to 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 45s. to 50s. weight, 35s. to 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23 to £24. To Batavia and Sourabaya: 25s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 30s. To Singapore: 24s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 28s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 20s. To Batavia and Sourabaya: 20s.

MISCELLANEOUS.

The Tartar and Rajanattianahur arrived at Suez on the 17th inst. from London, and left for China, &c.

Arrived in West Bay, Portland, on the 19th inst., the Scawfell, from Manila for London, short of provisions, having been 170 days on the passage; she was supplied and proceeded.

The remaining portion of the cargo (coals), about 1,200 tons, of the Ernestine, from Sunderland for Macassar, which was towed into Nieuwe Diep, April 2, after being ashore on Hasbro Sands, was sold on the 12th inst. by auction.

The following telegram has been received from the Border Chieftain, from Colombo:—April 21, wind changed suddenly last evening to N.E., which increased to a gale; being low water had great difficulty in getting soldiers and labourers on board tug in safety; a few reliable men remained on board all night; ship's lifeboat lost on the rocks; weather has now moderated, and labourers returning to ship; work will be resumed immediately; ship suffered, striking heavily during night; leak in forehold being stopped; steam pumps almost fixed.

TRIAL TRIPS, &c.

The trial trip of the Thomas Sorby (str.), Captain Jackson, took place on the 15th inst. in the Tees Bay. This steamer was launched in February last at Stockton-on-Tees, and belongs to the Star Ball Line of steamers, trading between Rotterdam and Java, carrying the Netherland mails and calling at Southampton for passengers and cargo. The engines, by Messrs. Blair and Co., of Stockton, proved themselves to be worthy of this well-known firm, and an average speed of ten knots, with a consumption of nine tons in twenty-four hours, was attained. About sixty visitors were on board.

The trial of the new engines of 200-horse power just erected in the Java Steamship Company's screw steamer Celebes, of 2,000 tons register, by Messrs. Maudslay, Son, and Field, of Lambeth, took place on the 16th inst. The vessel left the Millwall Docks at 11 A.M., and proceeded down the Thames. The speed attained on the measured mile was at the rate of 11½ knots per hour, and after returning to Southend and landing the company on board the steamer proceeded at once to Nieuwe Diep to take in further cargo and 200 Dutch troops for Java.

RELEASE OF THE PYAH PEKHET (CAPTAIN BOWERS).—Sheriff Smith, Greenock, has decided to order the release of the Pyah Pekhet from the restrictions under which she was put by the Board of Trade. His Lordship, in his decision, went fully into the facts of the case, stating that the reporters appointed by the Court had not been content with mere theorising, but had put the ship to test by surveying her when loaded and afloat outside of the Albert Harbour. The result was that they found her drawing 9ft. 6in. aft and 9ft. forward, and that she had nowhere less than 2ft. 6½in. of freeboard. According, therefore, to the calculations of the Court surveyors the ship had a little more of a clear side than had been stated by the measurements of the Board of Trade surveyors. His Lordship reserved the question of expenses until the other actions pending are decided.—[She sailed for Penang on 23rd.]

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.
MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth n produit chimique.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

FINEST TEA, DIRECT FROM CHINA.

"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

Messrs. CHALMERS, MACKINTOSH, and Co., of Shanghai, take this opportunity of announcing that they have for some time supplied numerous friends with the very best Tea procurable, by direct shipments from China, in single original packages, of 10 lbs. and 20 lbs. each. They have thus in all cases been able to meet the difficulty as to quality so much complained of, and are prepared to extend the facility to any who will forward their names and addresses and quantity of Tea required to their agents for this purpose, Messrs. Daley and Symons, 15, Philpot-lane, London, E.C.

This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

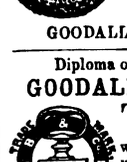
Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai, by
Messrs. DALEY and SYMONS, 15, Philpot-lane, E.C.
Payment—Cash on delivery.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

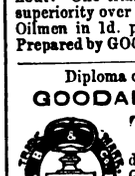


THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

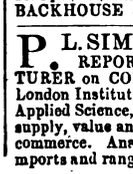
GOODALL'S BAKING POWDER.



THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.



THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

AT THE
ORDINARY GENERAL MEETING OF THE SHAREHOLDERS OF THE

NATIONAL BANK OF INDIA

(LIMITED),

Held at the CANNON-STREET TERMINUS HOTEL, on THURSDAY, the 22nd April, 1875,

R. O. CAMPBELL, Esq., in the Chair,

the following resolutions were proposed, seconded, and carried, viz.:—

1. That the Report and Statement of Accounts for the half-year ended 31st Dec., 1874, now presented, be received and adopted.
2. That Mr. Herbert Knowles be re-elected a Director of the Bank.
3. That Mr. Seth A. Apcar be re-elected a Director of the Bank.
4. That Mr. John Borradaile be re-elected a Director of the Bank.
5. That Mr. C. N. Cooke and Mr. Francis Cooper be appointed Auditors for the current year.

R. O. CAMPBELL, Chairman.

That the thanks of the meeting be tendered to Mr. R. O. Campbell for his able and courteous conduct in the chair this day.

Extracted from the Minutes.

R. O. SAWERS, Chief Manager.

National Bank of India (Limited), 80. King William-street, London, E.C., April 23, 1875.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

NERVA, MARCHAND, & Cº

GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

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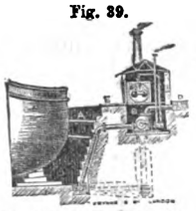
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

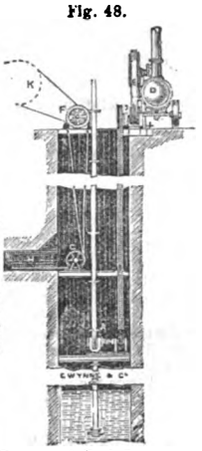
Fig. 39.



GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

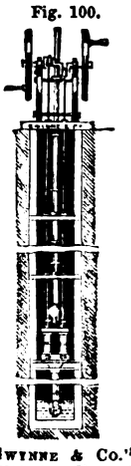
Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



GWYNNE & Co.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

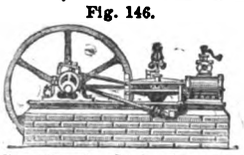
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & Co.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

From 4 to 100-horse power

Fig. 154.

GWYNNE & Co. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

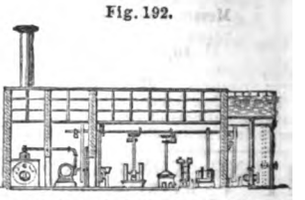
Fig. 142.

GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power

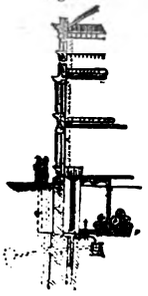
Fig. 192.



GWYNNE & Co.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

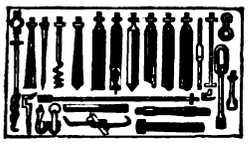


GWYNNE & Co.'S IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

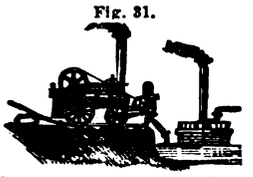


GWYNNE & Co.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

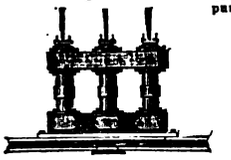
Fig. 31.



GWYNNE & Co.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & Co.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'S IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29 BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.

ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear this most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

SPECIAL MANUFACTURE

Of medicinal Lozenges, Pills, and Granules. Large and small Capsules prepared with gelatine or gluten. Silvered or plain Pills under various covers and marks. Preparations of the pharmaceutical formulary and Medicines known made to order.

NOTICE TO IDLE STOMACHS.

Depot of Seltzifer Lozenges, P. & Co.'s Patent. These Lozenges, prepared with the substance of Seltz Water, generate carbonic acid, the most active remedy for indigestion. Price, 2 francs a bottle of 100 Lozenges.

Apply to the Society of Improvement, **PROTIERES & Co.**

Orders may be sent through the China and Japan Agency.

SELTZIFER LOZENGES

Dragées

Digestive principle of

SELTZ WATER.

P. & Co.'s PATENT.

23, RUE DES ECOUFFES,

PARIS.

DYSENTERY, CHOLERA, FEVER, AGUE, COUGHS, COLDS, &c.

DR. J. COLLIS BROWNE'S

(Ex Army Med. Staff)

CHLORODYNE

IS THE ORIGINAL AND ONLY GENUINE.

The Public, therefore, are cautioned against using any other.

REMEDIAL USES AND ACTION.

This INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium.

Diseases in which it is found eminently useful—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne was administered the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not 'supply a want and fill a place.'"

Extract from the General Board of Health, London, as to its efficacy in Cholera.—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

Beware of spurious and dangerous compounds sold as CHLORODYNE, from which frequent fatal results have followed.

See leading article, *Pharmaceutical Journal*, Aug. 1, 1869, which states that Dr. J. Collis Browne was the Inventor of Chlorodyne; that it is always right to use his preparation when Chlorodyne is ordered.

CAUTION.

None genuine without the word "Dr. J. Collis Browne" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer, **J. T. DAVENPORT**, 33, Great Russell-street, Bloomsbury, London. Sold in bottles at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. Sold in Hong Kong and Shanghai by Watson and Co.

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PETROLEUM, KEROSENE, AND PARAFFIN
OIL LAMPS,
TO BURN WITHOUT A CHIMNEY.

ROWATT'S PATENT ANUCAPNIC LAMP,
FLAT WICK, FOUR SIZES;

ROWATT'S PATENT RADIATOR LAMP,
CIRCULAR WICK,

Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.
They are easily trimmed, NEVER GET OUT OF ORDER, and save great annoyance trouble, and expense of Chimneys breaking. They are easily managed, simple in construction, and inexpensive.

THOS. ROWATT & SONS,
4, RADSWORTH STREET, BALDWIN STREET, CITY ROAD, LONDON, E.C.
126, FOUNTAIN BRIDGE, EDINBURGH. KILRENNY OIL WORKS, ANSTRUTHER, FIFE.

ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.
D. NICHOLSON & CO.,
ESTABLISHED 1843,
SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN,
INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,
50 TO 52, ST. PAUL'S CHURCHYARD, LONDON,

upply English Manufactures at strictly wholesale prices. They invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description. Patterns post free. Ladies' Clothing, Linens, Hosiery; Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Musical Instruments, Ironmongery, Fire Arms, Agricultural Implements, Cutlery, Carriages and Saddlery, Boots and Shoes, Wines and Spirits, Beers and Ales, Preserved Provisions, Perfumery, Stationery, Books, Toys, &c., shipped at lowest export prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

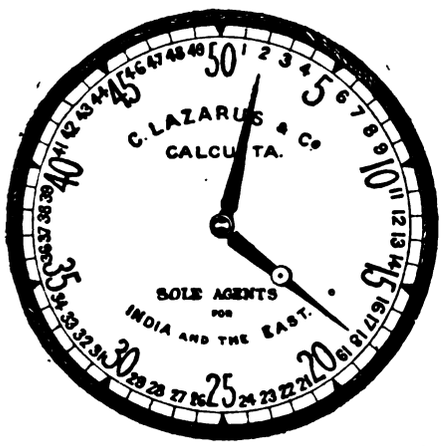
Foreign produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

Special advantages to Hotel Keepers and Regimental Messes.

D. NICHOLSON AND CO.,
50, 51, AND 52, ST. PAUL'S CHURCHYARD, LONDON.

TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY AND CO., Bombay, or Office of *Calcutta Englishman*, Calcutta.



C. LAZARUS AND CO.,
BENTINCK-STREET, CALCUTTA,
CABINET MAKERS, UPHOLSTERERS, BILLIARD AND BAGATELLE TABLE MANUFACTURERS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY AND GOVERNOR-GENERAL OF INDIA
HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T. G.C.S.I., &c

SOLE AGENTS in India, China, and the Straits Settlements for the PATENT ELECTRIC BILLIARD MARKER, scoring the Game from the Table.

In the Press, and will shortly be published, "The Billiard Player's Companion." Contains some useful and instructive information regarding the Billiard Table, with a few hints on the games of Billiards, Pool, and Pyramids. Illustrated.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

In consequence of Spurious Imitations of
LEA & PERRINS' SAUCE
which are calculated to deceive the Public,
LEA & PERRINS have adopted
A NEW LABEL,
bearing their Signature, thus—

Lea & Perrins

which will be placed on every bottle of
WORCESTERSHIRE SAUCE
after this date, and without which none is genuin
November, 1874.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Bokhara..	3,932	450	April 29	Mediterrancan, Aden, Bombay.
*Indus ...	3,478	500	May 6	Mediterrancan, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	450	May 13	Mediterranean, Aden, Bombay.
*Deccan ..	3,429	560	May 20	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Malway...	2,933	450	May 27	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 2, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	... May 9	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly	... May 23		
Iraouaddy	... June 6		
Peiho ..	... June 20		
Mei Kong	... July 4		

The Steamers of the 9th May, 6th June, and 4th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 23rd May, and 20th June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	May 1
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencagles	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India-avenue, London.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Hong Kong	Jno.C.Munro	4A1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
H. K., Yoko & Hiogo ...	Galley, of Lorne, ss	100 A1	1390	S.W.I.	April 28
Hong Kong	Birker(new	100 A1	950	S.W.I.	With des
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yokohama, & Hiogo ...	Galley of Lorne, s s.	100 A1	S.W.I.D.	April 28
Do.	Flintshire, s.s.	100 A1	S.W.I.D.	May 10
Shanghai ...	Ambassador.	A1 16 yr.	E.I.D.	April 30

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

To sail April 30.

FOR SHANGHAI, direct, the clipper ship AMBASSADOR, A 1, 16 years, 692 register; C. PREHN, commander; East India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., China, & Japn	Erl King, s.s.	A1 100	S.W.I.D	May 5
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko. & Higo.	Coulnakyle ..	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the favourite steamer ERL KING, 100 A1. Last shipping day, 5th May.

Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

Steam via the Suez Canal. Last shipping day, 10th May

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid new Clyde-built screw steam ship, ARGYLL, 100 A1, 1,950 tons gross register, 1,250 tons register, 220-h.p. nominal, 1,100-h.p. effective; DAVID SCOTT, Commander (late of the s.s. Atholl); Victoria Docks. This fine high-classed steamer, just launched, and owned by Messrs. John Warrack and Co., of Leith, has been built specially for the India and China trade.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

With quick despatch.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 609.] LONDON, MONDAY, MAY 3, 1875. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

REMOVAL OF OFFICES.

The Offices of the LONDON AND CHINA EXPRESS, LONDON AND CHINA TELEGRAPH, *and* CHINA AND JAPAN AGENCY *have been removed to*

79, GRACECHURCH-STREET, LONDON, E.C.

Correspondents and Newspaper Publishers will please alter addresses accordingly, to avoid delay in delivery.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 3.
JAPAN—Yokohama	Jan. 22	Mar. 9	Mar. 16
Yedo			
Osaka and Hiogo	„ 8	„ 3	„ 12
Hakodadi			
Nagasaki	—	—	„ 16
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 13
Chefoo	—	—	„ 9
New-chwang	—	—	Feb. 16
Hankow	„ 8	„ 1	Mar. 14
Kiu-kiang	—	—	„ 14
Chin-kiang			„ 15
Shanghai	„ 29	„ 17	„ 19
Ningpo	—	—	„ 17
Foochow	„ 29	„ 17	„ 18
Formosa			„ 8
Amoy	—	—	„ 19
Swatow	—	—	„ 20
Hong Kong	Feb. 5	„ 15	„ 25
Canton	—	—	„ 23
Macao	—	—	„ 24
PHILIPPINES—Manila	Jan. 29	„ 11	„ 21
COCHIN-CHINA Saigon	Feb. 12	„ 20	„ 30
SIAM — Bangkok	—	—	„ 26
BORNEO Labuan	—	—	„ 23
Sarawak	—	—	„ 27
JAVA — Batavia	„ 19	„ 26	„ 28
Samarang	—	—	„ 26
Sourabaya	—	—	„ 24
MALACCA STRAITS—Singapore	„ 26	„ 30	April 1
Penang	„ 19	„ 21	Mar. 27
CEYLON—Galle	Mar. 12	April 6	April 8
Colombo	„ 5	Feb. 27	„ 6

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, this morning, its due date. The Pacific mail from Yokohama March 11, reached London, *via* San Francisco, on the 26th ult. The next inward (P. and O.) mail, with advices Yokohama 23rd, Shanghai 26th March, Hong Kong 1st, Singapore 8th April, which is due, *via* Brindisi, on Monday next, the 10th inst., left Galle on its due date, the 17th ult.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived April 30.—From Yokohama: Mr. Colin, Mr. Holmblos. From Shanghai: Messrs. Jones, Baker, Millach, Fleurias, Lapied, Gottburg, Huet, Mrs. Gillies. From Hong Kong: Mr. and Mrs. Haywood. Mr. and Mrs. Anthony, Mr. and Mrs. Parde, Messrs. Giquel, Borel, Suikiewitz, Allister, Brunel, Mrs. Potics. From Saigon: Messrs. Cauchesert, Heraud, Montrougies, Gustav, Denis, Andrieu, Mrs. Ferrand. From Batavia: Mr. and Mrs. Leuring. Mr. and Mrs. Garcia, Mr. and Mrs Trotter, Messrs. Norven Dusseldorf, Pukermaat, Surmond, Susanabel, Duret, Waal, Girandeau, Kamp. Robertson, Mrs. Dent. From Singapore; Mr. Loudon (late Governor-General of Java) and Mrs. Loudon. From Galle: Captain Gibson, Mr. and Mrs. Humphreys, Mr. Macwood, Mr. Burret, Mr. Soutes.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Brindisi, May 3.—To Hong Kong: Mr. H. B. Gibb, Mr. R. H. Boyd.

Per P. and O. steamer *Indus*, from Southampton, May 6.—To Ceylon: Mr. A. Young Adams. To Penang: Mr. McGillvray. To Singapore: Mr. Bamfylde. To Hong Kong: Rev. J. Walker. To Yokohama: Rev. and Mrs. H. Maundrell.

Per P. and O. steamer *Sumatra*, from Venice, May 14.—To Galle: Mr. Bilbrough. To Shanghai: Mr. T. Smith.

Per P. and O. steamer *Deccan*, from Southampton, May 20.—To Ceylon: Mr. F. Saunders.

Per French steamer *Ava*, from Marseilles, May 9.—To Galle: Mr. A. Y. Buchanan, Mr. de Saram, Mr. Tennant, and one second-class passenger. To Hong Kong: Mr. Banlouze, Mr. and Mrs. Noebel, Capt. Tracy, R.N., To Shanghai: Mgr. Vérolles and nine second-class passengers. To Yokohama: Miss Stuckeuss.

Per French steamer *Iraouaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate. To Shanghai: Mr. and. Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme.

Per steamer *Galley of Lorne*, from London May 3.—For Hong Kong: Mr. G. B. Scarlett. For Yokohama: Mr. R. C. T. Dross.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 16th March; the French mail from London Jan. 15 was received on the 8th March, and the following P. and O. mail of Jan. 22 arrived out on the 9th March. The *Japan Herald* supplies the following summary of news:—

The meeting of several of the past and present Ministers at Osaka is at an end, but no official statement of the subjects discussed has been published. It is rumoured that the subjects were mainly these:—The question of representative institutions; the present position of the Government, in view of the amount of discontent and insurrectionary feeling prevalent in the country; the action to be taken with respect to the Korea; and the question of removing the Court, for at least some portion of the year, to Osaka or Kioto, where the non-residence of the Mikado in his ancient capital is resented.

It has been the custom of the Lew Chew Islanders for a great many years to pay an annual tribute to both China and Japan. Despite the fact of the Lew Chew group being now regarded as annexed to the Japanese Empire, to which China has assented, the Lew Chewans sent their tribute as usual, and it was accepted by the Chinese Government. This inconsistent proceeding has given much umbrage to the Japanese Government, and a formal representation on the subject has been made to Peking, requesting the return of the tribute in question.

The Mitsu Bishi (native) S.S. Company is very successfully competing with the P.M.S.S. Co. for the local traffic between Yokohama, Kobe, Nagasaki, and Shanghai. It is calculated that the P.M.S.S. boats will soon be run off. Mr. Hart, the special agent of the latter company, has gone to New York to consult with the directors to know what is best to be done. He has been successful in evoking such active antagonism to the P.M.S.S. Co. that not alone will the new opposition line be supported, but strenuous efforts will be made to secure a line across the Pacific also. After the recent disclosures, the public has now no confidence in the management of the P.M.S.S. Company.

A Government notification has been issued, stating that the weight of the present silver *yen* is to be increased. This will make it of the same value as the trade dollar, and the increase is evidently made with a view of enabling it to compete with that coin. It is also announced that the whole of the present *kinsatsu* are to be called in and exchanged for a new issue, inclusive of notes payable in gold, which are, it would appear, to be paid in paper.

An important case, the Kaitakushi *v.* Martin Cohen and Co., relative to a contract made with the Government for the supply of rifles, has been decided in the U.S. Consular Court here in favour of the plaintiff.

The U.S.S. *Lackawanna* has left here for San Francisco.

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(LATER ADVICES BY PACIFIC MAIL.)

The Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 15th ult., with advices from Yokohama to the 25th March, and the following summary has been telegraphed to the New York press :—

Considerable excitement prevails among the Japanese soldiers in consequence of the news that the Chinese had already provoked a conflict with the savages of Formosa, and the opinion is expressed that China should be required to give a guarantee for at least the reasonable treatment of the aborigines. The circumstance of China having exacted submissive acknowledgments from the Loo-Choo Islanders, which is yet unexplained, adds to the feeling of indignation against that empire. The Loo-Chooans concerned have arrived in Yedo in obedience to a Government summons. The case is now undergoing investigation.

It is now known that Government changes of considerable importance are impending, and a modification of the present form of the Administration is expected. Great secrecy has thus far been maintained by the officials, owing to the efforts of the foreign Ministers to interfere in the disposition of Japanese internal affairs.

Intelligence of the proposal of the United States to return one-half of the Simonoseki indemnity is coldly received in Japan. It is felt that the money either does or does not belong to the United States. An offer to refund a portion would not be cordially welcomed in the present state of public opinion. A partial acknowledgment would probably be refused.

Several new railways are projected in various parts of Japan. Telegraphic communication is now established between all the important cities.

Taxes on 250 small articles of trade have been abolished and transferred to tobacco and native wine, which will now yield about $2,000,000.

The rule requiring the payment of two cents postage on newspapers arriving from America has been abolished by the Japanese Post-office.

During the past two weeks the Mikado has been ill, but he is now recovering.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows :—

For some days the Bund at Tientsin, for about the third of a mile of its length, was pyramided with foreign imports and import merchandise generally, the Chinese owners refusing to take delivery of them from the foreign steamer agents. This arose from the Chinese Government having demanded from the Chinese Shanghai importers a *likin* tax upon them, *directly* on their passing the foreign or sea Custom-house. A report immediately got abroad that foreign goods were to be also subject to the same regulation, and the native merchants one and all refused to take delivery of their Shanghai consignments. The steamers of course could not keep the goods on board, so they were discharged on to the Bund, which was soon laden and blocked with merchandise. Foreign merchants appealed to their Consuls to protest against the innovation which was causing the stoppage, and the Consuls remonstrated with the Taoutai. But the Taoutai repudiated any such intention as that imputed, appealed to the language of his first proclamation, and issued a second, emphasising the distinction between "native" and "foreign"—which terminated the difficulty. I do not suppose that any one ever saw such a sight as our Bund at present offers—hills of merchandise from one end of it to the other.

Herr von Brandt, the new German Minister to the Court of Peking, has arrived at Tientsin from Shanghai, in the S.S.N. Co.'s steamer *Chihli*, on his way to the metropolis. Mr. Brandt is no stranger in Tientsin, having, as Secretary of Legation, resided here several weeks when, in 1861, the German treaty was being negotiated with China. His Excellency Li Hung-chang, not having yet returned to Tientsin, there was no high Chinese official on whom Mr. Brandt could call during his stay. This fact shows the necessity of a Chinese high official being always stationed at the port of Peking, with whom foreign Ministers could meet on equal terms for the transaction of business or on visits of courtesy. Mr. Brandt will leave immediately for Peking, going by boat.

The S.S.N. Company's steamer *Shingking*, with his Excellency Ying Han, the new Governor-General of Canton, and suite, passed through the Tientsin anchorage on the 6th March. The crew of the Chinese gunboat *Chin-hai*, moored at the bottom of the anchorage, manned yards, and the band played some sort of tune (presumably the Chinese national anthem, whatever that may be), and after the *Shingking* had got about three yards past her she fired a salute of three guns.

The *Peking Gazette* of the 15th-16th February contains an interesting batch of edicts in regard to Formosan affairs. It is rather amusing to find military rewards given in connection with the late difficulty, and rather remarkable to find the famous Koxinga dragged again into notice, and canonised. The *Gazette* of the 23rd February describes the programme observed on the occasion of the young Emperor's accession. He was first to offer homage before the remains of the late Emperor, then receive homage in the Chung-ho Throne-hall, and afterwards pass to the Tai-ho Throne-hall to promulgate the manifesto of accession.

The *Gazette* of the 24th February contains an edict on the subject of finance, which would be satisfactory, if we could hope it will take effect. The Board of Revenue is directed to compute the total amount of receipts in all the provinces, from the land and salt taxes, rice collectorates, and also likin taxes, and sale of titles and offices. This having been done, expenditure is to be so ordered as to come within the limits of income. A return of all likin-tax stations is also to be required from the governors of provinces. It is evident from all the memorials and edicts that have been lately appearing on this subject that the attention of the Government is being seriously called to the state of the national finances. Whether the will and the power exist to effect reform and retrenchment remains to be seen. One paragraph in the edict creates a suspicion that it is pure verbiage. A return to the old system and prices is to be effected, in the matter of war *material*. In its full meaning this would imply abandoning arsenals and a return to jingals and Chinese powder—which will not happen. If retrenchment had been spoken of simply, it would have implied a better appreciation of actual facts.

SHANGHAI.

The present mail brings advices from this port to the 19th March ; the French mail from London Jan. 29 was received on the 17th March. The following summary is from the *North China Herald* :—

The annual meeting of shareholders in the Shanghai Steam Navigation Company has been held. The report presented was as follows :—

The net gain for the year was Tls. 188,372.21. After allowing for the declared dividends of 7 per cent., there remains Tls. 27,323.96 to be carried to the credit of insurance and depreciation fund. The casualties of the year are confined to the loss of the *Chusan*, insured for the cost of the hull and new work, but not for the engine from the old *Chusan*, which was valued at Tls. 30,000, and is written off. The vessel can probably be replaced at a saving in cost equal to the amount lost, and the chief cause for regret in this disaster is the untimely death of Captain Johnson and eight of the crew, whose loss is deeply to be deplored. The companion hull, for which the *Kiangloong's* engine is intended, is to come out in sections by steamer from Glasgow. She will not be in service for a year, but as these vessels were ordered well in advance of their need, to allow for accidents, the delay is no inconvenience to the company. In order to convey to distant shareholders as close an estimate as possible of the value of the company's property, it has been revalued, and the steamers are written down, not only to cover present depreciation, but in the case of the wooden steamers, depreciation in the future. Three of these, being perishable property, are reduced to a nominal value, though still sound and efficient and as good for present service as new vessels. The *Nanking*, *Hirado*, and *Fusiyama*, for all practical purposes, are the same as iron hulls, their frames being imperishable, and the only peculiar repairs beyond those required by iron vessels being the occasional replanking above the water line. The amount thus written off is Tls. 390,737.16. A list of the company's steamers at the new valuations is added to the usual statements, and a perusal will show the sound and efficient state in which the fleet now stands.

The re-valuation of real estate was based on actual sales of other property in close proximity, and was made with much care. It is intended and is believed to be still below its actual value as well as cost ; it having been added to, through successive years, without increase of cost in the accounts. Besides their steamboat dock, the company possesses three extensive estates, situated at nearly equidistant points on the river, and commanding the best frontages in the port, aggregating nearly half a mile of the river bank. Their dock is the only one here capable of receiving river steamers of the dimensions now built. The enhancement of the property in the books is Tls. 337,662.00, and it now stands at Tls. 763,600. The agreement entered into in March with the China Steam Navigation Company has proved successful in its arrangements, and the companies work in harmony, with only such degree of friendly rivalry as secures to the public the most efficient service and to the companies the most careful economy.

The directors think the promise is good for a prosperous business in the ensuing year. The interior is reported to be in a peaceful and flourishing condition, which should react favourably upon the carrying trade.

Mr. P. Maclean proposed that the accounts for the year 1874, as presented to the meeting, be accepted and passed ; and in doing so he congratulated the directors and shareholders on the very satisfactory position of the company. The resolution was carried, as was also the following :—

Mr. Dent retiring from the board, it is proposed that Mr. W. Scott Fitz be elected President, and Messrs. F. H. Bell, F. Nissen, F. D. Hitch and A. G. Wood be elected directors, and Mr. Rowley Miller auditor to same, until the next general meeting.

A vote of thanks to Mr. Dent for presiding, and also for the efficient assistance he had given to the company through a series of years, terminated the proceedings.

A meeting of shareholders in the China Coast Steam Naviga-

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tion Company has been held. The accounts showed a profit of Tls.61,349. A dividend has been paid at the rate of ten per cent., and Tls. 42,599 carried to reserve. Messrs. How, Wilson, and Tong-king-sing were re-elected directors. A change, providing for the rendering of the accounts yearly instead of half-yearly, was made in the deed of settlement.

A rather curious claim for brokerage, brought by Mr. R. H. Gore-Booth *v.* Little and Co. has been tried before the Supreme Court. It was an action to recover Tls. 3,500 for work done and services performed, as broker, in the sale of a steamer to the C.M.S.S. Company; the said sale, however, having been never completed. While deciding against the plaintiff, the Judge held there was sufficient doubt to justify the plaintiff in bringing his action, and decreed, therefore, that each party should pay his own costs.

The Amateur Dramatic Company have given their third performance for the season at the Lyceum. The pieces selected were T. J. Williams's comedietta, "I've Written to Brown," and George Colman's comedy, "The Heir at Law." The performance was an undoubted success, and attracted a full house. It was subsequently repeated, and was again well attended.

St. Patrick's day was celebrated by a dinner at the club; about twenty-five Irishmen assembled, and with characteristic hospitality entertained an equal number of guests. The room was decorated with evergreens and shillelaghs, and the table spread with shamrock. Dr. Jamieson occupied the chair, supported by Mr. J. I. Miller as vice. A very pleasant evening was spent.

Another Paper Hunt Handicap has been run, twice round the steeple chase course. It was won by Mr. E. H. Gore-Booth, on Furore; Mr. Morriss, on Southdown, coming in second. The grand stand was thrown open to enable ladies to view the race, and was largely availed of.

The Court of the United States Consulate-General has been occupied with the case "Municipal Council *v.* W. H. Fogg." Judgment was reserved.

Some of our readers may remember that a pair of crows selected the P. and O. flag-staff last year for their nest. They were not disturbed; and it is curious to note that they have come back and begun to build again this year in the same place.

At a sale by auction at the Horse Bazaar, the whole (25) of the ponies offered were sold, at prices ranging from Tls. 35, 50, 75, 90 up to Tls. 120. The ponies were a good-looking lot, and the bidding was spirited. Two ponies realised the top price.

We hear that the Bund in front of the British Concession at Chinkiang has partially given way, in consequence of the deepening of the river in front. The bunding in front of the Custom-house gave way some few weeks since, and was partially restored by the native authorities in a haphazard sort of way. We learn that the late wet weather has been too much for this also, and that the new erection has again collapsed.

General Raasloff, the Danish Minister, has arrived from the north. He will stay a few weeks in Shanghai, and then return to Peking.

H.M.S. *Dwarf* is about to leave Shanghai for a cruise to Chefoo and Tientsin.

HONG KONG.

Our advices by the present mail extend to the 25th March; no later mail from London had been received. The following items of intelligence are from the *Hong Kong Daily Press*:—

A meeting of the Chamber of Commerce was held on the 22nd March, and the report of the committee presented. We extract the following:—

THE BLOCKADE OF HONG KONG.

The Commission appointed by the Government to inquire into this subject having completed its labours, the committee in June last made application for a copy of the report. This, however, was declined by the Executive, and the necessary steps were accordingly taken to address the home authorities. A memorial embodying the views of the Chamber was drawn up and forwarded to the Right Hon. the Earl of Carnarvon, Her Majesty's principal Secretary of State for the Colonies; copies were also sent to the various Chambers of Commerce in the United Kingdom, as well as to several prominent members of Parliament, requesting their co-operation in pressing the subject upon the attention of the Imperial Government.

The Committee regret that up to the present time they are unable to report any tangible results having been obtained, but they have satisfaction in stating that they are aware that the Home Government has now taken the subject in hand, and that a final decision of this vexed question may shortly be expected. Prominent among those who came forward in reply to the appeal of the committee for co-operation was the Manchester Chamber of Commerce, whose committee at once addressed the Secretary of State for the Colonies, and Sir Richard Graves MacDonnell, whose letter to the chairman is an able and especially interesting paper upon this subject.

In addition to the efforts put forward by the Chamber in this behalf, a very important and influential meeting of the community was held in the month of August, the result of which has been the publication of a pamphlet containing a complete *résumé* of the whole subject, together with all public documents connected therewith, which has been extensively circulated in England among members of Parliament and those who would be likely to take an interest in the subject.

The Chairman said he had a resolution to propose. The members had all no doubt read the able letter attached to the report which had just been laid before the Chamber. He thought that that letter very clearly showed the interest which the writer of it took in the welfare of the Colony, and he need hardly say here the way in which he laboured for its benefit, and won the admiration of a very large majority of the community here. There was no doubt that when he was Governor of Hong Kong some of them perhaps thought differently to him on certain points; but at the same time in any matter affecting the Colony generally, and with respect to any injury coming from anyone outside, they had in Sir Richard Graves MacDonnell the best champion the Colony had ever seen (applause). He (the Chairman) had read several despatches, for the protection of the Colony, to those who were inimical to it, and in writing them and defending the interests of Hong Kong, Sir Richard MacDonnell incurred the blame of the Imperial Government. He (the Chairman) thought such a man as that deserved the recognition of the Chamber. When here he always had great respect to any opinions expressed by its members. Many important matters he referred to the Chamber, and was guided in a great measure by the results of its deliberations. Recently the Chamber forwarded him a copy of the memorial, and they had his reply to it. He (the Chairman) also knew that Sir Richard's exertions for the welfare of the Colony had not yet ceased, for he was still advocating the interests of the Chamber in the matter of the blockade with the Government at home. With these things in view, the least thing the Chamber could do would be to pass a vote of thanks to him. The Chairman then moved. "That the thanks of this Chamber be voted to Sir Richard Graves MacDonnell for the interest he continues to take in the commercial prosperity of this Colony, as indicated by his letter to the Chamber, dated 4th November last."

Mr. Kahn seconded the resolution, which was put, and carried unanimously.

Mr. Sharp said it might be interesting to some of the members to know that the pamphlet which they and others had printed had been very widely circulated. He had heard by the last mail that no less than 744 copies had been placed in the hands of the Chambers of Commerce, and all the members of Parliament. A number of copies had also been sent to the leading journals, and although he had heard at present nothing of it, he hoped to do so in a mail or two. The map had been very well executed, and the gunboats marked very prominently, and anyone who looked at it could at once see that there was no possibility of getting to or from Hong Kong without the chance of being overhauled. If one in every ten of the total number printed was read, he thought the money that had been spent upon them would not have been thrown away.

The Chairman said he had intended to refer to that pamphlet, and state that very great credit was due to Mr. Sharp for compiling it; not only was that the opinion of people in this colony, but it had been written out to him from home. He thought both that Chamber and the community of Hong Kong were very much indebted to Mr. Sharp for the trouble he had taken in the matter. (Applause.)

THE CHINESE INSURANCE COMPANY, LIMITED.

The following is the report of the directors, to be presented at the fourth ordinary meeting of shareholders, to be held at the office of the General Agents at Hong Kong, March 25th, at three o'clock, P.M.

The net premia taken has amounted to $237,541.18, against $259,529.63 in 1873, showing an apparent falling off in the business of the company of some $22,000. It is to be remembered, however, that the premia upon all local risks have been subject during the year to a gross return to the assured of 33⅓ per cent., against 10 per cent. during the previous year, and when allowance is made for the difference an actual increase in the company's business appears.

The losses sustained have been severe, and render inadvisable at present any appropriation of the balance standing at credit of Working Account, which is carried forward, pending adjustment of outstanding claims. The amount due upon these will, however, in all probability, be materially reduced by sums recovered in salvage which cannot yet be accurately ascertained, and it is hoped that on settlement of all outstandings a small profit upon the year's working will be the result. The current year has opened auspiciously. An average business has been done, whilst no material losses have as yet been reported.

Mr. Henry Lowcock has notified that he has been appointed by the trustees of the estate of MacGregor and Co. as agent and receiver.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 2nd April; the French mail from London, Feb. 26, arrived out on the 30th March. The only matter reported in the Singapore papers is the races.

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At the first day's races of the Spring Meeting of the Singapore Sporting Club there was a numerous attendance, Sir Andrew and Lady Clarke honouring the stand with their presence, and notwithstanding the unsettled state of the weather and the threatening clouds, a large number of ladies ventured out to witness the sport and enliven the scene. The band of the 1-10th Regiment was in attendance, and we were glad to observe was stationed close to the grand stand, where the music could be heard and appreciated by the ladies. The members' and judges' stands have been shifted since last meeting, and are much more conveniently located than formerly. The members have a much larger frontage, and a position close to the judges, while the latter are only just within the enclosure, so that the finish of the races can be readily seen from all parts of the stand, and even by the outsiders.

The course was, as might have been expected in consequence of the continued rains, in a dreadful condition; instead of yielding, springy turf, the entire surface consisted of slippery clay, that throughout the training, and during yesterday's race, has been most trying to the horses, putting their powers of endurance severely to the test, and making strength rather than speed the qualification requisite to win.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The business transacted during the fortnight had been on a very small scale, and the demand for Cotton Yarn had almost entirely subsided. Shirtings were still depressed, and for most other Cotton goods lower prices had been accepted. Woollens were neglected. Some small transactions had been reported in Bar Iron, and assorted Nail Rods were saleable, although small sizes were in no demand.

CHINKIANG.—Messrs. Spencer and Wolff write, 15th March:—Imports of Cotton goods during the past week have been rather heavy, and the demand has scarcely been equal to the supply; we cannot, however, complain, considering the unsettled state of the weather. The inquiry for the better marks of 8¼ lbs. Grey Shirtings has shown an improvement, while common chops do not demand so much attention. 7 lbs. T-Cloths are rather quiet at quotations. Metals dull.

SHANGHAI.—On the 12th March the market was thrown into a state of ferment by the news that the Tientsin Taoutai, Sun, had imposed, or had threatened to impose, an additional squeeze on all goods landed within, or passing through the limits of his jurisdiction, and the excitement increased until the 15th, when the S.S. Yungching arrived with counter advices, to the effect that Sun had been misunderstood, and that native produce and native manufactures alone were the objects of his pressing attentions. Business since the 15th had been of moderate extent, establishing no alteration in last mail's prices.

MANILA.—The Piece Goods market had exhibited a little more activity, and a fair amount of business had been transacted at previous quotations.

SAIGON.—There had been a little better demand, and prices had somewhat improved. Quotations: Grey Shirtings, 8¼ lbs., $2.25 per piece; do., 7 lbs., $1.95; T-Cloth, 6 lbs., $1.50; do., 5 lbs, $1.22½; do., 4 lbs., $1; White Irishes, $1.50.

EXPORTS.

TEA.

YOKOHAMA.—The market had at last yielded to the tenor of general advices from America, and dealers had submitted to a decline of from $5 to $6 per picul. "Medium" grades had attracted most attention, and a few parcels of "choice" had also changed hands: the reduction, however, barely left a prospect of profit on home quotations, and prices were likely to rule even weaker. Settlements, since last report, 1,900 piculs—arrivals unimportant, and stocks about 6,000 piculs. Quotations: Common, $20 to $23 per picul; good common, $25 to $28; medium, $31, to $34; good medium, $36 to $38; fine, $40 to $43; finest, $44 to $48; choice, $50, and upwards. Export from 1st May to date, 15,807,216 lbs.

SHANGHAI.—A fair amount of business had been done in Green Teas during the week, chiefly for America. There was scarcely any alteration in values, but good and fine chops being in small supply commanded full rates. Export to Great Britain (exclusive of lost cargoes):—

	1874-1875.		1873-1874.
Black	65,038,571 lbs.	against	58,683,383 lbs.
Green	11,320,041 „	„	9,642,921 „
	76,358,612		68,326,304

SILK.

YOKOHAMA.—The market had continued quiet. Settlements had been mostly in medium and common Hanks, for which a further decline is reported, whilst better descriptions were firmly held. The high prices at which Oshins were maintained had prevented business in these sorts. Arrivals had been small, and stocks were further reduced. Some 50 bales of Sinchu Hanks and native filature Silk had been sold by public auction at $10 to 15 under current quotations. Settlements from 1st July to date, 8,950 bales; against corresponding period—season 1873-4, 11,700; 1872-3, 11,100; 1871-2, 12,350. Stock, 1,200 bales.

SHANGHAI.—The market had been fairly active, and settlements were estimated at 800 bales: consisting chiefly of common Tsatlees at Tls. 252 to 275 per picul. A small parcel of "Donkey" chop 4 is reported taken at Tls. 320 per picul. A few Hangchow Tsatlees had found buyers at Tls. 245, to 260, coarse Taysaams at Tls. 230 to 240, and common Long reel Taysaams at Tls. 230 to 235 per picul. The unsold stock had been slightly reduced, and was estimated at barely 2,000 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅜d. to 4s. 2⅝d.	4s. 2⅛d.
Shanghai „	5s. 9½d.	5s. 9⅝d. to 5s. 9¾d.	5s. 9⅝d.
Canton „ ...	4s. 2⅜d.	4s. 2⅝d.	4s. 2⅜d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 2⅝d.	4s. 2⅝d.	4s. 3d.
Manila „	4s. 0⅝d. to 4s. 1d.	4s. 1d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306½ to 307⅛	224½ to 225
„ Hong Kong	27 to 27⅛ dis.	—
Bar silver	Tls. 111.3.0	9⅛ prem.
Mexican dollars	„ 73.6.25	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 15 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 54 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 4 premium.
Hong Kong Fire Insurance Company, $290 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $24 premium.
Chinese Insurance Company, $195 per share.
Shanghai Steam Navigation Company, Tls. 81 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2⅝d., at Batavia F.11.87½, at Manila 4s. 1⅛d., at Singapore 4s. 2⅛d.

TELEGRAMS FROM THE FAR EAST.

CHINA AND KASHGAR.

ST. PETERSBURG, APRIL 23.—The newspapers state that war between China and Kashgar is imminent. The Chinese Government has collected 80,000 troops, and has threatened to execute the commander in case of defeat. The Khan of Kashgar is fully prepared to meet the attack.

THE CUSTOM IN TEA FREIGHTS.

SHANGHAI, APRIL 28.—The Judge of the Supreme Court has decided against the custom which has hitherto obtained, by which the first shippers of goods participated in subsequent reductions made in the rate of freight.

THE OPIUM TAX.

SHANGHAI, APRIL 29.—The Judge of the Supreme Court has delivered a decision against the right of the Chinese authorities to tax opium within the settlements. Sir E. Hornby based his decision on the ground that such an impost was an infraction of existing treaty stipulations.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, APRIL 30.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, arrived here to-day, at 2 P.M. She brings 153 passengers and a general cargo, including 328 bales of silk, 8,881 packages of tea, 206 packages of sundries, and 17 boxes of treasure, to the value of £28,000, for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 10th of May.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, MAY 3.—The P. and O. Company's steamer Malwa, from Port Said 19th, Gibraltar 27th April, arrived here this morning. Specie, £206,250.

INWARD MAIL DUE MAY 17.—GALLE, APRIL 23.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MARCH 26.—GALLE, APRIL 21.—The Messageries Maritimes steamer Anadyr, with the outward French mails, from Marseilles on the 28th of March, left here to-day for Singapore.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, APRIL 27.—The P. and O. Company's steamer Australia, from Southampton on the 22nd inst., arrived here at five A.M., and left at nine A.M. to-day for Malta and Port Said. All well.

OUTWARD MAIL OF MARCH 5.—HONG KONG, APRIL 28.—The P. and O. Company's steamship Gwalior, with the outward China mail of the 5th March, has anchored 240 miles south-west of this port, with machinery disabled, and that the Company's agent has despatched the steamship Bombay to tow her in. April 30.—The Gwalior has been towed in.

DUTCH OUTWARD MAIL.—BATAVIA, APRIL 20.—The Nederland Steamship Company's steamer Conrad, from Southampton, arrived here to-day, after a passage of thirty-five days, *via* Padang.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 7, Pardo (str.), Swatow, (str.).

At SHANGHAI.—None.

At HONG KONG.—From Copenhagen, March 20, Friederich.

At MANILA.—From Newcastle, March 8, Carnaquin (str.); from Cardiff, March 13, Estrella.

At SINGAPORE.—From London, March 30, Kingdom of Saxony; 31, Glenfalloch (str.); from London, April 25, Glenearn (str.); from Cardiff, April 25, Anton Gunther.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, March 13, Diomed (str.).

From HONG KONG.—For London, March 22, Diomed (str.).

From Manila.—For London, March 13, Canaan; 15, Benledi (str.); for Liverpool, March 8, Monte Rosa; 9, Sarah Nicholson; 10, Star of the West; for New York, March 16, Therese; for Boston, March 10, Gold Hunter.

From SINGAPORE.—For London, March 30, Diomed (str.).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 29, at Greenock, from Java, Anna, Nebit; 28, at New York, from Shanghai, Lady Louisa; from Batavia, Mendola; off Deal, April 30, from Colombo, Electra; 28, at Texel, from Batavia, Prins Hendrik (str.); 30, at Falmouth, from Samarang, Skiddaw; 30, at San Francisco, from Hong Kong, Lotte; 30, off the Lizard, from Batavia, for Bremen, Johanne; May 1, at London, from Colombo, Vespasian (str.); from Singapore, Alice Ritson.

DEPARTURES.—April 24, from Antwerp, for Java, Kortenaer; 28, from Antwerp, for China, Norden; 29, from Hamburg, for Shanghai; Atalanta (str.).

SPOKEN.—Castine, from Boston to Batavia, April 4, 36.19 N., 42.22 W.; Queensberry, from London to Colombo, March 3, 0.25 S. 24.35 W.

LAID ON.—At Liverpool, for Penang, Singapore, Hong Kong and Shanghai, Ulysses (str.).

CASUALTIES.—The Laurens Coster, from Batavia, for Flushing, arrived off Plymouth on the 30th ult., with main and mizen masts fished.

MISCELLANEOUS.—The Buston Vale, for Singapore, which put into Lerwick, April 20, sailed for her destination on the 25th inst. The Lord of the Isles (str.), from London, for China, arrived at Malta, May 2

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DETRING—On the 13th March, at Ningpo, the wife of Gustav Detring, of a daughter.

MOLESWORTH—On the 12th March, at Chefoo, the wife of A. Molesworth, of a son.

PLUNKETT—On the 25th April, at the British Legation, Yedo, the Hon. Mrs. Francis Plunkett, of a daughter.

MARRIAGES.

ANDRESEN—ILLIES.—On the 16th April, Maria, only daughter of Christian Andresen, of Altona, to Carl Illies, of Japan.

ANDRESEN—MARTIN.—On the 28th April, at St. Peter's Church, Belsize-park, Gustav A. Andresen to Mathilde, daughter of the late J. P. N. Martin, of Hamburg.

BRISTOW—LAIRD.—On the 13th April, at St. Mary's, Birkenhead, by the Rev. B. Canon Knox, assisted by the Rev. F. Rigby, S. Smith, second son of the late James Bristow, of Belfast, to Harriet, second daughter of the late John Laird, M.P. for Birkenhead.

HERTSLET—ECCLES.—On the 23rd April, at Plymouth, Frank Hertslet, of Kingston-on-Thames, second son of Lewis C. Hertslet, of Highgate, London, to Harriet Eccles, third daughter of John Henry Eccles of Plymouth.

RATCLIFFE—JARDINE.—On the 28th April, at St. Mary Abbotts, Kensington, by the Ven. Archdeacon Sinclair, assisted by the Rev. Canon Gover, Charles, brother of the late Sir John Ratcliffe, of Wyddrington, Edgbaston, Warwickshire, to Helen, youngest daughter of the late Sir William Jardine, Bart., of Applegirth, Jardine Hall, Dumfriesshire.

DEATHS.

ARNIM—On the 13th April, in London, Countess Emma Arnim, wife of Major C. Heinrich Arnim; born Sept. 15, 1824.

GITTENS—On the 28th ult., Alice, the second daughter of Mr. William Gittens, of 40, Caversham-road, Kentish-town, and High-street, Camden-town, after a long and distressing illness.

MELLISH—On the 23rd April, at Buckerell, Devon, Sarah, wife of Edward Mellish, of Hong Kong, aged 32 years.

STAHLKNECHT—On the 29th March, at Varinga Hill, Singapore, Mr. C. Detmar Stahlknecht.

STEPHEN—On the 24th April, at Corona, Broughty Ferry, Alexander Stephen, shipbuilder, in the 81st year of his age.

PARLIAMENT.

HOUSE OF COMMONS.

THE MURDER OF MR. MARGARY.

Mr. HANBURY asked the Under Secretary of State for Foreign Affairs if is true, as stated in a telegram of the 22nd ult., that "the Chinese Government have appointed a person of inferior position as Commissioner to investigate" the circumstances connected with the murder of Mr. Margary; when the despatches of Her Majesty's Minister at Peking, in reference to this subject, are expected, and whether he will take an early opportunity of laying them on the table of the House.

Mr. BOURKE said no confirmation had been received from Mr. Wade of the statement contained in the Reuter's telegram that the Chinese Government had appointed a person of inferior position to investigate the circumstances connected with the murder. Mr. Wade's despatches were not expected for four or five weeks; and when they arrived, if they could be produced without injury to the public interests, they should be laid on the table without delay.

Naval and Military.

The widow of Mr. Digby Dent, the officer who was recently murdered in the gaol at Singapore, is to receive a larger pension than would have been granted under ordinary circumstances, viz., £120 per annum—that of a Major of Marines killed in action. This is just double the pension usually awarded to the widows of officers of the rank of Mr. Dent. Mrs. Dent is the daughter of Mr. Henry Robertson, who is connected with the naval editorship of the *Army and Navy Gazette*.

The Iron Duke, Captain Arthur, flagship of Rear-Admiral Sir C. F. S. Shadwell, Commander-in-Chief on China station, arrived in Plymouth Sound on 2nd May, from China, *via* Suez Canal. She returns after an absence of three years and seven months from England. She will discharge her ammunition and proceed into Devonport Dockyard to be moored to the Master Attendant's jetty at the dockyard to pay off.

A tablet has been placed in the crypt of St. Paul's Cathedral to the memory of the late Admiral Sir James Scott, K.C.B., by a few of his brother officers and admirers. Admiral Scott was a most distinguished officer, having taken part in two general actions, at five sieges, the storming of two cities, twenty-seven towns, thirty-two batteries, twenty-two forts; also at the capture of one line-of-battle ship, five frigates, six sloops, twenty-one gun-boats, 300 merchant vessels, several "privateers" and "letters of marque."

The efficiency of the Iron Duke, late flagship on the China station, in gunnery, has already been mentioned. For priza-firing she probably stood at the head of the list of the whole fleet during 1874. This circumstance has, doubtless, had its effect on the Admiralty, who have selected Lieutenant C. C. Drury, the Iron Duke's first lieutenant to replace the senior staff officer of the Cambridge, Lieutenant McNeile, who has been promoted to the rank of commander.

Captain O'Callaghan, late aide-de-camp to the Governor of Hong Kong, who returned home by last mail, has been ordered to join his regiment, now on the Gold Coast, immediately. The refusal of leave of absence to Captain O'Callaghan is one among those inexplicable acts of the War-office by which so many valuable officers have been lost to the service.

The medal for long service and good conduct has been awarded to Thomas Cooper, sailmaker of the Iron Duke, late flag-ship in China, with £15 gratuity.

A despatch received at Madrid reports that Her Majesty's ship Beagle has been wrecked on a reef in the Philippine Island.

Legal.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

COLLISION CASE.—THE "HINDOSTAN."

This was an appeal by the P. and O. Company, as owners of the steamship *Hindostan*, from a decree of the Judge of the High Court of Admiralty in two causes of damage promoted against them by Messrs. Legal and Chaurelon, of Nantes, the owners of the barque *Alcinous*. The suits arose out of a collision between the two vessels on the morning of the 24th of June, 1873, off the east coast of Ceylon, and about fifteen miles from land. The *Alcinous* was a barque of 345 tons, manned by a crew of thirteen hands, and was on a voyage from the Mauritius to Pondicherry in ballast. The *Hindostan* is a large screw steamship of 3,113 tons register and about 600-horse power, and was proceeding from Madras for Point de Galle with a cargo and passengers. The weather was fine, but slightly hazy, and both vessels had their lights brightly burning. The barque was making seven knots an hour, and the steamer ten knots. About two o'clock on the morning in question the watch of the *Alcinous* observed a white light several miles off, and about a point on the port bow. Thinking it was a shore light, the captain slightly altered the vessel's course. Ten minutes afterwards the three lights on the masts of the *Hindostan* became visible, and the steamer was then approaching at a rapid pace. A collision ensued, and the *Alcinous* sank. The Judge of the Admiralty Court, with the concurrence of the Trinity Masters, held that the engines of the *Hindostan* ought to have been stopped and reversed earlier, and, treating her as solely liable for the collision, condemned the company, her owners, in damages and costs. From that judgment the present appeal was brought.

Sir Henry Keating, after succinctly narrating the facts, said their Lordships concurred with the Court below in holding that there had been no contributory negligence on the part of the *Alcinous*, and that those in charge of the steamer were bound, under the circumstances, to have slackened her speed, stopped and reversed her engines, and taken other steps to prevent the collision. They would, therefore affirm the decision of the Admiralty Court, and dismiss the appeal with costs.

Miscellaneous.

THE GEOGRAPHICAL SOCIETY.

At the last meeting of the Geographical Society the paper read was a very able *résumé* by Mr. Clements Markham of the scanty geographical knowledge possessed of the large territory of Thibet, the most prominent features in which were derived from two manuscript accounts of travels by Englishmen—Mr. Bogle in 1754, and Mr. Manning in 1811. Both these descriptions have remained unpublished and unknown up to the present date, and have, therefore, almost the freshne s

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f novelties, and give important details. Thibet is divided into four great provinces, and most of the country is at the high elevation of from 10,000 to 14,000 feet above the sea. The inhabitants possess large flocks and herds, the animals being used as beasts of burden. The rocks abound in precious metals. The modes of life and of thought of the Thibetians are all derived from India, and the monasteries especially point to ideas which have had their origin and have long prevailed in the basin of the Ganges. The discussion was opened by Colonel Montgomery, who, in charge of the trigonometrical survey for the Indian Government, had trained native surveyors and despatched them as explorers, the important researches of one of whom, the chief Pundit, were communicated to the society in 1865. Sir George Campbell, formerly Governor of Bengal, gave credit to the statements of the French missionaries, and maintained that between them and the information gathered from the natives coming to the market of Darjeeling a very fair idea of the trade routes between India and China by way of Thibet could be made out. He said that considerable trade existed already, and that the objections met with were not prejudices against trade, but of a political nature, and that there was only one commercial obstacle, that imposed by the Chinese protectionists with regard to tea. The Darjeeling route, in his estimation, was the best. Considering the way in which England had absorbed large kingdoms into her India Empire, we could not be surprised that the Thibetians should be a little timid about their intercourse with us, and be inclined to keep us at arm's length. In their wisdom they avoided sources of quarrel with us by returning our letters unopened, by which we were prevented finding fault with the answers. In view of the difficulties of our intercourse with China, in other quarters, the utmost ought to be done to open the Assam valley. Sir Cecil Becton, also formerly a Governor of Bengal, spoke in the same manner, and was followed by Sir Rutherford Alcock and Mr. Johnson—one of the survey officers, whose explorations have been notable in a high degree, and who is now the Governor of Ledoc, in which capacity he has rendered great service both to the Government and to Mr. Forsyth and other travellers. The president, Sir Henry Rawlinson, announced that the gold medals of the Society would be awarded to the two Austrian Arctic explorers at the ensuing anniversary meeting, and that the gold medal for the Society's educational examinations had been again gained by an Eton scholar.

THE ASIATIC SOCIETY.

At the last meeting of the Asiatic Society Sir E. Colebrooke, Bart. M.P., in the chair, the Rev. S. Beal read a paper "On Mount Meru, and the Origin of the Homeric Olympus," the purport of which was to show that the legends connected with Mount Meru, found in the Chinese Buddhist books, betrayed a common origin with the Greek conception of the Olympus as the abode of their gods. To prove this view, Mr. Beal proceeded to compare the nature and attributes of the deities which are represented as occupying the different zones and peaks of Mount Meru with those of corresponding Greek deities, viz., Sun, Moon, Bacchus, Demeter, Here, Hephaestus, and Athene.—In the discussion which followed, Messrs. E. L. Brandreth, F. Pincott, and the Chairman took part. The Dean of Lincoln read a paper "On the Ruins of Sigiri," by his son, Mr. T. H. Blakesley. The rock of Sigiri, in the north extremity of the Central Provinces of Ceylon, which rises some 500 feet above the surrounding plain, appears in early times to have constituted the citadel of a fortified position, surrounded by earthworks and moats, the sides of which were in some parts reveted with stone. Two quadrangular areas have been traced out by Mr. Blakesley, comprising, together with the rock, a space of about 600 acres, and defended not only by the walls and moats above mentioned, but, on the eastern side, by a large artificial lake, which was doubtless also used for the purposes of agricultural irrigation. Extensive earthworks (bunds) for the diversion of running water into particular channels may be traced in different directions for two or three miles. The locality has been for centuries thickly covered with jungle, and all that now remains of the lake is a swamp, occupying only a portion of its former extent. But there are still to be seen paintings on parts of the surface of the great rock of a very remarkable character, apparently suggesting the existence of close relations between China and Ceylon. Mr. Blakesley ascribes the earthworks and some of the bunds at Sigiri to King Kásyapa, the parricide, who lived in the fifth century of our era; and the completion of the water arrangements to Parákrama Báhu, in the middle of the twelfth century. Earlier than either of them, indeed, as early as the first century, B.C., are, in his opinion, the walls of cyclopic masonry, still to be seen at Mapa-gala—a pair of rocks about half-a-mile south of the rock of Sigiri. United with the rocks about the latter, the whole must have constituted a military position of almost unparalleled strength, considering the appliances of Oriental warfare.

THE MURDER OF MR. MARGARY.

Major-General Margary sends to *The Times* an account of his son's murder, dated near Mandalay, March 11. General Margary received it on Monday last from a member of the mission. According to it, the Burmese Resident at Manwyne reported that "Mr. Margary entered the town on the 19th or 20th February, and during that and the following day walked about the place chatting familiarly with the inhabitants. On the evening of the 21st some Chinese civilly invited Mr. Margary to accompany them to some hot springs a few miles of, which they wished to show him, and while in the act of mounting his pony he was cut down from behind, and despatched with their swords and spears. Two of his servants were afterwards murdered in the house they had occupied in the town, and the others on their way to draw water. The cook it is said escaped." General Margary adds:—"The writer and head servant were Christians. There is no doubt in my mind, from what I learn, that the Chinese authorities of Momein instigated the murder and attack on the exploring party. Dr. Anderson gives the same account, but says Margary was cut down on the way to the springs, when sitting on his pony. Dr. Anderson himself had a narrow escape from being killed. 'He was out some distance from his servants in search of plants and animals, when he lost his way and got to a hostile village, where he was surrounded by Kakzens with drawn swords, when his dog, which had been behind with his servants, came bounding to his master and scared the savages, and then guided him back to the collectors and servants, who were in hiding, and weeping, thinking they would all be killed, and fearing they would never see their master more.' Are the Kakzens the sort of people to set us at naught? The whole box and dice of them are a set of cowardly thieves. A regiment of native infantry might be sent through Burmah to Manwyne and Momein with the King's consent, if he wished to be friendly, in the event of the Chinese Government (who have sent an inferior officer only to investigate the circumstances) not being prompt in punishing the instigators and perpetrators of the attack on Colonel Browne's party and the murder of poor Margary in cold blood."

THE REV. JOSEPH EDKINS.

The *Daily Review* says:—We are sure that if the Senatus of Edinburgh University had known as much of the accomplishments of Mr. Joseph Edkins, B.A., of London University, in his true character of a Sinologue, as they probably do of Divinity, this able scholar and suggestive writer would henceforth have LL.D. after his name. But D.D. fitly recognises his zeal as a missionary and philanthropist, a character in which, like Livingstone, he doubtless desires to be chiefly known. He is, perhaps, second only to Dr. Legge, the unapproachable commentator on Confucius and Mencius, as a Chinese scholar. This is high praise, for both our Consular service and the American Legation have produced men like Alabaster and Williams. But since the days of Dr. Morrison, the first translator of the East India Company in China, and first agent of the London Missionary Society there, the missionaries have vindicated their right to stand at the head of all scholars, as Judson did in Burmah, Dr. Caldwell does in Southern, Dr. Wilson in Western, and Dr. Wenger in Eastern India. For what motive can be so powerful as that which transformed the cobbler Carey—the desire to make the Bible known in all lands and every tongue? But, apart from his work in Bible translation and his tracts in Chinese, Mr. Edkins is best known by his "China's Place in Philology," in which he adduces several new and able arguments and facts in support of the common origin of language. After first writing grammars of two Chinese dialects, and making researches into the old form of the Chinese language, Mr. Edkins endeavoured in "China's Place in Philology" to mark out the outline of a system by which the chasm between human speech in China and in Europe may be bridged. In the "Religious Condition of the Chinese," published in 1859, Mr. Edkins gives us a sketch of the three religions of the Chinese. Mr. Edkins has attempted to show how the Confucian religion is predominantly moral, the Boodhist metaphysical, and the Taouist of a grosser and more materialistic type. By the ancient tradition of God and His worship by sacrifices, the Chinese are prepared for the Christian doctrine of God. By the Boodhist doctrine of hell and paradise, with the transmigration of souls, the Chinese are prepared for the Christian view of immortality. By the utter failure of the Boodhist teaching on redemption, the way is open for the introduction of the Christian doctrine. The name of this scholar, also, will be a valuable addition to the Libro d'Oro of the University of Edinburgh.

THE LOSS OF THE "HONG KONG."

The inquiry into the circumstances of the wreck of the steamer Hong Kong in the Gulf of Aden on the 22nd of February last has been concluded, at the Greenwich Police-court, before Mr. Patteson, magistrate, and Admiral Powell and Captain Hight, nautical assessors. Mr. Hamel conducted the inquiry; Mr. Coryton attending for the master of the vessel, Captain Cowley; and Mr. Woods, solicitor, as representative of the relatives of Mrs. Walton and her five children, who were, with six of the crew, drowned on the occasion. The loss of the vessel was attributed to the striking of the ship on what was alleged to be a coral reef, formed between four and five miles from the coast of the island of Abd ul Kuri, not recorded in the Admiralty chart made in 1847. It was contended that there must have been, at least, fifty fathoms of water at the place where the vessel disappeared.

The following is the judgment of the Court:—"After a careful consideration of the whole of the evidence, the Court cannot satisfactorily determine whether, as is alleged, the vessel struck on the sunken rock more than three miles from the shore, or on the reef shown on the chart, and, under these circumstances, the Court is desirous to give the master the benefit of the doubt, and therefore acquit him of any wrongful default for the loss of the ship. At the same time, the Court must observe as to the evils of running and imprudence of going so near to land as even four or five miles for the purpose of correcting chronometers. The Court is glad to find that the discipline of the officers and crew was most praiseworthy on this trying occasion, and the conduct of the master after the ship struck was most exemplary. Bearing in mind the importance of the doubts of an undiscovered danger existing in the track of a daily increasing traffic, the Court will recommend that measures should be taken to ascertain the position of this alleged danger, if it exists." The proceedings then terminated, it being intimated that, as the captain's certificate had been lost in the ship, application would have to be made to the Board of Trade for its renewal.

THE 174th annual meeting of the Society for the Propagation of the Gospel in Foreign Parts has been held in Willis's Rooms, the Archbishop of Canterbury presiding, and among those present were the Bishop of Moray, Primus of Scotland, the Bishops of Melbourne, Edinburgh, Kingston, and Labuan, and the right Hon. J. G. Hubbard, M. P. The report stated that the offerings intrusted to the society had reached the sum of £134,826, the largest amount ever received in one year. The society had provided wholly or in part for the support of 503 ordained missionaries, among whom were forty-two native clergy in India. There were also about 823 catechists and lay teachers, mostly natives, in heathen countries, and about 141 students in colleges abroad.

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THE STRAITS SETTLEMENTS.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your article on "The Straits Settlements and Neighbouring Malay States," in your last issue, calls for a few observations, which I trust you will allow me to lay before your readers.

It is of the utmost importance that at the commencement of the new relations now being established between the British Government of the Straits of Malacca and the native States of the Malay Peninsula the position of the native rulers should be clearly defined and generally understood. One of the first statements in the article alluded to tends to mislead not only as to Sir Andrew Clarke's conduct, but also as to that of the chiefs; "they were accordingly *required*," you say, "to *pledge themselves* to the reception of British Residents to aid them in conducting the administration of their respective Governments, and they have *complied with the demand*." This is not strictly correct. It was *tout au contraire*. The native chiefs, the rulers of Perak and Salangore, asked in the first place for the appointment of officers to reside in their States, and this demand greatly facilitated the action of the Governor of the Straits. Further on you observe, "We take it for granted that this system is not to be confined to the two States of Perak and Salangore, and that it is in contemplation to extend it to those on the eastern coast of the Peninsula, namely, Pahang, Tringanu, Calantan, and Patani;" but be so kind as to remember that, whereas the first rajs were, when Sir Andrew Clarke interfered, in a state of utter anarchy and confusion, the same cannot be said of the latter four, which, if not well governed, have, at any rate, not disturbed the general peace for many years. The Bandaherah of Pahang is an independent chief since the disruption of the Johore Empire. He has a grievance against the Maharajah of Johore, which was not settled as it might and should have been in 1868, and consequently he may not be particularly desirous to fraternise with the Straits Government; but if the good feeling Sir A. Clarke engendered during his visit to that chieftain in September last is carefully cultivated by his successor, no great difficulty will probably come in the way of a mutually profitable understanding. With respect to Tringanu, Calantan, and Patani, we tread upon more delicate ground, for it is undoubted that these countries are, and acknowledge themselves, tributary to Siam; but I have no doubt that the Government of the White Elephant would not raise any difficulties should we, under the provisions of treaties concurred in by all, exert our influence to increase the trade and open up the said provinces. The Major King of Siam is—I believe I may say both their Majesties are—anxious to promote the general welfare of their subjects, and in no way could they accomplish that end more surely and speedily that by encouraging the policy at present pursued in Perak and Salangore—a policy which, under present circumstances, they are not likely to carry out themselves. The whole matter hinges on one point; as you very properly observe, "Much will, of course, depend upon the spirit in which the system may be followed out, and on the management brought to bear upon the native authorities by the officers accredited to them. There can be little doubt that the duties devolving on these officers will be of a somewhat delicate and difficult nature." But the Malay Rajahs, though proud and suspicious at first, know how to appreciate honesty of purpose and straightforwardness, "and none are more easy to deal with *when once you have won their confidence*."—Yours, &c., A.

April 26, 1875.

HOLLAND.

—o—

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, APRIL 28.

Some days ago the annual report of the Steamship Company *Nederland* was published. For the year 1874 a dividend will be paid to the shareholders of 5 per cent. The report states that eight voyages were made by the company's vessels and one by a chartered steamer, 1,913 outward and 1,031 homeward passengers being carried during the year. The insurance premiums being very high, the company will partly undertake its own risks. Every voyage of the company's own steamers has given a favourable return. The total profit was f. 558,068, and the expenses amounted to f. 327,961—leaving a favourable balance of f. 230,104. Of this amount a sum of f. 47,419 is carried to the insurance fund, and the remainder is absorbed by the dividend. During the years 1871-74 a sum of f. 478,688 has been written off the original cost of the steamers. The report further states that the contract with the Government has not been renewed, and it is regretted that the company is not better supported. Negotiations are still going on for a mail-service. The annual report of the Steamship Company Java is also published. It states that the number of voyages outward and homeward was twenty-one, and that 16,325 tons of merchandise were transported to Java, and 25,964 tons from that country. The number of passengers to Java was 821, from Java 669. The financial results were satisfactory. The expenditure was higher than during former years, mainly because the insurance premiums were raised from 2¾ to 3½ per cent. The net profit has been f. 224,020, out of which the cost price of the steamers had been reduced by f. 52,612, whilst a dividend of 6 per cent. would be paid to the shareholders. Still another report published is that of the Rotterdam Bank, announcing a dividend of 3 per cent. This rather unsatisfactory result is especially due to the *mal-aise* which prevailed during 1874. The Bank, however, is in the healthiest condition, and its business is still increasing. The engagements with Java are nearly all liquidated.

As you have already stated by telegram, a Bill has been laid before the Chamber to provide us with a gold coinage. This measure is in some degree a political masterpiece. It gives to the supporters of the golden standard gold, and to those of the silver standard silver; without, however, decreeing a double standard. By these means the Minister hopes to avoid both Scylla and Charybdis; to content the *adorateurs* of gold, and at the same time not disappoint the lovers of silver. Whether this project will be successful is still an open question. This policy of hesitation has also its difficulties. It is very curious that not one word is said, either in the Bill or in the Memorandum about Java. It looks as if there was no relation at all between our system of coinage and that of the colony. It is very doubtful whether the Minister will succeed to engage the Chamber to join the Latin Union. The Government says that this is not the intention, but if we are to have golden coins of a value of f.25, than it is a fact that we join the Union.

Mr. Van Daalen, editor of the *Java Bode*, publishes in the *Dagblad* a letter, which is the fifth and last part of his article upon the dismissal of Governor-General Loudon. It was not permitted to him to insert it in his own paper, the language being too strong for the *Bode*. The article gives the history of the beginning of the war with Atchin, the *chronique scandaleuse* of the last few years. It is such a mixture of fact and romance that I dare not translate it, even if you could afford me the space for its insertion. Another letter, addressed from Batavia to the *Arnhemsche Courant*, has created some sensation. It is an attack upon Colonel Pel, the Commander-in-Chief of the Atchin expedition, who, according to the author, is too much praised. He demonstrates that he has done next to nothing. In several papers vigorous protests are made against this letter.

The second section report about the Academical Instruction Bill has at last been issued, but it is not definitive. There is a mass of almost insurmountable difficulties. Before the Minister has replied, the Members will be again in recess. There seems not the least chance that Mr. Heemskerk will lay before the Second Chamber a Bill to alter our Lower Class Instruction Bill. It is said that several members have declared themselves against Dr. Kuyper's restitution-system, which is stigmatised as an election manœuvre to reinforce the clerical element in the Chamber.

Yesterday's *Staats Courant* surprised us with the news that the Minister of the War Department, General Weitzel, had resigned, and that he is replaced by Mr. H. J. Enderlein, Colonel of the Corps of Engineers, and commander of the new waterline of defence. Mr. Weitzel is at the same time promoted to the rank of lieutenant-general. The new Minister is wholly unknown in the political world, and nobody knows what services he will be able to render his party in the Parliamentary struggle.

The directors and commissaries of the Dutch Trading Company have laid before the King a list of candidates for the appointment of a director in the place of Mr. A. van Bosse. At the head of this list is Jhr. P. Hartsen, President of the Chamber of Commerce in this town. The other candidates are Messrs. A. de Haan Arn and C. Roosmale Nepveu.

Mr. L. Serrurier, a law student of Leyden, has been appointed by the Government to translate the Japanese Dictionary of Professor Hoffmann. This book will be printed by Mr. F. I. Brill, at Leyden, both in the Dutch and English languages.

Amongst the passengers on board the steamer *Celebes*, from Nieuwe Diep, is Mr. Holterman, from Schoorl, who is appointed professor at the Medical School at Kanagawa.

On behalf of the victims of the last inundations in Java an amount of f.14,056.97 has been collected.

PRODUCE MARKETS.

Transactions in the market for Colonial Produce have again been very limited, and only for actual wants. Prices, however, are well maintained.

COFFEE.—This article has met with a good demand, and a fair business has been done.

SUGAR has remained unaltered. There is a steady demand at f.1½ to f.2 under November prices. The measure taken by the American Government has made a very bad impression here.

RICE.—7,700 bales Java were sold at f.6⅜. No other transactions are reported.

TEA.—The market has been firm. On the 4th prox. will be brought under the hammer 8,343 chests Java, and on the 21st 5,400 chests.

SPICES.—Rather dull; some small parcels have found buyers, but there is no speculative demand.

JAVA TOBACCO.—Enormous quantities have been sold by public tender at prices which, it is stated, were satisfactory. The stock amounts to 16,841 bales.

COTTON has been rather dull, and transactions have been of no importance.

JAPAN CAMPHOR is nominally quoted 50c.

INDIGO.—Several transactions are reported, and the prices paid were most satisfactory.

TIN is extremely dull. Banca is quoted f.51½ to f.51, Billiton f.48, and even at these prices there are no buyers.

ARRACK has met with good demand; 100/1, 100/2 casks Batavia ex Maria Elize, 164/1 and 22/2 ditto ex J. P. Wheeler, 100/1 and 45/1 ditto ex Navigator were sold. Prices, of course, are not given.

SHIPPING.

ARRIVALS.—April 21, at Brouwershaven, from Passaroeang, Nicolette; 23, at Flushing, from Akyab, Penguin, Regalia (str.).

DEPARTURES.—April 21, from Texel, for Anjer (via Newcastle), Kandanghaner II.; 24, from Flushing, for Java, Kortenaer; 25, from Texel, for Batavia (via Suez), Celebes (str.); 26, from Hellevoetsluis for Batavia, Medea.

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The London & China Telegraph.

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SALANGORE AND PERAK.

THE last mail brought two important items from Singapore—the report on Salangore, by Mr. F. A. SWETTENHAM, late Acting Resident, and the account of the first sale of the Revenue farms of Perak. The first is an important document, as it shows how entirely the peace of the country depends on the constant presence of a Government officer on the spot, "surrounded as the Sultan has been, "and would again be, were he left to himself, by unscrupu- "lous chiefs, who would not only tacitly oppose him, but "by open threats would prevent him from making good "his promises." "I think," Mr. SWETTENHAM observes, "the presence of an English officer at Langat is agreeable "to all, except the very worst characters, the followers of "one or two Rajahs, and perhaps even these Rajahs them- "selves, who have hitherto lived by plunder alone, and "who, of course, look with no favouring eye upon the "advent of one whose presence (simply as an officer of the "Government) puts an end to their former means of liveli- "hood, whom they fear openly to resist, and against "whom they can neither enlist the sympathies of the "Sultan, the other chiefs, nor even a majority of the "ryots, who now find in the hitherto unexperienced bless- "ing of even partial order a safety to their lives and pro- "perty which they have never before experienced."

This beneficial result of the policy inaugurated by Sir ANDREW CLARKE, a result obtained in about four months, cannot but be gratifying to all interested, and we trust nothing will occur to disturb the present improved state of affairs in Salangore. The Sultan, who has never till now known "what it is to live free from fear and anxiety," seems "sincere in his friendship," and anxious to improve the country, and protect, in as far as in him lies, "both his own subjects and foreigners," but it will still require great tact, much patience, and considerable firmness to control the piratical element, and to induce the barbarous chiefs to cultivate the arts of peace and abandon for ever their easy freebooting life.

We now come to the second item. It appears that the Resident at Perak had disposed of the Revenue farms of Perak and Laroot for a sum of $101,400 a year* for a period of three years, but "the Go- "vernment not only disapprove of the terms, but dis- "avow the right of the Resident to settle the matter "on his own responsibility." We must say that we think the sale rather precipitate. The revenues under the various heads are certainly likely to increase rapidly as the country is opened up, and a long lease would merely serve to enrich the farmers at the expense of the country, which is not desirable, especially as every cent of the revenue will for years be required to open up the interior, and to meet the cost of necessary and suitable establishments. A year and a half is, in our opinion, a sufficient length of lease at this early stage, and would probably be willingly accepted by the farmers. But, and here is the reverse of the medal, in all these proceedings, whether at Salangore or Perak, we see no allusion made to the chiefs who are supposed to assist the Sultan to govern the country, and whose deliberations should be watched over by the Resident, who should advise and admonish, and assist them. Is not this a mistake? Is it carrying out the principles of RAFFLES, which have proved so successful under BROOKE? "Through the natives and by the natives" should the government of the country be administered. The superior intelligence and experience of the European should direct their consultations, and mould into proper form the crude ideas of the uneducated Malay. We do not for a moment suppose that it is ultimately intended to involve the nation in a policy of annexation, or that it is sought to do more than to establish peace and order where piracy and anarchy had so long flourished unchecked. Let us hope, therefore, in future to hear more of the Council of Chiefs and less of the Resident; more of the influence obtained by friendly advice, and of the confidence placed in the honesty of purpose and love of justice of the British officer; and well as the work has undoubtedly been begun, the end will redound a thousand times more to the honour of England, and to the good repute of those who are entrusted with the task of carrying out the great and important scheme of Malayan regeneration, the favourite scheme of RAFFLES.

* Opium and Spirits... ... ... $6,000 per month.
Gambling ... ... 2,000 „
Pawnbrokers ... ... 200 „
Road-tolls ... ... 250 „

$8,450 × 12 = 101,400

SIX MONTHS' USANCE.

A SUBJECT of great commercial interest was discussed at the recent meeting of the Chartered Bank of India, Australia and China, of which an abstract report was given in our last issue, namely, the question of the usance upon bills drawn against shipments from China. The matter was brought forward by Mr. MORRISON, and, although some impatience was not unjustifiably shown at his remarks as being to some extent extraneous to the object of the meeting, the observations made are worthy of careful consideration, and we trust may be of use in bringing about a more consistent and more satisfactory state of affairs with regard to the length of time at which bills in China should be drawn. To the fact that a large number of bills continue to be drawn upon the old-fashioned usance of six months Mr. MORRISON attributed much of the commercial disaster which has of late years been deplored, and after expressing a hope that it would not be long before this usance became a thing of the past, he concluded by proposing, as a rider to the report, a resolution to the effect that it was the opinion of the meeting that a shortening of the usance of bills would be beneficial to trade generally and to the interests of sound banking. This resolution was not passed, but the Chairman, in laying it before the meeting, said there was no difference of opinion on the subject, but he did not see the benefit of any abstract resolution, which, on the contrary, might have a very prejudicial effect, adding that the directors had done all in their power to promote the shortening of the usance, but they could not do impossibilities. Of the correctness and soundness of this view few, we think, will have any doubt. Mr. MORRISON was right to avail himself of the meeting to express some opinion upon the subject, which was germane to banking business generally, but he went further than was justifiable in expecting that the meeting in its collective capacity should express a strong view upon the point. This course could be of little use in bringing about an alteration of the usance, but might be of much practical inconvenience to the bank, and, in point of fact, have the effect of very unduly hampering the directors in the conduct of its business.

It is satisfactory, however, that attention has again been called to this subject. As Mr. PATERSON observed at the meeting, opinion upon it is unanimous, and it is, therefore, necessary to recapitulate but briefly the main principles which affect the point at issue. The general principle which should regulate usance on bills drawn against shipments is obvious. The time should be such as will in the ordinary course of business allow the goods against which the draft is drawn to arrive at their market and be there disposed of, the proceeds thus placing the consignee of the goods in funds to meet the bill which he has accepted against them. In the old days of the China trade, when it took over four months for the shipments to arrive, a six months' usance was not excessive; but the great

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shortening of the length of the period during which the goods are upon the water, now that they are shipped *via* Suez Canal, has completely altered the conditions of the trade, and hence the long usance of six months is quite unnecessary. Mr. MORRISON fairly represented their views in stating at the meeting that the accommodation thus given had been the cause of a great deal of the disaster which has taken place. Those who are interested in the continuance of the present state of things are not the merchants who are conducting a sound and legitimate trade, with sufficient means to meet the contingencies which from time to time arise, but men of small capital, who have every temptation to carry things on to the last, and who are able, when difficulties arise, to keep themselves going much longer, and consequently much more to the detriment of their creditors, than they would be if they were pulled up in time by the bills against shipments coming due.

The interests of trade are therefore concerned in the abolition *in toto* of the old system of six months' usance; but it is obvious that the resolution of an individual bank meeting can do little in the matter. Upon this ground, as well as others more immediately affecting themselves, the meeting of shareholders in the Chartered Bank of India, Australia, and China did well to refrain from expressing any opinion. What is wanted is a definite understanding between the banks and the leading merchants to discountenance and put an absolute stop to the system. So long as the large influential houses adhere to the six months' usance, the banks cannot, in their own interest, refuse to do business in bills so drawn. We feel confident, however, that the day is not far off when the custom will be abolished, and the time will be reduced to three months' sight.

THE CHINA "CUSTOMS GAZETTE."

IN a recent issue we commented favourably upon the "Foreign Customs Trade Reports in China," as issued by the Statistical Department at Shanghai, for the year ended Dec. 31, 1873. We are now in receipt of the *Customs Gazette*, containing the quarterly returns of trade at the treaty ports for October, November, and December, 1874. As in the former instance, these returns reflect much credit on the diligence of the Customs Commissioners, and bear out similar commendations on the care bestowed on the typography and tabular matter comprised within this quarto volume of 100 pages. In enumerating the principal articles of import and export from "Foreign Countries and Chinese Ports," there are four columns for comparative statistics, with the same period of the three preceding years, but there are no totals for the whole of any year. Now, with all due deference to the judgment of the compilers, and the exigencies of the Statistical and Printing Departments, would it not be an improvement to omit the two first columns and substitute two others of the yearly totals, for the year just terminated and its predecessor, thus showing both the quarterly and annual returns every three months? Of course, the latter will appear in the general reports of the commissioners; but if we are to judge of the date of the publication for 1873, this was more than twelve months after the close of the returns; whereas by adopting our suggestion—which is that followed by most European statistical departments—the annual returns of one year might be issued during the first quarter of that following. As it is, however, the tables are valuable to the merchants, especially if they have the *Customs Gazette* for the three previous quarters. As usual, the treaty ports are treated geographically, commencing with Newchwang and ending with Canton. At the former port there was a revival in the import of grey shirtings, the number of pieces being doubled (16,550) over the corresponding quarter in the previous year. On the other hand, the quantity of opium imported (550 piculs) was little more than one half; from which we infer that the native-grown article is gradually superseding the foreign drug. At Tientsin it was about on a par with the previous return; while there was a falling off in cotton goods of nearly one half. Chefoo also shows a decline in that class of imports, while opium remains steady. The same may be said of Hankow and Chinkiang, while Kiukiang varied but little in either items. Shanghai closed the last quarter of 1874 with a total of 824,502 pieces grey shirtings, against 910, 918 pieces in 1873; and opium showed an increase, being 13,802 chests, and 9,796 respectively. In the table showing the foreign imports sent into the interior under "Transit Passes," the falling off from 1871-74 inclusive is very marked, illustrating the complete failure of carrying out the clauses relating to "Internal Transit," in the Treaty of Tientsin, through the unjust exactions of the officials at the inland barrier customs. There is nothing calling for special notice from the intervening ports to the report from Canton; all of which exhibit more or less a decline in their foreign external trade during the fourth quarter of the past, as compared with that of the previous year, and it was considered dull. This being the case, of course the revenue returns are not so favourable. According to "Part II.—Report of Dues and Duties," the fourteen Customs receipts at the treaty ports amounted to Tls. 2,835,163, of which Shanghai contributed 828,636 Foochow 474,249, and Canton 264,798 Haikwan taels.

This notice of the Imperial Maritime Chinese *Customs Gazette* would be incomplete if we overlooked "Part III.—Fines and Confiscations." Herein are recorded the smuggling offences, with the names of the smugglers, their vessels, and those of the seizing officers, together with a description of the contraband goods, their value, and the sums paid to the former. First on the list is the *precis* from Newchwang, where two items are entered in November of Korean Ginseng, valued at Tls. 368, and Native Ginseng Tls. 530, both of which were confiscated, and Tls. 89 paid to the seizing officer. The articles attempted to be smuggled vary according to the trade of the port, and few other entries occur of Ginseng, although they are mostly products of value and portable merchandise, such as opium and silk. Among the former article is the confiscation of some Szechuen opium at Hankow, sold for Tls. 280, showing that the native-grown drug is subject to a duty sufficiently high to encourage smuggling. In almost all cases the offenders are Chinese, most of their names being recorded, excepting where the delinquent is designated a "Chinese Passenger," or "unknown," when the smuggler has made his escape. A few natives are entered as effecting seizures, but the names of the foreign Customs' officers fill nearly all these columns, and the rewards in some cases add considerably to their regular pay. The total number of offences recorded is 336, to which Canton contributes no less than 136; which, being committed within ninety-two days, gives an approximate average of three offences every two days. But, as a rule, the sums realised from the fines and confiscations are of trifling amount, the total being Tls. 2,848, or about two taels a seizure. On the other hand, there are only twenty-three cases recorded against Shanghai, but the amount realised was Tls. 2,121, or an average of Tls. 92, one alone amounting to Tls. 632, being silk piece-goods concealed in passenger's baggage, the smuggler's name unknown.

A TELEGRAM from Shanghai announces that Chief Justice HORNBY has decided against the legality of the custom, for so many years in force, that the first shippers of tea in a vessel put on the loading berth are entitled to any reduction made on the freight established at the commencement of loading. This has always been a touchy question, and has been ruled and guided by motives of mercantile honour; but occasionally shipowners disregard this, and stand on the bill of lading, ignoring any agreements made by their agents. We have no particulars of the case, but we presume that the shippers (claimants) did not bring into Court any written agreement entitling them to the reduction, but simply pleaded the custom; hence the judge could have no alternative but to decide against the claim.

UNDER our Tientsin intelligence by the present mail will be found an account of the stoppage of trade at that port, which it appears was occasioned by a proclamation of the local authorities having reference to the payment of Customs duties by native importers being erroneously supposed to refer to goods imported by foreigners.

THE QUEEN has been pleased to appoint WILLIAM THOMSON FRASER, Esq., now a British Vice-Consul at Samarang, to be Her MAJESTY'S Consul at Batavia.

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Literature.

The Journal of the Royal Geographical Society. Vol. XLIV. 1874. Edited by the Assistant Secretary. London: John Murray. 1875.

The component parts of this volume are of a very dissimilar nature, and differ materially in interest to the general reader. The first two hundred pages are occupied with the report of the Council and the accounts of the Society, the list of Fellows, &c., the names of persons to whom the Royal Premiums, &c., have been awarded (a list in which, had he only lived, we should have hoped to have seen Mr. Margary's name enrolled), and an exhaustive anniversary address by Sir Bartle Frere. The Royal Geographical Society has only been in existence since 1830, and the number of its Fellows now reaches the large total of 2,893, amongst whom we recognise many familiar names connected with China, Japan, and the Far East generally. As we are aware that the Society naturally lays particular stress on extreme accuracy in all its proceedings and records, we must own to some surprise at meeting with several very careless errors of description in the list of Fellows; Mr. Wade, for instance, is still "H.B.M.'s Secretary of Legation, Peking."

The second portion of the volume occupies upwards of three hundred pages, and contains the text of the eighteen papers read, or partially read, before the Society during its session. The first three papers relate to New Guinea, and include one by Captain Moresby, R.N., giving an account of the recent discoveries at its eastern end. There are also three papers on China and Japan, the first being Dr. S. W. Bushell's "Notes of a Journey outside the Great Wall of China." Dr. Bushell, it will be remembered, made a most interesting excursion from Peking to Dolonnor and the ruins of the city of Shang-tu, the ancient northern capital of the Yüan dynasty, described in such glowing terms by Marco Polo; after which he proceeded eastwards to the Imperial hunting-grounds and Jehol (Cheng-te fu). On leaving Peking Dr. Bushell struck north-west to Kalgan (Chang-chia-kou), and after going a short distance on what may be called the Kiachta-road, he took a north-easterly direction to Dolonnor, returning to Peking by Ku-pei-kou, the pass by which the Emperor reaches his Mongolian residence. Dr. Bushell is a very observant traveller, a fact which adds additional interest to his paper, and for the accuracy of a considerable portion of his descriptions we can personally vouch, having been over part of the same ground ourselves some years previously. He is very careful to give the names of towns, &c., in an intelligible manner; but careful as he is, he falls into a few errors; *e.g.*, he speaks of "the Nan-kou pass," an expression which appears rather strange when we consider that the characters "Nan-kou" mean of themselves "Southern Pass." The route map of the journey is a very good one, and we recommend all who contemplate a similar trip to avail themselves of it. It is based on the old Jesuit survey, and filled in from more recent Chinese sources. Next in order we come to "Notices of Southern Mangi," by Mr. George Phillips, of H.M.'s Consular Service, a paper in which the writer endeavours to correct errors of identification by other scholars of certain cities which Marco Polo passed through on the way to his port of embarkation, Zayton. Mr. Phillips' observations are entitled to great consideration "from the fact of his having personally gone over the greater part of the ground described by our great mediæval traveller, and also from the fact of having for a long time past made the history of the localities in question his especial study." To Mr. Phillips' paper are appended some remarks by Colonel Henry Yule, C.B., the most recent editor of Marco Polo's travels, who combats Mr. Phillips's views, except in one particular, and, in fact, writes in a somewhat unusual manner, after the courteous way in which his own labours had been alluded to in the original paper. The Rev. Dr. Carstairs Douglas, of Amoy, follows Colonel Yule with some "Notes on the Identity of Zayton," in which, as the latter gentleman observes, he ably supports the substance of Mr. Phillips' views. Two sketches of the south-eastern coast of China accompany this paper, the one taken from Admiralty charts, &c., and the other, a curious old one, from Sir Robert Dudley's *Arcano del Mare*, vol. II., 1647. The third paper to which we have alluded is entitled "Notes of a Journey in the Island of Yezo in 1873, and on the Progress of Geography in Japan," by Mr. R. G. Watson, formerly H.M.'s chargé d'affaires at Yedo. The route which Mr. Watson passed over had been previously described in a paper which Captain Blakiston had laid before the Geographical Society in 1872, and the former gentleman, therefore, mainly confines his remarks to the changes which have occurred in the island and the discoveries which have been made there since the date of Captain Blakiston's journey. Mr. Watson is of opinion that the interior of Japan will not long remain a region into which foreigners are forbidden to enter, and we conclude that he is hopeful of its being ere long thrown open unreservedly and without restriction. In concluding his paper, he states that he entertains no apprehension whatsoever regarding the stability of the present order of things in Japan. "However rapid," he says, "may have been the progress onward, that progress has been continuous . . . . and popular sentiment seems to go hand-in-hand with the progressive statesmen of the country."—Besides the papers to which we have more especially drawn attention, the others which are published, relate chiefly to Africa, Persia, Peru, &c., and the names of their authors are a sufficient guarantee that they will well repay perusal. In conclusion, we would remark that, although this volume is well printed and neatly got up, still the price (twenty shillings) at which it is offered to the general public is far too high, and cannot fail to restrict its circulation very materially.

In the number of Trübner's *American and Oriental Literary Record*, which has just been published, we find the following paragraph headed "Camoensiana:"—Camoens and the literature called forth by the "Lusiad" and other writings of the great epic poet form the basis of a most interesting collection of publications now on view at Messrs. Trübner and Co.'s, under the head of *Camoensiana*, and consisting of some 400 volumes. Among the more precious gems in the collection are the two works of the poet which were issued just previous to his death—the first edition of the "Rhythmas," printed at Lisbon in 1595, and the "Lusiadas" of 1597. There is also a copy of the rare Lisbon edition of 1609, unknown to Souza-Botelho, Brunet, and Graesse. A little volume in 64mo., the Lisbon edition of the "Lusiadas" of 1651, is, perhaps, all but unique. Its existence is doubted by Silva, the eminent bibliographer, and it was unknown to Brunet and Graesse; nor was it in the collections of Sir Thomas Norton or Mr. Adamson. But the collection has many other books of nearly equal rarity—the first Latin translation, by Bishop Thomas de Faria, of 1622; the first Italian version, by Antonio Paggi, of 1658, both printed at Lisbon, and the latter unknown to Brunet, among the number. There is also a beautiful copy of Souza-Botelho's splendid folio edition of the "Lusiadas," printed at Paris in 1817, presented by the editor to the late Lord Cowley, when Ambassador at Madrid.

The vast materials towards a thesaurus of the Malay language, collected by the late Mr. H. Von Denvall, have been entrusted to Dr. H. N. Van der Zunk, who has just brought out the first part, comprising the letter A. In his hands the plan of the work is undergoing considerable modification. By carefully avoiding all useless repetitions, such as are caused by the various ways in which Malay words are spelled, he has reduced the bulk of the first fasciculus alone from 877 pages to 176. We may thus hope to see this work, which reflects credit on the enlightened liberality of the Dutch Colonial-office, accomplished in our lifetime, which it would be vain to have expected had the original plan been adhered to.

SINGAPORE GAS COMPANY (LIMITED).

The annual general meeting of this Company was held at the London Tavern on Tuesday, April 27, at one o'clock; Mr. H. P. STEPHENSON in the chair.

The SECRETARY read the notice convening the meeting.

It was moved by the CHAIRMAN, seconded by Mr. F. W. COLLARD, and carried unanimously—"That the report, with the balance-sheet attached thereto, be received and adopted, and entered on the minutes." The Chairman remarked, on the present occasion the directors meet the shareholders to recommend for their adoption the declaration of a dividend at the rate of 7½ per cent. per annum on the ordinary and preference shares. The half-year has been noted for a low rate of exchange, causing on the sums remitted from Singapore to England a heavy loss of exchange. The cost of coal has been high, on account of the low rate of exchange. During the present half-year we are in hopes that the cost of coal will be less. No revenue as yet has been derived from the extensions mentioned by Mr. Wells in his report; it will come in during this half-year. I should like to see the profits to be such that we could always declare a constant dividend at the rate of 7½ per cent. per annum, with such certainty as this might almost be equal to Consols, and I think the shareholders would be satisfied if such was the case. Turning to the balance-sheet, and comparing it with the half-year ending June 30th, 1874, on the debit side you will find that capital has been increased £4,240 from calls made on shares allotted in England, and also from shares allotted at Singapore. The directors think it desirable to allot shares at Singapore in the interests of the Company. Debenture bonds have decreased £800. Sundry creditors have decreased £285. On the credit side of the balance-sheet cash at bankers and bills receivable have increased £3,558; a portion of this sum will be required to pay for extensions. Cost of works and plant has increased £986 on account of extensions. You will observe that the directors have only been able to write off ½ per cent. per annum for depreciation in lieu of the usual 1 per cent. per annum. This will have to be borne in mind when we have a more profitable half-year. Retort account has increased £357 on account of new benches of retorts. Turning to the profit and loss account on the debtor side coal carbonised has increased £122, but against this we have an increase of £260 in gas and meter rental. The other items remain much about the same, except loss on exchange, which is £226 more. With these remarks I move "That a dividend be declared to the preference and ordinary shareholders at the rate of 7½ per cent. per annum, less income-tax in both cases, on amounts paid up on their shares from the respective dates of payment to Dec. 31, 1874, such dividend to become payable on May 20 next." Seconded by Mr. F. W. Collard, and carried unanimously.

The retiring directors, Messrs. William Henry Le Feuvre and Robert Staunard Foreman, and the retiring auditors, Messrs. William Thomas Morrison and Alfred Williams, were re-elected.

The thanks of the shareholders were given to Mr. E. J. Wells, their

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manager at Singapore, for his energetic and careful management of the Company.

The thanks of the meeting were given to the chairman and directors and Local Committee at Singapore, for the manner in which the Company's business was conducted.

Monetary and Commercial.

Since the failure of Messrs. Augustine Heard and Co. there has been great uneasiness as to China firms, one large firm, chiefly in the Indian trade, being prominent. We learn that Mr. John Dent closes up his firm at Shanghai next month, but all liabilities are provided for.

During the week ended the 24th ult. the deliveries of tea from the bonded warehouses in London amounted to 4,280,005 lb., of which 2,662,773 lb. were taken for home consumption, 768,476 lb. were removed coastwise, 732,282 lb. were exported, 113,566 lb. were sent coastwise for shipment, and 2,908 lb. were for ship's stores. The duty received was £66,569, being 8½ per cent. in excess of the preceding week.

It has been notified that Messrs. Geo. Crawshaw and Co., of Fenchurch-street, have been appointed to succeed Messrs. Fearon and Co. as agents in London for the China Traders' Insurance Company.

The directors of the London and Westminster Bank have elected the Right Hon. Edward Pleydell Bouverie and Mr. Otto August Benecke, of the firm of Messrs. Benecke, Souchay, and Co., to fill the vacancies created by the death of the late Mr. L. W. Dent and the resignation of Mr. J. P. Gassiot.

At the annual meeting of the Singapore Gas Company (Limited) the directors' report, which showed an available balance of £1,990, and recommended the payment of a dividend at the rate of 7½ per cent. per annum, less income-tax, was adopted.

In the absence for the time of any available supply of gold, the German demand is withdrawn; but it is anticipated that the Chinese and Japanese coin expected at the beginning of next month, per *Malwa*, may be absorbed for that destination; also a portion of the New York shipments of last week. The entire cessation of the demand for India has had the effect of depressing the Market for Bar Silver considerably, and, for the last two or three days, it has been almost impossible to sell Fine Bars. Mexican Dollars of about £120,000 value have come to hand, and will be on the Market shortly.

ARTICLES OF IMPORT.

Speculative operations continue on a reduced scale, and the general state of the Produce Markets is not materially altered. The Tea market has been dull and inanimate, Silk continues quiet but steady. An increasing consumption of Sugar has led to more extensive purchases, and prices are again dearer. The reaction in the Coffee market continues, and prices are generally lower. Rice has been quieter, and prices are cheaper, more particularly on the spot. Small Sago is dearer. Tapioca steady. A further recovery in Black Pepper is not upheld at the close. White is slightly dearer. Cloves are also dearer, other Spices in moderate request. Cotton has been flat, and prices close rather lower. No improvement has occurred in either Jute or Hemp. Supplies of Coir Goods continue extensive, but the demand is about equal, and prices are sustained. Cutch has receded; Gambier in better demand. The periodical auctions of East India Hides went off flatly at cheaper rates. In China articles, Galls have been in more demand, but Cassia, Camphor, and Essential Oils inactive. A dull tone has prevailed for Tin, and prices are about £3 per ton lower.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Notwithstanding the very large deliveries the market has been dull and inanimate. Privately business has been on a limited scale, and although the public auctions have been only small, they have passed without animation, and at lower rates for the fair black-leaf kinds of Congou. The public sales have comprised 15,150 packages offered and sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875.	1874.
	lbs.	lbs.
Home Consumption	2,457,954	2,956,826
Coastwise	759,455	731,263
Exports	724,834	489,445
Total delivered	3,942,243	4,177,534

Congous.—Red-leaf kinds: Siftings remain firm at last week's prices, being in moderate supply. Broken-leaf kinds have sold at the decline last quoted, the demand being dull. Fair to good common show no change. Fair to good Kaisow kinds have sold steadily at full prices; fine from 1s. 7½d. to 1s. 10d. show no alteration; a few superior have sold at 2s. per lb. Pak Lin kinds remain much as before. Black-leaf kinds: Common to fair common have sold at last week's rates. Fair Oopack kinds have sold at auction from 1s. to 1s. 0½d. per lb., being fully ½d. per lb. lower. Fair to good medium Onfas and Onans show no change. Good to fine remain firm, but with sales only on a moderate scale. In finest there is not much now in first hands. Canton-make kinds remain much as before in price, with a fair inquiry. A small parcel, marked Season 1875-6, sold at 1s. 10d. per lb. Oolongs have shown rather more firmness, and prices have in some cases ruled rather higher. Souchongs: Fair to good medium remain saleable, but for fine to finest there is but little demand. *Scented Teas.*—About 7,000 boxes Canton Capers have been offered at public sale this week without reserve. Prices, although rather irregular, have on the whole ranged on a par with those of the preceding week. Canton Orange Pekoes: Long-leaf with good quality remain firm at previous rates. Foochow Capers show no improvement. Orange Pekoes: Common kinds are difficult of sale; fair to good have also been in little demand. *Green Teas.*—There has been no change of importance to notice. The quantity offered at public sale and privately has been in excess of the wants of the trade, and they sell without spirit, but there is no quotable alteration to notice except, perhaps, in fine Hysons, which are selling with difficulty at a decline of 1d. to 2d. per lb.

Messrs. Goddard and Co.'s Circular says:—We have little change to note in market value. Both black and red leaf Congous at and under 11d. are very dull of sale, but the medium and fine qualities are in moderate request and maintain their value; in fine little has been done. The total excess in shipments from China is 20½ million pounds, and from India 3¼ million pounds; still our stocks and known supplies are only 1,560,000 lbs. over last year, showing a very large and satisfactory delivery, but even these stocks, although much reduced from former years, would seem to be large for the requirements of the Trade, as in almost every instance prices are under those of last year. Green Teas are still offered at auction. Prices are more steady, excepting for Young Hysons, which are cheaper; they would almost seem to have reached their lowest. Indian sorts show a slight reaction.

Green Tea.—The market has not been so depressed as during the past week since season 1856-7. Not only are supplies largely in excess of the decreasing consumption, but the stock in China acts detrimentally on this market. It is admitted that buying at present prices is a good business; the fear of yet lower rates deters operators. The advices from New York could not be more gloomy as regards China tea, and it would seem that Japan leaf has firmly established its preference.

SILK.

The market has undergone little or no change during the week, China and Cantons have been in moderate request at former rates. Bengals are still neglected. Japan Silk has attracted rather more attention, and some transactions have taken place at slightly improved prices. Deliveries 1st to 28th inclusive:—China, 3,182 bales; Canton, 566; Japan, 510; total, 4,258 bales.

LONDON QUOTATIONS—APRIL 29.

CHINA.	
Tsatlee, No. 1	20s. 6d. to 21s. 0d.
,, No. 2	19s. 6d. to 20s. 0d.
,, No. 3	17s. 6d. to 18s. 6d.
,, Red Peacock	15s. 0d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 15s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 16s. 6d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 6d. to 19s. 0d.
Idah, No. 3 ... ... (none)	
Sodai, No. 2	16s. 0d. to 16s. 6d.
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen	10s. 0d. to 15s. 0d.
Mashita ... ... (none)	
Hatchoji ... ... (none)	

COCOANUT OIL.—The demand for fine Cochin has been limited at £43 10s. to £44, but there has been more inquiry for Ceylon, and some two or three hundred tons have changed hands; old to good new in pipes at £37 10s. to £37 15s., and yellow to fine in hogsheads at £38 to £39 per ton.

CUTCH.—Prices have declined. In auction of 2,350 boxes fine Pegue chiefly of old import, about 600 boxes sold at 24s. 6d. to 25s. per cwt., chiefly re-weights.

COTTON.—Throughout the fortnight a dull tone has prevailed, and with little disposition to buy sales have been small and prices have shown a downward tendency. No decided reduction has, however, been established until during the last few days, when prices have receded ⅛d. to ¼d. per lb.; good fair new Tinnivelly afloat, which sold previously at 6⅛d., being done at 5¾d. to 5 15-16d.

CAMPHOR.—Market quiet but steady; about 100 cases China have been quitted at £3 10s. per cwt.

CUBEBS.—Market steady; about 60 bags Singapore good quality sold at 25s. to 25s. 6d. per cwt.

COIR GOODS.—The sales have passed off slowly, and only part found buyers at previous rates. Only a small lot Ceylon Yarn sold at steady prices. Fibre quiet. Rope rather dearer.

COLOMBO ROOT is scarce and very firm; of 43 bags offered 20 sold, and about 50 bags also privately at 21s. 6d. to 30s. per cwt. for ordinary to good fair quality.

CANTHARIDES.—Two cases China have been sold at 3s. 1d.

CHINA GRASS.—The 265 bales withdrawn last week have since been partly sold; price not reported.

DRAGON'S-BLOOD.—Market quiet; of 24 cases at auction about one fourth sold at £4 17s. 6d. for dull lump.

ESSENTIAL OILS.—*Cinnamon* scarce, and fine still wanted; of 3 cases offered 1 case sold, fair sweet at 5s. *Citronelle* quiet and easier, but of 27 cases a few realised 1¾d. *Lemon Grass* dull, 64 cases retired. *Aniseed* very firmly held, about 20 cases sold at 9s. to 9s. 2d. *Cassia* continues dull and very plentiful, 15 cases sold at 4s. 4d. *Nutmeg* dull and plentiful, 22 cases retired.

FEATHERS.—At auction 5 bales Japan sold at 5¼d. to 5¾d., and 48 bags China were bought in at 7d.

GALLS.—China have been in good demand, and about 600 cases have been sold at 53s. for unworked to 53s. 6d. for worked. In auction 508 cases China were bought in at 52s. 6d. to 53s. 6d. for unworked to worked.

GAMBIER has been in improved demand, and prices have recovered about 9d. per cwt.; on the spot the sales amount to about 1,500 bales at 24s. 9d. to 25s. 3d. ex quay, closing at the latter price. For arrival 150 tons April at 25s., and 100 tons near at hand at 24s. 10½d. ex ship.

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At auction of 1,110 bales, &c., cubes about 500 bales and bags sold, pressed and repacked at 34s., free 1st class sea-damaged 39s. 6d.

GALANGAL ROOT is about 2s. per cwt. higher; 24 bags realised 25s. 6d. for good bright, and 10s. very low dark lean.

GUMS.—*Benjamin* slightly easier and quieter; of 36 cases offered at auction half sold, fair to good seconds at £10 to £11 2s. 6d.; middling to fair thirds 75s. to 90s. *Copal* very dull, and scarcely a transaction to report, 1,000 packages retired. *Damar* quiet; and of 330 cases offered only a few sold at 56s. to 57s. for specky Singapore. *Gamboge* quiet, and about 20 cases sold on rather easier terms.

GUTTA-PERCHA continues very dull.

HEMP.—No improvement is observable in the market, easier rates having been accepted for Manila, which has led to sales of about 1,200 bales, fine brown to fair roping at £28 to £30 10s.; a good supply at the periodical auctions attracted little attention, and the whole was bought in. Other descriptions were all dull of sale and mostly bought in or withdrawn.

HIDES.—The periodical auctions of East India again passed off without animation, and less than one-third of the quantity offered found buyers. Singapore, Penang, &c., Ox and Cow, nearly all withdrawn for want of competition. Batavian Buffalo were in moderate demand, at and slightly under previous rates. Singapore, Penang, &c., were mostly held for extreme prices, and few were sold.

INDIA-RUBBER has continued very quiet. At auction 126 cases Singapore bought in at 1s. 9d., and 863 boxes Rangoon at 1s. 5d. to 1s. 5¾d.

JAPAN WAX continues very dull.

MUSK is rather cheaper. Public sales have included 21 tins Yunan sold at 33s. to 34s. 6d. per oz. for small to large rather horny and damp selected pods. Of 16 tins Tonquin, a few sold at 15s. for rough and bally. Of 14 tins Cabardine, over one-third sold at 15s., and of 11 tins Grain, only a few sold at 54s. per oz. for good.

PLUMBAGO continues quiet. Of 348 barrels Ceylon offered 200 barrels sold at lower prices, viz., fair small to good bold lump 10s. 6d. to 15s. 6d., common ditto 9s., chips 8s. to 10s. 9d., fair dust 7s. 6d. to 7s. 9d., good ditto 8s. 9d.; 5 cases Japan common lump were bought in at 10s. per cwt.

PEPPER.—*Black:* The market has fluctuated; after rising ⅛d. for Penang and nearly ¼d. for Singapore, a dull tone has prevailed, and the advance has been chiefly lost. The total quantity at auction has amounted to 5,598 bags, but the bulk was bought in. Of 1,706 bags Singapore 300 bags sold, first-class damaged at 5⅞d. to 5⅞d., 323 bags Siam bought in at 5⅞d.; of 3,869 bags Penang 700 bags sold at 5d. Privately about 3,200 bags have been sold, chiefly Penang at 5d. to 5⅛d., Singapore at 5⅞d. to 5⅞d., and Batavia at 5d. For arrival business has been done in Penang at 5⅛d., and Singapore at 5⅛d. to 5⅝d. *White:* The market, although quiet, has been firm, and prices close ⅛d. higher. About 300 bags Singapore have been sold at 7⅜d. to 7½d. In auction 210 bags were chiefly sold also at 7⅜d. to 7½d. *Long:* 79 bags Singapore bought in at 75s., except 5 bags damaged, which sold at 63s.

RICE.—The market has been dull, especially on the spot, and only a moderate business has been done, chiefly in soft grain, at a slight decline. Floating cargoes have been slow of sale, closing 1½d. lower. The sales on the spot comprise new white Bengal at 11s. to 12s. 4½d., old ditto at 9s. 9d. to 11s., Askoolie at 10s. 6d., Ballam at 10s. 9d. to 11s., Dacca at 9s. 9d., Madras at 8s. 9d. to 9s. 3d., Rangoon at 8s. to 8s. 6d., Bassein at 8s. to 8s. 3d., and Necransie at 7s. 9d. to 8s. 3d.

RATTANS.—Market unchanged: 1,200 bundles sold at 4s. 1d. to 4s. 11d. per 100 canes.

RHUBARB.—The public sales have embraced 140 cases China, of which 85 cases were sold: good medium and bold good fracture 2s. 5d. to 3s. 1d.; medium dull coat, fair fracture, 1s. 8d. to 2s.; rather more grey 1s. 7d.; smaller and rougher 8d. to 11½d.; very low perished 2d., being about the previous value.

STAR ANISEEDS show a further advance, 60 cases having been sold at £5 15s. to £5 17s. 6d. per cwt.

STICLAC.—Siam has been quiet but firm; small business done at £6 per cwt. for fine quality.

SAPANWOOD continues firm; at auction 45 tons sea damaged Manila of fresh import sold at £9 to £11 12s. 6d., and 1 ton from Cochin at £7 10s. per ton.

STRAW PLAIT.—In auction 235 bales China were offered, of which about one-half sold, chiefly common to fair mottled at £6 10s. to £11 5s., the remainder (including 90 bales white) withdrawn.

SAGO.—There has been more demand for small, and prices are 6d., and even 1s. higher for fine; large and medium slow of sale. In auction of 3,898 bags about 1,500 bags sold; fair to good small pearl sold at 17s. 6d. to 18s., fine pale at 18s. 9d. to 19s., large and medium bought in at 18s. *Flour:* The large supply of 4,007 bags at auction was chiefly bought in at 14s. 3d. to 14s. 6d., only 1,300 bags being sold, a few lots sound at 13s. 9d., the rest damaged at 12s. to 12s. 6d. for first-class. Since the sale 900 bags Singapore have been sold, partly at 13s. 9d.

SPICES.—*Cinnamon:* The demand for Ceylon has continued steady, but the transactions have not been large. *Cloves:* 17 cases bold fresh Penang sold rather dearer at 1s. 8¼d. to 1s. 8¾d.; 40 bales Mother Cloves sold at 1½d. *Nutmegs:* 9 cases 20 boxes Penang sold at previous rates, average 96 nuts to the lb. at 3s., 89 to 76's at 3s. 4d. to 3s. 6d., 120's at 2s. 9d., 124's at 2s. 8d. to 2s. 9d.; also 30 casks limed Java, 89's at 3s. to 3s. 1d., defective 1s. 6d. to 1s. 7d. *Mace:* 19 cases Penang were all sold at the recent decline, middling red at 2s. 7d. to 2s. 8d., ordinary to good ordinary at 2s. 2d. to 2s. 5d., pickings at 1s. 5d. to 1s. 7d., 1 case 1 cask Java sold at 2s. 3d. to 2s. 4d.

TAPIOCA.—Of 2,655 bags Singapore offered, 1,200 bags sold at full rates, fine white of fresh import at 2⅜d. to 2½d., one lot 2⅝d., fair 2d. to 2⅛d. *Pearl Tapioca:* Of 1,267 bags offered about 700 bags sold at steady rates, bullets at 21s. 6d., with one lot at 21s., dull to fine medium at 20s. 6d. to 21s. 6d., fine small at 23s. to 23s. 6d.

TIN.—Although no pressure to sell is apparent the market for Straits is again lower, the current quotation on the spot and afloat being £83, a decline of 40s. since last mail. Banca and Billiton have also receded in price, Banca being quoted £89, and Billiton £83 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr 21	Nicolette	Bouten	Pasaroeang	Brouwershaven
25	S. W. Kelly	Blick	Rangoon	London
30	Albuera	Thomas	Hong Kong	Do.
24	Menzaleh (s.)	Warden	Ceylon	Do.
22	Elgin (s.)	Miller	Rangoon	Do.
21	Einar Thambarskelver	Meling	Do.	Liverpool
22	Lufra (s.)	Perriam	Do.	Do
22	Trinidad	Weir	Java	Queenstown
23	Legislator (s.)	Greig	Rangoon	Liverpool
23	Sliedrecht	Willemson	Java	Queenstown
23	Penguin (s.)	Cowell	Akyab	Antwerp
23	Regalia (s.)	Harrison	Do.	Do.
25	Seawfell	Appleby	Manila	London
30	Flevo	Struhnan	Java	Bristol
25	H. C. Selby	Cole	Samarang	Do.
25	Glenlyon	Erskine	Rangoon	Falmouth
30	Reichstag	Hanschildt	Java	Bristol
26	Sehwan	Rave	Foochow	Do.
26	Zeeburg	Campbell	Singapore	Liverpool
27	Amsterdam	Kruisenga	Do.	Do.
28	Mauritius	Black	Batavia	Greenock
28	Barbadian	McNeil	Do.	Do.
27	Fleetwood	Bogle	Java	Queenstown
28	Camperdown	Goodsall	Java	Greenock
28	Bonito	Seward	Do.	Do.
30	Hector (s.)	Bewley	Shanghai	London
29	Etta Loring	Loring	Manila	Do.
30	Mathilda Atheling	Whereat	China	Do.
30	Romeo	Thomas	Manila	Do.
29	Cosmopolyta	Ugarte	Ilo Ilo	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 22	Pyah Pekhet (s.)	Bowers	Penang	Greenock
22	Janet Ferguson	Ritchie	Ilo Ilo	Glasgow
24	William and Anna	Hervey	Batavia	Cardiff
25	Trinidad	De Bollegui	Manila	Liverpool
24	Pilgrim	Foule	Hong Kong	Newcastle
23	Constante D.	Profumo	Rangoon	Genoa
26	Princess Louise	Foster	Singapore	Cardiff
25	Celebes (s.)	Jaski	Batavia	Texel
27	Akyab	Dowse	Singapore	Cardiff
23	Sindoro	Diepenbroek	Sourabaya	Amsterdam
23	Medea	Nieuwkerk	Do.	Rotterdam
27	A.W.C.	—	Batavia	Newcastle
25	Marianne	Jaquenet	Saigon	Havre
26	Noach II.	Van Schelven	Batavia	Rotterdam

See Shipping Postscript and Correspondents' Letters.

LOADING.

AT LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama and Hiogo: Galley of Lorne, Erl King. For Colombo: Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Punjaub, Coulnakyle, Cathaya, Flying Spur. For Shanghai: Falcon, Ambassador, Guinevere. For Hong Kong: Solent, Chusan, Coldstream, J. C. Munro. For Bangkok: Pallas. For Batavia, Samarang, and Sourabaya: Annie E. Elliot. For Singapore: Belle of Southesk. For Colombo: Annie.

At LIVERPOOL.—For Hong Kong, and Yokohama: Belgic (str.), Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Ajax (str.), Sarpedon (str.), Priam (str.). For Batavia: Vanadis, Akbar. For Singapore: Leon (str.).

At GLASGOW. — For Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Argyle (str.). For Singapore, Kong Hong, and Shanghai: Cybele. For Singapore: Bowen.

At CARDIFF.—For Yokohama: Shalimar. For Batavia: Kurrachee. For Anjer: Freja. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria: and Betsey, Erasmus. For Galle: Landore.

SPOKEN.

SKIDDAW, from Java to Falmouth, March 6, 18.42 S., 4.22 W.
CARIBOO, from Java to Boston, March 8, 15.13 S., 8 W.
KING ARTHUR, from Colombo to London, March 7, 17.5 S., 6.9 W.
EAST LONDON, from London to Singapore, March 19, 1 N., 25 W.
ALICE RITSON, from Singapore to London, April 12, 45.35 N., 19.26 W.
LAHLOO, from Sourabaya to Falmouth, 22 S.
JACOB ROGGEVEEN, from Padang to Amsterdam, March 17, 16 N., 38 W.
GOLDEN SPUR, from London to Kong Kong, March 21, 18.27 W.
WM. VAN NAME, from New York to Anjer, March 26, 34.56 N., 47.25 W.
BANDA, from Bangkok to Marseilles, March 26, 27 N., 47 W.
VICEROY, from Glasgow to Singapore, March 20, 158 N., 22.54 E.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

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The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 25s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 35s. To Hong Kong: 30s. To Singapore: 26s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 26s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 18s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

The Hans, which arrived at New York April 10, from Hong Kong, reports having lost jibboom and foretopmast in a heavy sea on April 4.

The Mary, at New York, April 13, from Probolingo, reports, Jan. 18, lat. 26.29 S., long. 69.05 E., had a violent hurricane, in which split some sails and sprung a leak. April 6, lat. 36.10, long. 70, encountered another, which blew with terrific fury, accompanied by sleet and rain, which covered the vessel from stem to stern, and breaking everything adrift on deck; smashed in bulwarks, knocked off cabin doors and skylight, started covering board, tore away a number of sheets of metal, and created havoc generally on all sides, also increased the leak so as to require the pumps to be kept continually going. Had vessel hove up to the time of losing the storm trysail, when she was put before it. Had a portion of cargo damaged by sea water.

The Lanercost, from Sunderland, to Hong Kong, which put into Gibraltar, April 22, leaky, has been surveyed; she will proceed to Lisbon for repairs.

The May Queen, from Shields for Galle, put into Portsmouth April 25, with loss of cathead, four stanchions, bowrail, headrail, bulwarks, &c., having been in collision 21st, off Whitby, with the Anne Gill.

The Buston Vale, from Shields for Singapore, which put into Lerwick April 20, with a leak on the port quarter, sailed for her destination on the 25th ult.

The Stavers, from Batavia for Queenstown, which put into Kilrush April 22, has been surveyed, when it was found that the rudderhead was started and the vessel a little strained along the water ways; the master reports that during the latter part of the voyage the vessel made water, and that water and sugar was pumped up; the vessel was ordered to effect trifling repairs and to proceed to her port of destination.

MISCELLANEOUS.

The Koning der Nederlanden (str.), from Java, arrived at Port Said April 24, and proceeded same evening for Naples and Nieuwe Diep.

The Hampton (str.), from Rotterdam for Java, passed Malta April 26.

Arrived at Port Said, April 27, from Southampton, John Bramall (str.), and left for Batavia, &c.

Captain Black, who piloted the Pyah Pekhet (str.) down Channel, reports that she made the run from Greenock to Waterford in thirty-six hours.

The Oxfordshire (str.) arrived at Port Said April 28, and left the following morning for China.

The P. and O. steamer Gwalior, which was reported anchored 240 miles from Hong Kong, disabled, has been towed into that port; extent of damage to cargo not yet ascertained; supposed slight.

The Hampton (str.), from Rotterdam for Java, arrived at Port Said, April 30, and proceeded.

Arrived at Suez, April 30, Harrington (str.), from Rotterdam, for Java; Achilles (str.), from Liverpool, for China.

April 27, Holland (str.), from Batavia, for Nieuwe Diep.

The Ocean (str.), which was in collision with the Hochung (str.), has been arrested at Hong Kong for £60,000.

THE P. and O. steamers Bangalore and Poonah, which have been for some months under repair, will be in active service this month. The Tanjore has been laid up. No further additions to the fleet will be made at present, and there is no truth in the report that the directors contemplate running a fortnightly line from Liverpool to Bombay.

AN inquiry will be held this week at Greenwich into the circumstances attending the stranding of the steamer Border Chieftain, from Colombo.

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10 per cent. on application	say	£2
10 per cent. on allotment	„	2
20 per cent. on the 5th June	„	4
23½ per cent. on the 5th July, less coupon 14s. due 1st July	„	4
20 per cent. on the 5th August	„	4
83½ per cent. or net amount to pay, less coupon		£16

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Immediately upon the closing of the subscription lists, all necessary steps will be taken to secure an official quotation for these bonds upon the London Stock Exchange and the Paris Bourse.

The payment of the principal and interest of these Bonds is secured by a general mortgage over the whole of the existing and future property of the company, both real and personal, specially over the Rio Tinto Mines, the railway therefrom to Huelva, and the pier at that port; subject only, as respects the mines, to the vendors' right reserved by the Spanish Government, and transferred by it to the holders of the Spanish Three per Cent. External Debt; as security for a maximum annual payment to them of £176,000 for 20 years.

The Bonds now offered form part of $2,000,000, which the company is authorised to issue under its articles of association, and to the whole of which the above mentioned securities are applicable. These securities are duly set forth in a deed of mortgage, of which a copy is to be seen at the office of Messrs. Freshfield's and Williams, 5, Bank-buildings, London, E.C., and at the Société Générale de Crédit Industriel et Commercial in Paris.

So soon as the Railway is opened, which is expected to take place about the end of July net, and when once the exportation of ore is fully developed, the income of the company is estimated at about £835,000 per annum, while the fixed charges are only :—

£176,000	for the 20 years' annuity, to pay off the first charge upon the mines as above.
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Together ...	£272,000.

The surveyed deposits of cupreous sulphur ore in the mines are estimated by the most competent engineers at upwards of two hundred millions of tons, affording evidence of the traditional wealth of the Rio Tinto Mines, and most ample security for the bonds.

The half-yearly interest coupons and the Bonds drawn each half-year will be payable in London in sterling at the Company's offices, 17, Cornhill, or at their bankers; and in Paris in francs at the fixed exchange of 25 francs per pound sterling at the offices of the Société Générale de Crédit Industriel et Commercial.

The half-yearly drawings will take place publicly in Paris on the 1st of June and 1st of December of each year at the offices of the Société Générale de Crédit Industriel et Commercial.

The company reserve to themselves the right, at any time, to pay off at par (£20) the whole of the Bonds outstanding.

Subscriptions will be received on Wednesday, the 5th May, 1875, in London, by Messrs. Matheson and Co., 3, Lombard-street; in Paris by the Societé Générale de Crédit Industriel et Commercial, 72, Rue de la Victoire, and branches.

Upon instalments not paid upon the dates above specified, interest will be charged at a rate equal to that produced by the Bond from due date until payment.

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London, May 1, 1875.

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I request that you will allot me Seven per Cent. Mortgage Bonds of the Rio Tinto Company (Limited), in respect of which I hand you herewith £ , being the required deposit; and I engage to accept the said bonds, or any less number you may allot me, and to pay for the same in accordance with the prospectus dated 1st May, 1875.

Signature .....
Name at full length.....
Address.....
Occupation .....
Date .....

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	... May 9	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly	... May 23		
Irrawaddy	... June 6		
Peiho ..	... June 20		
Mei Kong	... July 4		

The Steamers of the 9th May, 6th June, and 4th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 23rd May, and 20th June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

Profits divided every five years.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth n. produit chimique.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 32, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

FINEST TEA, DIRECT FROM CHINA.

"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

Messrs. CHALMERS, MACKINTOSH, and Co., of Shanghai, take this opportunity of announcing that they have for some time supplied numerous friends with the very best Tea procurable, by direct shipments from China, in single original packages, of 10 lbs. and 20 lbs. each. They have thus in all cases been able to meet the difficulty as to quality so much complained of, and are prepared to extend the facility to any who will forward their names and addresses and quantity of Tea required to their agents for this purpose, Messrs. Daley and Symons, 15, Philpot-lane, London, E.C.

This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai, by
Messrs. DALEY and SYMONS, 15, Philpot-lane, E.C.
Payment—Cash on delivery.

NERVA, MARCHAND, & Cº

GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

P. L. SIMMONDS, 29, Cheapside, City, REPORTER on TRADE PRODUCTS, LECTURER on COMMERCE at the SOCIETY of ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRAND HOTEL COMPANY. YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

T. W. JACKSON,

COMMISSION AGENT
SAN FRANCISCO.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.
Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Indus ...	3,478	500	May 6	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	450	May 13	Mediterranean, Aden, Bombay.
*Deccan ...	3,429	560	May 20	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Malway...	2,933	450	May 27	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 25
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencaples	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Hong Kong	Jno.C.Munro	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Birker(new	100 A1	950	S.W.I.	With des
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., China,&Japn	Erl King,s.s.	A1 100	S.W.I.D	May 5
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko.& Higo.	Coulnakyle..	A1 13 yr.	S.W.I.D.	With des.
Do	Flying Spur.	A1 15 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO, the favourite steamer ERL KING, 100 A1. Last shipping day, 5th May.

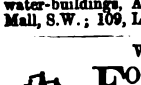
Apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

Steam via the Suez Canal. Last shipping day, 10th May

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid new Clyde-built screw steam ship, ARGYLL, 100 A1, 1,950 tons gross register, 1,250 tons register, 220-h.p. nominal, 1,100-h.p. effective; DAVID SCOTT, Commander (late of the s.s. Athol); Victoria Docks. This fine high-classed steamer, just launched, and owned by Messrs. John Warrack and Co., of Leith, has been built specially for the India and China trade.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

With quick despatch.



FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; W. H. THOMAS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

CASTLE LINE OF STEAM PACKETS from London via Suez Canal.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java, Japan, and Eastern Australian Ports. The magnificent, Clyde-built steamship CYBELE, 100 A1, 1,980 tons register, 300-h.p. nominal, 1,500-h.p. effective; J. BLAIR, Master, will shortly be at a loading berth in the South West India Dock. Last shipping day 12th May. This fine vessel has excellent accommodation for a limited number of cabin passengers, who may book through to Eastern Australia.

For Freight or Passage apply to GEO. SIMPSON, 63, King-street, Manchester; or to THOMAS SKINNER and Co., 8, East India-avenue, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 10th May. The favourite full-powered Screw Steamer FLINTSHIRE 100 A1, 1,243 tons 150 horse power nominal; J. STURROCK, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Erl King, s.s. ...	1,707	Robertson & Co....	May 6
Flintshire, s.s. ...	1,243	Norris & Joyner...	May 10
Excelsior	683	Wright Brothers, & Co.	May 12
Cybele, s.s.	1,980	Thos. Skinner & Co	May 13
Belle of Southesk ...	548	Wright Brothers, & Co.	May —

LIVERPOOL.

Sarpedon, s.s. ...	1,555	Alfred Holt ...	May 13
Ulysses, s.s. ...	1,523	,, ,, ...	May 22

GLASGOW.

Bowen s.s.	1,700	Thos. Skinner & Co. ...	May 13

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

HERMANN-LACHAPELLE,
MANUFACTURING ENGINEER,
144, FAUBOURG POISSONNIERE, PARIS.

Continuous Apparatus for manufacturing Aerated Drinks, Vertical Steam Engines, &c.

For particulars see the large Monthly Advertisement.

Printed for the Proprietors by WOODFALL and KINDER, Milford lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, May 3, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 610.] LONDON, MONDAY, MAY 10, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 10.
JAPAN—Yokohama	Jan. 29	Mar. 23	Mar. 23
Yedo			
Osaka and Hiogo	—	—	„ 19
Hakodadi			
Nagasaki	—	—	„ 23
CHINA—Peking	—	—	„ 14
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 18
New-chwang	—	—	„ 2
Hankow	„ 22	„ 11	„ 21
Kiu-kiang	—	—	„ 20
Chin-kiang			„ 22
Shanghai	Feb. 5	„ 20	„ 26
Ningpo	—	—	„ 24
Foochow	„ 5	„ 20	„ 27
Formosa			„ 15
Amoy	—	—	„ 29
Swatow	—	—	„ 29
Hong Kong	„ 19	„ 30	April 1
Canton	—	—	Mar. 30
Macao	—	—	„ 31
PHILIPPINES—			
Manila	Jan. 29	„ 11	„ 21
COCHIN-CHINA			
Saigon	Feb. 12	„ 20	April 2
SIAM — Bangkok	„ 19	„ 28	Mar. 30
BORNEO—			
Labuan	—	—	„ 24
Sarawak	—	—	„ 27
JAVA — Batavia	„ 19	„ 26	April 2
Samarang	—	—	Mar. 27
Sourabaya	—	—	„ 24
MALACCA STRAITS—			
Singapore	„ 26	„ 30	April 8
Penang	Feb. 5	April 7	„ 10
CEYLON—			
Galle	Mar. 19	„ 10	„ 17
Colombo	„ 19	„ 12	„ 15

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 30th March, Shanghai 2nd, Hong Kong 8th, Singapore 15th April, which is due, *via* Marseilles, on Monday next, the 17th inst., left Suez on the 6th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, arrived May 7.—From Galle: Mrs. Sinclair. To Venice, arrived May 10.—From Hong Kong: Dr. Reimanar. From Singapore: Mr. C. Harrison, Mr. A. M. Skinner, Mr. Brinkmann, Mrs. C. Dunlop and child, Mr. A. Uljer.

To Southampton, per P. and O, steamer *Surat*, expected to arrive May 16.—From Yokohama: Mr. G. Smith, Mr. A. Andrews, Mr. A. Jones, Mr. J. Williamson, Mr. C. Black, Mr. J. Bew. From Shanghai: Mrs. Lemauchand and two children, Mrs. Smelon and child. From Hong Kong: Mrs. C. Smith, Colonel P. W. Phillips, Surgeon Crocker, Lieut. R. J. Rogers. From Singapore: Captain Tatham, R.A., Miss Shelford, child, and governess, Mr. Hamilton, Mr. Barr, Mr. Talbot. From Galle: Mr. Smith, Hon. C. Alexander, Mr. and Mrs. Gow.

PASSENGERS OUTWARD.

Per French steamer *Ava*, from Marseilles, May 9.—To Galle: Mr. A. Y. Buchanan, Mr. de Saram, Mr. Jennant, and one second-class passenger. To Singapore: Mr. E. C. Hill and two second class passengers. To Batavia: Mr. Abraas, Mr. Francis, Mr. Blankert. To Hong Kong: Mr. Banlouze, Mr. and Mrs. Noebel, Capt. Tracy, R.N., Mr. Aug. Heard. To Shanghai: Mgr. Vérolles and ten second-class passengers. To Yokohama: Miss Sterkens and one second-class passenger.

Per French steamer *Hoogly*, from Marseilles, May 23.—To Batavia: Mr. F. Alphen, Mrs. Alphen. To Hong Kong: Mr. C. M. Ford.

Per French steamer *Irawaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate. To Shanghai: Mr. and. Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme.

Per P. and O. steamer *Indus*, from Southampton, May 6.—To Ceylon: Mr. A. Young Williams, Miss Jenkins, Mr. W. Boniface, Mr. F. Saunders. To Penang: Mr. McGillivray. To Singapore: Mr. Bamfylde, Mr. McLean, Mrs. Grant. To Hong Kong: Rev. J. Walker. To Yokohama: Rev. and Mrs. H. Maundrell and two children.

Per P. and O. steamer *Sumatra*, from Venice, May 14.—To Galle: Mr. Bilbrough. To Singapore: Rajah and Lady Brooke, Sir William and Lady Hackett. To Batavia Mr. T. Slaiter. To Hong Kong: Mr. F. Dawson. To Shanghai: Mr. T. Smith.

Per P. and O. steamer *Deccan*, from Southampton, May 20.—To Singapore: Mr. A. C. Gaye.

Per steamer *Ajax* (Holt's line), from Liverpool, May 3.—To Suez: Mr. Gee. To Penang: Mrs. Hill and family. To Singapore: Mrs. Emmerson. To Hong Kong: Mr. Allen. To Shanghai: Mr. and Mrs. Lee and child.

Per steamer *Glengyle*, from London, May 5.—To Singapore: Mr. H. Palmer, Mr. C. S. Pearse, Mr. Koon Choam, Mr. Poh Boon Knat. To Shanghai: Mr. James Foster.

Per Nederland Company's steamer *Princes Amalia*, from Southampton, May 5.—To Java: Mr. and Mrs. Ch. C. Byvanck, Mr. and Mrs. K. W. H. Ligtvoet, Mr. and Mrs. P. M. Heymans, Messrs. C. W. Ament, De Vries, T. J. A. Thooft, Mr. and Mrs. J. M. Mulder and child, Mrs. E. P. 'sGreuven, Mr. and Mrs. D. S. de Jong and two children, Messrs. B. C. Schuytenberg, H. Stibbe, Van Haveren Pancras Clifford, J. de Bruyn, Yaupel, T. Mettler, H. H. Binnendijh, H. C. Freriks, Mr. and Mrs. C. A. Dull, Messrs. G. P. Fetmenger, J. F. Sachse and child, Mrs. Schultz and child, Messrs. J. Julius, O. Luther, A. J. de Gens. Mr. and Mrs. H. F. A. P. L. Winckel, Mr. and Mrs. N. A. Wannee, Mr. and Mrs. H. A. Kruseman and two children, Mrs. Van Schooten, Messrs. Huber, L. Brodie, J. J. B. J. Bourg, F. M. J. Favenraet, F. J. van Beymathoe Kingma, J. G. Brillenburg, Ferns, A. Verbrugh and three children, K. H. van Swighem, P. M. Opzoomer, F. D. E. A. J. M. Rudolph, Mrs. Schlamilch and five children, Messrs. A. Schraver, H. Schraver, G. Stroom, Neis de Onde, L. F. C. Obermann, Mrs. Kettman and two children, Mr. B. Francis, Mrs. M. and V. Jullien, ten subaltern officers, 115 soldiers.

Per steamer *Erl King*, from London May 7.—For Penang: Mr. J. H. Lumberg' For Shanghai: Signor Felice Carozzi. For Yokohama: Mr. J. W. Gray and Mr. James B. Carter.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The correspondent of the *North China Herald* writes as follows:—

The Tientsin Customs difficulty is in *statu quo*. Subjoined is a translation of a third proclamation which has been issued by the Taoutai in regard to the levy of *li-kin* taxes. It will be seen that he is thoroughly determined in the matter, and his persistency seems to be causing much uneasiness among the Chinese traders. Trade is almost completely unhinged; there is next to nothing doing, and no reliable quotations can be given. The merchants say that if they comply with the Taoutai's demand for the immediate payment of their dues they have no guarantee against a second exaction when the new Taoutai comes into office.

After duty has been paid at the Foreign Custom-House by Chinese merchants on their native goods imported per foreign vessels, the triplicate certificates then given should be taken the same day to the Native Revenue office for payment of the taxes there. Such is the regulation as established by H.E. Chung-how, ex-Superintendent of Trade, after a memorial to the Throne on the subject, as stated in my previous proclamation. Of the above-mentioned stamped triplicate certificates, one is handed to the merchant that he may repair with it to the Revenue-office, one is retained on file for reference in the Foreign Custom-House, and one in the Custom's Taoutai's Yamen. Now, from the month of July last to the time when the river closed, there were filed over one thousand certificates, of which entry had not been made at the Revenue-office. No wonder the receipts of revenue last year were so small, and the total deficit so unusually large! Those who evaded the taxes during those six months are liable to punishment according to law; but, out of compassion for the merchants, this penalty is graciously remitted. But in order that any hope to continue former practices may not be encouraged, explicit rules have now been made. On the 22nd of March a reliable deputy will be sent from the Revenue-office, provided with a file of triplicate certificates, and he will visit each merchant to compare these certificates. If it is found that the taxes have been paid, either by the merchant or his broker, the certificates will be cancelled, and no further taxes required on them. By the 27th March all goods upon which taxes have not been paid must be reported for payment of such arrears. Penalties will be imposed upon those who do not report within this fixed time. This arrangement must be regarded as an exceptional favour. Punishment incurred for past evasions of the taxes is remitted, and goods which have already paid the taxes need not pay again. The examination now to be made, and the time allowed for payment of arrears, is no small privilege. If any merchant persists in practising evasion or concealment instead of forsaking his errors, thus making light of what pertains to the Public Revenue,—such an one will be made to feel the rigor of the law and have

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no clemency shown him. And that there may be no excuse for want of forewarning, this Proclamation is now issued for the information of all merchants who must tremble and obey! &c., &c.

In the *Peking Gazette* of the 25th Feb. a Censor attacks the system of purchase of office. There can be little doubt that the system is pregnant with abuse. If the neglect of men who have taken degrees, in favour of outsiders, meant simply a growing recognition of the inadequacy of the present examinations as a test, and an effort to introduce good men without regard to classical knowledge—we should be the first to applaud the change. But it is to be feared that only in few cases does this principle guide the selection. Too many are, as the Censor points out, cases of rank speculation, in which the purchaser relies on the profits of office to re-imburse him for his outlay in buying a post. A system of purchase of office is, in fact, certain to produce corruption.

Nothing is yet known with certainty as to when the Governor-General may be expected back in Tientsin. The new Customs' Taoutai is expected here every day from Kwangtung, of which he is a native. The Tientsin Chinese dealers have stored a large quantity of their late importations in the premises of the foreign firms of the British Settlement; from which we judge that the owners of the goods are not yet prepared to pay the Taoutai's so-called Barrier dues or taxes on their goods, the produce of China. Perhaps they are waiting the arrival of the new Customs' Taoutai, in the hope that he may return to the custom of payments of former years.

In regard to the disturbances in the district of Tsze-chow, all I have heard since last writing was that the people had taken to the hills or mountains with their families, which means, I fancy, to protect the latter against the Imperial forces. I cannot learn that the rising amongst the people of Tsze-chow is deemed a serious affair by the Government officials here. The powerful force which the Governor-General has at his command would soon put down any disaffected band in this province.

An edict in the *Gazette* of the 28th February reveals a curious custom that every Emperor, on ascending the Throne, inscribes a tablet to be suspended in the temple of Confucius at Kueh-li. The present representative of the Sage's family apparently comes to Peking to carry back the token of Imperial grace.

Some of the Shanghai tribute grain-junks arrived here on the 16th March, the first of the season. On the 14th an English sailing vessel arrived, the third sailing craft of the season. The French gunboat *Couleuvre* has left here for Saigon. On the 12th we had rain from noon till after dark, our first rain at Tientsin this year; and since then the air has been mild and like spring weather. Since the 11th no wild-fowl have been seen, so I suppose they have all already gone North.

SHANGHAI.

The present mail brings advices from this port to the 26th March; the P. and O. mail from London, Feb. 5, was received on the 20th March. The following summary of news is from the *North China Herald*:—

The annual general meeting of the Shanghai Rowing Club was held on the 22nd March. The report and accounts for the past year, which represented the affairs of the Club as flourishing, were passed unanimously. Four of the old committee, Messrs. D. Glass, Haselwood, Fuller and Muller, were re-elected to that office, and Mr. Batt was elected on the committee, and also as Captain of the Club, in the place of Mr. R. W. Little, who has gone home.—Several interesting topics were discussed, and resolutions carried, the chief of which was for the proposed removal of the upper boat-house, which has become inconvenient through the silting up of mud.

A meeting has been held at the Club, to consider a proposal for the establishment of a Drag Hunt Club. Mr. A. J. How was voted to the chair; and the following were present—Messrs. Howie, J. B. Irving, J. J. Keswick, W. V. Drummond, P. Moller, A. Milsom, G. F. Goodfellow, W. Wulff, A. Hinckley, J. E. Waller, A. R. Burkill, S. Daly, G. A. Lindsay, A. M'Leod, T. Nelson, H. W. Daniel, E. H. Gore-Booth, F. Reid, and D. Brand. A preliminary meeting had been held on the 19th February, at which a provisional committee were elected, by whom a code of rules had been drawn up, Mr. Howie acting as hon. secretary. The Chairman, in opening the business of the present meeting said the intention was to start with forty members, who had already been obtained, and that new members would be proposed, seconded, and balloted for in the ordinary way. A pack of sixteen couples of hounds would be got out from home, and placed at first under the care of a native huntsman, but it was thought likely, for various reasons, that the services of a foreign huntsman would be necessary. Some other details were mentioned, amongst which were the erection of suitable kennels (for which a site had been obtained on the premises of Messrs. Crofts and Sewjee), the cost and maintenance of the hounds, &c., all of which were explained satisfactorily. It was asked if the proposed new hunt would interfere with the Paper Hunt Club, to which a reply was given that no interference could result, and that the Paper Hunt would be maintained as usual. On the motion of Mr. Daly, seconded by Mr. Burkill, the following were elected as the permanent committee of the Drag Hunt: Messrs. Drummond, Burkill, How, Howie, and Keswick. The rules as drawn up by the provisional committee were agreed to, and the meeting terminated with a vote of thanks to the Chairman.

The usual fortnightly entertainment given by the Shangha Temperance Society took place on the 2nd March, and was numerously attended. Mr. C. P. Blethen occupied the chair. The programme was varied and pleasing, and everything passed off satisfactorily. We hear that the committee of the society are already considering the question of finding other suitable premises, the present building being required in the autumn for municipal purposes. There is some talk of erecting a hall, to afford the same kind of accommodation, and to be conducted similarly to the present one. The general feeling among the members is that this would be the best course to pursue, if the somewhat difficult problem of funds could be solved, and of this there seems little doubt.

The Municipal Reports have more than usual interest. Th questions of encroachment on the Yang-king-pang creek, and of the cost of bridges over that pellucid stream, have been occupying the attention of the two Councils. The first is to be submitted to the arbitration of Messrs. Medhurst and Godeaux. The second is at a deadlock.

The election of members to the Municipal Council will take place on the 6th and 7th April. Nomination papers have been circulated.

Judgment has been delivered in the U.S. Consular Court, in the case of the Municipal Council *v.* W. H. Fogg, in favour of the plaintiffs.

A launch has taken place at Messrs. S. C. Farnham and Co.'s lower yard of a very fine steam yacht. Her length is seventy-eight feet, twelve feet beam, and depth eleven feet six inches. She is built with Malava framing and teak planking and decks, and is designed either for pleasure or service. The guards, which project about two feet from the side, give a clear passage all round. The cabins (three in number), viz., saloon, ladies' cabin, and forward saloon, are well ventilated and are to be handsomely fitted with teak, walnut, and white woods, relieved with mouldings of white and gold, which, with red plush upholstery, will produce a pleasing effect. The mast, funnel, and wheel-house are so constructed that they can be lowered at any moment, thereby increasing her value for up-country service—whenever permission to run steamers up-country may be given. Her engines are 12-inch high pressure. 15-h.p. nominal, working up to 45-h.p. Her bunkers can contain sufficient coal for five to six days' steaming, day and night. The little vessel was christened *Lillie* by Miss Blethen, who dashed a bottle of crystal water against the bows as she started from the ways.

A match at bowls between the Senior and Junior alleys has been played. The Seniors won all four games on their own alleys, and the first on the Junior alleys—thus scoring the five out of eight without interruption. The usual annual challenge match between the two Clubs is likely to be played in the autumn.

It is satisfactory to know that recruiting for the S.V.C., both horse and foot, has been brisk of late. No. 1 Rifle Corps has been considerably reinforced, and the recruits have been drilling actively. The roll of the Rangers, too, has been raised to twenty-seven, and some seventeen of these were out for drill on Saturday afternoon.—We have always said there is no reason why Shanghai should not be able to boast a volunteer corps five hundred strong, and we would like to see the present rate of enlistment continue till that number is made up.

M. Rémusat has given another concert in the Masonic Hall. The programme was a particularly interesting one, comprising a Symphony by Haydn, and Overture by Kalliwoda, a charming song for Soprano, and a variety of other good things too numerous to mention. Perhaps the most interesting number of all was Balfe's famous Rose Song from *Il Talismano*, the last composition of the gifted Irish *maestro*, whose genius extorted recognition from one of the speakers at the late St. Patrick's dinner.

Although the time for holding the first Shanghai Horticultural Show is somewhat distant, considerable interest is already felt in its success, and it is hoped that, in accordance with the announcement, there will be numerous exhibitors of flowers, fruit, shrubs, &c., "whether grown by themselves or by others, and whether grown in Shanghai, or imported from elsewhere." This is an excellent arrangement, as giving the Show a much wider scope than it would otherwise have; and, added to the rule that contributors may exhibit without competing for prizes, should go a long way towards helping to complete the exhibition. Given fine weather, a few pleasant hours among flowers and music may be certainly anticipated.

A mob of very good looking griffins has been offered for sale at the Horse Bazaar, and realised prices ranging from Tls. 40 to Tls. 165. Only one pony reached the top figure; the others sold ranged from Tls. 90 downwards.

Mr. Alabaster has left for Hankow, to take over charge of the British Consulate from Mr. Hughes, who goes home on leave.

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The French Gas Company refuse to lower the price of gas; so the French Council purpose submitting their contract with the company to a lawyer at Saigon for his interpretation.

A Chinese barber went into an opium shop in the Fukien-road on the 19th March, and after he had sat there a little while blood was seen issuing from his mouth and neck. One of the other natives in the shop ran to the Louza police station, and gave information that the man was sick. On assistance arriving it was found that he had cut his throat with a knife, inflicting a shocking wound. As quickly as possible he was removed to the Gutzlaff hospital, but died soon after his admission. No reason has been given for the suicide.

The steamer *Fusiyama* came into collision with an empty cargo-boat while steaming up the river abreast of the Soochow creek. The boat was cut in two, but the crew, a boy and a man, were saved by the steamer's people. The accident was caused by the carelessness of the boat people, who insisted in attempting to cross the vessel's bow, although warned not to do so.

The well-known yacht *Phantom* has been sold at auction for Tls. 176. Mr. C. P. Blethen was the purchaser.

Captain Wilson, of the ship *Champion of the Seas*, reports that in lat. 27 43 S., and long. 28 33 W., he sighted a dismasted ship, and on nearing her discovered what remained of the name was, "*The Found—Liver.*" (? The *Foundling*, of Liverpool). The vessel was on fire, and Captain Wilson estimates that there were some 400 tons of coal in a fierce glow still in the hold. Every particle of woodwork had been destroyed, and her sides were nearly red hot, emitting steam as she rolled in the sea-way. A bright lookout was kept for any of the crew who might be in boats or on rafts, but no sign of them was seen, and it is believed that they must have been picked up, as they and the ship were directly in the track of vessels. There can hardly be any doubt as to the name of the unfortunate vessel, and we may add that Captain Wilson knew her, she having left Liverpool a few days previous to the *Champion of the Seas*.

Several changes are spoken of as likely to occur among the officials of this province. We hear that the brother of the late Tseng Kwo-fan, named Tseng-Kwo-tsün, has been appointed Viceroy of the two Kiang. The present Acting Viceroy is to go back to Kiangse as Futai. The Futai of this province has appointed Sung-ting to be the Che-hien of Shanghai. The present Che-hien will shortly be promoted. That a man who has distinguished himself by inflicting more torture than any other magistrate who has lately held the post should be leaving on any terms is a subject for congratulation. We also hear that the late Acting Futai of Kwang-tung is to be the Chief Justice of Fokhien.

Our Newchwang correspondent writes:—"We have had no mail from Chefoo since the one which left that place on the 2nd January, and fear the messenger has either been lost in crossing the Gulf, or that the bags have been pillaged on the way. As a band of robbers is officially reported to have been on the southern road during February, the latter contingency is not unlikely. Geese are flying over, which is a good sign for spring, but the thermometer still marks ten deg. at night, and we have occasional falls of snow. There is not any business doing to boast of, but natives are purchasing pulse and oil for shipment when the port opens, so that we may look for good freights."

The natives affirm that the Tientsin *Likin* trouble is not yet removed, but foreigners at that port advise a good demand for most kinds of Grey Cotton Goods, and report sales of Jeans, T-Cloths, &c., at better prices. Moreover, the Northern men stationed here have been inquiring after such articles within the last day or two, and heavy transactions in Jeans and Drills (of T-Cloths there are few of the desired qualities in stock) have been booked. The natural inference from this rather anomalous state of matters is, either that the native dealers have been making the most of the occasion, or that they, specially, are the objects of Taoutai Sun's persecution. Indeed, both these conclusions are borne out—the first by the business going on at Tientsin and on this market, and the second by Sun's last proclamation.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* of the 18th March:—

The new Emperor, Kwang-Seu, was officially proclaimed at this place on the 13th March. The mourning blue has been replaced by the ordinary red trappings, but the edict against shaving and theatrical performances will remain in force for the full period of 100 days. Barbers and actors must be in fine feather just now. Several of the native inhabitants have been severely beaten and cangued for refusing to comply with the mourning ordinances consequent upon the death of the late Emperor.

The Local Government are, we understand, about to engage the services of a first-class civil engineer to report on the condition of the river between the Bridge and Pagoda Anchorage, as well as to devise the best practical means of deepening the channel abreast of the arsenal. The steam dredges will be ordered as soon as these preliminaries are settled.

Monsieur Giquel will be accompanied on his homeward trip by a few Chinese students. It will, we understand, be a part of M. Giquel's mission to arrange for the instruction of these youths, in modern arts and sciences, at the best public schools in France and England. The Chinese Government may be congratulated upon this wise step towards improving its relations with Western nations. We wish all success to the enterprise.

Mr. Sinclair, for many years Her Majesty's faithful representative at this port, takes his departure homeward, with Mrs. Sinclair, per *Yesso*. The best wishes of the community go with him. It is uncertain whether he will return; but we imagine he can hardly divorce himself from China permanently, while he has health and strength for his work. Mr. Pedder, his successor, is expected here early in April.

The Min Magistrate went down toward the lower part of his district some days ago, with a force of 1,000 soldiers. A report was abroad that he had gone to arrest and punish the people who destroyed the telegraph. There is not probably the slightest truth in the report, as the depredations were mainly committed in the Fuh-tsing district, where the Min Magistrate has no jurisdiction. It is more likely that he has gone to stop some of the clan fighting which is so prevalent in the southern part of the district.

Severe fighting is reported from Formosa. The aborigines are said to be well armed—better, in fact, than the Chinese troops.

HONG KONG.

Our advices by the present mail extend to the 1st April; the French mail from London Feb. 12 was received on the 25th March, and the following P. and O. mail of Feb. 19 arrived out on the 30th March. The following items of intelligence are from the *China Mail*:—

We have reason to believe that a communication of rather an important character has been circulated by Mr. Wade to various banks and mercantile houses at the open ports. It appears that the successful issue of the negotiations between the Provincial authorities and the Hong Kong and Shanghai and Oriental Banks have created a strong and not unnatural idea on the part of other people with spare capital to invest to share the harvest of which the first fruits will fall to those well established institutions. The Chinese are by no means backward in making proposals in any quarter whence money on loan can be obtained, and Mr. Wade has it is said been communicated with respecting several intended loans and contracts, some of which are the reverse of stable or fair. He has consequently felt it incumbent on him to give warning that he will have nothing to do with any merely local arrangement in the way of enforcing British claims. If home loans or contracts on fair terms are accepted and guaranteed by the Imperial Government—as, for instance, those of the banks above adverted to and of Messrs. Jardine, Matheson, and Co.—he will do what lies in his power to give the usual aid to his fellow-subjects. Mr. Wade has it would seem acted with commendable prudence in this respect. It cannot be expected that he should be called upon to enforce claims against the Central Government which they have never acknowledged. We have been all along expecting to hear that some one had burnt their fingers by negotiating with irresponsible officials, without ascertaining that their action was endorsed at Peking, and this confirms our belief that some danger was being run in many quarters.

We understand that there is considerable excitement among the Roman Catholic and Protestant Missions with reference to the bearing which the "Marriage Ordinance, 1874," has on the privileges they have hitherto enjoyed and the interests now affected by this Ordinance, the second reading of which will take place to-morrow. The Roman Catholic clergy, we believe, especially oppose the legislation of civil marriage, which opens a door to any refractory member or excommunicated member of their Church to get married in spite of the interdict of the priest. They, like some of the Protestant Missionaries, could hitherto, or at any rate did hitherto, marry whom they liked to marry and divorce whom they chose to divorce. If the Ordinance passes its second reading, both priest and missionary will be liable to heavy penalties if they tie the fatal knot without the previous issue of a certificate by the Registrar, and as to obtaining a divorce, the only possibility of such a thing (for non-catholics) is appeal to the Divorce Court in England. But the Ordinance takes away also from priest and missionary the keeping of the marriage register and whatever privileges may have been connected with that duty.

A Naval Court was held on the 23rd March, at H.B.M. Consulate, Amoy, under the presidency of Lieutenant Orme Webb, H. M. S. *Growler*, to inquire into the circumstances of the stranding of the British schooner *Trelevan Family* on the 7th inst. The following are the facts of the case:—The *Trelevan Family*, under a charter to Messrs. Boyd and Co. of Amoy, left for Takao on the 7th March. The master was not sober when he went on board the ship just after she was aweigh, and before she was clear of the Chau-chat rocks went below to sleep, his example being followed by the mate. The ship, left in charge of the boatswain, bumped on the rocks, and this officer went to endeavour to waken the master, but was unsuccessful. He then tried the mate, and met with the same results. Left to himself, he got her off the

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reef, and made the best of his way back towards Amoy, when he was boarded outside by the owners, Mr. Trelevan and Mr. Wilson, of Messrs. Wilson, Nichols, and Co. These gentlemen on going on board found the captain and mate still drunk, and incapable of movement. The vessel was subsequently brought in by a pilot, and docked, when no important damage was found to have been done her. The Court severely censured the captain and mate, and suspended their certificates for a period of nine months. Comment (says the *Mail*) on this is needless. A more disgraceful case it would be hard to imagine, and the culprits may congratulate themselves on having received a very merciful sentence.

It is stated that active measures are in course of completion to open up Formosa to Chinese enterprise in a way calculated to properly develop the resources of that island. The recent memorial to the Throne upon the subject has evidently had a good effect, as orders have been issued to the mandarins of Formosa to afford every aid and protection to immigrants, a number of whom are stated to be setting out from the ports of Swatow, Amoy and Foochow, for the purpose of settling there. Chinese reports place the number of families thus seeking fresh woods and pastures new at two thousand, which would give a probable average of 8,000 individuals, who would carry with them at least the habits of a far higher civilisation than that of the aborigines. We do not learn what specific measures are to be taken for the protection of the immigrants, but understand that troops are to be sent over to "pacify" the natives in the first instance. No doubt the end in view will be somehow achieved, the Chinese having a good reputation as successful colonists. The impulse which such a movement might give to the sugar and camphor trades is not to be despised, and if, as reported, the coffee plant will also thrive in Formosa, the Chinese agriculturist is just the man to make its cultivation pay.

A Commission has been appointed by the Acting Governor, consisting of several officials and two or three merchants, to take into consideration the scheme recently promulgated for the extension of the Praya seawards, at the western end of the Settlement, and also for the reconstruction of the Praya wall. The reclamation scheme has not been made public, but we understand that the work in question is proposed by a number of Chinese merchants residing in the neighbourhood of Bonham Strand. The practicability and expediency of this project will engage the attention of the Commission, and whatever may be the result of the inquiry to that direction, we trust that at all events there will be a plan developed for constructing a Praya wall which will be thoroughly typhoon-proof.

We have of late drawn marked attention to the increasing power of the Chinese native press, and we note with much interest any manifestations of fresh enterprise in this direction. The latest candidate for provincial favour is a little sheet issued at Foochow under the title of "Foochow-wen-chien-lu." Printed of course on native paper, its first number gives a collection of rather ancient news items—the Court Circular, for instance, being over a month old. Still it is "a newspaper," and such may and doubtless will develop into a lever affecting the public opinion of its district. The native press of Hong Kong and Shanghai has already assumed a most important position in this regard, and we now get more than occasional glimpses of how our actions appear to eyes trained under a vastly different system to our own. Foochow is about to share the advantages of its sister ports, and the fact merits notice.

His Excellency the Viceroy of Canton, accompanied by his suite, numbering twenty in all, arrived on the 29th March in the P. and O. steamer *Avoca*, from Shanghai. The *Avoca* on her arrival went alongside the company's wharf at Possession Point, where she was immediately boarded by several steam-launches, and gigs, and numbers of mandarins of various grades of rank, many of the latter bearing big bundles of highly-coloured complimentary cards and addresses under their arms. Owing to the national mourning, H.E.'s reception was of a quiet nature. He did not land, but proceeded to Canton in the steamer *Powan*, which he had chartered for the occasion. He has fixed the 31st March as the time for taking over the Viceregal seal.

The Captain Superintendent of Police, in view of the strong public feeling respecting the dog nuisance, has issued a notification to the effect that ownerless dogs found at large will be dealt with by the police, and that any dogs found at large at night run the risk of confiscation and destruction.

A meeting of the shareholders of the Chinese Insurance Company (Limited) took place on the 25th March. There were present:—Messrs. André (Chairman), Belilios, Seaman, Geary, Burrows, Kerr, Grant, Jameson, Wheeler, Nicaise, Mac-Iver, Fung Tang, Pow Chow, Hall, Baker, and Capt. Cairns.

The notice of meeting having been read, the Chairman referred to the satisfactory working of the past year; had it not been for the heavy losses by the wreck of the s.s. *Mongol*, and the burning of the P.M.S.S. *Japan*, the results would have been more satisfactory. There was an actual increase of some $25,000 over the previous year's working, though the amount of premia realised was less. This was owing to the increased rate of bonus returned to the shippers. The business of the present year compared favourably with that of last year, and up to the present moment no material losses had occurred. He would propose the adoption of the report. This motion, having been seconded by Captain Cairns, was carried. The election of Messrs. André and Belilios as directors was then proposed by Mr. Geary and seconded by Mr. Mac-Iver. It was likewise carried, as was the proposition by Mr. Burrows, seconded by Mr. Belilios, for the re-election of Messrs. Nicaise and Mac-Iver as auditors. This closed the business of the meeting, and a vote of thanks was proposed to the directors and general agents.

The steamer *Yuen-tze-fee*, bound from Amoy to Shanghai, went on shore at Dod's Island in a dense fog on the 28th March. The steamer *Douglas* left Amoy on the 29th to render assistance, but returned again with the news that the *Yuen-tze-fee* was a total wreck. The crew were all saved, and returned in the *Douglas* to Amoy.

We are glad to learn that sufficient funds have at length been subscribed to enable the Committee of the Victoria Recreation Club to rebuild the boat-house and gymnasium. There is also every probability of the bath-house being proceeded with. The work will be commenced forthwith.

The first prize of the last Manila lottery fell to this colony. It was won by a Parsee gentleman and a Chinese compradore, each owning half a ticket. The lucky Chinaman is employed in the Great Northern Telegraph Company.

The 22nd March being the anniversary of the birth of the Emperor of Germany the German vessels in port and various places of business were decorated with flags. No salutes were fired, owing, we presume, to there being no German war vessel here.

The opening service in St. Paul's College Chapel was held on the 21st March. An excellent sermon was preached by the Bishop to a congregation which was literally overflowing, there being scarcely room for all present.

A number of his friends intend to entertain the Postmaster-General at a dinner before his departure from the colony. A committee has been formed to make the necessary arrangements.

The new Marriage Ordinance has excited considerable discussion. Protests against its final reading, in its present form, have been forwarded to the Government by both Protestant and Catholic Missionaries.

The P. M. S. S. *City of Peking* arrived on the 25th March, and has been visited by a large number of residents.

Mr. H. Kiær is appointed Acting Consul for Norway, Sweden and Denmark, at Hong Kong.

A very successful rifle meeting took place on the 26th and 27th March at Kowloong.

Vice-Admiral Ryder will leave for the north in a few days.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 8th April. No later mail from London had arrived out, the P. and O. mail of 5th March, which was due on the 5th April, having been delayed through the breaking down of the machinery of the steamer *Gwalior*. The following summary of the news is from the *Straits Times*:—

Captain Speedy, the Assistant Resident of Laroot, has made a report on the condition of the province under his charge, extending up to the 31st December last. The good effect of Sir Andrew Clarke's settlement of the disturbances that had so long kept the country in turmoil, and of the policy of active supervision then inaugurated, are clearly to be seen in the unexampled prosperity that has immediately resulted. Not only did the Chinese at once set to work to put the old tin mines in order, but in addition to the thirty mines formerly worked ninety new ones have been opened, so that the tin product of that province will most likely be quadrupled during the present year. The mining towns have also been rebuilt, the population is rapidly increasing, and, heartily tired of an aimless and unprofitable warfare, the Chinese are now anxious to devote their attention to productive labour. This picture is in striking contrast to the almost deserted condition of the province only a short year ago, when anarchy, riot, and piracy prevailed to such an extent as to render imperative the interference of the British Government, and shows the immense benefit that has directly accrued to that territory under the new policy of protective supervision. The Resident of Perak has not yet sent in his report, but it is expected shortly.

The Committee of the Visiting Justices now inquiring into the late outbreak in the criminal prison have not yet concluded their sittings, and the result of their investigations will probably not transpire for some time. They visited Pulo Obin on the 27th March in order the better to consider a proposal to transfer the prisoners to that island. There is, however, considerable popular prejudice against the removal of the jail to so great a distance from the Settlement. Meantime, the Government has relieved the criminal prison of the custody of prisoners in revenue cases, and those undergoing imprisonment for nonpayment of fine, these being transferred to the prison formerly known as Her Majesty's Jail.

The system of dividing the work of the Police-court among a number of Justices of the Peace sitting in turn as magistrates,

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which has been tried here for the past few months, was prominently brought before a meeting of the Justices held at the Exchange Rooms last Monday afternoon, when a resolution was passed, declaring that after giving the plan a fair trial the work has been found to press too heavily upon the time of the unofficial Justices, and recommending, instead, the appointment of a second stipendiary magistrate—a recommendation the Government will probably find it necessary soon to adopt.

A serious case of wrecking has been reported to the police. A tongkang laden with gambier and pepper, valued at over $2,000, coming round from Rhio to Singapore, and having crew and passengers to the number of nearly thirty souls, struck on a sunken rock or a stake, and filled and sank in a few minutes. The crew and passengers all managed to reach some fishing stakes near the spot, and clung to these until they were taken up by some Malay fishing boats, which, for a consideration, brought them all to Singapore. The men who had charge of the wrecked boat and cargo at once bargained with four boats to go to the wreck and salve it, but on nearing the place saw, over the wreck, some fishing boats, which hastily pulled off in an opposite direction. It was found that the wreckers had done their work thoroughly, as not a vestige remained of the cargo, and the mast, sails, and every movable thing had been taken from the sunken boat. It is suspected the wreckers have gone to Rhio.

The Spring Race-meeting of the Singapore Sporting Club took place last week, affording three days' excellent sport. Owing to the continued rains, the course was in a very miry condition, and told very heavily upon the horses. The running was, however, very good under the circumstances, and the meeting was a thorough success.

PENANG.

Our advices extend to the 10th April; the P. and O. mail from London March 5 arrived out on the 7th April. The *Penang Gazette* contains the following items of news:—

Mr. Birch, the Resident of Perak, proceeded to Tanjong Piandang in that territory last week, to see if its inhabitants had demolished the old stockades, as they promised him they would do a month ago, on the occasion of Mr. Birch's last visit to them. He found that they had carried out their agreement; but one of the Pungulus was inclined to be rather troublesome; he asserted his right to do as he thought proper in the way of levying black mail, as he held his appointment from the late Sultan. It turned out however, on inquiry, that the present Sultan had refused to reappoint this man—a fact which he had to own himself when Mr. Birch called for his papers; so he was left with a warning that he had better not attempt to set his authority up again, or in any manner interfere with the newly-appointed Pungulu or the collector of the taxes.

It is authoritatively stated that Mr. Braddell's appointment to the Colonial Secretaryship has not been sanctioned by the Home authorities, and that he will, consequently, revert to his old appointment of Attorney-General, and Mr. Phillipo will go back to the Puisne Judgeship. Mr. C. Irvine, the Auditor-General, at present away on leave, is spoken of as likely to take up the office of Colonial Secretary on his return to the Straits.

A movement has been set on foot to get up athletic sports to take place on the anniversary of Her Majesty's birthday. The Lieutenant-Governor and Captain Carleton, of H.M.'s 1-10 Regiment, have consented to be patrons; and a large number of gentlemen have already subscribed their names. We may hope that the attempt will prove successful.

A Committee, appointed by the Governor, has been for some time past inquiring into the pay and allowances of the Civil Government Establishments in Singapore. We hear that its members are at present in Malacca, and from thence they purpose coming on here.

Sir Andrew Clarke will leave Singapore for Penang on the 15th April. The Chiefs of Perak are to meet the Governor here on the 17th April. According to present arrangement his Excellency will not leave the Straits to take up his new appointment in India till about the 20th May.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—The market had somewhat improved both as regards demand and price; transactions however had principally been confined to Grey Shirtings and T-Cloths.

CHINKIANG.—Messrs. Spencer, Wolff and Co. write:—An active business has been transacted in Cotton Goods, especially in 8¼-lb. Grey Shirtings, the imports of which, though heavy, have not been in excess of the demand. An improvement is also noticeable in the demand for the finer makes of Mexican T-Cloth.— Sandalwood, quiet; Iron, dull.

SHANGHAI.—The Chamber of Commerce Report says:—Cottons.—Grey Goods have again improved, and are in steady demand. Heavy Grey Shirtings of ordinary makes show an advance, the best goods not participating in the rise to the same extent. Common qualities have been sold at rather lower prices. 7 lbs. Grey Shirtings are in small supply, rates closing 4 to 5 candareens better, with hardening tendency. 8¼ lbs. of the commoner descriptions have advanced 1 candareen, medium and best qualities are 2 to 3 candareens higher. White Shirtings: Common unchanged; 56, 60, and 64 reed have been more inquired for, and 72 reed are saleable at an advance of 5 candareens on last quotations. In American Drills and Sheetings there is no change to note. The prices of Jeans have not been maintained. A good business has been transacted in English Drills, of which the present quotations are strong. English Jeans and Sheetings unchanged; Sheetings are in small stock. Dutch Drills: With small business show no change in price. Dutch Jeans, although no transactions have taken place, are quoted somewhat firmer. T-Cloths: 6 lbs. and 7 lbs. common advanced 2 to 3 candareens. 6 lbs. best obtain 2 to 5 candareens more than last mail's quotation. 7 lbs. best 2 to 4 candareens higher. 8 lbs. to 8¼ lbs. ordinary marketable goods have advanced about 2 candareens. Fancy Cottons: The market is reported strong at about the values previously given, but without much business. Woollens: Long Ells have declined 1 mace, with small business. Camlets are slightly lower, with a moderate business, chiefly sales by auction. In other Woollens there is not much change to report.

FOOCHOW.—Sales had been:—Grey Shirtings 8¼ lbs., 2,050 pieces at $2.60 to $2.65 per piece; do. 7 lbs., 400 pieces at $2,07; T-Cloths, 7 lbs., No. 1, 750 pieces at $2.10 to $2.15; do. 7 lbs., No. 2, 3,700 pieces at $1.80 to $1.81; do. 6 lbs., 500 pieces at $1.65; Lead, 2,682 pigs at $9.00 to $9.50 per picul.

HONG KONG.—There had been no arrivals during the interval besides the mail steamers, but they bring full supplies of manufactured goods for this market and the North. There had been a moderately active import market, but quotations showed little or no alteration upon those current a fortnight previously. Inquiry had embraced all classes of Grey staples, which importers had met readily at current rates, the heaviest settlements being in T-Cloths and Mexicans. The arrivals during the fortnight had been very light, and advices from the North reported a better inquiry for 8¼lb. and Heavy Shirtings.

CANTON.—There had been a fair demand for Lead, and prices showed a further advance in value. Transactions had amounted to 800 piculs L.B., and quotations were $8.35 to $8.40 for L.B., and $8.50 to $8.55 for W.B. Stocks were 1,000 piculs of the former, and 500 piculs of the latter.

BANGKOK.—Yarns and Mexican T-Cloths had been most wanted, and a fair business had been done at an advance on previous rates.

BATAVIA.—Business in Imports continued very quiet, although in some articles rather more activity had been observable, but the Paddy harvest, which had already commenced in some districts, prevented the likelihood of any material improvement for the present.

SINGAPORE.—The market for imports had shown little animation, except for some leading Cotton staples, and even for these the inquiry had quietened; prices were however firm, stocks being moderate as shown by the statement,—and the market in Manchester showing an advancing tendency. In Cotton goods the inquiry had been almost entirely confined to 8¼ lb. Grey Shirtings, 6 lb. T-Cloths, and fine and medium White Shirtings; former prices were sustained, although the market closed somewhat quieter. For Yarns generally, the demand continued small; Dyed Yarns were again in less request. In T.R. Cambrics, Woollens, and printed goods business had been unimportant. Lower prices had been accepted for Iron, and transactions noted were larger. About 6,200 tons of Cardiff, and 3,200 of West Hartley had arrived which had mainly been stored by importers; the market continued quiet; the sale of three cargoes was noted at about last quotations.

PENANG.—Business had been very quiet, transactions had been small, and prices were unchanged. The only staple that had been in inquiry was 7lbs. T-Cloths, for which there had been a fair demand, and moderate sales had occurred at previous quotations.

EXPORTS.

TEA.

SHANGHAI.—Black: No business to report, no stock. Green: A large business had been done during the fortnight, at prices which showed a decline of about one tael on good Teas, and about half a tael on the commoner parcels. Pingsueys were almost entirely neglected. The stock had become small, and was chiefly composed of undesirable Teas.

FOOCHOW.—A few hundred chests of Congou had been taken from the supply previously on offer, and the stock was reduced to 2,225 chests. The first of the boats for the Tea districts had already started the country.

CANTON.—No transactions are reported. A few small lots of new season's Tayshan Congou had been sent forward, but the prices paid had not been made public, and the quantities were too trifling to form any estimate as to the quality of the leaf, or the prices likely to be asked when larger arrivals of leaf come in from the country. Considerable shipments were being made from Macao, and although prices had not transpired, they were said to be too high to meet the ideas of most buyers.

SILK.

SHANGHAI.—A large business had been done for the time of year. The chief demand had been for common to fair No. 5 Taatlees at Tls. 270 to 285, and the market was nearly cleared of desirable parcels of this class. Among the chops settled had been:—Cock and Worm, No. 3 at Tls. 395; Gold Lion, Nos. 1, 2, 3, and 4, at Tls. 370, 350, 330, and 310; Glasshopper at Tls. 340, and Blue Elephant at Tls. 320. These prices showed an average decline of about Tls. 5 per picul during the fortnight. In Re-reels a fair business had been done for America, and the better sorts were scarce. Settlements for the fortnight, Chinas, 1,800 bales. Total settlements since 1st June, 1874, 68,800 bales; against 1873-74, 54,000 bales; 1872-73, 55,100 bales. Comparative

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unsold stock on this market on the 25th March, 1875, 1,200 bales; 1874, 1,200 bales; 1873, 600 bales.

CANTON.—Messrs. Olyphant and Co.'s Circular says:—There has been a good demand for the European market during the fortnight under review, and about 270 bales have been settled at prices showing very little change from previous quotations. Some dealers have shown a desire to sell, particularly when their stock is composed of low class Silk, but parcels of better quality are more firmly held. The reports from the country are favourable for the new crop Silk and dealers anticipate a large yield. In Re-reels the inquiry has fallen off and no business in these kinds is reported, but shipments by the American mail of 1st April will probably be quite large for this season of the year, and comprise nearly all the contracts lately reported but not shipped.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅜d. to 4s. 2⅝d	4s. 2⅛d.
Shanghai ,, ...	5s. 9¼d.	5s. 9⅜d.	5s. 9½d.
Canton ,, ...	4s. 2¼d.	4s. 2⅜d.	4s. 2⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅛d. to 4s. 3d.
Manila ,, ...	4s. 0⅝d. to 4s. 1d.	4s. 1d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 307½ to 308	223½ to 223¾
,, Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.2.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 15 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 55 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 premium.
Hong Kong Fire Insurance Company, $290 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 84 per share.
China Fire Insurance Company, $33 premium.
Victoria Fire Insurance Company, $24 premium.
Chinese Insurance Company, $195 per share.
Shanghai Steam Navigation Company, Tls. 81 per share.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, MAY 7.—The P. and O. Company's steamer Sumatra arrived at 7 A.M., and the mail left for London at 9.20 this morning.

OUTWARD MAIL OF MARCH 5.—SHANGHAI, MAY 6.—The P. and O. Company's steamer Bombay, with the London mails of March 5, which were delayed by the breaking down of the steamer Gwalior, arrived here yesterday.

NEXT INWARD MAIL.—SUEZ, MAY 6.—The Messageries Maritimes steamer Irawadda, with the inward French mails from China and Japan left here to-day for Port Said and Marseilles, where she may be expected on or about the 14th inst.

INWARD MAIL DUE MAY 31.—GALLE, MAY 5.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, MAY 6.—The P. and O. Company's steamer Indus sailed to-day with the heavy India, China, and Australian mails, and a full cargo.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, MAY 4.—The P. and O. Company's steamer Surat left at 10 P.M. for Southampton, where she may be expected about the 17th inst.—Specie, £430,000.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, MAY 5.—The Nederland Steamship Company's mail steamer Prinses Amalia sailed to-day for Padang, Batavia, &c., with passengers and Dutch troops, the Dutch mails, and specie to the value of £10,000.

OUTWARD MAIL OF APRIL 9.—GALLE, MAY 3.—The Messageries Maritimes steamer Djemnah, from Marseilles April 9, left here to-day for Singapore.

OUTWARD MAIL OF MARCH 19.—SHANGHAI, MAY 4.—The P. and O. Company's steamer Lombardy, with the London mails of March 19, arrived here yesterday.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, March 20, Patroclus (str.); from Cardiff, March 20, Champion of the Seas; from London, &c., May 8, Deucalion (str.).

At HONG KONG.—From Cardiff, March 19, Green Jacket; from London, &c., May 3, Glenearn (str.); 8, Antenor (str.).

At BATAVIA.—From Greenock, March 22, Staatsraad van Ewijck; from Cardiff, March 22, Maasnymph; from Nieuwe Diep, March 20, Java (str.); from Holland, March 25, Voorwaarts (str.); from St. Petersburg, March 21, Martin Luther; from Boston, March 20, Wently Pendleton.

At SINGAPORE.—From Liverpool, April 8, Nestor (str.); from Sunderland, April 2, Amity; from Cardiff, March 31, Matilda, April 3, Cuba aggie Douglas, Senno; 4, Societa, Brisbrane; from London, &c., May 6 Agamemnon (str.).

At PENANG.—From London, March 29, Langkat (str.); April 2, Viking (str.); 4, Ægean (str.); from Liverpool, April 5, Nestor (str.); from London, &c., Africa (str.).

DEPARTURES.

From SHANGHAI.—For London, March 18, Omba; for New York, May 5, Sir Lancelot.

From HONG KONG.—For San Francisco, March 17, Hansa; 25, Tartar; 26, Lord Macaulay; 29, William Phillips.

From BATAVIA.—For Holland, March 24, Harrington (str.); 27, Koning der Nederlanden (str.); 31, Urania; for United States, 23, Josie C. Haseltine.

From SINGAPORE.—For London, April 5, Glenavon; for Marseilles, April 6. Maria Sarah; For Boston, April 2, John Clark.

From PENANG.—For London, March 26, Vanguard; April 2, Diomed (str).

VESSELS LOADING.

At SHANGHAI.—For London, Patroclus (str.); for New York, Silver Eagle, Dilpussund.

At HONG KONG.—For London, Witch.

At BATAVIA.—For Holland, Petronella; Madura (str.), Voorwaarts (str.), Torrington (str.)

At SINGAPORE.—For London, Caldew, Vanguard; for Liverpool, Duesberry; for Channel, f.o., Lady Cecilia; for Marseilles, Richard, Emilienne; for New York, Our Annie, Stanfield; for Boston, Witch.

At PENANG.—For London, Ben Nevis.

FREIGHTS AND CHARTERS.

From HANKOW.—To London, through rate per steamer, £4 5s. per ton of 40 feet.

From SHANGHAI.—To London, per steamer, £3 10s. per ton of 40 feet; to New York, by sailing vessel, £2 10s. per 40 feet.

From HONG KONG.—Homeward freights low.

From BATAVIA.—To Channel, f.o., £3 per ton; to Amsterdam, coffee, f. 100; tobacco, f. 85; Indigo, f. 125; to Rotterdam, coffee, f. 75; tobacco, f. 85; hides, f. 110; tea, f. 77.

From SINGAPORE.—To Liverpool per sailing vessel £2 7s. 6d. dead weight, and £3 light freight; to Marseilles, £2 17s. 6d. dead weight, £3 5s. light freight.

From PENANG.—To London, per steamer, Tin, £2 5s.; Tapioca £3 7s. 6d.; sailing vessel, Tin 10s.; Bag Sugar, £2 12s. 6d.; Basket sugar, £2 15s.; Black Pepper, £3 7s. 6d.; Hides, £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 12 ...	Mikado	... Manila	... Falmouth.
,, 13 ...	May Queen	... Amoy	... Do.
,, 13 ...	Jonge Jan	... Rotterdam	... Samarang.
,, 13 ...	Chingtoo	... Sunderland	.. Anjer, f.o.
,, 17 ...	Constantin	... Batavia	... Amsterdam.
,, 19 ...	Maasnijimph	... Cardiff	... Anjer, f.o.
,, 19 ...	Straats van Ewyk	... Greenock	... Batavia.

TELEGRAMS FROM THE FAR EAST.

CHINA AND KASHGAR.

VIENNA, MAY 4.—Letters from St. Petersburg assert that a Chinese army is already on the march against the towns of Urumtsi and Manas.

THE WAR IN ATCHIN.

THE HAGUE, MAY 7.—Official despatches, dated Atchin, 30th April, announce that the Dutch troops have taken the enemy's fortifications at Lahong (between Mandarsapoeti and Longpatta). Svengeiraya, on the Eastern Coast, has submitted to the Netherlands authorities.

RIOT AT KIUKIANG.

SHANGHAI, May 7.—The American Missionaries' Chapel, at Kiukiang, has been destroyed by a Chinese mob. The local authorities have apologised for the outrage.

COMMERCIAL POSTSCRIPT.

We publish in our advertising columns the balance-sheet and profit and loss account of the Bank of Rotterdam. The report for 1874 states that the general position of the Bank, as is shown by the figures of the balance-sheet, is quite sound, and that its business shows steady and satisfactory progress. At the general meeting of shareholders, held on the 5th inst., the report was received with satisfaction, notwithstanding that owing to the extraordinary depression of business the dividend for the past year has been reduced to 3 per cent.

At the annual meeting of the Great Northern Telegraph Company, held at Copenhagen on the 28th ultimo. the report was adopted, the total dividend for the year was fixed at 7 per cent., and £12,114 14s. 1d. was added to the Reserve Fund. With respect to the cables in China and Japan, it was stated that, although no new sections had been opened, the receipts for 1874 as compared with 1873 showed an increase of 567,068f., which is equal to 38 per cent. This augmentation was principally owing to the extension of the Japanese traffic, not only with Europe, but with China, after the Japanese land lines had been better organised. The increase of the Japanese China traffic alone was equal to 134 per cent. during the past year. The statistics of the traffic of the cables in Europe show an increase of 492,072f., or 27 per cent. over 1873.

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 4, at Liverpool, from Singapore, Douglas Castle; 5, at Falmouth, from Rangoon, Tribune; 6, at Liverpool, from Java, Eme; 5, at New York, from Manila, Carricks; from Colombo, Queen of the Fleet; 5, at Havre, from Samarang, H. C. Sibley; 5, off Dungeness, from Java, Hoek van Holland; 7, at London, from China, Laju; 7, at Liverpool, from Rangoon, Etna (str.); 7, at Queenstown, from Rangoon, Roma Capitole; 8, at London, from Singapore, Celæno; 10, off the Isle of Wight, from Hong Kong, Titania.

DEPARTURES.—May 5, from London, for China, Glengyle (str.); from London, for Japan, Galley of Lorne (str.); 6, from Cardiff, for Java, Freja; 5, from Havre, for Bangkok, Jacques Cartier; from Glasgow, for Rangoon, Irrawaddy (str.); 7, from Liverpool, for China and Japan, Belgic (str.); 1, from Tarragona, for Singapore, Ebro (str.); 8, from London, for China, Erl King (str.).

SPOKEN.—Empress, from Sunderland to Ceylon, March 7, 0.19 S., 21.40 W.; Seysell, from Batavia to Rotterdam, March 22, 15.30 S., 6.3 W., Royal Charlie, from Java to Falmouth, April 15, 15.38 N., 39.4 W.; Donna Maria, from Liverpool to Batavia, March 27, 2 S., 21 W.

MISCELLANEOUS.—The steamer Chusan, from Glasgow for Shanghai, which sank at Ardrossan on Oct. 21, 1874, was floated on the 5th inst., and removed to Horse Island, where she now lies; at Suez, May 8, from London, for China, &c., Glaucus, and Lord of the Isles.

CASUALTIES.—Brouwershaven, May 7, 3.50 P.M.—The barque Light Brigade, from Java, for Rotterdam, broke both chains while anchored in the roads here, and is ashore on Dwars in den Weg; a tug in attendance; expected to float at high water; no danger.—8, 11.30 A.M.—Light Brigade still aground; sugar being transhipped; another attempt will be made to get vessel off next tide.—10.—Light Brigade towed off this morning; captain reports cargo in good condition. The Cybele (str.), of and from Glasgow, for Japan (*viâ* London), was in collision off Blackwall on the 7th inst. with the Dudbrook barque, lying at the buoys; the latter vessel was struck amidships, staving in her planks, &c.

SETTLEMENT OF THE PYAH PEKHET CASE.—On this case being called in the Sheriff Court on the 7th inst., it was stated that a mutual arrangement had been arrived at since last Court day. The agreement is, that the owners of the vessel abandon both the actions, and pay their own expenses and the expense of their survey; and that the Board of Trade consent to the consigned money being paid to the owners, abandon any claim for their survey, and pay their own expenses of the actions.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOWRING—On the 5th May, at Torquay, the wife of Lewin B. Bowring, Esq., C.S.I. of a son.

HUDSON—On the 4th May, at Oak House, Fallowfield, Manchester, the wife of Sydney Hudson, of a son.

WEST—On the 7th inst., at James's Villa, Alexandra-road, Walthamstow, the wife of James West, formerly of Hankow, of a son.

MARRIAGES.

CALCUTT—TAYLOR.—On the 4th May, at St. Luke's Church, Shepherd's-bush, by the Rev. Dr. Francis Hessey, vicar of St. Barnabas, Kensington, assisted by the Rev. William Covington, vicar of St. Luke's, Francis G. Calcutt, of the Peninsular and Oriental Company's Service, to Alice, second daughter of John Taylor, 18, Coningham-road, Shepherd's-bush.

HANBURY—CLARKE.—On the 4th May, at St. George's, Hanover-square, by the Rev. J. Fitzrichard Hinde and the Rev. H. Howarth, Frederick Barclay Hanbury, second son of Philip Hanbury, to Edgiva Harcourt, only daughter of Hyde Clarke.

HANBURY—WHITE.—On the 5th May, at St. Matthew's Church, Redhill, by the Very Rev. the Dean of Winchester, uncle of the bridegroom, assisted by the Rev. Herbert H. Hanbury and the Rev. Henry Brass, incumbent, Ernest Osgood, fifth son of Philip Hanbury, of 60, Lombard-street, and Woodlands, Redhill, to Clara Martha, second daughter of John Dunstan Whitehead, of Gatton Lodge, Redhill, Surrey.

RALLI—RALLI.—On the 29th April, at the Greek Church, London-wall, by the Rev. Archimandrite, J. Myriantheus, Baron Paul Ralli, eldest son of Baron Ralli, of Trieste, to Caterina, youngest daughter of Eustratio Ralli, of 93, Lancaster-gate, and Scio House, Putney-heath.

WINNINGTON—SARTORIUS.—On the 29th April, at South Badesley Church, by the Rev. Gilbert Coventry, assisted by the Rev. E. W. Freeman, J. J. Winnington, Balcarras, Cheltenham, to Rose, second daughter of Admiral Sir G. Sartorius, K.C.B.

DEATHS.

FALCONER—On the 5th May, at the United Hotel, St. James's, London, George Barty Falconer, of Hong Kong.

HEMSWORTH—On the 3rd May, at 198, Richmond-road, Hackney, Margaret, the beloved wife of Capt. John Hemsworth, late of the ship *Neville*.

LLEWELLYN—On the 3rd May, at Newport, John, infant son of William and Emmeline Sarah Llewellyn, aged 10 months and 8 days.

SEYMOUR—On the 4th May, at Cadlington, Horndean, Dorothea, the beloved wife of Admiral Sir Michael Seymour, G.C.B., &c.

TARBUTT—On the 3rd May, at Streatham, Georgeana (Lousada), wife of the Rev. A. C. Tarbutt, incumbent of St. Peter's, Streatham, S.W.

TRUBY—On the 3rd May, at 327, Amhurst-road in his 66th year, Thomas William Truby, for upwards of forty-five years the faithful and esteemed clerk of Messrs. Morris, Prevost, and Co.

WALPOLE—On the 8th inst., at Club Chambers, Regent-street, Admiral William Walpole, aged 86.

WILD—On the 1st May, at 10, Bathurst-street, Hyde-park, Norman Marshall, infant son of Charles A. and Margaret Wild, aged 14 days.

YULE—On the 30th April, of heart disease, at Palermo, Italy, deeply regretted, Anna Maria, wife of Col. Henry Yule, C.B.

THE *Belgic*, the second steamer of the New Occidental and Oriental Line of Steamers from San Francisco to China and Japan, left Liverpool for Hong Kong on the 8th inst. The *Gaelic* will follow in about a fortnight.

IT is reported that the Duke of BUCKINGHAM, the Secretary of State for the Colonies under the Conservative Government of 1868, has accepted the post of Governor of Madras, vacant by the death of Lord HOBART.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¼ to 9
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	21½ to 22½
20	City	10	13½ to 14½
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris	All	585 fr.
Th.200	Deutsche	All	Th.168½
£28½	Hong Kong and Shanghai	All	19 to 21
50	Imperial	15	18 to 19
50	London and County	20	65 to 66
50	London Joint-Stock	15	52 to 53
100	London and Westminster	20	77½ to 78½
25	Oriental	All	45½ to 46½
50	Union of London	15	47 to 48
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 8
10	Eastern Telegraph	All	7⅛ to 7⅜
10	Great Northern	All	10 to 10½
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	3½ to 3¾
12	Telegraph Construction Company ...	All	26 to 27
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	12½ to 12¾
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 6 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6½	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	50 to 53
20	British Indian	All	7 to 8
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4½ to 4¾
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1⅛ to 2
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6½ to 6⅝ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	8½ to 8¼
10	General Credit and Discount	7½	8½ to 9
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1 to ¾ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	627½ fr.
£50	P. and O. Steam	All	51 to 53
50	Do. Do. 1867	10	2 to 1 dis
100	Royal Mail Steam...	60	78 to 82
402fr.	Suez Canal...	—	662½ fr.
	Amoor River Navigation Six per Cent...	All	50 to 60
£98	Japan Loan, 9 per cent.	All	107 to 109
99½	Do. 7 per cent....	All	103 to 105

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 5.

The policy of the new Minister of the War Department is now the topic of the day. It is, of course, not regretted that Mr. Weitzel has resigned the office, but the question remains whether his successor will not be another victim of the Parliamentary Minotaurus—indeed, the Second Chamber seems to have an unreasonable desire to get rid of Ministers, especially those of the War Department. There is anything but harmony upon military questions, and nothing is more necessary than this, because it regards our national defence. Will Mr. Enderlein prove "the right man in the right place?" Will he be able to introduce the necessary reorganisations? Will he be able to lay before the members a scheme which can be approved of by the Chambers? Report names him a most skilled officer of engineers, and indicates that he really has a system. But we have had already so many Ministers, who come into office with the same reputation, and it has as often been found that their system was not that of the Chamber, which is whimsical in the extreme, as regards its treatment of Ministers, especially those of the War Department. If this goes on, the *Arnhemsche Courant* says, our constitutional system must in time be injured.

The Second Chamber met some days since for the despatch of business, but its discussions have been of no interest for the Far East. It is very, very dull time in politics, which is the more surprising because the general elections are near at hand. In the first week of June one half of the members must ask for another vote of confidence from their electors, and generally their seats are disputed weeks before. But up to this moment an astonishing calmness prevails and it looks as if there is to be no contest at all. Perhaps the struggle will become lively at the last moment as it seems certain, that the clerical parties are preparing for a battle, and they will do all that is possible to strengthen their numbers in Parliament.

Mr. Van Goltstein, the Minister of the Colonial Department, has sent an East India functionary to London, namely Mr. A. W. P. Verkerk Pistorius, who is charged with studying the manner in which the English Government maintains regular relations between its colonial governments and that of the mother country. The same gentle-

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man was sent once before to Ceylon, in charge of Governor-General Loudon—who will arrive here in a few days. To-day the annual meeting of the shareholders of the Steam Shipping Company *Nederland* was held here, and the directors' report was approved. The principal question was the application of an amount of f.500,000 towards the construction of a dry-dock at Nieuwe Diep or at Amsterdam. A proposal of the managers in this sense was carried almost unanimously. The meeting was very quiet, and every one seemed satisfied.

I am glad to state that much sympathy is exhibited here for those soldiers who return from Atchin badly wounded, and especially for those who have lost their sight. The fancy fair which was held at Arnhem on behalf of the wounded produced f.5,669.

SHIPPING.

DEPARTURES.—April 30, from Texel, for Samarang, Merapi; for Sourabaya, Sindoro; from Zierikzee, for Batavia, Noach II.; from Flushing, for China, Norden (str.); May 1, from Texel, for Batavia, Prinses Amalia (str.).

ARRIVALS.—May 1, at Flushing, from Akyab, Flintshire; 3, at Texel, from Banjoewangie, Friesland; from Tjilatjap, Stad Dockum.

DEATH OF REAR-ADMIRAL SHERARD OSBORN

It is with deep regret that we record the death of Rear-Admiral Sherard Osborn, one of the committee appointed to make the preparations for the Arctic Expedition shortly to leave our shores. The death of the gallant admiral took place suddenly at his residence on the 6th, he having transacted business at the Admiralty in the afternoon. Sherard Osborn's name is well-known in China and all over the Far East. He was born in the year 1820, and was, therefore, only fifty-four years of age. He was a midshipman in the *Hyacinth*, Captain Warren, at the capture of Canton in 1841, and in the next year was in the *Clio* at the capture of the Woosung Forts. From 1844 to 1846 he served as gunnery mate in the *Excellent*, and in 1846 became lieutenant, and served in the *Collingwood* under the flag of Sir George Seymour in the Pacific, and in 1849 was lieutenant in command of the *Dwarf*, on the coast of Ireland. He was then appointed to command the *Pioneer*, one of the ships sent out in the search expedition for Sir John Franklin, and in the sledge travelling of 1851 he went to the furthest western point of Prince of Wales's Land, being about 58 days absent from his ship, and travelling over 534 miles. In 1852 he obtained the rank of commander, and continued to command the *Pioneer* till 1854. With M'Dougall, of the *Resolute*, he edited the *Illustrated Arctic News* during the winter of 1851, and on board the *Pioneer* was the manager of the "Arctic Philharmonic Entertainments." In 1853 he travelled 1,093 miles with sledges, being 117 days absent from his ship. In 1855 he was made a post captain, and commanded the *Vesuvius*, leading the advance squadron in the Sea of Azoff; in the same year he obtained the distinctions of C.B., the Medjidie, and the Legion of Honour. He shared in all the operations of the second Chinese war in 1857 as captain of the *Furious*, which he took up the Yang-tze to Hankow in 1858. In 1863-4 he was on the coast of China, and in 1864 was appointed to the command of the *Royal Sovereign*, the first British iron-clad on Cowper Cole's turret principle. In 1873 he became rear-admiral. He was F.R.S., F.R.G.S., F.L.S., and Chevalier of the Rose of Brazil. He published "Stray Leaves from an Arctic Journal, 1852," and edited M'Clure's "Narrative of the Discovery of the North-west Passage, 1855." He also wrote "Quedah," full of narratives of Borneo, &c., "The Career, Last Voyage, and Fate of Sir John Franklin," and contributed many papers to periodicals. In January, 1865, he read a paper before the Geographical Society strongly urging the renewal of Polar exploration, and returned to the attack in like manner, and with somewhat better success in January, 1872. In 1874 he was appointed on the preparation committee in conjunction with Admirals Sir Leopold McClintock and Richards, and having aided in the preparations has not lived to see the expedition sail.

THE CHINA SERVICES.

In the Spring of 1857, on the news of a rupture with the Emperor of China, Captain Osborn was appointed to the *Furious*, and instructed to escort a force of fifteen gunboats and despatch vessels to China. Captain Osborn's orders from the Admiralty gave him large discretionary powers as to the route and arrangements, and many essential preparations had to be made at Devonport under his superintendence. Seeing the difficulty other officers had experienced in escorting even two gunboats at a time to China, doubts were entertained of these vessels, some of them of the lightest draught that had ever passed the Cape, effecting the voyage at all during the winter of Southern latitudes. The Commander-in-Chief at Devonport, Admiral Sir William Parker, was so much struck with the arduous nature of the task before Captain Osborn that, in giving him his parting orders, he said, in the presence of his secretary, Mr. Charles Richards, "If ever you, sir, deliver all that squadron safe to your Admiral in China you deserve to be made a Commodore." By going to Brazil, avoiding the Cape, and carrying the squadron on a great circle to the South, the passage was made without one disaster, and within six months all the vessels were safely at anchor in Hong Kong harbour. That squadron of gunboats, it is only fair to say, changed the character of the war in China and brought our negotiations to a successful issue. Captain Osborn next embarked the British Ambassador, and the *Furious* took a prominent share in every subsequent operation, from the escalade of Canton to the capture of the Taku Forts in 1858. The gunboat he embarked in was the first to reach the city of Tien-tsin and the entrance of the Great Canal. The Commander-in-Chief praised Captain Osborn most highly in his official despatches, but, as he was already in possession of every possible honour for past services, no official recognition could then be given him. From China, Captain Osborn carried Lord Elgin to Japan, and on his own responsibility led the escorting squadron beyond the surveyed portion of Yedo Bay, until Her Majesty's ships were anchored in a position within gunshot of the capital. This measure led to a satisfactory treaty between Japan and Great Britain being speedily signed by the Emperors, and Lord Elgin then and subsequently acknowledged the service rendered by Captain Osborn.

On the return of the *Furious* to Shanghai, in September, 1858, a question arose in framing the Supplementary Treaty with China how far it was possible to declare the great river Yang-tze navigable to Europeans. Captain Osborn was applied to by Lord Elgin, and confident from his experience of the volume of the river at Nankin that it must be navigable for hundreds of miles beyond, he undertook to test the question, and persuaded Captain Barker (of Her Majesty's ship *Retribution*), senior officer at Shanghai, to make the experiment at once. That officer, shattered by a stroke of paralysis, could only accompany the force just above Nankin, the batteries of which were successfully engaged and silenced. Thence, up a falling and intricate river, Captain Osborn had, as senior officer, to conduct his ship, accompanied by the *Cruiser* and two gunboats, to Hankow, 600 miles from the sea; the *Furious* having several times to be cleared to her keel to float her off unknown shoals and reefs. This service enabled the Ambassador to insist on the river being opened to foreign commerce. No war ship of the size or the draught of the *Furious* has subsequently been able to reach Hankow, although at this moment the river is covered with vessels carrying European commerce. Admiral Sir Michael Seymour, Commander-in-Chief, on the return of the squadron, issued a general order expressing his satisfaction "at the gallantry, zeal, and perseverance displayed by the captains, officers and men comprising the expedition." His Excellency the Earl of Elgin, in his official despatch to the Secretary of State No. 1, the 5th of January, 1859, said:—

"The transport of a vessel the size of the *Furious* to a point so remote from the sea under circumstances so peculiar is, I apprehend, a feat unparalleled in naval history. I consider the successful issue of this undertaking to have been mainly due to the energy, professional skill, courage, and judgment of Captain Osborn and his able Master," &c. Again, on the 18th of August, 1859, when Lord Elgin found that his despatch had not been officially communicated to the Admiralty, he wrote to the Under-Secretary of State for Foreign Affairs, begging that this might be immediately done, as he was naturally held in some degree responsible for the fact, and that it exposed him to the double charge of injustice and ingratitude for the "remarkable services" rendered; and his Lordship added:—

"To what I have already said in reference to the services rendered by the *Furious*, I beg now to add that I ascribe the success of the policy which I considered it my duty to carry out at Tien-tsin, Yedo, and Shanghai in a great measure to the zeal, energy, and devotion with which I was supported by Captain Osborn and those under his command."

And again, in the House of Lords, on the 21st of February, 1860, Lord Elgin publicly acknowledged his obligation to Captain Osborn in the most eulogistic terms.

In the meantime, such had been the arduous nature of the service rendered in ascending the Yang-tze that Captain Barker had invalided and subsequently died, Mr. Court, the Master of the *Furious*, invalided and died, and Captain Osborn had to give up his ship and return home on half-pay to undergo a long series of surgical operations. By the publication of his Naval Journals, and by other literary labours, Captain Osborn was enabled to subsist until well enough again to seek service, when, in the Spring of 1861, he had the honour to be appointed to the commrnd of Her Majesty's ship *Denegal*, 101 guns. In her he embarked a portion of the British force sent to co-operate in the allied attack on Mexico. The return of the expedition was followed by the paying off of the *Donegal* in 1862, and so creditable was the report upon its efficiency that the Admiralty promoted her First Lieutenant on Captain Osborn's recommendation.

The Emperor of China, in June, 1862, made an offer to Captain Osborn, through his agent, Mr. H. N. Lacy, C.B., of the absolute command of a large squadron of vessels to be equipped by him in England for the suppression of piracy on the Coast of China. The command was to have been a very lucrative one. Captain Osborn was formally promised that, in order to guarantee such a force not being used against European Powers, or in a way hostile to our naval sense of humanity or justice, he should not be placed under any local authorities, but receive his orders direct from the Emperor. With this understanding Captain Osborn received especial leave for the purpose from the Admiralty, at the written request of Her Majesty's Secretary of State for Foreign Affairs, and officers were lent likewise from Her Majesty's Navy on the same understanding. A squadron of six vessels was constructed, equipped, and carried by Captain Osborn to the near neighbourhood of Pekin in 1863 but on reporting himself at the capital of China, he found that the Emperor repudiated the promises and engagements of his agent, and wished to place a Chinese Mandarin as a superior officer even on board his own ship. This, together with the fact that the Representatives of the European Powers were averse to the institution of a force on such terms, decided Captain Osborn on withdrawing from a position so likely to prove compromising to his own honour as well as to the British interests in China. By direction of our Minister, Sir Frederick Bruce, the whole force was withdrawn from China, and Captain Osborn's conduct received his warmest commendations in an official letter.

In 1867 Captain Osborn undertook the office of Managing Director of the Telegraph Construction and Maintenance Company (which had then just successfully laid the Atlantic Submarine Telegraph Cables) for the purpose of giving his professional knowledge to the work of establishing submarine telegraph communication between Great Britain and her Eastern and Australian possessions and Colonies. In four years this work was completed by a series of submarine cables from Falmouth, the Mediterranean, and Red Sea to India, the Eastern Archipelago, Hong Kong, and Australia; and Captain Osborn might well feel that, from a public as well as professional point of view, he had in this great work served the commercial as well as the military interests of his country. In 1871 Captain Osborn was appointed to the command of Her Majesty's ship *Hercules*, the finest of our cruising iron-clads, but was compelled, by unexpected circumstances, to ask to be relieved before the term of his command expired. In 1873 he was promoted to the rank of Rear-Admiral.

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Miscellaneous.

CHINESE MILITARY OPERATIONS IN CENTRAL ASIA.

According to a Tashkend correspondent in the *Journal de St. Petersbourg* the proposed military operations of China in Central Asia are directed as much against the Dungans, a tribe now settled in Eastern Turkestan, as against Kashgar. The area to be embraced by the impending war is thus considerably widened. The standing feud between China and Kashgar is one whose merits and details are already sufficiently known. The Dungans have for about ten years maintained themselves in the Chinese province of Sow-Tchiow, from which it has hitherto been impossible for the Chinese to expel them. Last year, having thoroughly exhausted and laid waste the country occupied so long, they vacated it of their own accord, but on their way utterly destroyed the Chinese city of Khamee, which remains a heap of ruins to the present day, and with frightful barbarities slaughtered the Chinese garrison. The native population, being friendly to them, abetted them in their atrocities, and were in return taken under their protection, retiring with them through Kashgar into Eastern Turkestan. Being enemies to China the Dungans were received with open arms in Kashgar, and supplied with provisions for their further progress. The population of Khamee eventually settled in Jurfan. Some of the Dungans, separating themselves from the body of their tribe, sought refuge in Mongolia, where they have since been engaged in predatory guerilla warfare with the Chinese. The Chinese of course vowed revenge, and the provincial governor, Dzian-Dzioun-Joun, has pledged himself a penalty of death to wreak bloody retribution upon the Dungans. For some time past the strongholds on the western frontier of China have been considerably strengthened and the garrisons have been reinforced; and in the early part of the year columns of Chinese troops were reported advancing towards the military centres in the west, which they have probably by this time reached; for hostilities were to commence in spring, the Chinese attack to embrace the whole line of Kashgar and Eastern Turkestan. At the time of writing eighty regiments of 250 men each were said to be stationed at Guitchen. Ten toumans of 10,000 men each were on the march from the interior. Part of the Chinese force was to begin the attack by advancing between Urumtsi and Manas, another column meanwhile marching on Chikho. These are the forces directed against the Dungans. A much stronger force is to be employed against the more formidable Kashgaron. The attack upon Kashgar is likewise to be made on two points at once; one strong column advancing straight upon Kashgar, the other making its way into the Valley of Ili. The Ameer of Kashgar, Yokoob Begh, is fully prepared for the impending hostilities, and has been making arrangements accordingly. At the time of writing he was on a journey to Constantinople, where he hopes to obtain assistance from the Padishah. On the other hand he is studiously cultivating the friendship of Russia by promoting commerce and facilitating the traffic of Russian caravans. The last Russian caravan entering Kashgar was loaded with favours. The Chinese are reported to have established magazines well stocked with provisions of all kinds, ready for war, along the whole of their western frontier.

THE CHURCH MISSIONARY SOCIETY.

The anniversary meeting of this Society has been held at Exeter-hall, the Earl of Chichester, President of the Society, in the chair. The financial statement for the year ending the 31st of March last showed the ordinary income to be £175,835 18s. 3d., and the expenditure £174,503 13s. 6d., leaving a balance in favour of the Society to the amount of £1,332 4s. 4d. The report passed in review the numerous stations of the Society in all parts of the heathen world, commencing with the West African coast. At Sierra Leone, where a native church had been organised, comprising ten native clergy, who had under their charge 4,356 communicants and 12,866 scholars, the Society still continued more purely missionary operations. The local contributions at its stations during the past year amounted to £572, and much good had been done. A considerable extension of this mission was in preparation. At Yoruba, where in former times the river had been worshipped with human sacrifices, Christianity was now firmly planted. Bodagra, also, was favourably reported of; and at Abeokuta there had been an uninterrupted advance. The Niger Mission was still under the efficient care of the native Bishop, Dr. Samuel Crowther, with eleven ordained missionaries. The prospect in East Africa was a pleasing one, and within the last few days a medical missionary and a native assistant had been set apart to the work of evangelisation in those regions. The speedy abolition of the East African slave trade was looked for, which would remove a great hindrance to the Society's operations. In their Mediterranean Missions they had to contend with an increasing disposition of the Turkish Government to interfere with the propagation of Christianity. On Advent Sunday last a church had been opened at Jerusalem by Bishop Gobat. As to India, there were those present at the meeting from Bengal, Madras, and the Punjab who would be able to inform the audience of what was doing in their wide and prosperous mission fields in various parts of that vast peninsula. In Ceylon they had reports of 112 adults baptised during the past year, to whom must be added 150 inquirers. In addition to their ordinary operations in Mauritius, attempts were now being made to evangelise the large Chinese element of the population. To China itself, the committee greatly regretted, they had been unable to send but one additional missionary since they last met in the hall. The reports from their Chinese missions were, upon the whole, very encouraging. The stations and the work superintended by Bishop Burdon, of Victoria, were reviewed *seriatim*, and much anecdotal matter was given in detail. A seven days' conference of the native teachers belonging to the Foochow mission had been held, which, among other resolutions, unanimously denounced the Chinese practice of cramping the feet of female children. Japan as a mission field was in a very uncertain position. The Government still followed its earnest European-ising bent. But the legal provisions against the spread of Christianity, although not generally enforced, had been lately declared to be the undoubted law of the land. The society had stations at Yedo, Nagasaki, and Hakodadi. After the reading of the report the noble chairman made some opening remarks, expressive of his continued fervent attachment to the society, and resolutions were spoken to by the Lord Bishop of Durham, V.P., the Rev. T. V. French, missionary from Lahore, Mr. James Maden Holt, M.P., by the newly-consecrated Lord Bishop of Ballarat, and the Revs. Dan Fenn, missionary from Madras, James Vaugan, missionary from Calcutta, and J. Filmer Sulivan, M.A., incumbent of St. Margaret's, Brighton.

JAPANESE NEWSPAPERS.

The *Globe* remarks:—No nation has ever displayed greater readiness than Japan to adopt the habits of foreign countries. The natives abandon without regret customs which have stood the test of centuries, and adopt institutions hopefully of which they have had no practical experience. Even the tall hat seems to have suddenly become popular among this lively race. As might be expected, they have given great attention to the development of journalism. A few years ago such a thing as a newspaper was unknown in Japan; now it boasts of no fewer than 34 newspapers. Last year, it seems, 2,564,000 copies of journals passed through the Japanese Post-offices. Of these 977,643 were copies of the *Nichi-nichi-shimbun*, the organ of the Government. The *Hochi Shimbun* stands next in popularity, 756,290 copies of it having been sent by post last year. If we may judge from the circulation of the *Koji Shimpo*, some Japanese newspaper proprietors can hardly be amassing fortunes, for only nineteen copies of that paper were despatched in 1874 by post. However, as this particular form of activity is comparatively novel, it is natural that a good many ventures should be started without sufficient calculation of the cost. As against foreigners these papers sometimes assert very strongly the rights of Japanese. For instance, they insist that foreigners should be judged in Japan according to the law of the country, as Japanese are judged in England or France according to English or French law. They forget that an Englishman or Frenchman, if tried in Japan as the Japanese are, would not have the same chance of obtaining justice that a Japanese has in highly civilised European countries. It may be doubted whether, so far as the internal condition of Japan is concerned, the influence of newspapers is altogether healthy. They are not sufficiently restrained in their judgments by a sense of responsibility, or by the conviction that all reform, if it is to endure, must be cautious and temperate. When a country is in such a position that in the course of a few years a sovereign, once considered almost a demigod, falls so low in public esteem that he is scarcely observed when he drives along the street, it seems time to reflect whether it is not somewhat too rapidly changing one set of social ideas for another.

THE annual meeting of the British and Foreign Bible Society has been held at Exeter Hall, Lord Shaftesbury presiding. According to the report, the receipts from ordinary sources for the year had been £222,062, including £119,093 as applicable to the general purposes of the Society, and £102,968 as receipts for Bibles and Testaments. The net payments of the year had amounted to £217,390. The Archbishop of Canterbury, Earl Fortescue, the Rev. W. Morley Punshon, and the Rev. C. H. Spurgeon were amongst the speakers. The report stated that Madagascar had required 24,000 copies of the Scriptures, of which 8,000 were complete Bibles; the Indian issues had been 216,340; the Chinese, 74,000; while care had been taken to provide for the wants of the Chinese emigrants to Australia, which, with New Zealand, Japan, Polynesia, our American colonies, and South America next passed under review. In Brazil the demand had risen from 16,000 to 25,000.

IN the list of successful students at the examination recently held at Southampton in connection with Cambridge University, the name of E. Tomlin (of Hong Kong), from the Diocesan Grammar School, Southsea, appears.

THE death has been announced, at Nice, of Lady William Paget widow of Lord William Paget, second son of the first Marquis of Anglesey, and daughter of the late Lieutenant-General Baron de Rottenburg, K.C.H.

IT has been decided by the Master of the Rolls that no sufficient ground exists for granting an order to wind up the Oriental Telegram Agency Company.

Naval and Military.

The Avon, double-screw composite gun vessel, Commander A. T. Powlett, which arrived at Spithead on the 20th ult. from the China station, was paid off at Portsmouth on the 4th inst. The Avon was absent from England seven years, having been commissioned in 1868. She spent a considerable part of 1873 and 1874 in the Straits of Malacca, and did good service in suppressing piracy there, and destroying the stockades along the Malayan coast. Her boilers need repairing, but her engines are believed to be sound. The Avon's crew consisted of seventy-three, all told, and during the whole of her commission she had not a death on board, nor did a single accident occur.

H.M.S. *Elk*, from the China station, may be expected in a few days at Portsmouth, to pay off.

Subjoined is an account of the homeward voyage of the Iron Duke, the late flag-ship of the China Squadron, which arrived at Plymouth on the 2nd inst.:—

The Iron Duke left Hong Kong, on Jan. 13, and proceeded to Singapore to meet her relief, where she arrived on Jan. 24. The Audacious,

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Captain P. H. Colomb, with Vice-Admiral Ryder on board, arrived at Singapore on Feb. 1st. The new Admiral being relieved, his predecessor assumed the duties of Commander-in-Chief on Feb. 2nd. That evening Admiral Shadwell, Captain Arthur, and the officers of the Iron Duke entertained at dinner Admiral Ryder, Captain Colomb, and officers of Audacious to welcome them on their arrival on the station, his Excellency Sir Andrew Clarke, Governor of the Straits Settlements, being also one of the guests. The Iron Duke left Singapore on February 4, and reached Trincomalee on the 15th, where she met Rear-Admiral Arthur Cumming, C.B., the Commander-in-Chief in the East Indies, in his flagship the Glasgow. After coaling and a detention of two days by a court-martial, the Iron Duke resumed her voyage on the 21st, called off Galle to land and receive letters on the 23rd, and reached Aden on March 12, having had a favourable passage across the Indian Ocean, aided occasionally by fair north-east winds, permitting sail to be made to assist the steam. Aden was left on March 14, under sail, with a strong southerly wind, which took her through the Straits of Bab el Mandel and past Iwbal Teer; then northerly winds, moderate in strength, till Suez was reached on March 23. The Canal being blocked by a ship on shore the Iron Duke could not enter till March 25, and was afterwards detained three days near Ismailia by a strong westerly gale, so that she did not reach Port Said till March 29. After coaling, leaving on April 1, the Iron Duke experienced strong headwinds in her passage through the Mediterranean. Malta was reached on April 8, where she found the Pallas, bearing the flag of Vice-Admiral the Hon. Sir James Drummond, K.C.B., and also the Research. After coaling, and a brief enjoyment of the hospitalities of Malta, the Iron Duke proceeded onwards on April 14th; had chiefly head winds on her passage to Gibraltar, which was reached on the 21st. Off Europa Point the Undaunted was met, with the flag of Rear-Admiral Macdonald, proceeding to the East Indies, and the usual interchange of salutes between the two admirals took place.

At Gibraltar Sir Charles Shadwell received a telegram from Rear-Admiral Beauchamp Seymour requesting that the Iron Duke might call at Lisbon to take home some invalids and others waiting conveyance to England. Leaving, therefore, on the 22nd, the Iron Duke arrived at Lisbon on the afternoon of the 24th, and found there the six ships composing the Channel squadron, with the flags of Rear-Admirals B. Seymour and Lord John Hay, and also the Devastation and Hercules. After coaling, and having received on board the officers and men waiting passage to England, the Iron Duke left on the morning of the 27th, and experiencing light westerly and north-westerly winds, with fine weather and smooth water across the Bay of Biscay, arrived at Devonport on the morning of May 2, having been eighty-seven days on passage from Singapore, including stoppages, and after an absence from England of three years and two hundred and twenty-eight days. The Iron Duke brought home to England a large number of supernumeraries, 171 in all, including the crews of the Thistle and Curlew, paid off in China; invalids from China, the East Indies, Mediterranean, and Channel Squadron; time-expired men, court-martial prisoners, &c., &c., having on board on arrival 596 souls. Ten of her crew, who had been invalided in China, died on the passage home. The greater part of the other invalids were landed in improved health. The officers and crew of the Iron Duke arrived in good condition, but little the worse for their lengthened service in China. In pursuance of telegraphic instructions from the Admiralty received on arrival at Trincomalee, Sir Charles Shadwell, who had resigned his local rank as Vice-Admiral on being relieved by his successor at Singapore, re-hoisted his flag at the fore. It is understood that this proceeding is to be considered as a complimentary expression of approval by the Admiralty of his services in China. On arrival at Devonport the Admiral received the news of his regular promotion in due course. It is expected that the Iron Duke, which arrived in good condition as to hull, machinery, and boilers, will be paid off all standing, without being dismantled, and, after slight repairs and overhaul, will shortly be recommissioned for service at one of the home ports in the first-class steam reserve.

The following officers who last served in China have been appointed as under:—Lieutenant T. E. Miller (in the Cadmus, from 1870 to 1873), to the Dapper, tender to the Britannia, cadets' training ship at Dartmouth; Navigating Sub-lieutenant G. F. Whitmore (in the Midge, from 1872 to 1874) to the Sealark, training brig at Devonport; Mr. James Bowman, engineer (in the Curlew from 1871 to 1875), to the Pembroke, reserve ship at Chatham; Mr. G. N. H. Mitchel, (in the Princess Charlotte, from 1872 to 1875) to the Pembroke; Dr. A. Watson, fleet-surgeon (in the Iron Duke from 1874 to 1875) to the Duke of Wellington, flag-ship at Portsmouth; Mr. H. J. Ollard, assistant-paymaster (in the Cadmus, from 1872 to 1874) to the Penelope, reserve ship at Harwich; Mr. F. G. Grant, second-class boatswain (in the Teazer from 1871 to 1874), to the Revenge, flag-ship at Queenstown; Mr. Joseph Roberts, second-class boatswain (in the Midge, from 1872 to 1874), to the Valiant, reserve ship in the river Shannon.

Captain Edward W. Turnour, C. B., who has just been gazetted to be Rear Admiral, entered the navy in 1834 and served as mate in the boats of the Conway during the operations on the coast of China, including the capture of Canton, and was promoted to Lieutenant in 1843.

The Admiralty have received no confirmation of the report that Her Majesty's ship Beagle has been wrecked on a reef in the Philippine Islands. The officials state that as she was on the Australian station she could not have been lost on the Philippine Islands.

Lieut.-Colonel Preston, who served in the campaign of 1860 in North China, and was present at the action of Sinho and the capture of the Taku Forts, for which he received a medal with clasp, has been gazetted to the command of the 44th Regiment.

We are glad to hear that the War-office have, after further consideration, agreed to give Captain O'Callaghan, late aide-de-camp to Governor Kennedy at Hong Kong, six months' leave before proceeding to join his regiment on the Gold Coast.

The double composite gun-vessel Elk, Commander Robert H. Harris, homeward-bound from the China Station, left Port Said on the 21st ult. for Malta.

Sub.-Lieut. George H. Miller (1873) is appointed to the Audacious, flag-ship of the China Squadron.

The German gunboat Cyclops has been ordered to China.

Literature.

Confucian Cosmogony. A Translation of Section Forty-Nine of the "Complete Works" of the Philosopher Choo Fu-Tsze, with Explanatory Notes. By the Rev. THOS. M'CLATCHIE, M.A., Canon of St. John's Cathedral, Hong Kong. Shanghai: American Presbyterian Mission Press. London: Trübner and Co. 1875.

As regards the learning of Confucius, Choo alone, say the Chinese historians, fully comprehended its true import, and has transmitted it to future generations so perfect and immaculate, that were Confucius himself or any of the ancient sages to come back to life they would not alter what he has written. Such being the case, it is not surprising that the Chinese esteem his works as only inferior to the classics in value, and Canon M'Clatchie deserves the thanks of all students of Confucian philosophy for the vast amount of labour and pains which he has expended upon the translation and annotation of this most important section of them.

The plan of this volume is as follows. First we have a brief sketch of Choo Foo-Tsze's life, detailing the principal events therein from his birth in A.D. 1130 to the time of his death, in A.D. 1201. Mr. M'Clatchie omits to state that the philosopher's proper designation is Choo Hsi, Foo-Tsze being merely a title, and we are inclined to think that he is in error in stating that he was born in the province of Ngan-hwuy, for a very competent authority on such like matters asserts that he was born in Fo-kien, where his father, a native of Ngan-hwuy, was in official employ. If tradition is to be believed, Choo gave signs of his intellectual powers at a very early stage of his existence, for "it is related that when he was only four years old, his father, pointing to the sky, pronounced the word *Heaven*, whereupon the child, to the father's astonishment, asked the question, 'what is there above it?' At eight years of age he mastered the *Heaou King*, which treats of filial duties, and wrote upon the cover of the volume, 'If I cannot conform to these lessons I shall never be a man.'" What wonder, then, that this precocious intellect expanded with advancing years, and stamped Choo Hsi as the profoundest thinker of his age? He took his first literary degree at the age of eighteen, and the second in the following year. When twenty-two he commenced his official career, and after holding a variety of appointments, he was eventually made Imperial Essayist and Reader to the Emperor Ning Tsung, who reigned from 1195 to 1225. According to his biographers the philosopher lived a remarkably simple and regular life, and his end was a calm and peaceful one.

In his introduction Canon M'Clatchie gives some interesting notes of the opinions and reasoning of philosophers, not only among the Chinese, but also among the ancient Greeks and Romans. Some plates, accompanied by explanatory letter-press, refer to the Confucian Kosmos, Primordial Air, the Complete Shang-te, &c., to which is annexed the Chinese arrangement of the diagrams. In the body of the work the Chinese text of the forty-ninth section of Choo Foo-Tsze's "complete works" accompanies the English translation, page by page, and appears to be well printed with metal type. The section is divided into four parts, in which the leading subjects discussed are (i.) Fate and Air, (ii.) The Great Extreme, (iii.) Heaven and Earth, and (iv.) Light and Darkness—The Five Elements—The Seasons. Next come Mr. M'Clatchie's long and valuable notes, explanatory of the matter treated of in these four parts. In conclusion, he sums up the whole question in these words:—Choo-tsze and the Confucianists, in common with the philosophers of Greece and Rome, &c., held the following tenets: 1. That the Kosmos or Universe is animated, and they designate it "Heaven." 2. This Heaven is a Great Man, while Man is a Microcosm, both being made from perfectly the same materials, viz., God inherent in Matter. 3. The Kosmos is compounded of Body and Soul (or Mind), the visible world being the body, of which Heaven is the head and Earth the feet; and the Soul or Mind being also twofold, partly Rational and partly Sentient. 4. The Mind in the Man is the Mind of the Kosmos, being the subtile, intellectual ether, and being partly Rational and partly Sentient. Man's head also corresponds to Heaven, and his feet to Earth, &c. 5. Heaven is the First Man, and Man is Heaven; or, in other words, the First Man or Great Ancestor, Sage, and Sovereign of the whole human race, has a *double character*, viz., Mundane or Divine, and Human. 6. All Gods are *souls*, and hence images are denounced; while no *personal* God, separate from Matter, can be found in these systems. 7. They are Monotheists yet Pantheists, the Divine Reason or First God being a perfect Unity, and pervading all things. 8. The Demiurgic Mind is the *second* God, and is to be carefully distinguished from the

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First God. 9. They hold the doctrine *ex nihilo nihil fit*, and consequently that matter is eternal. 10. All give precisely the same titles, and ascribe the same attributes to the First God, who is inherent in the eternal matter; and lastly, Choo-tsze derives his system from the Yih King, the oldest Chinese classic in existence.

In our opinion there are only two matters for regret in connection with this volume, the one being that the printer has made such a conspicuous failure of his reproduction of Greek words, the attempts at accentuation being simply ludicrous, and the other that the important notes to which we have just called attention, and which are such a special feature of the volume, being, in point of fact, only subordinate in the eyes of an English reader to the scholarly translation of the Chinese text, should not have been printed in a much larger type.

General-Karte von Central-Asien. Prepared and published by the Military Geographical Institution at Vienna, under the direction of the Austro-Hungarian War-office.

At last the want of a really good and trustworthy map of the countries included under the term Central Asia, seems to be adequately supplied. Until the publication of the work to which we now call attention, it was almost hopeless to search in any known map, or collections of maps, for the names of remote places which are mentioned from time to time in mysterious telegrams from Berlin, St. Petersburg, &c.; now, however, the student will have a far better chance of discovering the object of his search. From an Englishman's point of view, it is rather to be regretted that the publishers should have yielded to the wishes of some *savants* in adopting the German method of spelling the names of countries, districts, towns, &c., but after a little practice, the difficulties caused by this will, we think, easily be overcome. In the construction of the map the latest and best English and Russian authorities have been carefully consulted and made use of, as well as all other available and trustworthy sources of information. In its twelve sheets are comprehended "the tribe of the Kirghiz-Kaizaks, the steppes of Meridional Siberia and of Kirghiz proper, part of Mongolia and Dzungaria adjacent to the Altai, Trans-Caucasia, Turan, the Khanates of Khiva and Bukhara, Oriental Turkestan down to the Lop-Noor, Iran or Occidental Persia with the mouths of the Euphrates and the Tigris, Afghanistan, Beluchistan and Hindostan, with the Himalaya Mountains." The main roads are exhibited, as well as the less practicable ways across the steppes, and in marking the inhabited places care has been taken to indicate clearly their size and importance. "The ranges of mountains and the table-lands are crayoned, and a great many absolute heights denoted in accordance with the metric system." The sheets to which we would more particularly direct attention, are those numbered III. and VI., which will be found most useful in following and tracing out the operations of the Ameer of Kashgar and the forces opposed to him in the extreme North-West of China. Sheet III. comprises the Russian province of Palatinsk, of which Semipalatinsk is the capital, and part of Tomsk, as well as a large portion of Western Mongolia, and on the extreme south just includes the town of Urumtsi, of which mention has frequently been made in these columns in connection with the affairs of Kashgar and China. Sheet VI. will be found even more useful than Sheet III., for it comprises within its limits the whole, or almost the whole, of the territory to which the Ameer of Kashgar lays claims, besides part of the Russian district of which Kulja is the chief town. The usefulness of this map will be at once evident when we mention that it extends from a little north of Kulja on the west and Turfan on the east to about two degrees south of Yarkand, and about one degree south of Khotan, while on the west it goes a little beyond Kashgar, and on the east a portion of the Chinese province of Kansu is included. It would, of course, have been a vast improvement, as far as Chinese localities are concerned, if these two sheets could have been carried just a few degrees further east; but, even as they are, they will be found very useful. In conclusion we need only remark that, considering the large extent of territory covered by it, the scale (1 : 3,024,000) on which this map is drawn, is by no means a small one, and further that for a trifling extra charge its twelve sheets can be purchased separately, a point which will naturally be of some interest to those who for any reason do not care to possess the complete map.

We take the following items from the *Athenæum*:—

A pamphlet drawn up by the United States Centennial Commission, gives the Acts of Congress, Rules and Regulations, and Description of the Buildings for the International Exhibition at Fairmount Park, Philadelphia, which it is intended to open on May 10, 1876, and to keep open for six months. The articles to be exhibited are classified in the categories. These are—1, Raw materials; 2, Materials and manufactures used for food, or in the Arts, the result of extractive or combining processes: 3, Textile and felted fabrics, apparel and ornaments for the person; 4, Furniture and materials of use in construction and in dwellings; 5 tools, implements, machines, and processes; 6, Motors and transportation; 7, Apparatus and methods for the increase and diffusion of knowledge; 8, Engineering, public works, architecture, &c.; 9, Plastic and graphic Arts; 10, Objects illustrating efforts for the improvement of the physical, intellectual, and moral condition of man. Applications for space must be made, for this country, through the English Commission, Craig's-court, Charing Cross. M.P.C. Owen, C.B., the Chief Commissioner, sails for Philadelphia in the course of the present month, to make arrangements on the spot. The objects which this country will supply, as far as can be at present anticipated, will be chiefly tools and mechanical inventions.

It is proposed by Mr. Donald Mackenzie, Sir J. Glover, and others, to cut a canal across the ridge of high ground at the river Belta, near Cape Bajador, on the west coast of Africa, and thereby allow the Atlantic to flood the great basin of the Sahara desert, changing the latter into an inland sea. Such a change ought undoubtedly to be of great benefit to the northern portion of Africa. But is it solely an African question? and might not South Europe be materially injured by such a change? We know that the altitude of the permanent snow line in the highlands of South Europe is now considerably higher than it once was; also in the years that the south winds from Africa blow continuous for lengthened periods, the glaciers of South Europe retreat much further up their valleys, while much more snow than usual is melted on the hills. On account of these facts it has been suggested, that the period of the Sahara being an inland sea was the age of the maximum development of snow and ice in South Europe; also, as the Sahara sea dried up, the South Europe perpetual snow area gradually diminished, on account of the winds from the gradually increasing hot sand plains. If this reasoning is correct the flooding of the Sahara is of interest not only to Africa but also to Europe; for once the heat source of the south winds is destroyed, the perpetual snow area of South Europe must increase, and while North Africa will be a gainer by the change, Europe will be a loser.

The Companhia Litteraria, of Oporto, to which reference was made some time ago in the *Athenæum*, is about to commence its labours by publishing an *édition de luxe* of "Don Quixote," with the illustrations of M. Doré, the translation by the Viscount de Castilho. This will be followed by a similar edition of Camoens. The Viscount de Macedo Pinto is President of this Society. It is reported from Madrid that "Don Quixote" has been translated into Norwegian, and that copies in fifty languages will be exhibited at Philadelphia.

The Prince of Wales's visit to India is likely to create a stir in the world of journalism. It is rumoured that four well-known members of the press will accompany the Prince along his whole route through the East; that Dr. Russell will represent the *Times*, Mr. Forbes the *Daily News*, Mr. Henty the *Standard*, and not Mr. Sala but Mr. Edwin Arnold the *Daily Telegraph*.

A small collection of dried plants from the interior of China received at Kew, from Dr. Shearer, contains many quite new and very interesting types, which will probably soon be published.

The *Geographical Magazine* for May reproduces the Paper read by Mr. Clements Markham before the Geographical Society last month upon "Trade Routes between Thibet and Bengal." We notice also a Sketch Map of Sir Douglas Forsyth's Mission to Kashgar, and a short memoir of the late Mr. Margary, which concludes with the following remarks:—

That the service to which Mr. Margary belonged has lost a valuable officer, and the Geographical Society one of its most accomplished members, are facts that require no further testimony than a record of his deeds. The loss to his friends and companions of a nature such as his was, is less easily described, and the ordinary platitudes with which the dead are usually honoured in public notices utterly fail to convey the feelings aroused in anyone who knew him well. Dramatists and novelists have seldom succeeded in portraying character, combining qualities of manliness and general worth such as those the private friends of Augustus Margary were wont to acknowledge he possessed. He was one of nature's noblemen!

The May number of the *Friend of China*, the magazine which records the proceedings of the Society for the Suppression of the Opium Traffic, has been issued. It contains, among other articles, and in addition to the usual record of the Society's proceedings, a "Chinese Essay on Opium."

The papers which have been appearing in *Blackwood* under the title of "The Abode of Snow" are by Mr. Andrew Wilson, formerly editor of the *China Mail*, and narrate his personal adventures. We hear that they are shortly to appear in a collected form, with illustrations.

We have received the *China Review* for January and February. The contents of the present issue are of the usual varied and interesting character, and amongst other contributors are the Rev. Carstairs Douglas, the Rev. A. B. Hutchinson, and Messrs. Allen and Mayers.

Chief Justice Sir Edward Creasy has in the press, to be published by Mr. Van Voorst, a new book entitled *First Platform of International Law*.

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JAMES WEST, PUBLISHER,
79, GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, MAY 10, 1875.

THE CUSTOM IN FREIGHTS.

IT is difficult to discuss with accuracy the bearing of a judgment upon a commercial point given at a distance, and of which only telegraphic information has been conveyed, and we are therefore not in a position to enter fully upon the decision which, according to a telegram dated the 28th April, has been given by Sir EDMUND HORNBY, Chief Judge of the Supreme Court at Shanghai, with reference to the custom hitherto in force with regard to freight. The telegram states that he has decided against the custom which has hitherto obtained, by which the first shippers of goods participated in subsequent reductions made in the rate of freight. In the absence of any express stipulation to this effect, we are certainly disposed to agree with a decision contrary to this custom, which possesses many elements in itself such as tend to make it bad from a legal point of view. If a contract is entered into to convey goods at a certain rate, it is rather difficult to understand that there is a custom of the trade by which this means that they shall be conveyed at some other rate. At all events, such a custom would have to be very definitely proved to commend itself to a legal mind. However this may have been, we should certainly see with satisfaction the whole system upon which the alleged custom rests abolished. An arrangement whereby certain shippers guarantee so many tons of cargo to a steamer in advance, and thus become pledged to purchase sufficient tea or silk to fill the space which they have chartered, cannot but be seriously detrimental to the interests of trade; and, whatever reasons there may have been for such a course ten or twenty years ago, there can be none in the present day, with the largely increased supply of tonnage consequent upon the opening of the Suez Canal. The effect of these engagements of freight in advance must of necessity be to encourage a rush of steamers prior to the opening of the tea and silk seasons, and thus to afford the greatest encouragement to the Chinese dealers to augment their demands. The astute natives are well aware that the steamers must be filled, and that they will be loaded with produce almost at their own prices, if they only hold out long enough; and by such a plan as that which has hitherto been adopted we are working directly into their hands. It may be said that it is absolutely necessary for a merchant to make certain that he can obtain freight before he commences operations; but it is obvious that the matter cannot amount to more than a balance of probabilities on either side; on the one hand, the probability of being able to obtain the tea or silk at a rate at which it will pay to ship it, and, on the other, of being able to secure the freight sufficiently low to leave a profit. In the present day the probability must always lie in favour of being able to procure the freight at a not unreasonable rate, seeing the steady current of steamers now constantly coming and going between home and China. There is also the further very obvious consideration in favour of this view of the question, that it must be better to run a risk as to a comparatively small item of freight than the much larger one of the actual cost of the produce itself. To engage freight before buying produce is almost absolutely to pledge oneself to purchase at whatever price the markets may rule at, and this is certainly an unnecessarily unfavourable position to take up in the present day. So pernicious, indeed, has the custom been considered from very early times that we know of one prudent home house who made it a rule not to consign their vessels to their own agents in China for fear that having to fill the ships might induce them to enter upon unfavourable operations. If, therefore, the ruling of Sir EDMUND HORNBY in any way tends to do away with the pernicious custom which has hitherto existed as to freight or even to call prominent attention to its nature, it will be a subject for congratulation in the interests of sound trade.

PROGRESS IN CEYLON.

THE letter of our Ceylon correspondent in a recent issue of this journal conveys a graphic and pleasing picture of the onward progress of what may probably be regarded as the most promising of our Eastern colonies, notwithstanding the great drawback of an imperfect and unsatisfactory political constitution. Whatever cause the colonists of Ceylon may have for complaints against the Imperial authorities on the score of illiberality in the matter of representative government, it is certain they have nothing to complain of as regards the energy displayed by Governor GREGORY, but they may have to question the wisdom of his procedure. We will not pause to consider whether the new Colombo Harbour will or will not possess the very elastic capacity attributed to it by our enthusiastic correspondent of "sheltering the "mercantile marine of the world, and all the British navy "besides;" assuredly it will be an admirable public work, calculated to advance the island's interests. It does, however, appear somewhat anomalous that with all this progress, with land realising almost fabulous prices, the capital of the island, the seat of Government, should not be able to secure a supply of good wholesome water, and that in consequence, partly of this state of things, and partly of defective drainage, Colombo should, according to the latest advices from the island, be suffering from a severe visitation of cholera, which has already carried off several hundred of the inhabitants, and is still rife in the native portions of the town. Until Ceylon shall have removed this reproach from itself, it must not lay claim to take rank second to no British colony. We may remind the Government that it was only lately that it obtained, through the energy and ability of Mr. MCCARTNEY, anything like a census of the island.

The ravages of the coffee pest of the East—"leaf disease"—is spoken of as a visitation that has, strangely enough, never afflicted the coffee plantations of Brazils. If there be reliability on the results of recent investigations into this matter, the immunity of coffee trees in Brazils will not be regarded as anything very strange, as it is now pretty certain that the kindred pests of the vine, the potato, and the coffee plant are alike traceable to one common cause, *artificial culture*, and that, inasmuch as coffee in Brazils is, from the sheer force of circumstances, left almost in a state of nature, it has, as a natural consequence, escaped the attacks of leaf disease. We can understand the impatience of intending investors in coffee-land at the delay in the proceedings of the Survey Department alluded to by our correspondent, and the local Government will do well to remove all grounds for complaint on this score with as much speed as practicable. But as regards the probability of finding "very good and very paying invest-"ments among land in the old districts in the hands of "private individuals," we suspect that the chances of doing so on terms likely to be profitable to the investor more than doubtful. The fact that "such properties, both "cultivated and uncultivated, are always procurable at a "figure considerably under that paid for land in the new "districts" does not, to our mind, ensure their being equally advantageous. If they are really such desirable properties their owners will not part with them for less than their market value, merely because they are in old districts where facilities for obtaining labour and transport are great. If, with all these advantages, they are to be had as "bargains," we would advise intending investors to look well to it.

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THE IMPROVED CONDITION OF HONG KONG.

THOSE who remember Hong Kong in its early days, shortly after it was conceded to us in 1842, would hardly recognise it at the present time. The barren and dreary island, the rugged rock upon which scarcely a piece of sward or a single tree or vegetable could be seen, is now changed into a well laid out colony, with picturesque and convenient roads running over it in almost all directions, skirting its base on the blue sea and mounting up to its lofty peak, from whence is to be seen one of the most beautiful and striking views in the world. Hong Kong is, indeed, changed from what it was in the "good old days," and it is a satisfaction to consider that the change has not been only in the direction of show and ornament, but that the material convenience and health of the colonists have been also well provided for. Such, indeed, has been the success of the sanitary improvements which have been made that Hong Kong, from having the reputation of one of the most unhealthy colonies in the world, is now known to be most salubrious for a tropical place, and those well competent to judge attribute the improved sanitariness of the colony in a great degree to the planting and cultivation which have of late years been so vigorously carried on. Much of this is due to the late governor, Sir RICHARD MACDONNELL, who conceived that some portion of the unhealthiness of the island was attributable to the absence of vegetation, and vigorously set to work to have trees planted all over the colony. The late typhoon unfortunately did great damage to much that had been inaugurated by Sir RICHARD, but we are glad to learn that the present Governor, Sir ARTHUR KENNEDY, who has been scarcely less enthusiastic than his predecessor in encouraging and inaugurating improvements of this nature, will avail himself of the opportunity which is afforded by the necessity of repairing the damage wrought by the hurricane to introduce additional plantations and other sanitary elements. We notice with special pleasure that it is not only the Government which is anxious to improve the colony, but that private individuals are doing their best in the same direction. A pleasingly-written report of the last meeting of the Hong Kong Floricultural and Horticultural Society is given in the *Hong Kong Times*, and we notice with pleasure that a large number of ladies and gentlemen of influence in the colony contributed to the exhibition. We understand that this very useful institution was mainly promoted by Mr. HERBERT MAGNIAC, who was indefatigable in his endeavours to improve the flower and kitchen garden products of the island. Those who read the list of beautiful flowers exhibited, and recognise among them the names of many closely identified with home—the smiling pansies, the modest primulas, the dainty mignionette, the gaudy dahlias, and even the sturdy old chrysanthemums, which give forth their half-tinted staring blossoms—the best they can do, if they are not so beautiful as the other flowers, whom at least they can distance by defying the early autumn frosts to which their more favoured, but more delicate neighbours have succumbed—can form some idea of how delightful a link of home association is formed by the introduction into our distant colony of some of the most beautiful of our home flora. If this were the only service which the Floricultural and Horticultural Society of Hong Kong performed, we should heartily wish it success; but, as its name implies, it is devoted also to the more useful, if less romantic, task of improving the cultivation of vegetables. As our Hong Kong contemporary says, "Any epicure from the old country would luxuriate in commodities similar to those displayed," and he then goes on to give the names of the vegetables now produced in high perfection in the formerly barren island of Hong Kong, and which are such as may well excite the wonder and envy of those who recollect how in the old days there was no choice between the terribly bright green vegetable known by the suggestive and ominous name of church-yard greens, and very "tinny" preserved vegetables from the one or two manufacturers who had entered upon a branch of purveying which has since been brought to so much perfection. A very important service rendered by this Society also is that it promotes intercourse between the sexes, and many a confirmed bachelor is brought in this way into the society of ladies whom he would not call on.

We trust that the Horticultural Society may go on improving yearly, and that in these days, when the paths of those who seek their fortunes in the Far East are no longer strewn with roses, and the time of staying abroad must of necessity be more protracted than of yore, residence in Hong Kong will become no longer an exile on a barren rock, but be made healthy with balmy breath of trees, lovely with scent and beauty of flowers, and the more agreeable by the addition to the local dinner tables of those vegetable delicacies whose presence is usually estimated at but little, but whose absence is felt as a somewhat severe privation, and may be of more importance than many wot of, not only upon grounds of comfort, but upon the far more serious considerations of health.

THE POSITION IN EASTERN TURKISTAN.

THE statement that the Chinese Government has raised another loan of three millions of taels, which is believed to be for the service of its armies in the North-West, tends to confirm the opinion which we expressed some time back, that the Ameer of Kashgar is not to be allowed to remain in undisturbed possession of the outlying portion of the Chinese Empire, which he has been gradually absorbing during recent years. This intelligence also lends additional interest to some remarks by Professor VAMBERY in the April number of the *Geographical Magazine* on the present condition of affairs in that remote region, where the troops of Kashgar, China, and Russia maintain an armed neutrality, and where a spark may at any moment kindle the smouldering embers into flames. As regards Kashgar, it would seem by last accounts that the people, as well as the soldiers, are beginning to be dissatisfied with the iron rule of the Ameer, who himself puts his trust in the Tungans; and it is chiefly this want of confidence in his own troops which inspires YAKOOB KHAN with respect towards the Russians. Of much greater importance, however, according to M. VAMBERY, are the latest reports from Russian sources about the Tungans and the movements and operations of the Ameer. "The Tungans," we learn, "under "the sway of the ruler of Kashgar, are governed by some "of their own countrymen. In Manassi and Urumtsi per- "fect peace prevailed at the end of last year, and all com- "munication with the Chinese was totally cut off. The "entire population in these parts is said to be in a pitiful "condition, owing to the exorbitant extortions of the "Kashgar army." Turfan, on the south side of the mountain range, and other important posts are held by small bodies of Kashgar troops, and some 6,000 Tungans are also stationed there, the latter being continually engaged in predatory attacks on the Chinese and the nomadic Kalmuks. These Tungans are seemingly not very formidable as soldiers, for there is nothing like a regular army among them, and "their weapons are of a most primi- "tive description, consisting mainly of cudgels, spears, a "few matchlocks, and a little gunpowder." They are hardly treated by the Ameer, and it is reported that many of them are very anxious to get away from the neighbourhood of the constantly threatening Chinese. The last accounts from the Chinese-Russian border territory and the strategically important Shi-kho show that universal poverty prevails there. In concluding his notes, M. VAMBERY, after speaking of the garrisons of the six fortresses round Shi-kho, states that the Chinese regular army usually lies in that place, and is engaged in watching the frontier. It is reported, he says, that a concentration, on a larger scale, of the regular army is likely to take place at Suzanza, but that otherwise the Chinese keep strictly on the defensive. That this state of things cannot last very long would seem tolerably clear from the rumours which have gained ground respecting their future plans, for it is stated that the troops stationed at Barkul and Kamul (Hami) will soon be set in motion towards Kashgar, while others are preparing to march against the Tungans of Urumtsi and Manassi. As the Chinese Government has now obtained the sinews of war, it is not improbable that something decisive will soon transpire in connection with the intended operations against YAKOOB KHAN, but for their own sakes it is to be hoped the Chinese will be prudent enough to avoid meddling with the nomadic tribes subject to Russia. If they do not, they must inevitably go to the

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wall, for—to quote M. VAMBERY'S words—wherever the Russian bear has planted his paw, there the Chinese dragon will never find a foothold.

IT was lately announced that the Colonial Bishopric Fund Committee had given sanction for the repairs of St. Paul's College at Hong Kong. As a further means of placing this establishment on a more satisfactory footing we understand that the Colonial-office have given sanction to the passing of a local Ordinance which will give powers to invest the same under fresh trustees, and at the same time renounce the claims and jurisdiction which Government possessed under the old regime. Bishop BURDON will, of course, be the chief trustee, and this probably will form the nucleus of the Bishop's settled occupation, for it is clear that not having been granted a legal status (similar to his predecessor) as Bishop of Victoria, he has no jurisdiction over the chaplains in the various ports of China, and consequently must be in an awkward position.

NOTHING definite has transpired as to the course that Government intend to pursue in regard to the late attack on the Western China Expedition, but it is tolerably certain that no fresh movement will be made until next year, by which time the responsibility of the late attack will we trust be fixed on the Chinese Government and satisfaction obtained. Opinion gains ground that the KING of Burmah was not implicated. Our relations with Burmah are now undergoing a thorough revision, and may end in an increase of territory under British Rule.

WE understand that the plans of the proposed new Praya at Hong Kong, to replace the damages caused by the late typhoon—which are now under the consideration of the Colonial-office—will include an extension of some fifty feet, to be reclaimed from the sea. The proposal is that the leaseholders should have the benefit of this extension, in consideration of bearing their quota of the cost of the new Praya. We believe that the proposed new Government Hospital is likely to be settled and proceeded with shortly.

WE regret to announce that the Burmah Steam Company, owners of the steamer *Pyah Pekhet*, have withdrawn from the action instituted against the Board of Trade for damages sustained by the detention of that vessel.

THE BRITISH MUSEUM.

In compliance with an order of the House of Commons, dated April 6th, the Report of the British Museum for the past year has just been issued, comprising, besides some accounts and returns of visitors, a statement of the progress made in the arrangement of the collections and an account of the objects added to them in the period named. We observe that the following additions have been made to the various departments from the Far East. Mr. Consul Swinhoe's name, it will be seen, is, as usual, honourably prominent in connection with curiosities of several kinds.

Under the head of Oriental Manuscripts, we find that four Japanese MSS. have been acquired, of which Mr. Satow, of the Yedo Legation, presented a "Journal of the Japanese Mission to Europe, in six parts, folio," and a "Japanese Novel with miniatures, quarto." Dr. Campbell, of the Siam Consular Service, presented "a large Buddhistic work, written on palm leaves in the Pali language and Cambodgian character."

A large number of objects has been added to the Department of Oriental Antiquities, but the only noticeable acquisition from the Far East is Judge Goodwin's present of a "wooden board of a coffin, on which is painted Merartef worshipping Socharis." To the Mediæval Antiquities there have been added:—An elaborately carved Chinese glass vase, imitating in colour a sapphire; an ancient Chinese jade vase, found in a tomb near the Great Wall of China; a Chinese steatite seal, which belonged to Commissioner Yeh (J. T. V. Hardy, Esq., donor); a Japanese bronze mirror (J. P. G. Smith, Esq.); and a model of a boat made in cloves, from the Asiatic Archipelago, and a Chinese shirt of rattan, both presented by Mrs. Butterworth. The Christy Collection has acquired some "objects from Ladakh" (Dr. Aitchison), enamelled Chinese mirror and sceptre (A. W. Franks, Esq.), and a Chinese seal (John Henderson, Esq., F.S.A.).

Numerous additions have been made to the Department of Zoology, of which the following are the chief acquisitions from the Far East, arranged under the various headings. *Mammalia.*—Twenty-three specimens from Northern China, collected by R. Swinhoe, Esq., F.Z.S. *Birds.*—A series of twenty skins of rare species of Birds of Prey from Northern China, collected by the same; a collection of 125 skins from Labuan, presented by R. B. Sharpe, Esq.; and the Type of a new Pheasant (*Lobiophasis bulweri*) from the interior of Borneo, presented by his Excellency the Governor of Labuan, and named after the donor. This, we are told by Dr. Albert Günther, the Curator, is one of the most interesting additions that have been made for some years past to our knowledge of birds. It is a bird rather above the size of a common pheasant, and with skinny wattles on the naked head, which are probably of a bright blue colour during life. The body, which is entirely of a deep black colour (each feather having a glossy margin), terminates in a long lyre-shaped snowy-white tail. *Reptiles.*—Thirty-four specimens from Chefoo, collected by R. Swinhoe, Esq., F.Z.S.; fifteen specimens from the western Hills of Peking, presented by S. W. Bushell, Esq., M.D.; and thirty-four specimens from Java, presented by G. Lyon, Esq. *Mollusca.*—A series of 194 minute forms of shells from the Japanese Seas, all new to the collection, and of special interest as having been described by Mr. A. Adams (purchased). *Crustacea.*—A series of thirty-two specimens from Chefoo and Shanghai, collected by R. Swinhoe, Esq. *Insecta.*—A selected series of 124 *Hymenoptera* from Japan, presented by Frederick Smith, Esq.; twenty *Coleoptera* from Ceylon (Major Parry); a selected series of 555 specimens of Moths, collected by Mr. Wallace at Sarawak (purchased). *Radiata (and Vermes).*—Eleven species of Annelids from Ceylon, described by Professor Grube of Breslau, presented by E. W. H. Holdsworth, Esq., F.L.S.

In the Department of Botany we learn that the following collections, among others, have been either entirely or in part incorporated in the General Herbarium:—The plants of Aden, collected by Dr. Hildebrandt; of Hong Kong, by the Rev. James Lamont; and of Japan by Mr. Hughes. The additions under this heading are not numerous, and we only notice two acquisitions from the Far East, both presented by the Rev. James Lamont, viz. (a), General Herbarium. *Phanerogamia*, 506 species collected on the Island of Hong Kong, and (b), Structural Series, a Collection of Fruits from Hong Kong.

In conclusion, we may remark that the catalogue of the Chinese books in the Museum, to which reference has been made on previous occasions in these columns, is making good progress towards completion, though the work has evidently proved more troublesome than was at first contemplated. The printing of this catalogue, we are told in the Report before us, has proceeded as far as the heading *San*; from this it will be seen that much still remains to be done.

POSTAL SERVICES IN THE FAR EAST.

By the last mail we have received Reports for the year 1874 from the Postmasters-General for the Straits Settlements and Hong Kong.

Mr. Trotter reports that the returns of the postal revenue for the Straits are satisfactory, the total receipts being $117,443 in 1874, against $106,933 in 1873. The money-order business has also increased, there being an increase from £1,748 in 1873 to £3,786 in 1874 on the United Kingdom, while the local money-orders exceed those of the previous year by $1,648. Mr. Trotter reports that satisfactory arrangements have been completed for the introduction of a lower rate of postage, with free delivery at each end of prepaid letters, &c., exchanged between the Straits Settlements and Hong Kong, China, &c. The experiment of establishing sub-post offices in the Province of Wellesley has been found satisfactory, and two additional sub-post offices have been opened there. Arrangements have been made with the P. and O. Company for a parcel post service between the Straits and the United Kingdom, which was to come into force on the 1st April last.

The report of Mr. F. W. Mitchell of Hong Kong shows that the revenue during the year 1874 has diminished as compared with that of 1873 to the extent of over $5,000. This is attributed to the general dulness of trade. The revenue to the Colony, after deducting expenditure, has, however, amounted to $23,000, which, with the reimbursement from the Imperial Government, makes a total of over $29,000 in favour of the Colony. The following facts of interest are noticed in the report:—Under the new contract with the P. and O. Company there has been an acceleration of the outward English Mail Service. The average time occupied in conveying the Mails from home was also less in 1874 than it was in 1873, by both the English and French Packets. The shortest time in which a mail was delivered in Hong Kong from London by British Packet *vid* Brindisi was thirty-five days, and the shortest time in which a mail was delivered in Hong Kong by French Packet *vid* Marseilles was thirty-eight days. As regards the Homeward Mails, Mr. Mitchell observes that one mail sent from Hong Kong by French Packet *vid* Marseilles was delivered in London in thirty-five days and two in thirty-six days, whilst by

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the British Packets *viâ* Brindisi the quickest time occupied was thirty-eight days on three occasions. Correspondence from China now reaches Sydney more quickly *via* Singapore than it did by the old route *via* Point de Galle. The Pacific mails to San Francisco now leave only monthly in place of fortnightly, as formerly. A sad chapter of accidents is recorded in paragraph 12 of Mr. Mitchell's report. No less than six steamers with mails on board were lost during 1874, namely, the French mail packet *Nil*, with the local mails and those from home for Japan; the United States mail packet *Japan*, with the mails from Japan and America for Hong Kong, Macao, Canton, Swatow, Amoy, Foochow, and Manila, and those for the Straits and India, as well as the private steamers *Sunfoo* and *Albay*, with mails for Hong Kong from the Straits and Manila respectively, and the *Mongol* and *Visayas*, with Hong Kong mails for Yokohama and Manila respectively.

CARGOES AFLOAT.

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SINGAPORE AND PENANG.

Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Celæno: 310 tons gambier, 40 tons sago flour, 35 tons pearl sago, 190 tons black pepper, 35 tons white pepper, 26 tons gutta, 300 cwts. rattans, 785 cwts. hides, 3 tons india-rubber, 48 m. Malacca canes, 10 cwts. benjamin gum, 375 cwts. mother-o'-pearls, 70 tons tapioca. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber, 10 tons horns, 25 m. Malacca canes, 27 tons tapioca. Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. St. Aubyn: 545 tons gambier, 60 tons sago flour, 5 tons white pepper, 8 tons gutta, 800 cwts. rattans, 14 tons horns, 35 m. Malacca canes, 185 cwts. mother o'pearls. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca. Kashgar (str.): 140 tons tin. Coldinghame, 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 66 tons tin, 198 tons black pepper, 260 cwts. rattans, 195 tons sugar. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Condor: 150 tons gambier, 210 tons pearl sago, 100 tons black pepper, 240 cwts. rattans, 10 m. malacca canes.

MANILA.

Durham: 500 tons sugar, 740 tons hemp, 3 tons sapanwood. Stefano: 1,110 tons sugar, 130 tons hemp. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Marina: 700 tons sugar, 227 tons hemp, 16 tons sapanwood, 190 mil. cigars. France: 500 tons sugar, 262 tons hemp. Windhover: 500 tons sugar, 560 tons hemp. Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 442 tons sugar, 14 tons coffee, 550 tons hemp, 30 tons sapanwood, 305 cwts. mastic, 27 mil. cigars. Ornate: 600 tons sugar, 292 tons hemp, 10 tons sapanwood. Sea Nymph: 254 tons sugar, 100 tons hemp. Uli: 175 tons sugar, 277 tons hemp. Mikado: 405 tons sugar, 7 tons sapanwood. Sarah Nicholson: 600 tons sugar, 550 tons hemp. Canaan: 500 tons sugar, 612 tons hemp. Star of the West: 1,000 tons sugar, 575 tons hemp.

OUR RIGHTS AND DUTIES IN CHINA.

(PALL MALL GAZETTE.)

Under the sensational heading of the "Blockade of Hong Kong" one of our contemporaries has called attention to an "important Blue-book" recently presented to both Houses of Parliament. It is "a correspondence relating to the complaints of the mercantile community in Hong Kong against the action of Chinese revenue cruisers in the neighbourhood of the colony." And the subject is undoubtedly one of sufficient importance, and would be so even if the way in which it has been handled by the various contributors—merchants and authorities of both nations—did not invite further consideration. It may appear a small matter that certain Chinese merchants should claim the Queen's protection against their own country's revenue cruisers. But if the action of the Canton authorities extends, as alleged, to the seizure of junks in our own waters, and otherwise harassing and interfering with all Chinese vessels entering or leaving the port, Sir Arthur Kennedy, the Governor, may reasonably say "that there are strong feelings and large interests to be guarded against and considered on both sides." And we must agree with him that "complaints of a like nature appear to be almost the inevitable result of a free British port being in such close juxtaposition with the Chinese territory, where duties are levied; and will occur so long as there are customs laws on one side and a large population with strong inducements to break them on the other." Before reading the correspondence we might safely come to the conclusion that the Chinese merchants and junk-owners on the one side, and the Chinese authorities at Canton on the other, had real grievances to allege. With a free port as a base of operations, and a thousand miles of coast and some eighteen ports within easy reach, there is sure to be a very thriving contraband trade amongst the Chinese merchants; and the authorities are equally sure to make more or less vigorous and certainly not over-scrupulous attempts to put it down. If we fancy the Isle of Wight in possession of the United States or France, and Cowes declared a free port, from which goods were poured into the country by a swarm of bold and adventurous smugglers, we may understand the kind of exasperation these operations would excite in the preventive service and in the Government defrauded of its revenues. Of course the foreign Government in the Isle of Wight or the merchants under their protection, might tell us to look better after our ports or to lessen our duties, and that our remedy for smuggling lay in our own hands, as the Chinese are told now and have been often told before. But we doubt whether any British Government would willingly submit to a perpetuation of the evil. That revenue cruisers should often seize their prizes within the line defined by treaties as dividing the jurisdiction, and harass trading vessels honestly intending to enter a legitimate port and pay its dues, or sail away to some coast over which the Canton authorities have no jurisdiction, is, as Sir Arthur Kennedy observes, inevitable. The question for a Government to consider is how a state of things importing into the relations of two Powers all the elements of national hatred and conflict may best be remedied. The merchant's panacea—simply warning the Chinese Government off and telling them to keep to their own coasts, so that the colonial traders may be practically free from all interference—is palpably worthless. Some fairer or less derisory course must be pursued if peace is to be maintained. The first or so-called opium war was the consequence of the persistent efforts of foreigners to introduce the drug into China by maintaining a fleet of vessels in the Chinese waters near Canton. Then, as now, the foreign, and chiefly the British, merchants held the same language. "With smuggling we have nothing to do. We sell our goods to the Chinese, and if they smuggle that is not our affair." In like manner came "the *Arrow* war," and all that followed. It originated in the abuse of our flag by a fleet of hybrid vessels called lorchas, manned by Macao Portuguese, Malays, British, and a mongrel class of Cantonese and Fokien sailors—the worst of their kind—who got letters of registry without difficulty from Macao or Hong Kong, and under the protection thus obtained perpetrated every possible iniquity from piracy to smuggling. In vain the Chinese authorities protested, meanwhile endeavouring to protect themselves as they best could, until at last one of those hard-headed and hostile Chinese who sometimes exercise power in the provinces seized one of these dubious vessels in the port of Canton. We all know what followed. So it has been with Hong Kong from the beginning, and so with Macao. For many long years both were notoriously the haunts of pirates; there their vessels were refitted, their plans arranged, and their plunder sold. That it was possible until lately for such ships to find shelter and outfit in the harbour of Hong Kong is one of the grievances still rankling in the hearts of Chinese rulers; and yet our merchants would urge the Government to turn a deaf ear to the complaints of annoyance and loss inflicted by the confraternity of traders located in Hong Kong, who make that colony the basis of smuggling operations against which no power of repression or self-protection on the part of the Chinese can avail without the loyal co-operation of our own Government. But not only has the Governor, Sir Arthur Kennedy, courage enough to brave the unpopularity of advocating such a course—he has no hesitation in stating his opinion that the shortest and best remedy for disputes that have gone on for years endangering our relations with the Canton Government is the recognised establishment of a branch of the Chinese Foreign Inspectorate at Hong Kong itself—a course which is at present substantially though clandestinely practised and acquiesced in by those Chinese merchants residing in this colony who desire to avoid trouble and the rule of seizure and squeezing by low officials outside the harbour limits. This, we should think, must be some satisfaction to our late Minister at Peking, who in 1869 made a similar proposal one of the chief features of the Convention, with a view to closing a source of danger and abuse in our relations with China. Indeed, it was this proposal to allow a Chinese Consul to reside in Hong Kong which most excited the opposition of the Chambers of Commerce and British merchants, and eventually prevented ratification. Now these gentlemen are informed by the Earl of Carnarvon, in his despatch to the Governor of the colony, that no substantial argument could be advanced against entrusting to a Chinese Consul in Hong Kong the privilege of collecting from junk-masters the receipts for export duty levied in China, and issuing to them similar receipts for duty payable on account of importations into China; and that the practical advantages resulting from this arrangement would more than compensate the colony for the inconvenience which has been apprehended from the appointment of such a functionary. His Lordship concludes by expressing a hope that Sir Arthur Kennedy will be successful in his endeavours "to remedy a state of things which exposes the colony to the imputation of giving protection and encouragement to a contraband trade, and keeps up a feeling of irritation incompatible with the peaceful and friendly relations which Her Majesty's Government is desirous to maintain with China." Grave and significant words these, which the colonists and merchants of all nations who make Hong Kong their home will do well to mark as the announcement of a policy which the Government is determined to carry out. The Consul at Canton, the Governor at Hong Kong, Her Majesty's Minister at Peking, and the two Secretaries of State for Foreign Affairs and the Colonies, are in entire accord in upholding the principle so well put by the Consul, that "if smuggling could by any legitimate means be prevented from being a source of distrust and alarm to the Chinese Government, it

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was of more importance for our general interests than any local advantages based on principles of doubtful integrity would or could afford." Of one thing the merchants may be assured: whether the Chinese Government may really aim at crippling the trade or destroying the property of the colony, as alleged, or not, they can never cease to desire such a result while they are compelled to maintain a costly fleet and service to protect their revenue, and while they have just reason to regard Hong Kong as a basis for smuggling operations as well as a refuge for Chinese outlaws. While that feeling lasts, it can only be power that is wanting to deal with the foreign traders and colonists as enemies to be swept from the coast.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received at the Bank of England on the 5th inst. The amounts allotted were:—To Calcutta, £280,000; to Bombay, £410,000; and to Madras, £10,000. Tenders on all the Presidencies at 1s. 9¾d. will receive about 12 per cent., above in full. The demand for remittances has thus apparently fallen off.

A general meeting of the shareholders of the Colombo Gas and Water Company is convened for the 12th inst., when the directors will submit the report. At present the operations are confined to the supply of gas, and this, as in all Oriental countries, is regarded by the bulk of the population so much as an article of luxury, instead of, as in Europe, a necessary of life, that the progress of gas companies has ever been slow at the commencement of their career. It was thus in Hong Kong and Singapore; it was even so in Calcutta and Bombay. The directors of the Colombo Company are, however, in a position to assure their shareholders that the turning point has at length been reached, that the number of burners has increased during the twelve months by twenty-five per cent., and that a dividend of 7 per cent. may be paid the holders of preference shares. They also "think it well to add that, if the first half-year's working in 1874 had been equal to the last, there would have been a profit available for a dividend on the ordinary shares." Under these favourable circumstances, it is not too much to anticipate that the working of the current year will enable the directors to declare a dividend on all the company's shares. Ceylon is especially a progressive colony, and Colombo, its capital and seaport, is destined, at no distant date, to become a port of call for mail steamers in the Eastern seas. Its breakwater is making progress, and there is little doubt that within two years from the present time steamers will be able to anchor in tolerably smooth water within the first portion of this great public work. The gas company will share in the general prosperity of the capital, and have every reason for congratulation that it commenced operations at such a seasonable time, and under such favourable auspices.

The report of the German Union Telegraph and Trust Company (Limited) states that the total receipts for the year, including £69 brought forward, amounted to £12,816, and the working expenses to £720, leaving an available balance of £12,096. Out of this amount an interim dividend of 5s. 9d. per share was distributed in January last, and the directors now recommend a further dividend of 7s., making a total payment for the year of 12s. 9d. per share, free of income-tax, or at the rate of £6 7s. 6d. per cent. per annum, and leaving £102 to be carried forward.

The report of the Moyar Coffee Company for the year ending the 31st March last states that the profit amounted to £6,545 6s. 6d., which has been appropriated to the payment of a dividend of 8½ per cent., the transfer of £1,000 to a reserve fund, and the carrying forward of £292 15s. to the next account.

Mr. James Campbell Ker has commenced business as a commission merchant at George-yard, Lombard-street, under the style of J. C. Ker and Co. The firm will be represented at Singapore by Messrs. Guthrie and Co.

It is notified that 660 bonds of the Japan Loan were drawn by lot to be paid off on the 1st August, at the offices of Messrs. Schröder and Co., on the 6th inst.

The Eastern Extension Australasia and China Telegraph Company traffic receipts for the month of April amounted to £18,413, and to £16,660 for the corresponding month of 1874. The Eastern Telegraph Company's receipts for the month amounted to £31,252, and to £30,766 in the corresponding period of 1874. The Great Northern Telegraph Company's traffic receipts for the month were, this year, f. 351,662, last year, f. 343,158. The total receipts, 1st January to 30th April, were, this year, f. 1,235,974, last year, f. 1,326,066.

During the week ended the 1st inst. the quantity of tea removed from the bonded warehouses in London was 3,523,646lb. Of this total 2,344,811lb. were for home consumption, 681,137lb. were removed coastwise, 373,406lb. were exported, 119,257lb. were sent coastwise for export, and 5,035lb. were taken for ships' stores. The duty received during the week was £58,613, being nearly 12 per cent. less than in the preceding one.

During the week Bar Silver has been sold at 57d. per oz. standard, the lowest price on record. The market remains very quiet at this quotation, and there is no demand for the East. The demand for Mexican Dollars having in a great degree ceased, the amounts lately received, about £60,000 in all, have been sold at 56d. per oz., showing a decline of ¼d. per oz.

The amount of bullion per P. and O. steamer *Indus*, from Southampton on the 6th inst., was:—In gold, to Galle, £1,000; in silver, to Singapore, £20,760; to Hong Kong, £30,370; to Shanghai, £49,700; to Yokohama, £3,033; total in gold, £1,000; in silver, £103,863.

ARTICLES OF IMPORT.

A quiet tone has continued to characterise the Produce Markets, there being a continued absence of speculation. Tea and Silk are quiet, with a declining tendency. Prices of Coffee show a further decline. Cotton, Cutch, Hemp, Pepper, Rice, and Spices have been quiet, without material change in values. Gambier and Tin have slightly improved. Sugar is quiet, but firm. Other articles are steady, but inactive.

TEA.

Messrs. James Goddard, Junior, and Co.'s Circular says:—During the week business has been very dull and without showing any material change in value; the kinds most offering have been the common grades of both black and red leaf Congou, and these have shown no rally from the depressed rates lately ruling. Some considerable quantities of Canton-made Congous, ex "Kinfauns Castle," have been on offer, and selling at from 11½d. to 1s. 6d., and one parcel at 1s. 9d. to 1s. 10d.; these are fresh Teas of fourth crop. A few boxes, marked crop 1875-76, have been sold at 1s. 10d. Scented Capers are without improvement. The auctions of the month have been—China Tea, 78,000 packages, 21,200 having been Green Teas. No. 1 Moyune Young Hysons show a drop of 3d. to 4d. per lb.; other kinds to a less extent. 23,000 boxes of Scented Capers have also been sold cheaper. The public sales of China sorts this week have been small, only 6,679 packages being offered, and 6,459 sold without reserve. 1,900 boxes Scented Caper obtained 9d. to 10d., 924 half-chests Moyune Greens sold without change, Young Hysons continuing much depressed. A break of Moning Siftings sold at 7¾d. to 8d. London deliveries and imports for the month of April:—

	1874. lbs.	1875. lbs.
Home Consumption (duty paid) ...	10,722,240	10,163,369
Exported	1,824,887	3,749,414
Sent Coastwise	3,092,521	3,170,398
Total delivered from London ..	15,639,648	17,083,181

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Monthly Circular says:—Business during the past month has been entirely restricted to the immediate wants of the trade, and the market has in consequence been very quiet and occasionally dull. The demand has been almost exclusively for the lower grades of Tsatlee at 12s. 6d. to 13s., and manufacturers and throwsters have supplied themselves as they wanted; for the better classes there has been very little inquiry, and beyond an occasional sale on the basis of 15s. 6d. for Blue Elephant, and 16s. 3d. for Chin Jan, there have been no transactions worth noting; prices of Tsatlees, however, remain everywhere unchanged, while Taysaams of the coarser grades are even a shade higher on account of scarcity. Canton Silk is certainly quieter during the last fortnight, the inquiry which a month or two ago existed for market No. 4 Tsatlees at 11s. 9d. to 12s. has ceased, and offers now stop short at 11s. 6d. In Japans there has been more business, but at low rates, and in Bengals a little inquiry for best filatures, but otherwise no improvement in general demand. The deliveries are good, and show very satisfactory figures for April—especially as regards Chinas, which are evidently the popular Silk. Stocks show a reduction as compared with this time last year, and as there is little Silk to arrive between this and the end of July, a continuance of the present rate of delivery would sensibly relieve the market for the commencement of the new campaign. There is nothing to be said yet about the prospects of the European crops, beyond the fact that the season is fully a fortnight late. From the manufacturing districts we continue to have reports of much activity.

Messrs. Kilburn, Kershaw, and Co.'s report upon the market, dated the 7th inst., is as follows:—There is no change; demand continues to be almost exclusively for the lower grades of Tsatlees, and daily business is doing in such at firm prices. Cantons are still uninquired for, except at 11s. 6d. for No. 4 Tsatlee; and in Japans and Bengals there is no new feature. Deliveries are good, being, from 1st to 6th instant:—

	1875.	1874.
China	712	471
Canton	96	85
Japan	90	128
Bengal	96	43
Total	994	727

	Stocks. April 30.		Imports. Jan. 1 to Apr. 30.		Deliveries. Jan. 1 to Apr. 30.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China ...	25,275	24,012	8,882	6,416	11,837	13,107
Canton ...	6,125	5,417	747	2,128	2,696	1,836
Japan ...	6,625	5,675	2,979	2,309	2,730	2,154

COIR GOODS.—The public sales comprised 1,203 bales 5,255 dholls 85 tons Yarn, 1,138 bales 224 bundles Fibre, and 6,991 coils Rope. Yarn mostly sold; Ceylon, £20 10s. to £25 15s., ballots at £26 10s. to £38 5s.; Fibre partly found buyers at £20 to £25; Rope went at

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£20 to £22 for 1¾d inch, £24 for 2 inch, £25 5s. for 3¼ to 3½ inch, and £26 to £26 5s. for 7 to 7½ inch.

COCOANUT OIL is without alteration. Fine Ceylon on spot, £37 15s.; old, £37 10s.; Fine Cochin, £43 15s. to £44 per ton.

COTTON.—The market is dull and drooping, and the transactions show a decline. Prices are:—Tinnivelly 5⅜d. to 5 13-16d., Western Madras 4½d., Northern 5 5-16d. to 5⅝d., Bengal 4⅝d. to 5d., Tinnivelly 5⅜d. to 5 13-16d. for good fair.

CUTCH has been quiet, and in auction 1,427 boxes Rangoon were chiefly bought in at 25s.; a few lots sold at 24s.

EBONY.—At auction an offer of 143 logs Ceylon was bought in at £13 per ton.

GAMBIER.—There has been more doing, bales selling at 25s. 1½d. to 25s. 3d., ex quay, with all faults, and for arrival 25s. 6d. per cwt. has been obtained. The market has since further hardened in all positions, and business has been transacted on spot at 25s. 6d. per cwt.

HEMP.—The market continues quiet, and a small indifferent assortment brought to auction attracted but little attention, the bulk being bought in or withdrawn without bids. Of 587 bales Manila two or three lots J.F.R. mark sold at £30 10s.; the rest taken out, J.F. in □, No. 1 at £48, No. 2 at £42, and M.D.L. at £33.

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Circular says:—The market for East India Hides continues in an unsatisfactory position; although a decided inclination by holders to meet the trade has been generally shown, it has not been responded to, so far, to any extent. With the exception of a few parcels of good quality and light average, which, however, can hardly be said to have maintained quite former values, all descriptions have been in limited demand, at an average decline of ½d. to ¾d. per lb., in which the heavy weights have again chiefly participated, the reduction on extra heavy being in many instances ⅝d. to 1d. per lb. The sales by public and private reach 176,555 Kips in the Hair and Tanned, and the stock in brokers' hands is 534,678 Hides. Singapore, Penang and Rangoon, &c., Ox and Cow hides have been in limited request, and only a small proportion of the Singapore offered at Public Sale found buyers at a decline of ½d. to ¾d. per lb. The sales consist of 2,040 Singapore and Penang: Light, seconds 10½d. to 12d.; thirds 6⅝d. to 7½d.; heavy, seconds 7½d. to 8½d.; extra heavy 6½d. to 7d. small Seconds, 12d.; fourth class 4⅜d. per lb. Singapore, Penang, &c., Buffalo hides have been in fair demand at about previous prices, but some parcels being held above market rates, the sales are confined to 2,962 hides; fair first heavy, average 30½ lb. 5⅝d.; ordinary, first heavy, average 30⅜d. to 38½d. lb. 5d. to 5½d.; seconds 25⅜ to 36 lb. 4⅜ to 5d.; first light, average 12¼ lb. 7⅛d.; light and small, average 8⅝ to 15⅝ lb. 6d. to 6½d.; third class 4d. per lb. Java hides, Ox and Cow are neglected, and there are no sales to report. Buffalo hides were in limited request at the public sales, and few sold at prices rather in favour of buyers. By private there has been some inquiry, and the total sales are 5,161 hides; shaved, first heavy, average 19¾ lb. 8⅜d.; seconds 6½d.; unshaved, first heavy, average 24⅝ lb. 8d.; seconds 5⅞d.; 1st Light. average 9⅝. to 17 lb. 8½d.; Small, average 5⅛ lb. 8d.; third class 4½d. per lb.

PLUMBAGO.—At sale 268 barrels partly sold, lump at 17s. to 18s., chips at 11s. to 13s., dust at 8s. 9d. to 9s. per cwt.

PEPPER.—*Black* has been very quiet, and of 3,595 bags in auction only a small part found buyers at 6½d. to 6⅝d. for heavy Malabar, the rest bought in at 6½d., Siam at 5⅞d., Singapore at 5⅞d. to 6d., and Atchin at 5d. to 5½d. *White* is flat. Of 771 bags catalogued about 400 bags sold, Singapore at 7½d. to 7½d. per lb.

PRESERVED GINGER.—100 cases 32 casks China sold at 6d.

RICE.—Scarcely any sales have transpired, the market remaining quiet, both on spot and afloat.

SUGAR.—Although a firm tone has been maintained the market has been very quiet, and transactions consequently small. *Penang:* On the 30th ult. a parcel of 1,628 baskets date sold from 16s. for very low up to 17s. 6d. for fine; 3,772 bags bought in, date at 17s. 6d., fine brown cane at 21s. On the 4th inst. 2,443 bags brown date were bought in at 17s. 6d., and on the 5th 351 baskets low quality ditto at 17s. *Manila:* On the 30th ult. about 22,000 bags sun-dried Ilo Ilo chiefly sold at 19s. 3d., and on the 4th inst. 21,200 bags good clayed at 21s. On the 5th 16,796 bags clayed, per Glenroy, import 1875, were withdrawn, no offer being made.

SPICES have been without alteration.

SHELLS.—The periodical sales were held on the 30th ult. with the results subjoined. *Mother o' Pearl*, of first qualities met a fair demand, and sold steadily, but other grades went unevenly. Of 79 cases Macassar, a small portion sold at £14 for firsts; the remainder bought in at £15 to £16. Of 53 cases Manila about half sold, good large at £12 7s. 6d., one lot at £13 5s.; mixed and small at £5 15s. to £6.; 51 bales *Tiger Shells* were bought in at 15s. per cwt.; 38 bales *Bull Mouth* sold at 1⅜d. each.; 10 cases *Murex* bought in at 2s. per dozen. Of 471 cases 56 bags *Japan Ear*, part sold at £31 per ton for fine large and £16 to £19 for small and medium mixed. 149 baskets *Green Snail* chiefly sold, large at 11d. to 1s., medium at 7½d. to 7⅜d. and small at 5d. per shell.; 12 cases *Cola* brought 10s. per cwt.; 11 mats *Loochoo* withdrawn.

SAGO is steady. At sale 530 bags mostly sold, good small at 18s., fair large at 17s. 6d., and ordinary grey at 16s. 6d. *Sago Flour:* At sale 341 bags partly sold at 14s. for good Singapore.

TAPIOCA.—700 bags Flake sold at 2⅜d. to 2½d. for good and 2d. to 2¼d. for dull bold, Alma mark; 231 bags Pearl sold at 22s. 6d. to 23s. for white small and 21s. 6d. for dull bullets.

TIN.—The market for Straits has been quiet, but a steady business has been doing, and the recent decline has been partially recovered closing quotations being £83 to £84 on the spot and £83 afloat. Banca is quoted £88 and Billiton £83 per ton. The principal features which are attracting attention in this market are the London Stocks and deliveries, both of which have reached a figure never before attained. The stock of foreign in London now amounts to 5,946 tons, composed of 2,500 tons Straits, 3,450 tons Australian. This large total has been produced by the very heavy arrivals of Australian Tin during the last week of April, much of which may not be available for some weeks to come. The quantity afloat from this quarter is consequently much reduced, 1,150 tons being the present estimate. The deliveries of Foreign in London during April were 1,279 tons, and the combined deliveries from Holland and London, 2,000 tons. It is satisfactory to note that while the supply of Tin has so largely increased, consumption is on a much larger scale than before known, for on comparing the first four months of this year with those of last, we find that arrivals have increased 89 per cent., deliveries have increased 100 per cent. The shipments from Penang and Singapore continue upon an ample scale, 580 tons during April; and from Australia the shipments are estimated at 500 tons. The Dutch Trading Company announce their next sale of 22,800 slabs Banca Tin for the 26th inst.

TOBACCO.—At public sale 297 boles Japan were mostly sold at 5½d. to 5⅝d., and 178 do. damaged at 4½d. to 4½d.; also 16 bales China, at 4⅜d. and 11 bales Manila were partly sold at 17½d. to 2s. 5d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7; Bars, £9; Staffordshire Best: Bars, £9 10s. to £10 5s.; Nail Rods, £9 5s. to £10; Hoop, £10 15s. to £12; Sheets, £12 10s. to £13 10s.; Scotch Pig, No. 1 £3 11s. to £3 18s.; Swedes, Bars, Hammered, £17 to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7⅜d. to 8d.; Sheathing and Rods, 7⅜d. to 8d. per lb.

TIN.—English Refined, £91. Tin Plates: Charcoal IC, per box, 33s. to 39s.; Coke, 25s. to 27s.

LEAD.—WB, £23 10s.; do., other brands, £22 15s. to £23; Spanish soft, ex ship, £22 10s.; Sheet, £24; Shot (kegs extra), £26 10s.; White do., £29; Red do., £24 to £24 10s.

SPELTER.—Silesian, £23 5s. to £24.

QUICKSILVER.—In bottles of 75 lbs. each, £12.

Messrs. French and Smith's Circular says:—Trade drags on unprofitably, and the Metal Markets share in the general dulness. Iron: There are evident signs of the strike in South Wales drawing to a close, but at present no general understanding has been arrived at. In Staffordshire and Yorkshire prices are steady, and makers of best brands are well supplied with orders. Copper ruled firmer during April, and a rise of about £2 per ton was established in Chili Bars. A few shipping orders of Australian have been placed, but values remain unchanged. We quote Chili Bars £82 10s.; Wallaroo, £90 10s. to £91, according to quantity; tough, £88; manufactured, £94 to £95. Tin Plates have been less in demand, and prices quite 1s. per box less than at this period last month. Lead, which at the beginning of April had fallen to £20 per ton, has since steadily increased in value, and is now £23 for English Pig, f.o.b., and £22 10s. for soft Spanish, ex import ship. Silver Lead about 5s. lower; at these quotations the market is firm. The imports of Foreign Lead the first three months of this year have increased, but this extra quantity is no doubt required to compensate for the falling off in the production of our English mines. Quicksilver: We have to report since the commencement of the past month a further fall in price of £3 per bottle, making a fall of £12 since the commencement of the year.

EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To China	46,080	26,500	18,140	59,095	18,235	17,738
	„ Japan	—	700	390	59,615	—	4,590
Total		46,080	27,200	18,530	118,710	18,235	22,328
Shipped to the same date last year	To China	28,120	23,970	13,100	95,165	12,995	9,018
	„ Japan	—	840	300	29,450	—	1,480
Total		21,120	24,810	13,400	124,615	12,995	10,498
Do. 1873	To China	20,280	23,050	12,240	150,555	29,885	13,164
	„ Japan	—	360	300	48,160	—	18,545
Total		20,280	23,410	12,540	198,715	29,885	30,709
Total shipped during the year 1874	To China	89,040	83,900	52,010	284,845	47,135	48,485
	„ Japan	—	2,040	1,530	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China	69,340	76,020	30,955	400,082	73,517	59,820
	„ Japan	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

MANCHESTER GOODS.

The transactions in this market have been on a limited scale, a duller tone and a poor inquiry for Cotton in Liverpool having had a quietening influence. Quotations, however, have remained at last week's figures, and, as a rule, where operations have been carried through, buyers have gained no advantage in price. At the close a slightly weaker tendency is apparent.

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QUOTATIONS FOR CHINA GOODS.

Description.	lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings ... 39 in....	7 ...	14×13 ...	37 ...	6/9 ...	7/3
Do. ... ... ,, ...	7 ...	14×13 ...	38 ...	8/3 ...	8/3
Do. ... ... ,, ...	8 4 ...	16×15 ...	39 ...	8/3 ...	8/9
Do. ... ... ,, ...	8 4 ...	16×15 ...	40 ...	9/9 ...	9/9
Do. ... ... ,, ...	9 ...	19×19 ...	41 ...	11/9 ...	11/6
Do. ... ... ,, ...	10 ...	19×19 ...	42 ...	12/7½ ...	12/6
T-Cloths ... ... 32 in....	6 ...	14×14 ...	43 ...	5/3 ...	5/3
Do. ... ... ,, ...	6 ...	15×15 ...	44 ...	5/7½ ...	5/7½
Do. ... ... ,, ...	7 ...	15×15 ...	45 ...	6/0 ...	6/0
Do. ... ... ,, ...	7 ...	16×16 ...	46 ...	6/4½ ...	6/4½
Mexican ... ... ,, ...	7 ...	18×18 ...	47 ...	6/6 ...	6/9
Do. ... ... ,, ...	7 ...	18×18 ...	48 ...	7/9 ...	7/9
Do. ... ... 36 in....	8 ...	18×18 ...	49 ...	7/9 ...	7/9
Do. ... ... ,, ...	8 ...	18×18 ...	50 ...	8/9 ...	8/9
Spots ... ... White...	— ...	— ...	51 ...	10/7½ ...	10/6
Broeades ... ... ,, ...	— ...	— ...	52 ...	10/10½...	10/9
Drills ... ... 30 in....	15 ...	— ...	53 ...	3¾d. ...	3¾d.
Do. ... ... ,, ...	15 ...	— ...	54 ...	3¾d. ...	3¾d.
Jeans ... ... ,, ...	8 ...	— ...	55 ...	8/4½ ...	8/7½
Do.	8 ...	— ...	56 ...	9/4½ ...	9/0
Water Twist.		16/24		28/32	
Good Seconds		10¾ ...		... 12¾	
Best ditto		11¾ ...		... 13¾	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr28	Anna	Overklift	Java	Greenock
28	Maibit	Altmann	Do.	Do.
30	Electra	Thompson	Colombo	London
29	Prins Hendrik (s.)	—	Batavia	Rotterdam
30	Skiddaw	Berlund	Samarang	Falmouth
30	Caroline	Clyma	Hong Kong	New York
30	Conqueror	Davidson	Shanghai	Do.
30	Banda	Giesing	Bangkok	Marseilles
30	Flintshire (s.)	Sturrock	Akyab	Antwerp
18	Hattie E. Hall	Carter	Sourabaya	Boston
28	Lady Louisa	Scott	Shanghai	New York
28	Mahdola	Perry	Batavia	Do.
May 1	Vespasian (s.)	Alexander	Colombo	London
1	King Arthur	Rickwood	Do.	Do.
2	Tythus	Andreas	Do.	Do.
2	Horseguards (s.)	Hill	Rangoon	Liverpool
2	Light Brigade	Davies	Java	Falmouth
3	Remus	Dinely	Manila	Liverpool
3	China	Rose	Singapore	Boston
3	Marie	Peterson	Do.	New York
2	Trinidad	Weir	Java	Havre
4	Caribou	Kenney	Batavia	Boston
4	Mary Goodall	Sweetser	Padang	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr.24	Kortenaer	Walters	Java	Antwerp
28	Atma	Paulson	Hong Kong	Cardiff
28	Norden	Jensen	China	Antwerp
29	Atalanta (s.)	Petersen	Shanghai	Hamburg
23	Cremona	Gove	Yokohama	New York
May 1	Louisa Maria	Laine	Singapore	Cardiff
2	Prince Louis	Irvin	Hong Kong	Do.
1	Prinses Amalia (s.)	Fabritius	Batavia	Nieuwe Diep
1	Industrie	Weidenaar	Do.	Rotterdam
3	Robert Boak	Irish	Hong Kong	Falmouth
3	Vanadis	Carlsen	Batavia	Liverpool
3	Pallas	Balleer	Bangkok	London
3	Ajax (s.)	Kidd	China	Liverpool
3	Duchess	—	Java	Shields
3	Solsterk	Sivertsen	Hong Kong	Do.
4	Ambassador	Prehn	Shanghai	London
4	Shalimar	Walker	Yokohama	Cardiff
4	Leon (s.)	Bollequi	Singapore	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Erl King, Paraguay. For Singapore, Hong Kong, and Shanghai: Glenroy, Argyle.

SAILING VESSELS.—For Yokohama: Formosa. For Yokohama and Hiogo: Punjaub, Coulnakyle, Cathaya, Flying Spur, Albuera. For Shanghai: Falcon, Guinevere. For Hong Kong: Solent, Chusan, Coldstream, J. C. Munro. For Batavia, Samarang, and Sourabaya: Annie E. Elliot. For Singapore: Belle of Southesk. For Anjer: Sir Jamsetjee Family. For Colombo: Annie.

At LIVERPOOL.—For Hong Kong, and Yokohama: Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Sarpedon (str.), Priam (str.), Ulysses (str.). For Hong Kong: Carolus Magnus. For Batavia: Akbar, Gebroeders Van der Beek.

At GLASGOW.—For Singapore: Bowen.

At CARDIFF.—For Batavia: Kurrachee. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria and Betsey, Erasmus. For Galle: Landore.

SPOKEN.

LOCHLEVEN CASTLE, from Singapore to Liverpool, March 9, 25 S., 4 E.
SUMATRA, from New York to Hong Kong, Feb. 7, 30 S., 12 W.
GUSTAV, from Cardiff to Hong Kong, March 20, 2.28 N., 25.48 W.
LAJU, from Shanghai to London, March 24, 4.49 S., 18.16 W.
ANTONIETTE, from Java to Amsterdam, March 30, 0.40 S., 21.18 W.
CELÆNO, from Singapore to London, March 30, 40 S., 21.18 W.
JOSEPHINE, from Sunderland to Singapore, April 21, 21 N., 24 W.
CASTINE, from Boston to Batavia, April 4, 36.19 N., 42.22 W.
QUEENSBERRY, from London to Colombo, March 3, 0.25 S., 24.35 W.
SCINDIA, from London to Shanghai, March 5, 3 N., 21.42 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 25s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 29s. To Singapore: 25s. To Colombo: 25s. To Galle: 25s. To Batavia and Sourabaya: 26s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 18s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

PLYMOUTH, APRIL 30.—Arrived, Laurens Coster, from Batavia, for Flushing, with main and mizzen masts fished.

GIBRALTAR, MAY 3.—The Golden Horn (str.), from Rangoon, for Falmouth (rice), which grounded in this bay, has been got off, and proceeded.

A new shaft and tube for the Devonhurst (str.), from London, for Shanghai, which was towed into Aden on April 12, will be sent out from England. In the meantime the coals are being discharged from the afterhold to trim the vessel by the head, but it is thought she may have to discharge a large quantity of her cargo before the stern can be sufficiently raised for the repairs to be carried on.

MANILA, APRIL 28.—The Camiquin, steamer, on reef since the 10th inst., badly damaged; abandoned vessel; partially uncovered at low water; Lloyd's survey called.

MISCELLANEOUS.

NAPLES.—April 27, arrived, Egeron (str.), from Nieuwe Diep and left for Batavia.

SUEZ.—May 2, arrived from Liverpool, Oceanic (str.), and sailed for China and Japan.

ST. HELENA.—Arrived: March 15, Antoniette, V.d. Hoven, from Sourabaya, for Amsterdam; 17, Laju, Scott, from Shanghai, for London, and sailed same day; Kitty, Mulder, from Java, for Amsterdam, and sailed same day. Sailed: March 25, Orient, Oriander, from Passaroeang, for New York; April 1, Sooloo, Howie, from Shanghai, for New York; 2, Guiseppina N., Nossardi, from Singapore, for London; 3, Rajpoot, Andrew, from Colombo, for London; 8, Inverness, Peter, from Shanghai, for New York; 12, Charlotte Clark, Gordon, from Singapore, for Marseilles. Passed: March 18, Royal Charley, from Java, for Falmouth.

MAURITIUS.—Arrived: March 8, Rose, Joando, from Singapore. Sailed: March 5, Isabella, Ridley, Hansard, Flodden, Murdoch, Lord of the Isles, Petrie, all for Anjer; 17, San Francisco, Lemcke, for Singapore; 25, Francis, Brindejonc, for Anjer.

THE PYAH PEKHET.—This new steamer, in reference to whose unseaworthiness so much has been heard of late, arrived at Malta on the 2nd inst., after a fine run of 11 days 11 hours from the Clyde. The captain, by telegraph to owners, reports ship and crew all well.

THE STEAMER "HECTOR."

A testimonial, of which a copy is subjoined, has been presented to Captain Bewley, of Holt's steamer *Hector*, which has just arrived from China, by the passengers whose names are attached:—

"We, the undersigned, trust that at the close of our pleasant passage from the Far East you will allow us to express our high appreciation of the uniform kindness and courtesy you have shown us, and the efforts you have put forth to secure our comfort and enjoyment. The constant and watchful care that you have at all times exercised for the safety of the ship has won our admiration, and inspired our confidence. By your timely advice and excellent example general order and quietness have been maintained. Your kind permission of a Sunday service has afforded satisfaction to many. Your officers have been remarkable for sobriety and civility, and last, not least, the well-supplied table regularly provided for us deserves our decided acknowledgment. We take this opportunity of expressing our unfeigned regard for you, and our sincere desire for your preservation and prosperity on sea and on land, and remain, dear Sir, yours faithfully, J. T. Veitch, M.D., Penang; G. Veitch, ditto; J. Campbell, Singapore; M. A. Campbell, ditto; Henry Sheard, Japan; Annie Sheard, ditto; D. Smith, Singapore; J. Spence, Shanghai; Henry Carlisle, Singapore; K. Harris, Penang; R. T. Stretten, Hong Kong; George Jamrach; C. H. Rosher; W. Brook; J. Furze, Hong Kong; J. Sadler, Amoy; F. Warwick, Suez; J. P. Zwaan, Batavia; J. C. E. Zwaan; M. Sadler."

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,
15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

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National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

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MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

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ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

FINEST TEA, DIRECT FROM CHINA.

"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

Messrs. CHALMERS, MACKINTOSH, and Co., of Shanghai, take this opportunity of announcing that they have for some time supplied numerous friends with the very best Tea procurable, by direct shipments from China, in single original packages, of 10 lbs. and 90 lbs. each. They have thus in all cases been able to meet the difficulty as to quality so much complained of, and are prepared to extend the facility to any who will forward their names and addresses and quantity of Tea required to their agents for this purpose, Messrs. Daley and Symons, 15, Philpot-lane, London, E.C.

This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai, by
Messrs. DALEY and SYMONS, 15, Philpot-lane, E.C.
Payment—Cash on delivery.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.C.I., F.R.S.S.A., &c. Sold by grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

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YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
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FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English, French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

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SITUATED on the Alster. A first-class House, at moderate prices.

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ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

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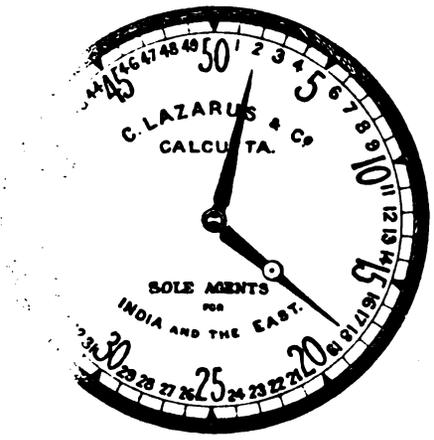

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HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T. G.C.S.I., &c

AGENTS in India, China, and the Straits Settlements for the PATENT ELECTRIC BILLIARD MARKER, scoring the Game from the Table.

Press, and will shortly be published, "The Billiard Player's Companion." Contains some useful and instructive information regarding the Billiard Table, with a few hints on the games of Billiards, Pool, and Pyramids. Illustrated.

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OIL LAMPS,

TO BURN WITHOUT A CHIMNEY.

ROWATT'S PATENT ANUCAPNIC LAMP,

FLAT WICK, FOUR SIZES;

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Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.

They are easily trimmed, NEVER GET OUT OF ORDER, and save great annoyance, trouble, and expense of Chimneys breaking. They are easily managed, simple in construction, and inexpensive.

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AUTOMATICAL PIANOS.

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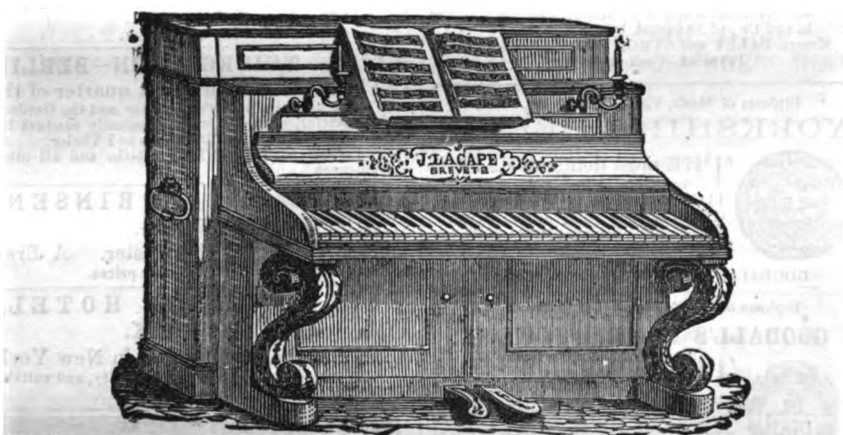
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

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IODIDE OF IRON PILLS.

Approved by the Academia of Medicine of Paris.

Possessing the properties of IODINE and IRON, the genuine Blancard's Pills are used especially against scrofulous affections, debility of constitution beginning consumption, and in all cases requiring to act on the blood, either to make it again as plentiful and rich as usual, or to stimulate its periodical course.

Insist on the annexed signature at the bottom of a green label.

BEWARE OF COUNTERFEITS.

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Rue Bonaparte, 40,
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IMPERIAL GOVERNMENT OF JAPAN CUSTOMS LOAN for £1,000,000 Sterling. 1870.—NOTICE is HEBEBY GIVEN that in carrying out the operation of the Sinking Fund of the above loan,

SERIES G.

Nos. 121 to 140,	20 Bonds of £1,000 each.....		£20,000
241 to 280,	40	„ 500 each.....	20,000
3601 to 4200,	600	„ 100 each.....	60,000
Total			£100,000

have THIS DAY been DRAWN by Lot, in the presence of a partner in the firm of Messrs. J. Henry Schröder and Co., and of the undersigned Notary Public, to be PAID OFF on the 1st of August next, on which day all interest will cease and determine.

J. HENRY SCHRODER and Co.

London, May 6, 1875.

Countersigned S. C. HARRIS, Notary Public.

H. CARETTE,

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GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, ni fard, ni bismuth ni produit chimique.

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GENERAL COMMISSION MERCHANTS,

MILITARY EQUIPMENTS, &c.

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Our HURRICANE LANTERNS are absolutely wind proof and safe; simple in construction, and give a splendid white and steady light. They are the most serviceable Lanterns for use in Stables, Farms, Gardens, Boats, Cellars, &c.

DIETZ & CO.

15 TO 21, CARTER-LANE,

Inventors, Manufacturers, and

PARAGON

HURRICANE LANTERNS,

Burning Kerosine

Over 5,000 Patterns of

TABLE LAMPS, HALL LAMPS,
Chandeliers. Brackets.
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PARAGON

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AND 1, SERMON-LANE,

Exporters of the celebrated

LAMPS,

COOKING AND HEATING STOVES

or Paraffin.

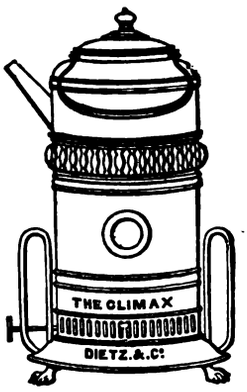
Unrivalled for

SIMPLICITY, SAFETY,
Economy, Durability,
BRILLIANCY,
AND ABSOLUTE FREEDOM FROM
SMOKE,
SMELL, DANGER.

Our Famous

BURNERS,

Which give a magnificent white and steady Light, equal to 25, 20, 14, and 11 Candles, at the cost of 1-4th, 1-5th, 1-6th, and 1-7th of a penny per hour.



Our CLIMAX COOKING and HEATING STOVES in six sizes, will be found extremely useful in every household, being always ready for use, and saving time and money, coals, trouble of lighting fire, dust and refuse.

JOHNSTON'S CORN FLOUR IS THE BEST.

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(The Old House).

Ask for JOHNSTON'S CORN FLOUR, and take no other; it is the Best.

As an invaluable article of Food, CORN FLOUR was first made universally popular through the efforts and agency of J. & G. JOHNSTON.

Being perfectly pure, it keeps sweet in any climate, and is not liable to ferment. For export it is packed specially with great care, and is supplied through Merchants for every Market in the World.

ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

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INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

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Sole Agents for the "Wanser" and the "Gresham" Sewing Machines for the City of London.

Foreign produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

Special advantages to Hotel Keepers and Regimental Messes.

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TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY AND Co., Bombay, or Office of *Calcutta Englishman*, Calcutta.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

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NOTICE.

AS the Firm of Messrs. W. W. KER and Co., of which I have hitherto been a partner, is dissolved by mutual consent, I beg to intimate that I have made arrangements to commence business as a Commission Merchant, under the style of

J. C. KER and Co.,

and that I shall be represented by Messrs. Guthrie and Co. in Singapore. I trust the connection which my late father had for nearly fifty years with the Straits Settlements will lead you to favour me with your support and confidence. Assuring you of my best attention to your interests,—I am, &c.,

JAMES CAMPBELL KER.

10, George-yard, Lombard-street,
London, 1st May, 1875.

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NEW AND IMPORTANT WORK ON ORIENTAL ART.

DEDICATED, BY SPECIAL PERMISSION, TO THE MOST DISTINGUISHED COLLECTOR AND PATRON OF JAPANESE ART,

HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., K.T., &c.

KERAMIC ART OF JAPAN.

By GEORGE ASHDOWN AUDSLEY, Architect; and JAMES LORD BOWES, President of the Liverpool Art Club.

To be completed in Two Volumes, small folio, measuring 16 inches by 11 inches, containing a comprehensive introductory Essay upon Japanese Art in all its various branches, illustrated by Thirteen Photo-lithographic and Autotype Plates, and numerous Wood Engravings Printed in Colours. Also, a concise Dissertation on the Keramic Productions of Japan, from the earliest records up to the present day, with sectional Articles on the Pottery and Porcelain of the various Provinces of the Empire in which manufactories exist, fully illustrated by Thirty-five Plates superbly printed in full Colours and Gold, and Fifteen Plates in Autotype, the whole Illustrations being produced from Original Japanese Works of the greatest beauty, and representing the entire range of Japanese Keramic Art, ancient and modern. The Work supplied to Subscribers only. The entire English Edition (folio) to consist of One Thousand Copies. Price SEVEN GUINEAS.

The complete List of the Subscribers will be published in the columns of *The Times*, announcement of its publication being given some weeks before its appearance.

PROSPECTUS.

No one who has examined the Art-Productions of Japan can have failed to observe the great beauty of the Keramic Wares of the country, and the refined and educated feeling everywhere displayed in their decoration. Their general artistic excellence, and the skilful rendering of natural objects they usually present, have long commended them to the attention of the artists of Europe—long, indeed, before they were sought after by collectors; and it is not too much to say that many of our well-known artists have shown by their works their appreciation of Japanese drawing and colouring.

Leaving the higher walks, we find that all branches of decorative art have, to a marked degree, benefited by the introduction of Japanese feeling and principles, and we are convinced that our ornamental arts will be further improved as students and manufacturers more carefully and extensively study the best productions of Japan. Such being the case, no apology is required for the appearance of this Work, which is devoted to the description and illustration of the finest and most interesting specimens of the Keramic Wares of Japan which we know to exist: and we feel that we are placing in the hands of artists a work of the highest value and interest—a store-house of most original and suggestive thoughts. To collectors and all students of Oriental Art the Work will recommend itself on account of its artistic and practical contents.

To manufacturers and decorators who desire to keep pace with the rapidly growing taste for Japanese designs, and ornamentation based upon Japanese Art principles, and to all classes of ornamentists, this Work will form an indispensable text-book. Great care has been taken in the preparation of the Plates, so as to display the ornamental details in the most perfect manner; the Work, therefore, in addition to its principal aim, is a comprehensive Grammar of Japanese Ornament.

There is no work published specially devoted to the Art productions of Japan, and all the present Works on porcelain and pottery generally are singularly deficient in matters relating to the wares of that country. This important Work will, therefore, fill up the want existing in every Art Library.

It will be seen that, from the great variety of sources from which we have received the materials for our descriptive text, the best representative works lie scattered all over Europe in museums and the cabinets of artists and collectors; and such being the case, it is a matter of considerable difficulty for the collector or art student to procure information regarding the subject without a large expenditure of time and money.

In the present publication both the collector and art student will find much of this laborious work done for them, and the results of many years' study, private collecting, and personal acquaintance with the specimens preserved in museums and important private collections in this country and on the Continent, are here displayed and classified for their information and guidance.

This Work is much wanted at the present time, while so much intelligent interest is being taken in the Empire of Japan and in its natural and artificial productions; and for the reason, as we above remarked, that our library shelves do not contain a single book devoted to Japanese Keramic Art, or, indeed, to Japanese Art generally. There are several treatises on pottery which slightly touch upon the subject, but they all omit to supply that which is most important and necessary to the artist and collector, or, indeed, any one interested in Japanese Art—namely, full and accurate illustrations, in colours, of representative specimens of all the known varieties of Japanese Porcelain and Faïence. While we have obtained much valuable information regarding the places of manufacture, names, and peculiarities of the several Wares made in Japan, we believe that the great value and importance of our Work will consist in its complete and comprehensive series of illustrations taken from carefully selected examples, between 200 and 300 in number.

The following is a list, up to the present date, of those from whose collections valuable objects will be illustrated:—

HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G.
HER MAJESTY'S COMMISSIONERS OF THE EXHIBITION OF 1851.
HER MAJESTY'S COUNCIL ON EDUCATION, South Kensington Museum.
THE IMPERIAL GERMAN GOVERNMENT,—Dresden Keramic Collection.

W. J. AUDSLEY, Esq.
WILLIAM BARTLETT, Esq.
ERNEST BECK, Esq.
JOSEPH BECK, Esq.
R. W. EDIS, Esq., F.S.A.
A. W. FRANKS, Esq., M.A. F.S.A.
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PHILIP H. RATHBONE, Esq.
GEORGE E. SCHULTZ, Esq.
R. PHENE SPIERS, Esq.
Major J. WALTER.
JAMES MARK WOOD, Esq., Jun., and
The AUTHORS.

It is our intention to illustrate or describe the most artistic and representative works from all sources within our reach, and we are glad to be able to inform our subscribers that his Royal Highness the Duke of Edinburgh has graciously placed his valuable collection of Works of Japanese Art, obtained during his Royal Highness's residence in Japan, at our disposal for illustration; and that through the kind permission of the Minister at Berlin, and the able services of Dr. J. G. Th. Graesse, Director of the Green Vaults and Japanese Museum at Dresden, we are enabled to give full coloured illustrations of several superb specimens of Old Japanese Porcelain, selected by ourselves from the large collection in the Japanese Palace. The collection has been preserved in Dresden for nearly two centuries, but until now no illustrations have been produced of its contents.

The Work will commence with an introductory Essay on Japanese Art, in which all the various modes of decoration and ornamentation will be fully described, and illustrated by Photo-lithographic Plates and Wood Engravings taken from authentic sources, such as the wall-papers, stencilled and embossed leathers, textile fabrics, drawings, block-books, &c., of the Japanese. The whole of the natural objects, such as flowers, trees, birds, animals, fishes, shells, water, rocks, mountains, &c., used by the Japanese artists, will be dwelt upon, and their various modes of treatment described and illustrated. The symbolical and chimerical birds and animals, and the mythological personages and ideas, will be passed under review. These, combined with a full dissertation on the powers of expression and graphic delineation, will, we believe, form the most complete and interesting article at present written on the subject of Japanese Art.

The remaining portion of the Work will be entirely devoted to the subject of the Keramic Art of Japan, opening with a treatise on the Art generally, and followed by sectional chapters upon the various wares of Hizen, Kioto, Satsuma, Kaga, Owari, Awagi, Ise, &c., concluding with a chapter devoted to the consideration and representation of all the ordinary marks and inscription found on Ancient and Modern Porcelain and Faïence of Japan. This portion of the Work will be illustrated by Fifty Folio Plates and numerous Woodcuts.

No care or expense will be spared in the production of the various Plates of the Work. MM. Didot Frères, Fils et Cie, have undertaken to produce the Coloured Plates at their Paris establishment; and the whole will be drawn and printed under the able direction of M. Racinet, one of the most talented and experienced chromo-lithographic artists in Europe. The Coloured Plates already produced have been pronounced to be the finest prepared for any English work, and quite unsurpassed in the whole range of the Chromo-lithographic art. The Plates in Monochrome are being produced by Messrs. Spencer, Sawyer, Bird and Co., of the Autotype Printing Works, Ealing Dean, from Photographs specially taken for the work by Mr. William Keith. The Plates illustrating the Essay on Japanese Art are photo-lithographed by Mr. James Akerman, and the Wood Engravings are by Messrs Dalziel Brothers, who have undertaken to render them perfect fac-similes of the originals.

The Work will contain in all Sixty-three Plates, Thirty-five of which will be Gold and Colours. Each Plate will be attended by special Descriptive Letter-press giving the peculiarities and dimensions of the objects illustrated, and the names of the persons from whose collections they have been selected.

The Typographical Department is entrusted to Mr. David Marples, of Liverpool. The old-style type used is specially procured from Paris founders.

The number of copies of the English (folio) Edition will be strictly limited to 1,000, about 400 of which are already appropriated.

The Work, when complete, will form two handsome volumes, small folio, and will be published, to Subscribers only, in Seven Parts, at One Guinea each. Each Part will contain Nine Plates and about Thirty Pages of Text, printed on finest extra thick paper.

Subscribers' Names received at the Publishing Office, "Keramic Art of Japan," Hackin's Hey, Liverpool. Address to the SECRETARY, at above Office.

London: HENRY SOTHERAN & CO.

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BANK OF ROTTERDAM.

BALANCE SHEET ending December, 1874.

DR.			CR.	
Conditionally sold shares	f.5,000,000 00		Capital, 60,000 shares of f.250 ...	f.15,000,000 00
50 per cent. not paid upon 6,075 shares at f.125	759,375 00		Commanditair capital—	
		f.5,759,375 00	5 per cent. paid upon commanditair capital amounting to f.9,643,800 ...	482,190 00
Public stock		1,626,625 46½	Bills payable	7,192,719 63½
Funds available—			Deposits and circular notes	284,869 54
Cash and foreign coin	244,098 32		Creditors in account current	2,012,900 52
Mortgage and prolongation	1,176,060 12½		Creditors in commanditair account current	282,531 94
Bills receivable—			Interest on paid-up commanditair capital	14,484 00
Home...	3,933,426 43		Commanditair reserve fund	147,132 63
Foreign	1,837,440 49		Reserve fund	216,951 42
Cash at bankers ...	875,448 07½		Interest on shares paid up in 1872-74 ...	2,356 25
		8,066,473 44	Not yet claimed dividend 1864 67 and 1870-73	2,222 34
Debts in account current		5,691,934 24½	Dividend for 1874...	276,157 50
Doubtful debts in account current estimated at		84,536 73	Balance to be brought forward	1,320 33
Debts in commanditair account current		3,088,269 69		
Doubtful debts in commanditair account current, estimated at		113,509 56		
Participation in industrious and financial enterprises		603,932 50		
Participation in syndicates		716,023 82		
Bank premises and furniture		165,155 65½		
		f.25,915,836 10½		f.25,915,836 10½

Bank of Rotterdam.
(Signed) F. A. MULLER.
VAN DER KORS.

Rotterdam, April 8, 1875.

Audited by the Commissioners of the Bank of Rotterdam.
(Signed) M. M. DE MONCHY, President.
W. H. 'sJACOB, Secretary.

Rotterdam, April 9, 1875.

We have examined and audited the above accounts, and have found them correct.

The Committee of Shareholders.
(Signed) Mr. H. C. VERNIERS VAN DER LOEFF.
A. MILDERS.
JOS. W. ANTHONY.

Rotterdam, April 10, 1875.

PROFIT AND LOSS ACCOUNT, 1874.

DR.			CR.	
Expenses—			Balance brought from last account ...	f.1,021 15
Salaries	f.113,053 71		*Interest Account*—	
Miscellaneous expenses ...	29,791 12		Balance of profit	400,697 57
		f.142,844 83	*Provision Account*—	
Amount written off for house property, &c.		3,345 92	Balance of profit	275,175 76½
Payment of half of the commanditair commission, f.113,444 64, to commanditair reserve fund		56,722 32	*Operations in Foreign Bills, Public Stock, Coupons, and Syndicates.*	
Written off on doubtful debts		128,285 84	Balance of profit after deduction of interest	111,781 07½
Written off on participation in industrious and financial enterprises...		141,312 86		
Balance of profit, whereof 3 per cent. dividend for f.9,205,250 to shareholders	f.276,157 50			
Ten per cent. to reserve fund off f.316,163 79 ...	31,616 38			
Two 28-100th per cent. for taxes on f.276,157 50 ...	7,069 58			
Balance to new account ...	1,320 33			
		f.316,163 79		
		f.788,675 56		f.788,675

Bank of Rotterdam.
(Signed) F. A. MULLER.
VAN DER KORS.

Rotterdam, April 8, 1875.

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Rotterdam, April 10, 1875.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Cathay ...	2,982	450	May 13	Mediterranean, Aden, Bombay.
*Deccan ...	3,429	550	May 20	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Malwa ...	2,933	450	May 27	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	June 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Surat.....	3,141	530	June 10	Mediterranean, Aden, Bombay.
*Pekin ..	3,777	600	June 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Peshawur	3,782	600	June 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ... May 23
Travanddy ... June 6
Peiho... ... June 20
Mei Kong ... July 4
} For { Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 6th June and 4th July connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 23rd May, and 20th June connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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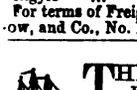
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 25
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Hong Kong	Jno.C.Munro	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

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Yoko.& Higo.	Flying Spur.	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of SAILING SHIPS.—For HONG KONG, the CHUSAN, A1 14 years, South West India Dock, with despatch. For YOKOHAMA and HIOGO, THE FLYING SPUR, A1 15 years, South West India Dock, to follow.

Apply at 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal. Last shipping day, 15th May

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid new Clyde-built screw steam ship, ARGYLL, 100 A1, 1,950 tons gross register, 1,250 tons register, 220-h.p. nominal, 1,100-h.p. effective; DAVID SCOTT, Commander (late of the s.s. Atholl); Victoria Docks. This fine high-classed steamer, just launched, and owned by Messrs. John Warrack and Co., of Leith, has been built specially for the India and China trade.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; W. H. THOMAS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

CASTLE LINE OF STEAM PACKETS from London via Suez Canal.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, the magnificent, Clyde-built steamship CYBELE, 100 A1, 1,980 tons register, 300-h.p. nominal, 1,500-h.p. effective; J. BLAIR, Master, now loading in the South West India Dock. Last shipping day 12th May. This fine vessel has excellent accommodation for a limited number of cabin passengers, who can book through to Brisbane, in connection with the steamer leaving Singapore 29th June.

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Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 20th May. The favourite full-powered Screw Steamer FLINTSHIRE. 100 A1, 1,243 tons 150 horse power nominal; J. STURROCK, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 31st May, the favourite full-powered screw-steamer PARAGUAY. 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Excelsior	683	Wright Brothers, & Co.	May 12
Cybele, s.s.	1,980	Thos. Skinner & Co	May 13
Belle of Southesk ..	548	Wright Brothers, & Co.	May —
Flintshire, s.s. ..	1,243	Norris & Joyner...	May 20

LIVERPOOL.

Sarpedon, s.s. ...	1,555	Alfred Holt ...	May 18
Ulysses, s.s. ...	1,522	„ „ ...	May 22

GLASGOW.

Bowen s.s.	1,700	Thos. Skinner & Co. ...	May 12

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Birker(new	100 A1	950	S.W.I.	With des
Shanghai ...	Falcon.....	A1 14 yr.	794	S.W.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p. (effective)
Conrad	3,000 „	1,600 „ „
Koning der Nederlanden	3,000 „	1,600 „ „
Prinses Amalia ...	3,500 „	1,600 „ „
Voorwaarts ...	3,000 „	1,600 „ „
Prins Hendrik ...	3,000 „	1,600 „ „

The PRINS HENDRIK is appointed to leave Southampton May 17 for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £60; second-class, £34.

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A GENTLEMAN holding a Master's Certificate in the Merchant Service, thoroughly competent, desires a BERTH on shore, where his previous training would be available, but would accept a general clerkship; age thirty-three; active and temperate; can correspond in French; understands some Spanish; can keep mercantile books; writes a free and expeditious hand; is even-tempered and of good address. Would be satisfied with moderate remuneration.

Apply to AMBROSE PARSONS, Esq., Solicitor, 4, Fenchurch-buildings.

THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Penang...	SANDILANDS, BUTTERY, and Co.
Batavia	HOUGHTON and Co.
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Osaka and Hiogo ...	K. DE PIOTROWSK.
Yokohama	E. L. B. MCMAHON.

OFFICE 79, GRACECHURCH-STREET, E.C.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 611.] LONDON, MONDAY, MAY 17, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

REMOVAL OF OFFICES.

The Offices of the LONDON AND CHINA EXPRESS, LONDON AND CHINA TELEGRAPH, *and* CHINA AND JAPAN AGENCY *have been removed to*

79, GRACECHURCH-STREET, LONDON, E.C.

Correspondents and Newspaper Publishers will please alter addresses accordingly, to avoid delay in delivery.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 15.
JAPAN—Yokohama	Feb. 5	Mar. 23	Mar. 30
Yedo			
Osaka and Hiogo	—	—	„ 25
Hakodadi			
Nagasaki	—	—	„ 25
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 26
Chefoo	—	—	„ 28
New-chwang	—	—	„ 30
Hankow	—	—	„ 27
Kiu-kiang	—	—	„ 27
Chin-kiang			„ 23
Shanghai	„ 12	„ 30	April 2
Ningpo	—	—	Mar. 27
Foochow	„ 12	„ 30	April 4
Formosa			„ 5
Amoy	—	—	„ 5
Swatow	—	—	„ 6
Hong Kong	„ 19	„ 30	„ 8
Canton	—	—	„ 6
Macao	—	—	„ 7
PHILIPPINES—Manila	„ 12	„ 22	„ 5
COCHIN-CHINA—Saigon	—	—	„ 12
SIAM — Bangkok	„ 19	„ 28	Mar. 30
BORNEO—Labuan	—	—	„ 24
Sarawak	—	—	„ 27
JAVA — Batavia	„ 26	April 2	April 11
Samarang	—	—	Mar. 27
Sourabaya	—	—	„ 24
MALACCA STRAITS—Singapore	Mar. 12	„ 18	April 15
Penang	„ 5	„ 7	„ 10
CEYLON—Galle	„ 26	„ 30	„ 23
Colombo	„ 19	„ 12	„ 21

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on Saturday, two days early. The Pacific mail from Yokohama March 25, reached London, *via* San Francisco, on the 11th inst. The next inward (P. and O.) mail, with advices Yokohama 6th, Shanghai 9th, Hong Kong 15th, Singapore 23nd April, is due, *via* Brindisi, on Monday next, the 24th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy* arrived May 13.— From Yokohama: M. Berthemy (French Minister to Japan), Messrs. Daniels Schienne, Hagens, Lambley, Bourguignon. From Shanghai: Mr. and Mrs. Hughes, Mrs. Pugh, Messrs. De Lorme, Dillon, Guillond. From Hong Kong: Messrs. Jensen, De Castro, Deacon, Nissen, Ropp, Bertelsen, Batten, Mr. and Mrs. Ferreira, Mr. and Mrs. Stemson, Mr. and Mrs. Sampaio, Mrs. Bertram. From Saigon: Messrs. Colomb, Spooner, Delasalle, Delafosse, Nausot, Branzell, Vincent. From Singapore: Messrs. Stahelin, Wood, Pohl, Engol, Diaz, Farnshaw.

Per steamer *Diomed* (Holt's line), expected May 19.—From Shanghai: Capt. Nicol, Master Wheely. From Singapore: Messrs. Worrall, Davidson, Fryer, Findlater, Young, Appleton, Le Mathe. From Port Said: Mr. Percival, Mr. Pierre.

PASSENGERS OUTWARD.

Per P. and O. steamer *Sumatra*, from Venice, May 14.—To Galle: Mr. Bilbrough. To Singapore: Rajah and Lady Brooke, Sir William and Lady Hackett. To Batavia Mr. T. Slaiter. To Hong Kong: Mr. F. Dawson. To Shanghai: Mr. T. Smith.

Per P. and O. steamer *Deccan*, from Southampton, May 20.—To Singapore: Mr. A. C. Gaye. To Hong Kong: Mr. C. S. Sherwood.

Per P. and O. steamer *Hydaspes*, from Southampton, June 3.—To Ceylon: Mr. A. Carmichael, Mr. W. G. Inglis.

Per French steamer *Ava*, from Marseilles, May 9.—To Galle: Mr. A. Y. Buchanan, Mr. de Saram, Mr. Jennant, and one second-class passenger. To Singapore: Mr. E. C. Hill and two second class passengers. To Batavia: Mr. Abraas, Mr. Francis, Mr. Blankert. To Hong Kong: Mr. Banlouze, Mr. and Mrs. Noebel, Capt. Tracy, R.N., Mr. Aug. Heard. To Shanghai: Mgr. Vérolles and ten second-class passengers. To Yokohama: Miss Sterkens and one second-class passenger.

Per French steamer *Hoogly*, from Marseilles, May 33.—To Batavia: Mr. F. Alphen, Mrs. Alphen, Mr. Mesritz. To Hong Kong: Mr. C. M. Ford. To Yokohama: Mr. Jourdan.

Per French steamer *Iraouaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate. To Shanghai: Mr. and. Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme.

Per steamer *Sarpedon* (Holt's line), from Liverpool May 13.—To Hong Kong: Mrs. Crain.

Per steamer *Cybele*, from London May 16.—To Singapore: Captain Vaughton, Miss Mills. To Hong Kong: Mr. Randall, Miss Randall. To Shanghai: Mr. G. King.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 30th March; the French mail from London Jan. 29 was received on the 19th March, and the following P. and O. mail of Feb. 5 arrived out on the 23rd March. The *Japan Herald* supplies the following summary of news:—

The past fortnight has been remarkably scant of political news, the only item of importance which has transpired being the appointment of Okubo, Kido, Itagaki, and Ito to inquire into the working of the present Government arrangements. As these officials are competent men, who have the confidence of the people, they will be able, if they really set to work in an honest spirit, to suggest many much-needed reforms in the Government, the centralising tendencies of which, and the absorption of all power and emoluments by a few officials at Tokio, is calling forth a good deal of attention in the native press. The subject of the so oft talked of Parliament is also continually being discussed in the papers, and the number of letters written on the subject proves the interest excited, and the desire of the Japanese to be allowed some opportunity of expressing their views on the important questions which are as yet decided exclusively by the governing bureaucracy, without any reference to the wishes of the people.

The Government has issued a notification again authorising the export of rice, which has consequently risen in price. The Japanese say that the friends and connections of the officers of the Government, who were aware of the coming notification, have been buying up rice throughout the country, and are now reaping the advantage of the increased value.

The *City of Peking* arrived here on the 13th March, after a passage of a little over twenty days. She broke one of the blades of her screw three days prior to her arrival. The general opinion respecting the ship was one of disappointment, as it was felt that she was neither so large nor so fine as (from the interested encomiums of the American papers) we had been led to expect. Nevertheless, the ship is a fine one, and considering the want of experience in iron shipbuilding in America, the *City of Peking* is a very creditable attempt.

The torpedo boat designed by Mr. E. S. Boynton, which has for some time been under construction for the Japanese Government at the yard of Messrs. Whitfield and Dowson, was launched on the 22nd March. It is expected that she will be in readiness to be used for making experiments in about a month.

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A number of annoying taxes which, whilst causing much irritation, brought in but a very small revenue, have been repealed, and a tax on the luxuries, *sake* and tobacco instituted in their place.

The Mikado has been for some days confined to his palace by a slight illness, but is now recovering. It is rumoured that a residence is to be constructed for him at Yokohama.

Various suggestions are being made for constructing different lines of railroad throughout the country, but as capital commands a high rate of interest, the line would not be remunerative to native capitalists.

The Pacific Mail Company's steamer *City of Peking* arrived at San Francisco on the 28th ult. with advices to Yokohama extending to April 10. There are no important items of news by this opportunity.

HIOGO-OSAKA.

Our advices by the present mail extend to the 20th March. The *Hiogo News* supplies the following items of intelligence :—

There must be something radically wrong at the Yokohama branch of the Imperial Japanese Post-office when we receive eight weeks' English papers by one mail. On the 19th March we received from H.B.M.'s postal agent in Kobe our files of English papers from Nov. 23 to Jan. 9 inclusive, our files for thirteen days later having come to hand previously. On inquiry at H.B.M.'s Consulate we learnt that the whole of the eight packets had been received the same morning by the *Oregonian* in a sealed package, and also that letters bearing the London post mark of December 12 had been received at the same time from Yokohama. Now that in this matter the Yokohama postal officials are disgracefully to blame is evident, as, on examination, we found on one of our packets the Yokohama post-mark of February 5th, and on another that of February 22nd, the former having thus been six weeks coming from Yokohama to Kobe, although two or more steamers perform the journey in a day and a-half every week ! We hope that for their own credit's sake some of the new post-office officials will cause an inquiry to be made into the reasons for this extraordinary delay, and take steps to prevent so discreditable a circumstance again taking place.

The commanders of H.M.S. *Sylvia* and *Mosquito* have resolved to take advantage of the glorious weather which we are now enjoying to give their men a day's outing this week. Some athletic sports have been held on the Race Course, at which the gallant "Blue Jackets" contended in friendly rivalry for various prizes and the championship of their respective crews in speed, strength, and agility. A number of ladies were present, and the concourse of native spectators was almost as great as on a race day. The commander and officers of the *Sylvia* are greatly to be commended for the encouragement they give to the athletic sports. As the *Sylvia* is likely to make a long stay in these waters, we hope we shall have some more opportunities of witnessing her athletes compete. They have shown themselves to be very fair performers, and with a little more training they would be hard to beat.

The Kobe Amateur Dramatic Corps have given a performance at the Gymnasium Theatre. The house was not so well filled as we could have wished to see it, but the fact that nearly every lady of the community honoured the performance with her presence doubtless more than consoled the members of the corps for the paucity of the attendance of the sterner sex. The pieces chosen were "Milky White" and, "The Turkish Bath." The Members of the Musical Union have given a Concert. A good programme, well carried out, was listened to by a large and attentive audience.

Lot No. 4, on the foreign concession, Osaka, containing 139½ tsubos, with a dwelling-house, has been purchased at public auction by Mr. Swaby for $650. Lot 9, containing 173 tsubos, with a dwelling-house and godown, was sold to the same purchaser for $950. Lot 12½, containing 173 tsubos, with a godown, was sold after the sale to Messrs. E. C. Kirby and Co., there having been no bid made for it at the auction.

A few nights since a burglar broke into a house on the native bund, close to the former Foreign-office. The owner of the premises jumped up, and received a severe cut on the wrist from a large knife. The man ran away, but was soon captured on the bund by the police.

CHINA.

PEKING AND TIENTSIN.

It is positively announced from Tientsin that the Customs difficulty has terminated. The Territorial Taoutai issued a proclamation virtually promising that the new rule should be abandoned, and the merchants began opening their shops and taking delivery of their cargo ; they stopped again, however, at 11 A.M. on the 24th March, under advice that this proclamation would not actually protect them against the Customs Taoutai's demand, and that they had better wait for the arrival of the Viceroy, who was expected that evening. His Excellency did arrive in the afternoon, and was at once petitioned by the merchants, in the sense of their previous remonstrances. The latest news, dated 26th March, says that the Viceroy has given positive instructions to the Customs' Taoutai to abandon his proposed changes, and revert to the old order of things.

The *Peking Gazette* of the 6th March contains a sensible protest by the late Viceroy of Nanking against a proposal by the Censor Hu Ting-kwei to raise funds for repairing the banks of the Yellow River, by issuing 200 extra salt licenses. The Viceroy pithily suggests that, if there were an opening for the sale of the salt, the idea would be a useful one ; but the secret lies rather in quickening consumption than in increasing supplies. There is already such an accumulation of salt in the hands of licensees that they have to take it in yearly turns to sell their stock ; and to add more, would be to risk a deadlock. If the Viceroy had added that the abolition of the monopoly and the imposition of a light duty would be a means both of increasing revenue and quickening consumption he would have told a useful truth.

The *Peking Gazette* of the 4th March contains a memorial from Shen Pao-cheng and the authorities of Foh-kien, asking that certain restrictions on emigration to, and trade with, Formosa be removed. An edict granting the request was published on the 15th February. The memorial is sensible and interesting.

SHANGHAI.

The present mail brings advices from this port to the 2nd April ; the French mail from London, Feb. 12, was received on the 30th March. The following summary of news is from the *North China Herald* :—

The elections for the Municipal Council for the ensuing year came off on the 6th and 7th April. Thirteen candidates have been nominated, and have declared their willingness to serve if elected. We are very glad to see that there is to be again a lively contest. "Contest" is perhaps not the right word to apply to an election in Shanghai, because the gentlemen nominated do not canvass for suffrages, and consent, rather than seek, to enter upon office. But it is desirable, for the satisfaction even of these gentlemen themselves, as well as for the satisfaction of the community and the honour and glory of our Municipal institutions, that there should be more than the necessary nine names placed before the Electors. The latter can certainly not complain if there are no more, because the remedy is in their own hands ; it is in the power of any two electors to nominate a qualified candidate. But it is far more gratifying to the Councillors themselves to feel that they hold office by popular choice, rather than as a matter of course because no choice existed. In fact, we believe several of the gentlemen who have come forward on the present occasion did so on condition that there should be enough nominations to ensure a contest. And it certainly tends to make the office more honourable, that it should be the result of real election, instead of going a-begging, as it has sometimes done. We should like to see, always, a score of nominations ; and the more there are, the more ready will men be to stand. It is quite clear that no more than nine men can be elected, so some must be left out ; and the more companions there are likely to be in defeat, the less hesitation will there be to incur the chance.

Another seizure of opium, alleged to be smuggled, has been made. The attention of some *lekin* runners was attracted to a jinriksha, in which a foreigner, who said his name was Walker, and a coolie were riding ; and, according to Walker's statement, they forcibly dragged both him and the coolie out of the vehicle. The coolie had several balls of opium concealed in different parts of his clothing, which Walker claimed as his. All concerned went to the Central Police-station, where a charge of assault against the runners was made by Walker, and he was permitted to take the opium away with him on the understanding that all were to appear next morning at the Mixed Court. The case was called on before Chên and Dr. Yates, the U.S. Assessor ; but, Walker claiming to be a British subject, the charge was dismissed.

The talk of the garrulous frequenters of the city tea-shops has turned of late almost exclusively on the tonsorial institution. A portion of the Imperial mourning order, twenty-four days of abstinence from the razor, yet remains before barbers can legally resume their occupation. Cases are imagined and reported daily of this or that person incurring the penalty. A proclamation makes this one thousand blows as regards unprivileged persons, and degradation or fine as regards persons of literary or official rank. No case of severe beating is reported, and some cases are said to have been dismissed by the magistrate with a reprimand. Field-labourers are commisserated, for they more than others complain of the aching from which they suffer when unshorn until the hair attains considerable length. As natives living in the foreign settlement are generally found shorn, the mandarin runners in the city are often perplexed when they see a well-dressed fellow, whose head is clean shaved, whether to seize him or not. When they are sure that it is a city man who has thus offended—and multitudes do offend, encouraged by the immunity that is extended to our native fellow-residents—they easily

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mulct him on the spot, offenders always preferring summary street justice to an interview with the magistrate.

A prospectus has been issued of a water works company, which proposes to take up the very necessary project of supplying the settlement with pure water. The projectors purpose taking water from the Hwangpoo, at a point below Dow's Wharf. The proposed capital is Tls. 30,000, to be raised in 300 shares of Tls. 100 each.

The annual general meeting of the Shanghai Cricket Club has been held. The statement of accounts showed that the Club was not so flourishing pecuniarily as it might be; and it was resolved to authorise the incoming committee to ask the Recreation Fund trustees for a gift of Tls. 500 towards the general improvement of the ground. Some other subjects were also discussed, in connection with the ensuing season's campaign, and the following were elected as the committee for the year:—Messrs. Tate, St. Croix, Souper, Scott, Caldbeck, Anderson, and Hamilton.

The *Kanagawa Maru* met with an accident during her passage from Nagasaki to this port. Off the Amherst Rocks she broke her shaft, of course rendering the engines useless. Sail was made, and the steamer reached port, and has been towed to Tung-ka-doo Dock.

The steamer *Glenfinlas*, having damaged some of the blades of her propeller in the Suez Canal during the passage out, has, to avoid the expense of docking, been canted at the Hongkew wharf sufficiently for the necessary repairs to be made.

On the 30th March a strong party of seamen and marines, with band, pioneers, and a field gun, were landed from H.M.S. *Modeste*, and marched to the Race Course; where, under the command of Captain Buller, they were put through some field movements, which were performed with great precision.

The members of the Nagasaki Rowing Club have invited the members of the Yokohama, Kobe and Shanghai Clubs to join in a friendly competition at a Regatta in Nagasaki, during the first week in May. The race to be rowed in Canton fours, without sliding seats. We hear that the invitation is to be accepted by the S.R.C., and that the selection of a crew is going on.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* of the 4th April:—

We learn from a creditable source that the Peking authorities have so far acknowledged the Great Northern Telegraph Company's claims in agreeing to discuss them, and that Shen Pao Chen—Imperial Commissioner at the Arsenal—has been appointed to act on behalf of his Government, while Lieutenant Schultz—at present in Foochow—the Secretary to the Danish Legation, will act for General Rassloff. We shall await the result with much interest.

H.B.M.'s Consul has been occupied the greater part of one day in hearing a case of alleged threatened assault and riotous conduct, between two belligerent British subjects. The plaintiff certainly looked big enough to hold his own, and it is unnecessary to add that the defendant was not a man of very formidable proportions or particularly unamiable visage. Defendant had on a former occasion been assaulted by the plaintiff. The Consul thought that the ends of justice would be satisfied by binding defendant in the sum of £100 to keep the peace for three months.

We are informed that Monsieur de Segonza, acting Director of the Arsenal, has left for Tai-Wan, to assist in operations against the Formosan tribes.

HONG KONG.

Our advices by the present mail extend to the 8th April; no later mail from London had been received since the 30th March. The following items of intelligence are from the *Hong Kong Daily Press*:—

We are in receipt of further particulars of the loss of the ill-fated *Yuen-tze-fee*. She left Amoy on the 27th March, and anchored outside, in consequence of thick foggy weather. She sailed again the next morning, and at 5.10 A.M. she struck violently on Dodd's Island, notwithstanding that the engines had been stopped immediately on sighting the land. At each sea she gave several lurches, and every time went higher on to the rocks. The engines were set a-going at intervals, with a view of backing her off. She, however, stuck on rocks thirty feet under water. Immediately after she struck the passengers and luggage were landed, and endeavours were continually made to get the ship off, until the 29th March. At that time the fires were put out, and she gradually lay over on the starboard side and sunk. All the boats were destroyed previously, except one, which had been sent to Amoy to take the news and send out assistance. All the passengers landed by means of jumping over the bow on to the rocks, and their luggage was saved in the same way. She was abandoned twice by the crew, but they returned to her again with the view of saving what could be saved, and to see if the vessel could by any means be got off. H.I.C.M. gunboat *Long Feng* sent a boat to the island with provisions and water, and subsequently took all on board from the island, and proceeded to Amoy, where they were landed, after experiencing the greatest kindness from Captain Cocker and the officers of the *Leng Feng*. A Naval Court of Inquiry was held, presided over by Lieut. Peally, at which were present also Captain Cocker and Mr. Phillips, British Vice Consul. The certificate of the captain of the *Yuen-tze-fee* was suspended for three months for an error of judgment, but his conduct after the wreck received great praise. The engineers, firemen, and seamen embarked on board the *Douglas*, and have arrived here.

The liquidation and arrangements for the resumption of business by the well-known travellers' bank, Bowles Brothers and Co., are progressing favourably. Mr. Charles Bowles arrived in Japan from America by the *City of Peking* and left by the present mail. On his arrival in Geneva the bank proposes to re-open its doors and resume business. Mr. Bowles came to Japan to meet the Japanese creditors of the house, whose interests, from being the most distant, were the most prejudiced; but by special arrangement with the Japanese and Foreign Agency Company to act as agents of the liquidation and the judicious selection of the Oriental Banking Corporation, to act as trust depositary for the funds for payment of coupons, &c., on the spot, in Japan, without charge to the bondholders, even these most distant creditors may be cared for as well as if at the counters of the bank in Europe and America. Such efforts and goodwill to retrieve commercial disaster deserve success, whatever may be the obstacles. The total liquidation of a bank's debts, by funding process or any other, is a rare example, and we can but wish it success, particularly as it cannot fail to have a good effect on foreign bank credit in Japan.

The *Government Gazette* contains an order made by his Excellency the Acting Administrator, as follows:—By virtue of the provisions of Section VI. of the Lighthouse Ordinance, 1873, it is ordered: "1, That every ship which enters the waters of the colony after the 16th April shall pay the following light dues, that is to say, one cent per ton. 2. It is further ordered, by virtue of Section VIII. of the same Ordinance, that such steamers of the Hong Kong, Canton, and Macao Steamboat Company, Limited, as enter the waters of the colony by day, and all Chinese junks, be exempt from payment of light dues."

In the Vice Admiralty Court the *Ava* v. *Rona* case came on again before the Chief Justice. The Attorney-General appeared for the owners of the *Ava*, and Mr. Kingsmill for the owners of the *Rona*. After the questions at issue had been argued by counsel, his Lordship made some suggestions for a compromise, and ultimately the motion was adjourned *sine die*, to enable the parties to come to a settlement.

An Indian chain-gang guard belonging to the Victoria Gaol is reported to be missing, and it is said that he was in the habit on pay day of visiting the gambling-houses on the borders of British Kowloon. These dens, which it was understood were to be suppressed, are reported to be in full activity again, and draw great numbers of house boys, coolies, and other servants from Hong Kong.

The steamer *Iraouaddy*, with the present mail, which left Shanghai on the 2nd April for this port, was detained at the Woosung bar for twenty four hours.

Owing to the density of the atmosphere and the unfavourable nature of the weather generally yesterday, it was not possible to observe the eclipse of the sun in this colony.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 15th April. The P. and O. mail from London 5th March, was received on the 9th April, and the following French mail of March 12 arrived out on the 13th April. The following summary of the news is from the *Straits Times*:—

We are glad to observe a notification in the *Government Gazette*, announcing the appointment of Mr. Welner as Commander of the steamer *Pluto*, vice Commander McEwen, resigned. Capt. McEwen's appointment was made by the Secretary of State for the Colonies,—a little bit of patronage that has been not only expensive, but of little benefit to the Colony, as he was only here a few months before promotion to a more lucrative position in the Hong Kong civil service. Captain McEwen was no doubt a competent master for the vessel, but we presume there are thousands of other shipmasters quite as competent; and the command of our little local steamer is a very small office on which to exercise high official patronage, especially so great a distance from home. His appointment to the *Pluto*, while it was an injustice to Mr. Welner, who not only held the acting appointment but was entitled to the promotion, was merely a tentative measure, to make this Colony pay for his support until some other convenient opening offered for him. We trust that Mr. Welner will this time be permitted to enjoy his promotion, undisturbed by further petty Colonial Office patronage.

In view of the prevalence of cattle diseases in the Settlements, entailing severe losses upon the native owners, we are

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glad to observe that a manual of the more deadly forms of cattle disease, printed in Hindostanee, has been prepared by Mr. J. H. B. Haller, President of the Indian Cattle Plague Commission, whose report was published as an appendix to the *Government Gazette* of the 27th of February last. Copies will be furnished to any persons able to read Hindostanee, on application to the Colonial Secretary. We trust the work may prove of great benefit to the native cattle owners.

We regret to learn of another fatal accident on board ship, through leaving the hatches open at night. Mr. Hermann Behrmann, chief officer of the German ship *Senator Iken*, lying alongside Tanjong Pagar Wharf, on coming out of the cabin stepped into the after hatch, which was open, and was precipitated into the ship's hold, a depth of nearly thirty feet, sustaining such severe injuries that he died next morning. The ship was taking in ballast, and the coolies had worked late, which accounted for he hatch being kept open until after dark. So many accidents have occurred through lack of precaution in closing the hatchways of ships that too much care cannot be taken to guard against their possibility.

At a meeting of the Sarawak Committee of Administration, held at Kuching on the 15th March, the President informed the meeting that the question of the formation of a steam navigation company in Kuching might be considered settled, all the hares having been taken up, and that upon receipt of a telegram from H.H. the Rajah confirming the conditions on which he company is formed, the transfer of the *Royalist* would be at once carried out.

The s.s. *Calabar*, Capt. Hatchison, which has just completed epair at Tanjong Pagar Wharf, has had a trial trip, when she attained a speed of 10½ knots per hour. After taking in about 100 tons of cargo, she still kept up a speed of nine to ten knots, which would probably be exceeded after some hours' working of the machinery.

Captain Dunlop, Inspector-General of Police, proceeded to Malacca last week in the *Pluto*, and is still in that Settlement, busied with duties connected with the police force in Malacca and the native States. We are informed that the ruler of Rumbowe has lately assumed a more friendly attitude towards the British authorities, and has promised to render every assistance n endeavouring to discover the perpetrators of the robbery and murder at Chin Chin.

A Chinese prisoner has attempted to escape from the criminal prison. He had gained access to the loft between the ceiling and the roof of his cell, and then by removing the tiles emerged on a sat of portico, where he was discovered by the sentry, and was secured. During the same night a prisoner in one of the separate cells committed suicide by hanging himself to the bars of the ventilator, by means of a handkerchief or piece of cloth twisted up into a rope. The latter was, we hear, one of those charged with participating in the late outbreak.

The Governor has returned from Malacca in the *Pluto*, and has since left on a visit to Penang, from whence he will return in about eight days.

The new lighthouse at the entrance to the Straits of Malacca is approaching completion.

The average note circulation of the local Banks during March was :—

Oriental Bank	$288,645
Chartered Mercantile Bank	467,655
Chartered Bank	670,145

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market for imports had continued very quiet, and Yarn had again receded, sales "to arrive" having kept dealers fully supplied. For Shirtings a slightly better inquiry had been apparent at the low rates ruling. Indigo Shirtings and Black Velvets had declined in value. In Woollens there was little worth noting, beyond a firmer feeling in Mousselines. Nothing of importance had taken place in Metals.

HANKOW.—From this Port "a considerable business in imports" is reported, but prices would have still to advance ere they are on a level with those current at Shanghai. In Grey Shirtings, the heavy makes alone seem to have improved, and the best chop of them is not yet over Tls. 2.80 piece, while at date, the foreigners' market had little more than begun to be affected by the demand for T-cloths and Drills, noticed last week. Of Lead, sales had been made at Tls. 6.40 per picul, but the enquiry was weak.

CHINKIANG.—Messrs. Spencer and Wolff write on the 29th March, "A marked improvement has taken place in the value of Cotton goods; but it has in no way checked the demand, which still continues good. Sandalwood depressed by large supplies. Demand for Iron very small."

SHANGHAI.—The *North China Herald* report says:—The market at this port has been in an excited state, and a very large business in Plain Cottons has been put through. With one or two exceptions, prices have materially improved. The nature of the business—*i.e.*, whether it be the result of a real trade demand or speculative—is not easily determinable, but even if speculation has played an important part in it—and the large settlements "to arrive," do, to some extent, support this surmise—the natives alone are concerned in it. This argues a strong confidence in the future on their part, more especially as the buyers—to a man almost—are either the agents of the inland traders, or the traders themselves. Grey Shirtings: On the spot, Dewhurst's Red Pheasant chop has realised Tls. 1.39 per piece; 7 lbs., scarcely anything to be met with now under Tls. 1.45 per piece, and very ordinary chops selling freely at Tls. 1.48 to 1.50 per piece. Dewhurst's Eagles are nominally worth Tls. 1.60 per piece, 8¼ lbs. An advance of 3c. to 5c. per piece, all round nearly, has been established. Butterworth's Green Globe has been sold at Tls. 1.69 per piece. Collie's Lion-on-Bale at Tls. 1.79. Dewhurst's Eagle and Mendel's Hand and Branch have been done Tls. 2.00 per piece, and E-Wo Green Dragon has touched Tls. 2.05 per piece. For Jinkee Stag Head Tls. 1.80 per piece has been declined, and sundry chops, that were barely marketable at Tls. 1.70 when last mail left, have been placed at Tls. 1.75 per piece.

MANILA.—Owing to the intervention of the Easter holidays only a very limited business had been transacted. Values of Plain Staples were nominally unchanged, but a slight improvement was observable in some classes of coloured goods.

EXPORTS.

TEA.

YOKOHAMA.—Early in the interval some settlements were effected on even more favourable terms than last quoted, say on the basis of $34 to 36 per picul for good medium. At this decline the leaf had attracted considerable attention, and, by inducing a fairly general and, for the time of year, extensive business, obviated the necessity of any further concession on the part of natives.

SHANGHAI.—There had been only a few buyers in the market, but a fair amount of Green Teas had been settled during the week. Prices showed no material change from those ruling at the date of last mail. Settlements were for the most part, being shipped to America, for which country the Silver Eagle and Dilpussund were fully engaged.

SILK.

YOKOHAMA.—The market had continued quiet. Medium and Common hanks, which previously were in some inquiry, had been neglected, and better sorts had attracted more attention. Some business had been done in Oshius at a further advance. Two public auctions of Silk had been held, at which full values were obtained.

SHANGHAI.—The amount of business transacted was estimated at 400 bales, making total settlements to date 68,900 bales against 56,000 at same date last year. The following were the prices reported to have been paid :—Yakee Chop Nos. 3 and 3½, 19s. 3d. and 18s. 1d.; Kukee's "Chin Jan" and "Kin Hock," 16s. 3d. and 14s. 11d.; Blue Elephant, 15s. 6d.; S.S.S. Dollar chop, 13s. 10d.; Commou Tsatlees, 12s. 8d. and 13s. 5d.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to March 31, 1875	79383976	60739985	939115	20029908	161081984	41749
From June 1, 1873, to March 31, 1874	71655274	51751292	361183	15877447	138730226	45023

TO THE CONTINENT.

	Tls.	Bls. & Cases.
From June 1, 1874, to March 31, 1875	6357143	37497
Do. do. 1873, to March 31, 1874	8338418	25611

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to March 31, 1875	52875578	5933
Do. do. 1873, to March 31, 1874	44900534	5559

TO AUSTRALIA.

From June 1, 1874, to March 31, 1875	...15,281,862
Do. do. 1873, to March 31, 1874	...14,701,797

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,483,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	33,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,990	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¾d.	4s. 2¼d.
Shanghai ,, ...	5s. 9d.	5s. 9¼d.	5s. 9⅛d. to 5s. 9¼d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅝d.	4s. 2¼d.
Manila ,, ...	4s. 0⅛d. to 4s. 1d.	4s. 0⅛d. to 4s. 1⅛d.	

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306 to 306¼	223¾ to 224¼
,, Hong Kong	27⅛ to 27⅛ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 72.975	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 premium.
Hong Kong Fire Insurance Company, $282 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 81 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $25 premium.
Chinese Insurance Company, $193 per share.
Shanghai Steam Navigation Company, Tls. 80 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2⅝d., at Batavia F.11.83½, at Manila 4s. 1½d., at Singapore 4s. 2¼d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	78 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$480	$51 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.300 ...	
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	20 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$585 ...	7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$550 ...	
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	$1,475	$200.p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.81 .	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ..	$126	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133 .	6 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls. 100 ...	Tls. 98 ...	1 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, March 22, James Paton; from Hamburg, 16, Mathrilde; from London, &c., May 8, Sumida (str.).

At SHANGHAI.—From London, March 24, Glenfinlas (str.), 25, Bengal (str.); from New York, 24, Titan; from London, &c., 10, Glenearn (str.).

At HONG KONG.—From London, April 3, Gordon Castle (str.); 4, Venice (str.); from Cardiff, 6, Panama; from Antwerp, 5, Fyen (str.); from San Francisco, 6, Avonmore; from London, &c., May 12, Agamemnon (str.).

At MANILA.—From Liverpool, March 25, Emiliano (str.); from Cardiff, 27, Loyola; from Hamburg, 22, Minna; from San Francisco, 25, A. M. Smull; 20, Sonoro; 31, S. R. Mead.

At SINGAPORE.—From Liverpool, April 12, Aurrera (str.); from Shields, April 14, Windermere; from Cardiff, March 12, Ivalo Hesperia.

At PENANG.—From London, May 11, Tartar (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From HONG KONG.—For Portland, Oregon, April 7, Garabaldi.

From MALILA.—For New York, March 8, Corona; For Boston, March 27, Ironside; for Liverpool, May 9, John Nicholson.

From SINGAPORE.—For Gibraltar, April 13, Lady Cecilia; for New York, April 10, Stanfield; for Boston, May 12, Kingdom of Saxony.

From PENANG.—None.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MAY 13.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, arrived here to-day, at 1 P.M. She brings 187 passengers and a general cargo, including 315 bales of silk, 14,627 packages of tea, 1,264 packages of sundries and specie, the value not known, for London, which part of her cargo will be forwarded to its destination per company's steamer Gange, due in London on or about the 23rd of May.

INWARD MAIL DUE JUNE 7.—GALLE, MAY 13.—The P. and O. Company's steamer Khiva, from China, arrived on the 9th, and the China, from Australia, on the 11th inst. The Khedive left for Suez yesterday. Australian gold for Europe, £310,000.

OUTWARD MAIL OF APRIL 2.—SHANGHAI, MAY 13.—The P. and O. Company's steamer Hindostan, with the London mails of 2nd ult., arrived here to-day.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, MAY 10.—The Star Ball Line steamship Thomas Sorby, Captain Jackson, sailed to-day for Batavia, Samarang, and Sourabaya, with the Netherland mails, a good number of passengers, and a full cargo of general merchandise.

TELEGRAMS FROM THE FAR EAST.

THE WAR IN ATCHIN.

THE HAGUE, MAY 12.—Official advices, dated Atchin, the 8th inst., state that the Dutch troops have occupied Lamteloe and Ketjel-Oeleyloe with but little loss.

CHINA AND KASHGAR.

ST. PETERSBURG, MAY 11.—The *Turkestan Gazette* states that Tsan-Tsun-Shun, the Chinese Commander-in-Chief, with the forces under his orders operating against Kashgar, was expected to reach Shicho at the beginning of April in order to besiege Mana. At the same time the Chinese troops stationed at Sastansa and Guthehansa would commence operations against Urumtei.

THE MURDER OF MR. MARGARY.

SHANGHAI, MAY 11.—The Hon. G. T. Grosvenor, Second Secretary of the British Legation at Peking, and Mr. Baber have been chosen to proceed to Yunnan with the Chinese Commissioner, in order to investigate the circumstances attending the murder of Mr. Margary.

RUSSIA AND JAPAN.

ST. PETERSBURG, MAY 12.—Shortly before starting for Germany the Emperor Alexander signed a convention with Japan, by which the island of Saghalien, at the mouth of the River Amoor, is ceded to Russia. Its extensive coal fields are to be worked by Russian engineers and miners, and it is intended for this purpose to employ a large number of the convicts from Siberia.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 12, at Nieuwe Diep, from Batavia, Koning der Nederlanden (str.); 13, at London, from Rangoon, Nordstjernen; 14, at London, from Rangoon, Martaban; May 9, at Amsterdam, from Probolingo, Antoinette.

DEPARTURES.—May 11, from Nieuwe Diep, for Batavia, Johannes; for Samarang, Bestevaer; 4, from Barcelona, for Manila, Nueva Lantaro; May 13, from Sunderland for Singapore, Maid of Aln; 9, from Amsterdam, for Samarang, Jupiter.

CASUALTIES.—Koning der Nederlanden (str.), at Nieuwe Diep, from Batavia, took fire on the night of the 12th inst., but was soon extinguished by the aid of seven fire engines. The poop is partly destroyed. The Durham, at Liverpool, May 11, from Cebu, reports during the voyage, experienced heavy gales and terrific sea, ship labouring, and flooding the decks fore and aft, starting water-tanks and donkey-engine, bursting open galley and mates' rooms, filling them with water, and carrying away several articles belonging to them, and one of the lifeboat's gunwales was completely smashed.

MISCELLANEOUS.—Passed Gibraltar May 10, Prinses Amalia (str.) from Nieuwe Diep, for Batavia; at Port Said, May 14, Celebes, from Nieuwe Diep, for Java. Passed Gibraltar, May 14, from Liverpool, for Yokohama, Belgic (str.).

TRIAL TRIP.—The splendid iron screw-steamer J. B. Walker, built by Messrs. Raylton, Dixon, and Co., of Middlesborough, took her official trip on the 13th inst. The J. B. Walker has been built to the order of Messrs. J. B. Walker and Co., of Middlesborough, and is to form one of their "Star Ball Line" trading between this country and Java.

LAID ON.—At Greenock, for Batavia, Karang (str.); at London, for Batavia, Robert Porter; at Liverpool, for Singapore, Hong Kong, and Shanghai, Hector (str.).

SPOKEN.—Montebello, from Liverpool to Bassein, Mar. 18, 22 S., 26 W.; Swan, from Newcastle, to Batavia, March 24, 30 S., 24.38 W.

LAUNCHES, &c.

ON the 7th inst. a clipper ship of 1,130 tons register was launched from the yard of Messrs. Walter Hood and Company, Aberdeen. As the vessel was leaving the ways the bowsprit caught in the rafters of the shed in which it had been built, causing them to crash down in heavy pieces amongst a crowd, mostly of young people, collected below. Several sustained slight injuries, and one of the apprentice carpenters in the yard and a boy, aged about eight years, were so seriously hurt that they had to be taken to the Infirmary. The vessel was named the Salamis, and is to form one of the fleet of Australian and China clippers belonging to Messrs. George Thompson, jun., and Co.

ON the 11th inst. Mr. SAMPSON LLOYD put a very elaborate question to the Under-Secretary of India on the "Western China Route." It is to be regretted that the answer was not equally elaborate. The concluding portion of Mr. LLOYD'S question refers to an important memorial which the "Association of Chambers of Commerce" sent in to the Prime Minister in February, 1873, urging the Government to complete the survey of the land route from Rangoon to Kiang-Hung. We trust that the papers promised by the Under Secretary will include this document.

WITH reference to the telegram which appears in another column announcing that the Island of Saghalien had been made over to the Russian Government, we understand that the Japanese Minister in London has no information to that effect, and we have reason to believe that the statement is premature.

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Naval and Military.

The turret ship Devastation arrived at Malta on the 5th inst., and has been taken into Somerset Dock in order to have her bottom cleaned, which was very foul. The passage of this ship from England appears to have been remarkably smooth, excepting on two days, when she was on the Atlantic side of the Straits of Gibraltar, and even then she proved remarkably steady. It is very satisfactory to be able to report that the improvements in the ventilating apparatus have proved successful, and the ventilation of the ship is now well spoken of.

Major-General M'Murdo, C.B., has been given the Distinguished Service Reward, vacant in consequence of General Drummond's death. General M'Murdo served as Assistant Quartermaster-General of the Army under Sir Charles Napier during the campaign in Scinde in 1843, and during the campaign against the mountain and desert tribes situated on the right bank of the Indus early in 1845. He also served in the Crimean campaign as Director-General Land Transport Corps.

Lieut. G. C. Helme, of the first battalion of the 10th Regiment (stationed at Singapore), having applied for permission to enter the Staff College, is to be attached to the staff of Major-General Sir E. H. Greathed, K.C.B., at Colchester, for one month.

By the lamented death of Rear-Admiral Sherard Osborn, C.B., Captain A. F. R. Do Horsey will be promoted to the Active Flag List, and will vacate the post which he holds of Aide-de-Camp to the Queen.

The hired seamen and stokers on board Her Majesty's store-ship Buffalo have struck for higher wages, and have given notice to leave Government employ if their demand be not complied with.

The Admiralty has awarded the Captain's Good Service Pension of £150 a year, vacant by the promotion to flag rank of Captain E. W. Turnour, R.N., to Captain Elphinstone Aplin.

A seaman belonging to the Iron Duke has just received from the Japanese Government the sum of £165, as compensation for ill-treatment by the Japanese police.

The Iron Duke, the late flagship on the China station, is likely to be set apart for coastguard service.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOSANQUET—On the 11th May, at 49, Grove-end-road, St. John's-wood, the wife of William D. Bosanquet, of Ceylon, of a daughter.

BROWN—On the 26th March, at Shanghai, the wife of Capt. Brown, s.s. *Ocean*, of a son, who only lived six hours.

LEISK—On the 26th March, at Burnside, Singapore, the wife of William R. Leisk, of a daughter.

LEROY—On the 26th March, at Shanghai, the wife of E. Leroy, of a son.

LOUREIRO—On the 28th April, at No. 1, Rua das Chagas, Lisbon, Mrs. José Loureiro, of a daughter.

MAXWELL—On the 24th March, at Butterworth House, Province Wellesley, Straits Settlements, the wife of William E. Maxwell, Assistant Government Agent, Province Wellesley, of a son.

SQUIER—On the 17th March, at Rose Villa, Hong Kong, the wife of J. Enston Squier, of a son.

MARRIAGES.

BOGGS—EATON.—On the 9th March, at Bangkok, Siam, the Rev. W. B. Boggs, A.M. to Flora J. Eaton, both of Nova Scotia.

GUIGNE—THUY.—On the 5th April, at the Catholic Church of the Good Shepherd, Singapore, by his Lordship the Right Rev. Bishop Le Turdu, assisted by the Rev. Fathers Martinet and Desbons, Albert de Guigne, to Miss Josephine Henriette Marie, eldest daughter of Paul Brasier de Thuy.

HAPPER—SHAW.—On the 15th March, at the Church of the American Presbyterian Mission, Canton, by the Rev. H. V. Noyes, assisted by the Rev. S. Whitehead, the Rev. A. P. Happer, D.D., to Miss H. J. Shaw.

DEATHS.

KNECHT—On the 25th Feb., at Bangkok, Siam, Marc Joseph Bernard Knecht, infant son of E. Knecht, Chancellier to the French Consulate.

LEPPER—On the 17th March, at Yokohama, Thomas Lepper, aged 85.

WILFRID—On the 10th March, at the Convent of the Holy Infant Jesus, Yokohama, Sister St. Wilfrid, aged 55 years.

PARLIAMENT.

—o—

HOUSE OF COMMONS.

—o—

BRITISH BURMAH AND WESTERN CHINA.

(May 11.) Mr. S. LLOYD asked the Under Secretary of State for India whether he had any objection to lay upon the table of the House copies of all correspondence respecting trade between British Burmah and Western China since 17th Feb. 1873, between the Secretary of State for India and the Governor-General of India, between the latter and the Chief Commissioner and Political Agent of British Burmah, between the said Chief Commissioner and his agents at Mandalay and Bhamo, between the Mandalay agent and the Government of Burmah, and between the Governor-General of India and Her Majesty's Minister at Peking (in continuation of Parliamentary paper, "Rangoon and Western China," No. 258 of Session 1873).

Lord G. HAMILTON said that he proposed shortly to lay upon the table papers giving the reason for the despatch of the expedition from British Burmah to Western China, and also giving an account of the attack made upon the party. He thought that the papers would include nearly all the correspondence respecting the trade between Burmah and China.

Sir Charles Dilke will ask the Under-Secretary of State for India, on the 24th inst., whether the Indian Government have any information as to the Chinese attack on the dominions of the Ameer of Kashgar other than that which has appeared in the newspapers; and whether any instructions have been sent to the British Minister at Peking upon the subject.

THE JAVA RAILWAYS.

It is—our Dutch correspondent has several times stated—the firm intention of the Dutch Minister of the Colonies, Mr. Van Goltstein, to take the necessary measures to complete the railway-net in Java, and provide Sumatra with these means of communication. Up to this moment both the Dutch Government and the Chamber have shown a good deal of good-will; the general conviction prevails that more railways must be built, but the Dutch are proverbially slow regarding measures to improve the condition of their colonies, even of those which provide the Dutch treasury with hundreds of millions of guilders, so that Holland could be provided with a railway-net without borrowing one penny.

It is a most satisfactory fact that the Dutch Minister has sent Mr. A. W. P. Verherk Pistorius to London, in order to study the manner in which the English Government maintains regular relations between its Colonial Governments and that of the mother country. This voyage will most probably have an excellent effect, and will induce both the Government and the Chambers to make more haste than hitherto to provide those rich islands of Java and Sumatra with more complete means of communication. If the money which has been spent upon that unhappy Atchin war was disposed of in behalf of the above-stated purpose, the outlay, we think, would have been more profitable than now will be the case. The railways in the Dutch East Indies consist, at the present time, of two lines only. The entire length of the main line from Samarang to Djokjokarta is 165.7 kilometres, that of the branch from Kedoeng-Djatie to Willem I. 36.4 kilometres. The other railway runs in a direction due south from Batavia to Buitenzorg, and its length is 55.1 kilometres. Both these lines of railway were constructed under Government concessions by the Netherlands India Railway Company, whilst the Dutch Government became responsible for an amount of annual interest, which was provisionally fixed at fl.630,000, but with the condition that the obligations to pay this sum should only remain in force so long as the net annual profit derived from this line should fall short of that sum. The amount was subsequently raised to 765,000 guilders, whilst the duration of the guarantee was extended to the year 1906. It does not suit our purpose to sketch the financial history of this Company; it is enough to state that it was an eventful and troublesome one. The first sod of the railway from Samarang to Willem I. and Djoejokarta was cut at the first-named place on the 27th of June, 1864, and the sum total expended up to the 1st of January, 1873, was about nineteen millions of guilders, viz., for the main line at the rate of 86,900 guilders per kilometre, and in respect of the branch line at the rate of 138,800 guilders per kilometre. The average cost thus was 96,100 guilders per kilometre. The concession for the line from Batavia to Buitenzorg was also granted in 1864, but not until five years later was its construction commenced, and it was completed towards the end of 1872—the total length of this main line and its branches being 58.4 kilometres, which cost 54,500 guilders per kilometre, or, in toto, 3,200,000 guilders, to which must still be added the expenditure for railway material and rolling-stock, viz., 3,700 florins per kilometre. The total cost, including stations, rolling stock, &c., for both the main and branch lines was thus 22,780,000 guilders, or nearly £1,898,333, of which ten per cent. had to be spent for raising the necessary capital. The rolling-stock on the Samarang line consisted at the end of the year 1873—the returns do not go any further yet—of 237 waggons and trucks, and the entire distance run by the nineteen locomotives during the said year was 459,954 kilometres, and the number of passengers tickets reached the cipher of 565,733, for which 431,593 guilders were paid. The quantity of goods conveyed during that year for account of private individuals was 83,559 tons, paying for freight 1,006,034 guilders, being an average rate of £1 per ton. The gross receipts amounted to 1,575,010 guilders, and the expenditure 748,251 guilders, representing about 47½ per cent. of the gross receipts, and the net revenue on the working of the year was 826,759 guilders. The traffic expenditure for the previous year was nearly nine per cent. more than in 1873. The rolling-stock of the Batavia railway consisted of thirty carriages and fifty-five waggons of all kinds. The aggregate distance run by the trains was 140,750 kilometres. The total number of passengers conveyed was 507,528, and the sum received for their conveyance 249,309 guilders. The aggregate quantity of merchandise was 12,631 tons, giving a receipt of 70,307 guilders. The gross revenue amounted to 379,547 guilders, and the expenditure 174,250 guilders, viz., forty-six per cent. The results of the working of both lines for the above-mentioned year were :—

RECEIPTS.	Florins.
Balance of cash from accounts of previous year	376,484
Net revenue on the working of the year (as above stated)	1,032,056
Payment by the State, as guaranteed interest on capital ...	765,000
Total	2,173,540

PAYMENTS.	Florins.
Contributions to reserve, rolling stock, renewal, and sinking funds (Samarang line)	334,001
Litto to reserve fund of Batavia line	36,873

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Interest and sinking fund of debenture capital	690,444
Dividend on share capital...	250,000
Payment to the State in part reimbursement of advances, as guaranteed interest on capital	552,757
Balance transferred to credit of account for 1874... ...	309,465
Total	2,178,540

In a second article we will state what since has been done to extend the railway communication.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 12.

For several days the Second Chamber has been occupied with discussing a Bill to regulate the establishment of manufactories, which was carried in to-day's sitting. Mr. A. Kuyper, the leading member of the anti-Revolutionary party, has asked permission to interpellate the Ministry about their intentions regarding the improvement of the education-laws. Probably this will cause a very warm debate. You will remember that two Radicals are making a crusade through the country to agitate for an improvement in the neutral schools. The opponents of the State schools, on the contrary, are demonstrating that it is only equitable that those who pay out of their own pockets for the instruction for their children should be reimbursed from the Treasury to the amount which the State would have to pay if they did not maintain their own schools. The question will be the principal one at the forthcoming elections for members of the Second Chamber. In this battle for the "to be or not to be" of the neutral schools it is very doubtful what the Minister will do or what he will promise. He certainly is most liberal in promises, as is proved by the following fact. For several years there was a question of making dry land of part of the Zuyderzee, a surface of 195,000 hectares. Some time ago a concession was asked by a few gentlemen, who demanded a subsidy of f.47,750,000, whilst the total cost of the work was estimated at f.140,000,000 which of course was to be covered by the sale of the reclaimed land. The Minister, however, has declined to grant this concession, and prefers that the work should be done by the State—and he asks for a preliminary credit of f.8,000, for a special survey.

It is said that the newly-appointed Minister of the War Department will introduce some important alterations in the administration of his office. This most certainly is a step in the right direction, and goes to show that the Minister differs from his predecessors, who were mere men of straw, whilst the Secretary-General was the actual Minister. In the military periodical, *Pro Patrie*, a proposal is made to memorialise the King for the introduction of obligatory military service, because the present strength of our army is not sufficient for our national defence. Every community, every village and town, will be canvassed for signatures to this petition, but our nation being anything but *soldatesque*, I fear the appeal will be something like a *vox clamans in deserto*.

Some time ago Mr. Nierstrasz, M.P., asked permission to interpellate the Minister of the Colonial Department about the state of our army in Java, especially the troops in Atchin. Mr. Van Goltstein has given, in to-day's sitting, ample information about the force, its enrolment, and the measures taken for this purpose, both here and in Java. The state of affairs, he said, was very satisfactory; the latest news from the Commander-in-Chief was most encouraging. Mr. Nierstrasz expressed himself contented with this answer.

The ex-Governor-General, Mr. J. Loudon, has arrived with his family at Lausanne, where he will reside for a time. In a few days he will visit the Hague, where he will remain as long as necessary for official affairs. The last mail brought us the famous book of Mr. de Rochemont, "Loudon and Atchin." The Liberal papers are simply furious about it. *Vide* the *Vaderland*:—"This book will be bought by thousands, but thousands will throw it away in disgust. We have read the book, but we cannot advise anybody to follow our example. How is it possible that his Excellency should not only have consented that this book should be written, but that the Government's archives should be put at the disposal of the author?" After some further exclamations in the same sense, the paper says, "We can well believe that the editor of the *Java Bode*, when he had read the book in prison, said, 'That is the *coup de grace* for Loudon!'" The manner in which Mr. de Rochemont flatters the ex-Governor-General, the manner in which his portrait is exhibited upon the title-page, is simply disgusting; but this is not the worst. The most sickening chapter is that in which such men as Fransen Van de Putte, Verspyck, and Nieuwenhuyzen are abused, to add to Loudon's glory. Verspyck is introduced as a man who did not even deserve an honourable dismissal for the services rendered by him to the State. Fransen Van de Putte is described as a person who co-operated with "clamourous publicists" to embarrass the political situation. All this is for the deification of Loudon. There is only one Loudon, and De Rochemont is his prophet! I am anxious to know what the Conservative papers will have to say. Up to this moment they have not spoken.

The general opinion is that the debate which will take place to-morrow in the Second Chamber about the reasons which led to the dismissal of Governor-General Loudon and the appointment of Mr. Van Lansberge will not be very animated. The Minister, it is asserted, is quite right, and Mr. Loudon will be the first to acknowledge that the Minister neither caused nor wished for his resignation. The private relations between these two high functionaries are said to be most friendly. A rumour says that Mr. Mees, M.P. for Rotterdam, would vacate his seat in order that it might be filled by Mr. Loudon, but that the latter declines most positively to accept a seat in the Chamber.

The King has appointed Mr. W. C. van Oordt Dutch Consul at Kanagawa and Yedo, in the place of Mr. J. M. Reynvaan.

The academical festival, which will take place early in the month of June at Leyden, promises to be most splendid. Gigantic preparations are being made for the occasion.

I regret to record the death of Jhr. Van Nispen hot Sevenaer, M.P. Since 1849 he had represented the district of Nymegen. He was a Roman Catholic, and one of the oldest members of the Second Chamber. He was respected by every one.

The annual meeting of the shareholders of the International Credit and Trading Company of Rotterdam will be held on the 14th of June.

PRODUCE MARKETS.

Our market for Colonial Produce is still without material improvement. The public sales excepted, no important transactions have taken place. Holders, however, keep firm, and do not incline to operate at lower quotations.

COFFEE.—Though the business has been limited prices have remained unaltered, whilst holders are still less inclined to sell, since it became known that in the month of April large deliveries took place. Some privately-imported parcels have obtained high prices. The Trading Company's auctions will be soon advertised.

TEA.—The public auction, on which 8,281/4 chests Java were offered, went off most satisfactorily, and prices were in favour of the sellers. On the 21st inst. 5,458/4 and 16/12 chests Java will be sold.

SUGAR.—In the last few days several parcels Java changed hands, and large quantities have been taken for export. The news from abroad about this article strengthens its position.

RICE.—Uncleaned sorts do not meet with demand; 5,716 bags Java, ex Kanagawa, are in the market, but are not yet sold.

SPICES.—Nutmegs and Mace very firm; transactions, however, remain very limited. Several parcels have arrived; 2,083 bags Black Pepper, ex Hampton, were sold; 80 bags Cloves found buyers at firm prices. The quotations are:—Nutmegs, No. 1, 190c. to 195c.; No. 2, 175c. to 180c.; No. 3, 130c. to 155c.; No. 4, 128c. to 130c. Mace, D, 175c. to 180c.; E, 170c. to 175c. Pepper, 28c. to 28½c.

JAVA TOBACCO.—Rather important parcels have been sold by private tender, and prices were very satisfactory in most instances. The arrivals have been very large, and they will shortly be brought into the market. The stock includes 2,099 bs. Sumatra; 20,631 bs. Java; 7,501 bs. cutted Java.

COTTON.—The market is still very dull.

JAVA INDIGO is somewhat quieter, and only small parcels have changed hands.

BANCA TIN.—Prices again show a downward tendency. The nominal quotation is f.50½. Billiton on the spot has sold at f.47¾. On the 26th inst. 22,800 slabs Banca will be sold by the Dutch Trading Company.

MANILA HEMP.—60 bales fine quality were sold at very firm prices.

MISCELLANEOUS.—A parcel of Getah Gitang offered in public sale was, for the most part, bought in. Rattans: At unaltered prices some small parcels have changed hands. Gutta-percha without business. Camphor (Japan) is quoted 45c. per ½ kilo., but this quotation is almost nominal. Mother-o'-Pearl Shells: 1,100 kilo. were sold at very firm prices.

SHIPPING.

ARRIVALS.—May 5, at Texel, from Padang, Jacob Roggeveen; 6, at Texel, from Rangoon, Renpor; 7, at Maassluis, from Banjoewangie, Hoek van Holland; at Flushing, from Java, Laurens Coster; 8, at Brouwershaven, from Sourabaya, Salatiga; at Texel, from Banjoewangie, Antoinette; 11, at Flushing, from Akyab, Eskdale (str.).

DEPARTURES.—May 4, from Maassluis, for Java, Thomas Sorby (str.); 11, from Texel, for Batavia, Johannes; for Samarang, Beatevaer.

(BY TELEGRAM.)

In the Second Chamber the supplementary credit for Java gave rise to an animated debate respecting the resignation of Mr. Loudon, the late Governor-General, the appointment of M. Van Lansberg, and other questions concerning Java. The Minister for the Colonies said he would consider whether he should propose to the King to abandon the secrecy observed with regard to the documents confidentially communicated to the States-General on the subject of the Atchin war. The credit was finally passed by 61 votes against 1.

At the annual general meeting of the Hong Kong and China Gas Company, held on the 14th inst., a dividend at the rate of 12 per cent. per annum, free of income-tax, was declared for the twelve months ending the 31st December, 1874.

The *Bowen*, the new steamer built on the Clyde for the Eastern and Australian Company, has made a successful trip. The *Bowen* is the fifth steamer despatched for this service, which is carried on under a postal contract with the colony of Queensland. The line goes, *viâ* Singapore, through the Java Sea, and round the north-eastern coast of Australia, touching at four ports in Queensland, and terminating as a mail route at Brisbane, where the English letters are delivered within 50 days from London.

THE Japanese Prince—the uncle of the Mikado—who has for some time past been residing in Berlin, is about to follow the example set by the son of the Khédive, and enter the army for a short period in order to acquaint himself with its discipline. The prince will be attached to one of the regiments of foot guards. Having passed through a course of practical service, he proposes then to enter the Military Academy for scientific training.

Captain C. F. Clery, 32nd Light Infantry, succeeds Captain Marter, King's Dragoon Guards, as Deputy Assistant-Adjutant and Quarter-master-General in Ireland. Captain Marter, is transferred to the Staff at Aldershot as Deputy-Assistant Adjutant-General, vice Major J. N. Crealock, 95th Regiment, who reverts to regimental duty on promotion.

The Eastern and Australian Company's steamer *Singapore* arrived at Singapore from Brisbane on the 11th instant, two days early, with Queensland mails for London.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,
79, GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, MAY 17, 1875.

THE CHURCH IN THE EAST.

THE recent retirement of Bishop JERMYN of Colombo, on account of failing health, seems to be a fitting occasion for a few remarks on Episcopacy in the Far East, and these we hope to offer from no sectarian, no party standpoint, but with a simple regard for what we believe to be the true interests of religion on the broadest possible basis. The resignation of the Bishop of Colombo is regarded by some as a seasonable opportunity for initiating what is after all a mere question of time,—the disestablishment of the Church in the East. There are not wanting writers who would have Ceylon set the example to British India in Church matters, as it recently did in decimal currency. We fail to see any analogy in the two cases. We incline to the belief that not only will the vacancy be filled, but that the present or any future Ministry will approach the question of disestablishment in the East not from any one particular point, but on the basis of a fully-considered and well determined policy applicable to the entire Church, as it exists eastward of the Suez Canal. Opinions may differ as to the probable date of this action, but there can be little question that it will have to be approached and dealt with in a statesman-like manner, and that those whom it most nearly concerns will have time allowed them to make the needful preparations for such a change of policy. For the credit of our common faith we sincerely trust that on this eventuating, the rock on which the Committee of the Colonial Bishoprics Fund split in regard to Hong Kong may be carefully avoided.

The disestablishment of the Church does not necessarily signify the sweeping away of all bishoprics. If the friends of the Church of England consider that, notwithstanding the withdrawal of State support, bishops are needful for their system of ecclesiastical government, no doubt provision for their maintenance will be made by the Colonial Bishopric Fund Committee and the Society for the Propagation of the Gospel in Foreign Parts. In British India and in Ceylon there are sufficient bodies of clergy to demand some sort of authoritative guidance by means of an acknowledged head, and bishops like HEBOR, CHAPMAN, and JERMYN have undoubtedly done good work. But these remarks fail to be applicable to some of the outlying settlements of the East. It cannot be to the advantage of theProtestant faith, striving to make its way in any of its various forms amongst Oriental nations, that there should be strife, or dissension, or unworthiness within the Church, calculated to cause the finger of reproach to be pointed at it from without, especially from those who are the objects of the Church's solicitude. We have unfortunately seen this in one Eastern diocese, that of Hong Kong—which, though not existing as a State-paid establishment, is under the shadow of the Colonial Bishoprics Fund—a regretful source of discord and disunion in the Church. Many members of the Church of England in our Settlements in China fail to discover any reasonable grounds for the existence of a bishopric in that part of the world, where the need for a clerical supervision is so exceedingly limited. Much less reason was there for the creation of a second diocese in the North of China, and still more recently this marvel has been exchanged for regret in view of the unsatisfactory footing on which one of these bishops stands in regard to the few chaplains supposed to be subject to his ecclesiastical rule and governance. The appointment of a Bishop of Labuan was an equally ill-considered measure, and although in these instances there are not the same grounds for criticism as in the case of State-paid dignitaries, we wish to direct the serious attention of those in authority whom it concerns to the extremely unsatisfactory state of the Church in the Far East. If it be considered by some that it is essential a ruler should be appointed over the clergy in China and other places, let them designate men whose temper, disposition, and qualities fit them to advise and guide instead of fostering discord. Above all, let our Colonial-office act with decision as to the maintenance or discontinuance of Colonial Bishoprics. At present the policy is harassing, uncertain, and unsatisfactory.

A DEPUTATION from the British and Foreign Anti-Slavery Association waited on the 11th inst. upon Lord CARNARVON, at the Colonial-office, to urge upon him to take some steps to put down coolie labour in some of our colonies. They stated that they considered the employment of coolies was only slavery in another name, and was kept up merely to foster the mercantile and planting interests. Lord CARNARVON, we are glad to notice, gave a statesmanly reply to the deputation, expressing his opinion that "considering the commercial depression that exists "in many of the West India Islands, a system of coolie "importations, if it can be administered under due safe-"guards, should be favoured by the Government." There is no doubt that under such circumstances coolie emigration can be made not only conducive to the development of the resources of many valuable countries, but may be of the highest advantage to the coolies themselves. While we should be the last to uphold anything like the abominable system of crimping and kidnapping which were long the disgrace of the coolie emigration from Macao, we believe that there is nothing of more importance than the discovery of some means of making the great labour-power of China available to the world; and that it is the part of our statesmen, while setting their faces sternly against all systems which may be tainted with such abuses as existed in the Macao trade, to endeavour earnestly to encourage legitimate emigration under due safeguards, that the coolies emigrate voluntarily, and are protected in their rights in the colonies to which they proceed.

WE have to express our great satisfaction with the course pursued by Mr. WADE, our Minister at Peking, in his negotiations with the Chinese Government on the subject of the murder of Mr. MARGARY. According to a telegram received from Shanghai through REUTER'S agency it appears that the Hon. T. G. GROSVENOR, one of the Secretaries of the Legation at Peking, and Mr. COLBORNE BABER, of the Consular Service, have been appointed to proceed with the Chinese Commissioner to the province of Yunan, to investigate the circumstances connected with this atrocity, with a view to ascertain the real authors. We congratulate these gentlemen on the opportunity thus afforded for distinguishing themselves by the accomplishment of this object. It is to be regretted that the PRIME MINISTER, in his announcement in the House of Commons, did not communicate this information.

THE naval complement in the China seas is still far below the requirements of the station, but we understand that, with every disposition to increase its strength, the Admiralty have not at their disposal suitable vessels. But, as soon as possible, it is intended to despatch two or three vessels suitable for the requirements, including the *Fawn*, for surveying purposes on the coast of China. The *Sylvia*, we believe, is fully occupied in surveys of the coast and harbours of Japan. We trust that Admiral RYDER will not allow Hong Kong to be represented by a single lame duck, such as H.M.S. *Elk*. It has been rumoured that instructions have been given to Admiral RYDER to despatch a vessel to the Korea for the purpose of reconnoitring and reporting to the Admiralty, but we believe nothing special has been ordered in this direction.

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The Times of the 11th inst. contains an article with reference to the improved relations with Burmah, in which allusion is made to the attack upon the late Mr. MARGARY. *The Times* seems to consider that it does not appear that the King of BURMAH was responsible for the matter, although it is possible he may have instigated some of the Chiefs to make the attack. The Chinese hill tribes are considered those who are immediately concerned; and, if such is the case, it is to be hoped that our Minister at Peking will not allow the matter to drop until substantial reparation has been made.

WE understand that it is the intention of the Japanese Government to run a line of steamers on Lake Bivu, to connect with the railway on the west coast. The distance across the lake is about forty-five miles, and it will be necessary to have specially constructed steamers for the service.

THE MACAO COOLIE TRADE.

A Parliamentary Paper has been published, containing further correspondence on the Macao Coolie trade, from which we extract the following :—

Messrs. PUSTAU and Co. to Governor KENNEDY.

Hong Kong, June 3, 1874.

Your Excellency,—From a friendly hand we just received a copy of the Blue-book, entitled "China, No. 2, 1873 : Correspondence respecting the Macao Coolie Trade," and it is with deep regret and pain that we perceive in it, on page 5, an inaccuracy and imputation affecting us, which appears based upon erroneous impressions, and calls for immediate contradiction.

Ad. 1. We most respectfully deny the justification of your accusation that we are directly concerned in the Coolie Trade.

Ad. 3. Steamer *Nelusko.* We had informed the Acting Harbour-master at once that we were not agents of her, and it is a matter of surprise to us that your Excellency entirely omits cognisance of our letter of the 23rd of August, 1873, to the Harbour-master, a copy of which we herein inclose.

We will, under the circumstances, tender an explanation as regards this steamer, because if this case remains as represented by your Excellency, it may mislead to the belief that we were indeed directly concerned in the Macao Coolie Trade, which insinuation we have every reason to reject.

The steamer *Nelusko,* in consideration of our supplying most of her cargo from London to Hong Kong and Shanghai, was to be consigned to our firm also for outward employment. She was thus consigned to us on her return from Shanghai, and until the end of July, 1873, when her captain declared that he wished to take no other than a coolie charter, upon which he was at once told by us that we would not lend our hands for such a purpose, and we accordingly lost the commission on an outward freight rather than procure a coolie charter for the steamer.

We afterwards heard that the captain of the *Nelusko* had himself carried out his intention, which to hinder was as little in our power as in your Excellency's.

Ad. 3. *Louisa Canevaro* and *Columbia.* These vessels came here for repairs, under circumstances detailed in our letters of 23rd of August, 1873, addressed to the Harbour-master; and 23rd, 25th, and 28th of August, 1873, addressed to the Colonial Secretary, and the simple services to be rendered to above vessels can, in fairness, and in our humble opinion, not be construed into the imputed inference.

We crave your Excellency's attention to our letter of the 23rd of August, 1873, addressed to the Colonial Secretary, explaining :—

"At the same time we beg to inform you that our agency, as on former occasions with these ships, refers to her (the *Louisa Canevaro*) only whilst under repairs, and such temporary agency is necessitated from the owners only by the insurance being effected in London, consequently she had to repair under Lloyd's Surveyor's supervision, and the average papers required due form."

It is pretty well known in this Colony that our such agency never extended any farther. We, therefore, most respectfully repeat that we have always refused to be in any way connected with the coolie trade, and your Excellency may sympathise with our resolve not to appear charged to the contrary. May it therefore please your Excellency to fulfil our most respectful requests to supply the Secretary of State also with copies of our letters of 23rd of August, 1873, addressed to the Harbour-master; and 23rd and 25th of August, 1873, addressed to the Colonial Secretary; and of the present letter, or to take such measures as it may appear expedient to your Excellency's impartiality for their appearance in the next Blue-book, which direct course of publicity we would infinitely prefer to any other form, though the harm inflicted on us unjustly can hardly be mitigated thereby. Noticing from the letter of Lord Tenterden of 2nd of December, 1873, to Mr. Herbert that the incomplete correspondence has been communicated to the German Ambassador in London, we request your kind permission to supply full copies also of the present to the German Consul, with the request to forward them to the German Ambassador in London.

It is a duty to ourselves, the oldest German firm in Hong Kong, to keep our good name in honour, and your Excellency may rest assured that we shall ever be prepared to uphold the same.—Yours, &c.,

(Signed) WM. PUSTAU AND CO.

To His Excellency Sir Arthur Kennedy,
Governor of Hong Kong

Sir A. KENNEDY to the Earl of CARNARVON.

Government House, Hong Kong, June 12, 1874.

My Lord,—I have the honour to transmit the copy of a letter dated June 3, 1874, from Messrs. Pustau and Co., a German firm in this Colony, complaining of statements made by me, and published in Parliamentary Paper No. 2 (1874), respecting the Macao Coolie Trade. I also transmit copies of letters from Messrs. Pustau on the same subject, which they deem essential to their justification, and which do not appear in the published correspondence. I trust that it is hardly needful for me to preface my remarks by disclaiming all desire to injure the good name and honour of a firm with some of whose members I am on the most friendly terms.

Your Lordship will observe that in my despatch dated September 3, 1873, of which they complain, I express my surprise (and I might have sincerely added my regret) to find them acting as Agents for three of the most notorious coolie slave ships on the coast.

Messrs. Pustau complain that I have in the despatch just quoted charged them with "being directly concerned in the Macao Coolie Trade."

On full consideration, I am of opinion that this is not verbally accurate, and that the omission of the word "direct" would have left the statement more in accordance with the knowledge I possessed.

On the other hand, Messrs. Pustau and Co. fully admit their agency in the case of the two ships *Louisa Canevaro* and *Columbia,* which they well knew as notorious coolie ships, and protested against their removal from Hong Kong waters (*vide* page 6 of Printed Papers), when they well knew they were being fitted and provisioned for the transport of coolies,—an agency from which it is difficult to believe they did not derive profit. Messrs. Pustau draw distinctions between different kinds of agency which I am unable to appreciate. The ships for which they admittedly acted as agents were notoriously being fitted and provisioned in Hong Kong Harbour before proceeding to Macao to ship their cargo. Messrs. Pustau and Co. lay much stress on my alleged misstatement that they were Agents for the ship *Nelusko.*

I would not willingly charge Messrs. Pustau with aught that was not in my opinion borne out by facts; and I do not think that any stronger evidence of their agency can be adduced than the explanation they offer in their letter of the 3rd June, 1874, under this head, as well as their full knowledge of the character of the trade in which the ship was engaged. I inclose a copy of the reply I caused to be returned to Messrs. Pustau's letter.—I have, &c.,

(Signed) A. E. KENNEDY.

The Earl of CARNARVON to Sir A. KENNEDY.

Downing-street, August 6, 1874.

Sir,—I have communicated to the Earl of Derby a copy of your despatch of the 12th of June last, respecting the agency connection of Messrs. Pustau and Co. with the coolie trade steamers *Nelusko, Louisa Canevaro,* and *Columbia,* and I have suggested to his Lordship that these papers should be communicated to the German Ambassador in London, and that they should be included in any future paper presented to Parliament respecting the Macao Coolie Trade.—I have, &c.,

(Signed) CARNARVON.

The Earl of DERBY to Baron von den BRINCKEN.

Foreign-office, September 4, 1874.

M. le Baron,—On the 28th of July last his Excellency Count Münster forwarded to me a letter, addressed to the Governor of Hong Kong by the German firm of Pustau and Co., in which they complained that he had unjustly charged them with direct participation in the coolie trade; and, in doing so, his Excellency anticipated a communication I was about to address to him, sending him a copy of the identical letter which had been received from the Governor, as well as copies of the correspondence by which it had been followed.

On receiving his Excellency's note, I thought it better to defer my communication till I had again consulted Her Majesty's Secretary of State for the Colonies, through whose hands the correspondence had originally passed; the result of that consultation has been to confirm the opinion which I had previously formed, that the papers should be communicated to the Imperial Embassy; and I have, therefore, the honour to inclose copies of them herewith.

I have to add, that it is the intention of Her Majesty's Government to include the correspondence in the next series which may be published, and laid before Parliament, of papers on the subject of the coolie traffic; and I hope that this step will satisfy the wish which Messrs. Pustau and Co. appear to entertain, that full publicity may be given to their disclaimer, of their connection with that traffic.—I have, &c.,

(Signed) DERBY.

Mr. DUNLOP to the Earl of DERBY.

(Extract.) Havana, September 1, 1874.

I have already solicited your Lordship's attention to negotiations which will probably be privately attempted at Lisbon in favour of a re-opening of the Coolie traffic from Macao to Cuba; and some days ago I learned that some of the head-men of the free Chinese in Havana have been sounded on the possibility of their (the Chinese) acting with the so-called Colonisation Society for the purpose of establishing "Agencies" in the Chinese sea-ports, to induce "passenger colonists" to accept passages to other places, with an ultimate destination to Cuba; and also to see if something can be done in the Japanese seaports, so as to extend the system indirectly there.

I scarcely think the Chinese freemen (some of whom are in trade, keep small shops, and make a little money) will fall into the snare; but the proposal has been made to them, and prospects of lucrative shares in profits held out.

Mr. COBBOLD to the Earl of DERBY.

Lisbon, October 6, 1874.

My Lord,—I have taken occasion to bring to the notice of the Portuguese Minister for Foreign Affairs the subject of the Macao Coolie Traffic, more especially that under the denomination of free emigration. I did not fail to point out to his Excellency the deep interest evinced by Her Majesty's Government in the total suppression of this

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traffic, not alone in the cause of humanity, but in the very interests of civilisation; and I clearly stated it as the opinion of my Government that the traffic in question, under whatever head, would never be entirely done away with unless the Portuguese Government were prepared to enforce to its utmost extent their Decree of March, 1873.

Senhor Corvo, in reply, said that he considered this question as one of the past, as regards Portugal; he assured me that, in March of this year, he even telegraphed to the Governor of Macao not to allow free emigration, as he feared it might serve as a cloak to the old traffic; and the advices received from that colony state that all vessels leaving Macao do so in ballast.

The new Governor of Macao is appointed to leave for his post about the middle of this month, and he takes with him positive instructions to carry out all the engagements of Portugal with regard to the suppression of the Coolie Traffic, coupled with the strictest orders not even to allow free emigration.

His Excellency further stated that a contemplated Treaty between Portugal and Peru has not yet been ratified, owing to the question of coolie emigration, and that he considers the negotiations at an end, inasmuch as he has written to the Portuguese Consul at Lima that he may come home on leave.—I have, &c.,

(Signed) T. CLEMENT COBBOLD.

The Earl of DERBY to Mr. COBBOLD.

Foreign-office, October 19, 1874.

Sir,—I have to instruct you to express to the Portuguese Minister for Foreign Affairs the satisfaction with which Her Majesty's Government have received his Excellency's assurances of the determination of the Portuguese Government not to allow a revival of the Macao Coolie Traffic in any form, as reported in your despatch of the 6th instant.—I am, &c., (Signed) DERBY.

Sir BROOKE ROBERTSON to Lord TENTERDEN.

(Extract.) Canton, December 15, 1874.

I have had the honour to receive the Earl of Derby's despatch of the 27th of October, transmitting, for my information, under flying seal, a despatch addressed by his Lordship to Her Majesty's Minister at Peking upon the subject of coolie traffic, with two inclosures.

In my last despatch I referred to the necessity of the Lisbon Government resisting insidious attempts to restore the coolie traffic under the name of free emigration, and I have reason to believe strong pressure will be brought to bear on the new Governor of Macao, Senhor d'Avila, for the coolie agents have never left China, although the barracoons have been closed; and, on the arrival of Senhor d'Avila lately, several who were residing at Hong Kong went at once to Macao, where the others have resided since the closing of emigration. It is evident, therefore, they expect a renewal of the traffic under a new Governor. Senhor Corvo's reply, however, to the remarks of Mr. Cobbold gives an assurance, at least, that they will be disappointed. At the same time every effort will doubtless be made by those interested in the traffic to induce Senhor d'Avila to re-establish the free emigration regulations, which were suspended and not annulled by his predecessor.

Governor Sir A. KENNEDY to the Earl of CARNARVON.

Government House, Hong Kong, January 13, 1875.

My Lord,—Adverting generally to the correspondence on the subject of the so-called Macao Coolie Trade, I have now the honour to draw your Lordship's attention to the translations of two notices, published in the *Boletim da Provincia de Macau e Timor*, dated 31st January, 1874.

2. Your Lordship will observe that the first of these documents established certain regulations for carrying on a system of Chinese emigration, and the latter suspends their operation for one year.

3. That term is about to expire, and I regard the resumption of the export of Chinese from Macao with great apprehension of a recurrence of many, if not all, the old abuses.

4. Several well known and influential coolie traders with large sums of money at command, together with many of their staff, are already on the spot to take advantage of the re-opening of the trade, if the prohibition of the Portuguese Government be not renewed.

5. On this latter point I have not at present any information to offer; but I should fear that the recent assumption of the Government of Macao by an officer new to Colonial affairs may be taken advantage of by the influential class of persons (both here and in Portugal), who are interested in a trade so highly profitable.—I have, &c.,

(Signed) A. E. KENNEDY.

Mr. COBBOLD to the Earl of DERBY.

Lisbon, March 22, 1875.

My Lord,—With reference to your despatch of the 2nd instant, I have the honour to inclose to your Lordship herewith translation of a note, dated the 19th instant, from the Portuguese Minister for Foreign Affairs, in which his Excellency states that the new Governor of Macao and Timor has been furnished with instructions to prohibit, until further orders, emigration under contract as well as all free emigration.—I have, &c., (Signed) T. CLEMENT COBBOLD.

Senhor CORVO to Mr. COBBOLD.

(Translation.) Lisbon, March 19, 1875.

Sir,—I have the honour to acknowledge the receipt of the note which you addressed to me on the 13th instant, wherein you inform me that you had received instructions from the Earl of Derby to call the attention of his Majesty's Government to the apprehension felt by Her Britannic Majesty's Government that, in case the provisions enacted last year by the ex-Governor of the Province of Macao and Timor concerning the free emigration of Asiatic passengers from the Port of Macao should be enforced, the Coolie Trade will be renewed under the guise of free emigration, as may be inferred from the endeavours which are made use of for this purpose by the agents of the trade.

I have to state to you in reply that the Government of his Majesty, in view of the importance of the matter, has already taken the necessary steps, and accordingly instructions were given to the present Governor of the Province, in the sense of forbidding, until further orders emigration under contract as well as all free emigration.

I take this opportunity to thank you for the information you give me as to the representations made to Her Britannic Majesty's Government upon this matter by the Governor of Hong Kong, and by the British Consul at Canton; as well as for your assurance that Her Britannic Majesty's Government are perfectly convinced of the sincere wish of his Majesty's Government not to allow the renewal of the Coolie Trade from the Port of Macao under any pretext whatsoever.—I avail, &c., (Signed) JOAO DE ANDRADE CORVO.

Miscellaneous.

COOLIE LABOUR.

On the 11th inst. a deputation from the British and Foreign Anti-Slavery Society had an interview with Lord Carnarvon, at the Colonial-office, to take some steps to put down coolie labour in some of the colonial possessions, which they considered was only slavery in another name, and was kept up merely to foster the mercantile and planting interests. They urged that the war in Cuba would end in the introduction of coolie labour from China, and that England ought to set Spain an example by abolishing coolie labour altogether unless every check and safeguard were applied. The true principles which governed emigration they held to be these:—That it is properly the object of Government supervision, but not of Government assistance in any pecuniary sense; that contracts for labour be only recognised or enforced which are made by the labourer with a full knowledge of the work to be done, and in the country where such labour has to be performed; and that where such emigration is permitted something like an equality in the respective numbers of both sexes be maintained. In the independent course of action which had already distinguished the administration of his lordship the deputation considered they had a guarantee that if his lordship found the policy pursued by his predecessors to be either at variance with the principles of a sound political economy, or subversive of the just liberties of the governed, or inimical to the true interests of the Empire, he would discontinue it.

The Hon. Evelyn Ashley and Mr. Sturge having made a few remarks, and put in a memorial embodying their views, Lord Carnarvon replied—I am very glad to find that there is not altogether a unanimous opinion in favour of the memorial just read. I should be sorry if it were so. It would open, of course, a very wide ground, and would imply an assent to conclusions on an important subject to which I am not prepared to subscribe. I hold distinctly that having especial reference to the commercial depression that exists in many of the West Indian islands, provided that you can administer a system of coolie importation under due safeguards, it is the duty of the Government to do so, and to give what assistance they can—not indeed as one speaker has put it, to one single class in these islands, but for the benefit of the whole, because the planters, though only a single class, if able to hold their own, promote the general prosperity of the whole colony. At the same time I feel the importance of watching such a system very closely. I have considered this subject carefully. Where there is a very redundant population with low wages in one place, and where in another that labour can be employed with great advantages to all parties, it is not only justifiable, but it is right on the part of the Government to give what assistance we can. That applies to another point, viz., the traffic amongst the Polynesian Islands. I should like to remind the deputation on one point, because it coincides with the view taken by Bishop Patteson (in whom there could not have been a more devoted follower of many of the principles which this deputation has had at heart). Bishop Patteson distinctly laid down in his letters his wish not that the trade should be repressed, but that it should be regulated so that it should become, instead of a curse and an evil, a great blessing. I have to thank you for the very flattering opinion you hold of me. I can freely say that I rejoice extremely that it has fallen to my fortune to carry through the emancipation of the slaves in West Africa. It has, however, been a work which required a good deal of consideration and many precautions. It could not be lightly undertaken, but having been undertaken, I think I may assure the deputation that so far as the very latest reports have been received it has been carried through successfully, and with far fewer difficulties and delays than one could have reasonably anticipated. It may be interesting to the deputation if I mention one or two of the received facts with regard to it. There have been a few instances of slave dealing since the abolition ordinances, but wherever the transactions have come to light they have been repressed, and repressed very firmly and with great determination by the local Government. I think, moreover, that the scheme of emancipation is widely and well known throughout the whole of the Protectorate. It was at one time a question as to how far it was generally understood, but I think that doubt is at an end. Of course, it was impossible not to entertain apprehension that in so great a social change as that of the emancipation of the slaves some disturbance to industry might take place, but I am within the truth when I state that the latest despatches show no sign of serious, still less of permanent, disturbance of trade and industry. In some recent telegrams or reports it was stated that trade was falling off at Accra. Well, trade no doubt has been slack at Accra, but it has been proportionately greater at some other places on the Coast; and the revenue, I am happy to believe, is generally holding its own. Too much cannot be attached to the maintenance of revenue on the Gold Coast. It is there, as in many other places, the secret of good policy, and so long as we can maintain a sufficient revenue so long we shall be able to carry out such reforms as the state of things and society permits. That has hitherto been the case. It has resulted in the maintenance of general tranquillity, with an apparently great satisfaction along the whole of the Coast. I think there remains one other subject for me to touch upon, and that is the allusion to Natal. I can only say on that subject—which was one that

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cost me a great deal of painful consideration—that I simply did that which I believed to be right in the matter, and as time goes on, when the angry feelings which have been aroused have had time to subside, I doubt not more justice will be done to the course which I have taken, and it will be seen that the action taken was quite as much in the interest of the whole part of the colony as it was in the interests of the other and larger portion of Her Majesty's subjects. Natal is a magnificent country, but it merely forms part of the still larger territory of South Africa, and for South Africa I contemplate in the future a development of vast prosperity, the natural resources of that country are so great; the native population, which has been, perhaps, a source of difficulty and danger, can, as I believe, be converted into a source of strength. Some may think that there is a difference between these great objects—the material development of the country, and the proper treatment of the natives; but I believe, for my own part, that, so far from there being any difference, they are quite consistent. It is unnecessary to say another word on that subject. I desire, for my own part, as far as possible, that irritation should now disappear, for I very often think "the least said," to use a very homely phrase, "the sooner mended." I have great confidence in Sir Garnet Wolseley's ability, and in that which exists in all English colonists when the irritation of the moment has disappeared, that they will be governed by their own strong good sense of justice and right feeling.

Mr. Chesson, Mr. Jenkins, M.P., Mr. Fowler, M.P., and Sir Henry Havelock also urged the views of the Aborigines Society for increased vigilance on the part of the Government. Sir Henry Havelock, from personal knowledge of Sir Garnet Wolseley, could say that no better administrator could be appointed for Natal.

THE LATE ADMIRAL SHERARD OSBORN.

Mr. H. N. Lay writes to *The Times* as follows:—My absence from town has prevented my noticing your article on Admiral Osborn before. Your encomium of him I most cordially endorse. As allusion is made to my name, permit me for the sake of accuracy to point out one or two errors in your reference to Chinese matters. The Emperor of China did not, as you say, offer the command of the fleet through me to Captain Osborn. I was intrusted with its organisation, and Captain Osborn was selected by me to command it. I should wish to claim the credit of his appointment, and am unwilling to divide it with the Chinese Government. When Her Majesty's Government granted an Order in Council giving to Captain Osborn and myself the power to organise a military and naval force for China for two years, it was upon the faith of the most solemn pledges that such authority should never be abused to the detriment of British interests, which, be it said in passing, are ever identical with the best interests of China. I returned to that country some time before Captain Osborn's arrival with the fleet, and found that Major (now Colonel) Gordon had been allowed to enter the service of the provincial authorities. The Imperial Government perceiving the advantage to its old stupid policy that this oversight on our part would afford them, implored me to acquiesce therein and agree that Captain Osborn should occupy a like position. I refused; and, if at all mindful of the pledges I had given in England, how could I, with my knowledge of Chinese character, act otherwise? Captain Osborn arrived, and we both agreed that to accept the Gordon position would be wittingly to involve ourselves in doings which we could neither prevent nor defend. The treacherous massacres some time afterwards at Soochow within your memory confirmed the soundness of our judgment. We turned a deaf ear to the efforts—spread over six months—of the Imperial Government to persuade us into acquiescence, and so long as they could get Major Gordon to do their work of repression they were able to set the fleet at defiance. The result is known. But the Chinese Government, although in form repudiating, did not in fact repudiate their engagement. Conscious of their own wrong-doing, and actuated by fear that I should denounce their behaviour to Her Majesty's Government on my return home, they defrayed, upon my command, the cost of the fleet homewards, and, in fulfilment of a promise, remitted to me in London £40,000 towards that object, but this sum not being required, was returned to them. Unfortunately, we had no one here with eyes to discern the situation, and so the real facts were smothered. The history of the fleet has yet to be written, and the vicious policy of suffering our people to become the tools, instead of the guides, of the Chinese Government will, I make bold to say, before long be made manifest to all. And this opinion was, I am able to say, strongly and frequently expressed by Admiral Osborn, and so recently as within a few weeks of his lamentable decease."

Monetary and Commercial.

The Indian Government invite tenders, to be opened on the 16th June next, for a loan of £2,500,000 sterling in promissory notes, bearing interest at the rate of 4 per cent. per annum. The form and condition of these notes will be those of the notes of the transfer loan of 1st May, 1865, of which loan they will form a part. The minimum rate at which tenders will be accepted will be recorded under the signature of the Comptroller-General, and declared before any tender is opened. The notes will be payable to order, and interest thereon will be paid half-yearly, on the 1st May and 1st November in each year.

Messrs. Morton, Rose, and Co. invite subscriptions for $1,584,000 in Six per Cent. Gold Coupon Bonds of the City of New York. The loan is issued for the redemption of other City bonds due in 1874. The issue price is £201 per $1,000 bond, or £100 10s. per $500 bond, and the principal is to be repayable in gold coin in New York on the 1st November, 1896. The first coupon for interest will be payable on 1st November next.

An issue of £92,400 Six per Cent. Sterling Bonds of the City of Ottawa, at the price of 103 per cent., is announced by Messrs. Grant Brothers and Co. The bonds, which are issued for the purpose of completing the construction of waterworks, are secured on the water rates and by a rate in aid to be levied on the whole of the assessable property of the city.

At a special meeting of the Globe Telegraph and Trust Company (Limited), a resolution was passed authorising the issue of £2,000,000 further capital, which will raise the capital of the Company to £5,000,000.

The suspension has been reported of Messrs. Wilkinson, Watt and Co., coal exporters, ship-brokers, &c., of West Hartlepool The liabilities are stated to be about £100,000 and the assets £120,000. The latter, however, are subject to realisation, and consist chiefly of shares in steamships and public companies. The difficulties of the firm are stated to have arisen from losses incurred by the failure of Messrs. Richardson a short time back, and it is considered likely that other embarrassments will follow.

During the week ended the 8th inst. the quantity of tea taken from the bonded warehouses in London was 3,347,127 lb., of which 2,162,944 lb. was for home consumption, 740,665 lb. was removed coastwise, 360,971 lb. was exported, 78,079 lb. was sent coastwise for immediate export, and 4,468 lb. was for ships' stores. The amount of duty received was £54,074.

The market for Bar Silver has been very quiet during the week. The arrivals have been very small, and the amounts to hand, about £35,000 in all, have been sold at 57d. per oz., showing no alteration in price. There has been some inquiry for Mexican Dollars, but no transactions have yet taken place, the price remains, therefore, as last quoted, 56d. per oz.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of April have been issued, and show, for the first time for a long period, an increase in the exports, the total value being, £20,221,830, against £19,432,270 in April last year, and £21,343,026, in April, 1873, being an augmentation of about 4 per cent. in the one case and a diminution of 5½ per cent. in the other. When it is remembered that most of our export commodities are now at lower prices than at this period last year this return must be regarded as satisfactory. Taking textile fabrics as the basis, being the most important section in our exports, we find that cotton piece goods have increased 21¼ per cent. in quantity and 18½ per cent. in value; linens are about 24½ per cent. higher in quantity, while the value has augmented 19½ per cent.; jute goods have been shipped to the extent of 31 per cent. more in quantity, but the corresponding value is only 8¼ per cent. higher; woollen cloths show an increase of 17 per cent. in quantity, and 18 per cent. in value; and worsted stuffs of 9½ per cent. in quantity, and 3¼ per cent. in value. Of coal the shipments are about 11,000 tons more, or about 1 per cent. increase; of alkali, nearly 4 per cent. more in quantity, while the value has fallen off 9½ per cent. Of iron and steel (raw and manufactured), the quantity has augmented about 9½ per cent., and the diminution in the value is about 11 per cent. Every description of the manufactured article has increased, except railroad; and in pig iron the quantity shipped is 50 per cent. more than in April last year. Yarns, cotton, linen, and jute have all been exported to a far greater degree, while silk and woollen sorts exhibit a decrease. Among the articles which show a decline in value are—apparel, 9 per cent.; bags and sacks, 30 per cent.; and haberdashery, 9 per cent., and the chief increase, apart from those commodities already mentioned, has been—in arms, &c., 45¼ per cent.; earthenware, 4 per cent., and leather, 8 per cent. The total value of the imports in the month was £30,327,214, against £31,616,521 in April, 1874, and £31,237,960 in April, 1873—a decline of 4 per cent. and 3 per cent. respectively. The chief cause of this has been smaller arrivals and lower prices of raw cotton, the quantity imported being 1,128,605 cwt., valued at £3,803,036, against 1,553,691 cwt., valued at £5,723,655, in the corresponding month last year, or a diminution of 27¼ per cent. in quantity, and 33½ per cent. in value. The other principal articles which have contributed to this decline are coffee, flax, indigo, rice, raw silk, raw sugar, and timber, the decrease in the value of the latter being nearly one million sterling. Of wheat the quantity imported has been 3,707,275 cwts., against 2,561,132 cwt. last April, chiefly from Russia and the United States; while the corresponding values are £1,892,788 this year, and £1,678,642 last, being an augmentation of 44¾ per cent. in quantity, and only 12¾ per cent. in value.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		1873.	1874.	1875.
		For the Month ended 30th April.		
China and Hong Kong	lbs.	1,213,730 ...	787,000 ...	1,876,800
Japan	,,	643,300 ...	402,400 ...	1,767,500
Straits Settlements ...	,,	275,850 ...	235,500 ...	159,100
Ceylon	,,	5,000 ...	38,300 ...	22,600
		For the Four Months ended 30th April.		
China and Hong Kong	lbs.	3,148,760 ..	4,874,900 ...	4,953,300
Japan	,,	2,641,810 ...	2,578,400 ...	5,744,900
Straits Settlements ...	,,	740,160 ...	847,060 ...	650,560
Ceylon	,,	60,800 ...	111,300 ...	83,700

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COTTON MANUFACTURES.

To		For the Month ended 30th April. 1873.	1874.	1875.
China and Hong Kong	yds.	34,984,300	29,481,200	39,726,700
Japan	,,	1,648,800	339,500	2,531,800
Philippine Islands	,,	282,200	1,149,300	3,584,500
Java	,,	1,009,700	1,818,400	6,374,500
Straits Settlements	,,	4,691,200	7,282,500	8,382,000
Ceylon	,,	2,270,500	2,678,900	4,183,400
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	123,867,900	164,497,540	134,620,100
Japan	,,	8,321,947	9,892,600	13,759,200
Philippine Islands	,,	1,788,000	3,723,740	10,053,800
Java	,,	6,725,250	10,875,900	22,521,300
Straits Settlements	,,	15,403,000	33,129,800	29,220,500
Ceylon	,,	11,460,200	13,607,400	11,099,700

WORSTED STUFFS.

To		For the Month ended 30th April. 1873.	1874.	1875.
China and Hong Kong	yds.	1,289,580	723,460	1,261,500
Japan	,,	225,580	93,750	562,000
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	5,221,220	3,872,600	4,876,300
Japan	,,	795,180	415,280	2,276,500

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th April. 1873.	1874.	1875.
China and Hong Kong	yds.	220,990	36,190	133,800
Japan	,,	152,010	—	9,400
To		For the Four Months ended 30th April.		
China and Hong Kong	yds.	754,340	262,390	582,600
Japan	,,	255,500	12,430	15,900

LEAD TO CHINA AND HONG KONG.

For the month	tons	54	1,438	606
For the four months	,,	750	4,749	3,445

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months ended March 31, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£1,458,646	£1,507,672	£1,299,178
Hong Kong	668,055	1,015,813	759,273
Japan	412,084	404,931	651,702
Straits Settlements	342,365	629,300	492,291
Ceylon	251,565	291,418	187,849
Philippine Islands	87,803	97,791	181,538
Java	184,408	328,331	469,371
Siam	10,208	650	5,803
Cochin-China	—	38	1,798
Borneo	—	—	—

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months ended March 31, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£2,856,859	£2,306,727	£2,854,764
Hong Kong	249,860	132,962	229,174
Macao	43,432	19,547	651
Japan	116,410	192,756	62,560
Straits Settlements	737,893	737,404	968,656
Ceylon	784,986	826,234	1,188,516
Philippine Islands	294,226	551,687	373,407
Java	203,944	386,862	732,044
Siam	3,736	—	—
Borneo	8	7,400	13,019
Cochin-China	—	—	—

ARTICLES OF IMPORT.

No change of importance has occurred in the Produce Markets. The absence of speculation and consequent depression continue, and there is a general tendency towards lower prices. Tea, Silk, Sugar, Coffee, Rice, Pepper, Cotton, Hemp, and Hides are all rather lower than a fortnight ago, other articles being quiet at unchanged quotations.

TEA.

During the week business has been limited by private contract, whilst the quantity offered at public auction continues to be very small. Prices generally show but little alteration, but there have been some lower prices at public sale for some kinds of Green Tea. In the public sales 9,201 packages have been offered, of which 7,948 packages were sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz. :—

	1875. lbs.	1874. lbs.
Home Consumption	2,179,942	2,205,136
Coastwise	743,683	684,379
Exports	294,445	405,915
Total delivered from London	3,218,070	3,295,430

Congous.—Red-leaf kinds : Siftings being scarce, full prices have been maintained ; broken-leaf kinds sell slowly at former prices ; fair to good common show no alteration. Fair to good Kaisows, from 1s. 1d. to 1s. 6d., remain firm, with but few on offer ; fine have been steady at last week's rates ; finest being only saleable in small parcels. Pak Lin kinds have been without change. Black-leaf kinds : Common to fair qualities have sold to a moderate extent without change in prices. Good medium to fine are quoted as before, with a fair demand. In finest there has been but little doing. Canton-make kinds : Common have sold from 10d. to 10½d. per lb., fair 11d. to 1s., other sorts showing no alteration. Oolongs : The few sales made have been at about former rates. In Souchongs there has been nothing of interest to notice, prices being about the same as before. *Scented Teas.*—Canton Capers show no alteration, but are fairly saleable at the low rates current for common to fair qualities ; good to fine, well scented, meet with a better demand. Orange Pekoes : Some common short-leaf kinds sold at 9½d. to 10½d. per lb. In Long-leaf kinds there is no change to quote. Foochow Capers are still dull of sale. Common Orange Pekoes have sold ½d. per lower, other kinds at about previous rates. *Green Teas.*—The market continues much depressed. Privately it is very difficult to effect sales, the trade supplying themselves at the public auctions, whilst there is but little export demand. Prices at public sale have again been lower for some grades, especially common-to medium kinds and fine Young Hysons.

SILK.

The market continues quiet, and business has been on a very moderate scale ; prices, however, have been fairly maintained. In China Silk there has been a small but steady business in medium and common Tsatlees at firm prices, but the better classes have been comparatively neglected. In Canton silk very little has been done. Japans have been in fair request, and several parcels have changed hands at about former rates. Deliveries from 1st to 12th instant :—

	1875.	1874.
China	1,587	955
Canton	184	229
Japan	148	288
Bengal	123	78
Total	2,042	1,550

Messrs. Arles, Dufour and Co.'s Lyons Circular, dated 8th inst., says :—We confirm our advices of the 10th of April. The opening of the spring season has resulted satisfactorily on the various markets of consumption of Silk goods, but dealers having supplied themselves freely, purchases for reassortment have been so far less important than anticipated. For Asiatic Silks the position is unaltered. All low grades of Chinas continue to be used on a very extensive scale at firm prices, but best Tsatlee remain almost entirely neglected, in spite of a reduction of f.2 from the highest point. Japans of the Mybash description and Bengals remain very difficult of sale.

COCOANUT OIL has attracted little attention at £43 10s. to £44 for fine Cochin, and at £37 10s. to £37 15s. for Ceylon in pipes.

CUTCH has further declined 6d. to 1s. At auction, of 1,420 boxes fine Pegue, Cock brand (of new import), 200 boxes sold at 24s. ; of 1,000 boxes fine Pegue from Calcutta 700 boxes sold at 23s. 6d. per cwt.

CHINA STRAW PLAIT.—At auction of 89 cases 300 bales only about 100 bales sold, ordinary white at £8, chiefly mottled at £7 2s. 6d. to £9 7s. 6d. per bale.

CHINA PRESERVES.—100 cases Ginger sold at 6d. ; 32 cases ditto bought in at 6¼d.

CAMPHOR.—China is quiet but steady at 70s. to 71s. per cwt.

CUBEBS firm, at an advance of 1s. per cwt., 50 bags good having been sold at 26s. 6d. to 28s.

DRAGON'S-BLOOD continues quiet ; of 16 cases at auction about half sold—lump, good at £9, middling at £5 7s. 6d. to £5 10s.

GUMS.—*Benjamin* is slightly easier and quieter ; of 165 cases offered at auction, one-fourth sold—fair to good Sumatra seconds at £10 5s. to £10 17s. 6d., false packed at £8 10s. to £7, brown fair thirds 76s. *Copal* very dull, and scarcely a transaction to report. *Damar* continues quiet ; and of 337 cases offered only a few sold at 62s. for fine Batavia. *Gamboge* easier, and of 61 cases one-fourth sold at £11 to £11 17s. 6d. for fair to good pipe a little run.

GALANGAL ROOT cheaper ; 60 bales fair sold at 21s.

GALLS have been quiet, and of 500 boxes at auction retired, about one-fourth since sold at 53s. for rather dark but worked.

GAMBIER.—The improved demand has continued, and sales of fair extent, chiefly during the early part of the fortnight, have been effected at a further advance in value. On the spot the sales include about 1,300 bales block at 25s. to 25s. 4½d., all faults, to 25s. 6d. for whole bales, all ex quay. For arrival 300 tons have been sold at 25s. 6d. to 25s. 7½d. ship, 150 tons off coast 24s. 10½d. ex ship, and 50 tons at 25s. 4½d. ex ship arrived. At auction 208 bags fine pale free cubes were bought in at 43s. At auction 39 bales dark pressed cubes sold at 20s.

HEMP.—A dull tone still prevails in the market for Manila, only small sales have been made privately, and a moderate supply at auction met few offers, and the bulk was bought in.

INDIA-RUBBER.—At auction 31 cases Borneo were bought in at 1s. 4d., except 10 cases, which sold at 1s. 3d.

JAPAN WAX.—There is an entire absence of demand, and all offers in the public sales have been withdrawn.

MUSK firm ; of 41 caddies Tonquin offered two thirds sold, fair to fine selected even well shaped pods at 40s. to 47s. ; good rough and bally 17s. to 18s. ; wet pickings 23s. 11 tins Yunan sold, fair at 34s. to 35s. 6d. ; and 6 tins Grain sold at 47s. 6d. to 53s. 6d. for fair to good.

PEPPER.—*Black* has been very dull at easier rates ; sales, 1,500 bags on the spot, Singapore at 5 11-16d. to 5¾d., Penang at 5d. At auction 4,806 bags offered met scarcely any demand, and nearly the whole was bought in. *White* has also been quiet and cheaper ; only small private sales of Singapore have been made at 7⅜d. to 7½d. In auction of 1,040 bags about 630 bags sold, fair to good fair bold at 7½d. to 7½d.

RICE.—The depression in this market has been further prolonged, and prices generally have slightly given way. On the spot the demand has been moderate, and only moderate sales have been effected at easier rates for Bengal as well as soft grain sorts. Floating cargoes of Burmah are about 3d. lower, at which there has been more business at the close, Rangoon at 8s. 3d., distant ditto 8s., Rangoon 7s. 9d. On the

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spot good old white Bengal has been sold at 11s. 6d., ordinary at 10s. to 10s. 3d., fine new at 11s. to 12s. 9d. Bassein at 8s. to 8s. 3d., and Rangoon at 8s.

RHUBARB.—The public sales have embraced 77 cases China, the bulk of which were sold; good bold good fracture 3s. 3d.; middling to fair 1s. to 1s. 10d.; common 8d. to 11d. per lb.

SAPANWOOD.—At auction 7 tons Ceylon of fresh import sold at full rates at £13 2s. 6d., 7 tons damaged Manila sold at £8 15s. to £10 12s. 6d.

SPICES.—The market for all articles has been quiet. *Cassia Lignea:* Of 1,000 cases unworked 300 cases were sold at 55s., the remainder bought in at 58s. *Cinnamon:* 20 bales Ceylon partly sold at 2s. 10d. for first sort. *Chips:* Of 140 bags Ceylon 74 bags coarse bark sold at 2½d. *Cloves:* 231 bales good bright Zanzibar of fresh import sold at 1s. 4d. to 1s. 4½d., one lot fine 1s. 4⅞d. *Nutmegs:* Prices are steady without much demand. 5 cases 34 boxes Penang chiefly sold at about previous terms, average 66 nuts to the lb. at 3s. 10d., 76's at 3s. 5½d., 77's at 3s. 4d. to 3s. 5d. 27 bags Java sold, average 90 nuts to the lb. at 3s. 2d. to 3s. 3d., 102's at 2s. 11d., 114's at 2s. 10d.; of 20 cases 22 casks defective ditto 22 casks limed sold at 1s. 6d. to 1s. 7d. *Mace* continues dull, and in auction of 12 cases Penang only 2 cases good bright sold at 2s. 9d. and 3s., the remainder bought in at 2s. 6d. to 3s., also 8 casks good Java at 2s. 8d. per lb.

STAR ANISEEDS are slightly higher, being quoted £5 17s. 6d. to £6 2s. 6d. per cwt.

SOY is firmly held, and no business has been done.

STICKLAC.—Siam has been very quiet, and of 82 boxes good at auction retired, a few subsequently sold at £5 12s. 6d., and a few lots of fine privately at £5 15s.; sellers of fair at £5 7s. 6d. per cwt.

SAGO.—At public sale 915 bags went off slowly, and about 600 bags were sold, small steadily, large and medium at cheaper rates, fair large at 17s., fair medium 16s. 6d., good small at 17s. 6d. to 18s. *Flour:* In auction 2,518 bags Singapore were bought in at 13s. 6d. to 14s.

TAPIOCA.—723 bags fresh Singapore were all sold at about former rates, good to fine small white at 2⅛d. to 2¼d., one lot 2⅜d.; 486 bags old Penang bought in at 2d. to 2¼d.; 480 bags old Singapore sold, consisting of Malacca kind at 2d. to 2⅛d. *Pearl Tapioca:* 1,100 bags were nearly all sold at 6d. decline, dull to good bullets at 20s. to 21s., medium at 20s. 6d. to 21s. 6d., a few bags small at 22s. 6d. to 23s. *Flour:* 218 bags Singapore sold at 2¼d. to 2½d., chiefly at 2⅜d.

TIN.—The market during the past week has been steady. There is still an absence of speculative inquiry, but the demand for consumption and export is fairly active. Quotations are, Straits on the spot, £83 to £84, afloat £83, Banca £88, Billiton £83 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 4	Douglas Castle	Skinner	Singapore	Liverpool
5	Tribune	Rayfield	Rangoon	Falmouth
6	Eme	Sproule	Java	Liverpool
5	Carricks	Carr	Manila	New York
5	Queen of the Fleet	Witheridge	Colombo	Do.
5	H. C. Sibley	Colson	Samarang	Havre
7	Hoek van Holland	Otto	Java	Amsterdam
7	Laju	Scott	China	London
7	Etna (s.)	Care	Rangoon	Liverpool
7	Roma Capitole	Oziglia	Do.	Queenstown
8	Celano	Gedge	Singapore	London
11	Titania	England	Hong Kong	Do.
9	Gem	Pearson	Bangkok	Dunkirk
9	Salatiga	Biesthorst	Sourabaya	Rotterdam
5	Stad Dockum	—	Tjilatjap	Amsterdam
7	Delphin	Lilienthal	Hong Kong	Hamburg
8	Therese	Jensen	Do.	Cuxhaven
9	Kit Carson	Spence	Sourabaya	Greenock
10	Chancellor (s.)	Reynolds	Rangoon	Liverpool
12	Buenaventura (s.)	Echevarria	Manila	Do.
12	Golden Horn (s.)	Kidder	Rangoon	Do.
11	Durham	Sexton	Manila	Do.
11	Warrior	Teasdel	Do.	New York
11	Eskdale (s.)	Litten	Akyab	Antwerp
10	Chinaman	McKenzie	Hong Kong	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr27	Charter Oak	Smith	Shanghai	New York
5	Glengyle (s.)	Koyle	China	London
5	Galley of Lorne (s.)	Burgoyne	China and Japan	Do.
6	Freja	Hansen	Java	Cardiff
5	Jaques Cartier	Guion	Bangkok	Havre
5	Irrawaddy (s.)	McKirdy	Rangoon	Glasgow
7	Belgic (s.)	Metcalf	China and Japan	Liverpool
1	Ebro (s.)	Nieta	Singapore	Tarragona
8	Erl King (s.)	Pearse	China	London
8	Formosa	Ulderup	Yokohama	Do.
9	Coulnakyle	Goodson	Do.	Do.
6	Hammonia	Weller	Macassar	Hamburg
8	Barbadian	McMillan	Java	Greenock
8	County of Bute	Cumming	Batavia	Glasgow
10	Thomas Sorby (s.)	Jackson	Do.	Southampton
1	Chica	Larranaga	Manila	Barcelona
9	Esplorado	Albert	Do.	Do.
11	Punjaub	Renaut	Yokohama	London
11	Sir Jamsetjee Family	Cobb	Anjer	Do.
12	Sarpedon (s.)	Ferguson	China	Liverpool
11	Annie Elliot	Elliot	Batavia	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Yokohama, and Hiogo: Paraguay, Argyll. For Singapore, Hong Kong, and Shanghai: Glenroy, Cybele.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Falcon, Guinevere. For Hong Kong: Solent, Chusan, Coldstream, J. C. Munro. For Batavia, Samarang, and Sourabaya: Sir Robert Sale. For Singapore: Belle of Southesk. For Penang: Salus. For Colombo: Annie.

At LIVERPOOL.—For Hong Kong, and Yokohama: Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Priam (str.), Ulysses (str.). For Hong Kong: Carolus Magnus. For Batavia: Akbar.

At GLASGOW.—For Singapore: Bowen.

At CARDIFF.—For Batavia: Kurrachee. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria and Betsey, Erasmus. For Galle: Landore.

SPOKEN.

EMPRESS, from Sunderland to Ceylon, March 7, 0.19 S., 21.40 W.
SEYSELL, from Batavia to Rotterdam, March 22, 15.30 S., 6.3 W.
ROYAL CHARLIE, from Java to Falmouth, April 15, 15.38 N., 39.4 W.
DONNA MARIA, from Liverpool to Batavia, March, 27, 2 S., 21 W.
ISABELLA, from Batavia to New York, April 13, 27.15 N., 63.23 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 24s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 20s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

The Light Brigade, from Java, for Rotterdam, while riding in Brouwershaven roads on the 7th inst., parted from both anchors, and grounded on Dwars in den Weg, but was towed off on the 10th, after discharging a portion of the cargo; captain reports cargo in good condition.

The Cybele (str.), of and from Glasgow, for Japan (*vid* London), was in collision off Blackwall on the 7th inst. with the Dudbrook barque, lying at the buoys; the latter vessel was struck amidships, staving in her planks, &c.

The Prince Louis, which left Cardiff on the 2nd inst. for Hong Kong, has put back leaky.

The Buston Vale, from Shields, for Singapore, put into Queenstown on the 10th inst., leaky.

The Mendota, arrived at New York April 28, from Batavia, reports having experienced strong westerly gales from lon. 71 W., during which she lost and split sails, and had everything movable washed from the deck; she was sixteen days within 500 miles of that port.

MISCELLANEOUS.

The steamer Chusan, from Glasgow for Shanghai, which sank at Ardrossan on Oct. 21, 1874, was floated on the 5th inst., and removed to Horse Island, where she now lies.

Passed Gibraltar, May 6, Koning der Nederlanden (str.), from Batavia, for Nieuwe Diep.

Arrived at Port Said, May 9, Pyah Pekhet, from Greenock for Penang.

The Prinses Amalia (str.), from Nieuwe Diep, for Batavia, passed Cape St. Vincent on the 9th inst.

The Celebes (str.), from Nieuwe Diep, for Java, arrived at Malta on the 8th inst., and left same day.

Arrived at St. Helena, April 15, France, Exmelin, from Zebu, for London, and sailed same day. Passed April 18, Laurel, from Yedo, for New York.

NOTICE TO MARINERS.

Japan—Yedo Bay.—Fixed Green Light off Haneda Point.—The Japanese Government has given notice, that from the 15th March 1875, a light would be exhibited from a screw-pile lighthouse recently erected off Haneda Point, south point of Yedo Anchorage, Yedo Bay. The light is a *fixed green* light, visible over the bay between the bearings of N.E. by E. ½ E. and S.S.E. ½ E., elevated 40 feet above the level of high water, and in clear weather should be seen from a distance of eight miles. The illuminating apparatus is of the fourth order. The lighthouse, 60 feet high, is built of iron, and painted white; it is situated about 500 yards inshore of the northernmost black buoy which marks the edge of the bank off Haneda Point (Kawi Saki), and stands in 7 feet water at low water. Approximate position, lat. 35° 31′ 35″ N., long. 139° 47′ 20″ E.—Also, that from the same date the following alteration would be made in Awomori Harbour light. The light would be changed from a fixed white light to a *fixed red light.*—Hydrographic-office, Admiralty, London, May, 1875.

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COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE - - PARIS.

COURT OF DIRECTORS.

Chairnan—ED. HENTSCH, Esq. (Messrs. Hentsch, Lutscher, and Co., Bankers).

Messrs. BAUDELOT, ✠ Merchant, Judge of the Tribunal of Commerce.
„ BERARD (ED.), ✠ Director of the Paris Omnibus Company.
„ BRASSAC, ✠ Merchant.
„ DU BOCHET, O. ✠ Chairman of the Paris Gas Company.
„ FIRMIN-DIDOT (PAUL.) ✠
„ GILLET, FILS AINE, ✠ Banker.
„ LE VILLAIN (E.), ✠ Merchant.
Messrs. POIRIER, ✠ Merchant, late Member of the Chamber of Commerce.
„ PREVOST (Messrs. Jeanti and Prevost).
„ SIEGFRIED (JACQUES), Banker, and of Messrs. Siegfried Frères and Co., Havre.
„ TALAMON, Merchant.
„ TEISSONNIERE, ✠ Merchant, Member of the Chamber of Commerce.
„ THOMAS, ✠ Merchant.
„ VERNES D'ARLANDES, O. ✠

Auditors.

Messrs. BERTHIER, O. ✠ late President of the Tribunal of Commerce.
„ FORGET, ✠ late Judge of the Tribunal of Commerce.
„ DAGUIN, O. ✠ late President of the Tribunal of Commerce.

General Manager ... ... G. GIROD, Esq., O. ✠
Sub-Manager ... ... J. HURLIER, Esq. ✠
Sub-Manager ... ... E. J. HARDCASTLE, Esq.

Secretary.

E. DENFERT ROCHEREAU, Esq. ✠

DIRECTORS' REPORT,

Presented at the Ordinary General Meeting, 30th Jan., 1875.

The General Balance Sheet and the Profit and Loss Account for the year ending 31st Dec., 1874, are now submitted to the Shareholders.

From these statements it will be seen that the net profit is fcs.6,217,302, or £248,692 1s. 8d. Of this amount the First Half-yearly Dividend absorbed £108,800, and the Second Half-yearly Dividend £128,000, leaving £1,600 for the Clerks' Provident Fund, and a balance of £10,292 1s. 8d. to be carried forward.

LIABILITIES AND ASSETS.

Dr.				Cr.		
To Capital	£3,200,000	0	0	By Cash and Bullion at head office and agencies	£2,749,275	0	0
„ Reserve Fund	800,000	0	0	„ Securities, including Bills Receivable and Loans	5,243,551	4	5
„ Current Accounts	3,050,177	0	1	„ Bank premises	94,894	8	5
„ Bills payable, and other amounts due to the public	885,773	2	7				
„ Rebate	15,782	6	6				
„ Profit and loss	135,988	3	8				
	£8,087,720	12	10		£8,087,720	12	10

EXTRACT OF PROFIT AND LOSS ACCOUNT.

Dr.				Cr.			
To First Half-yearly Dividend of fcs.17 per Share of fcs.500	£108,800	0	0	By Balance brought forward from last account	£14,652	0	0
„ Second Half-yearly Dividend of fcs.20 per Share of fcs.500	128,000	0	0	„ Gross profits	308,001	13	4
„ General charges	73,961	11	8				
„ Clerks' Provident Fund	1,600	0	0				
„ Balance to be carried forward	10,292	1	8				
	£322,653	13	4		£322,653	13	4

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GUERLAIN, 15, RUE DE LA PAIX PARIS.—Veritable Ambrosial Cream for shaving fashionable Perfumes for the handkerchief, Eau Lustrale for the hair, Eau de Cologne (préparation spéciale), Poudre de Cypris for the complexion, al fard, al bismuth a produit chimique.

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"We venture to affirm that it would be well worth "some one's while to try the experiment of making "a market for really good Teas, charging as high "prices as he pleased. If the Fancy Teas which "now go to the Russian consumer could thus be "supplied in London, we entertain no doubt that "they would achieve an enormous sale for afternoon "use."—Leading Article, *Times*, 27th March, 1875.

Messrs. CHALMERS, MACKINTOSH, and Co., of Shanghai, take this opportunity of announcing that they have for some time supplied numerous friends with the very best Tea procurable, by direct shipments from China, in single original packages, of 10 lbs. and 20 lbs. each. They have thus in all cases been able to meet the difficulty as to quality so much complained of, and are prepared to extend the facility to any who will forward their names and addresses and quantity of Tea required to their agents for this purpose, Messrs. Daley and Symons, 15, Philpot-lane, London, E.C.

This is no attempt to supply "cheap" Tea, but a proved means of enabling consumers, by co-operation, and avoiding of intermediate profits and expenses, to purchase in China the finest "First Crop" Congou Teas, as received from the growers, in the original cases, having all their natural aroma and strength, absolutely secured from adulteration, and the handling and mixing processes of this country, which spoil the flavour.

It must be borne in mind that these "first crop" Teas are limited in quantity, and only to be procured once a year, being gathered in the early spring, and all shipped off in the months of June and July; and as the quantity forwarded this season by Messrs. C. M. and Co. depends upon the orders received during the present month, parties desiring a supply are invited to send in their names and addresses and the quantities required without delay.

Two qualities only are shipped—one at 3s. and another at 3s. 6d. per lb. duty paid and delivered, the latter being the finest Tea to be had (usually bought for the Russian market), and which through the ordinary channels would cost about 4s. 6d. per lb.

There is still a small quantity of the 1874 Teas for sale in original 20lb. boxes at 3s. 6d. per lb., and the new season's (1875) will not arrive till August.

Orders received on behalf of Messrs. Chalmers, Mackintosh, and Co., of Shanghai by

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Payment—Cash on delivery.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Deccan ...	3,429	550	May 20	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Malwa ...	2,933	450	May 27	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	June 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits China, Japan, and Australia.
Surat.....	3,141	530	June 10	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	June 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Peshawur	3,782	600	June 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	May 23	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy ...	June 6		
Peiho... ...	June 20		
Mei Kong ...	July 4		
Amazone ...	July 18		
Sinah ...	Aug. 1		

The Steamers of the 6th June, 4th July, and 1st Aug. connect at Aden with the Steamers for Reunion and Mauritius.

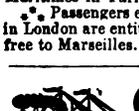
The Steamers of the 23rd May, 20th June, and 18th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

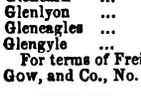
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 28
Glenartney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Excelsior	683	Wright Brothers, & Co.	May —
Belle of Southesk ...	548	Wright Brothers, & Co.	May —
Flintshire, s.s. ...	1,243	Norris & Joyner...	May 20
LIVERPOOL.			
lysses, s.s. ...	1,522	Alfred Holt ...	May 22

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D	With des.
Yoko.& Higo.	Flying Spur.	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of SAILING SHIPS.—For HONG KONG, the CHUSAN, A1 14 years, South West India Dock, with despatch. For YOKOHAMA and HIOGO, THE FLYING SPUR, A1 15 years, South West India Dock, to follow.

Apply at 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal. Last shipping day, 19th May

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid new Clyde-built screw steam ship, ARGYLL, 100 A1, 1,950 tons gross register, 1,250 tons register, 220-h.p. nominal, 1,100-h.p. effective; DAVID SCOTT, Commander (late of the s.s. Atholl); Victoria Docks. This fine high-classed steamer, just launched, and owned by Messrs John Warrack and Co., of Leith, has been built specially for the India and China trade.

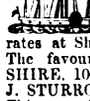
For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; W. H. THOMAS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

Steam via the Suez Canal.



TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk Last shipping day, 20th May. The favourite full-powered Screw Steamer FLINTSHIRE, 100 A1, 1,243 tons 150-horse power nominal; J. STURROCK, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 31st May, the favourite full-powered screw-steamer PARAGUAY, 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 760 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With despatch.

FOR HONG KONG, the splendid new clipper ship BIRKER, 100 A1, 950 tons register, ——— Commander; South West India Docks.

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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CHINA

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Solent.....	A1 15 yr.	W.I.D.	With des.
Hong Kong	Jno.C.Munro	AA1	E.I.D.	With des.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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A GENTLEMAN holding a Master's Certificate in the Merchant Service, thoroughly competent, desires a BERTH on shore, where his previous training would be available, but would accept a general clerkship; age thirty-three; active and temperate; can correspond in French; understands some Spanish; can keep mercantile books; writes a free and expeditious hand; is even-tempered and of good address. Would be satisfied with moderate remuneration.

Apply to AMBROSE PARSONS, Esq., Solicitor, 4, Fenchurch-buildings.

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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The *London and China Express* on Sale

THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Yokohama	E. L. B. MCMAHON.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, May 17, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 612.] LONDON, MONDAY, MAY 24, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

REMOVAL OF OFFICES.

The Offices of the LONDON AND CHINA EXPRESS, LONDON AND CHINA TELEGRAPH, *and* CHINA AND JAPAN AGENCY *have been removed to*

79, GRACECHURCH-STREET, LONDON, E.C.

Correspondents and Newspaper Publishers will please alter addresses accordingly, to avoid delay in delivery.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 24.
JAPAN—Yokohama	Feb. 19	April 7	April 10*
Yedo			
Osaka and Hiogo	—	—	„ 5*
Hakodadi			
Nagasaki	—	—	„ 5
CHINA—Peking	—	—	Mar. 28
Tien-tsin	—	—	„ 31
Chefoo	—	—	April 1
New-chwang	—	—	Mar. 30
Hankow	„ 5	Mar. 24	April 3
Kiu-kiang	—	—	„ 2
Chin-kiang			„ 5
Shanghai	„ 19	April 5	„ 9
Ningpo	—	—	„ 7
Foochow	„ 12	Mar. 30	„ 4
Formosa			„ 5
Amoy	—	—	„ 10
Swatow	—	—	„ 12
Hong Kong	„ 26	April 8	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—Manila	„ 12	Mar. 22	„ 5
COCHIN-CHINA Saigon	—	—	„ 14
SIAM — Bangkok	„ 19	„ 28	„ 10
BORNEO — Labuan	—	—	„ 16
Sarawak	—	—	„ 14
JAVA — Batavia	Mar. 12	April 16	„ 16
Samarang	—	—	„ 14
Soutrabaya	—	—	„ 12
MALACCA STRAITS—Singapore	„ 19	„ 19	„ 22
Penang	„ 19	„ 17	„ 24
CEYLON—Galle	—	—	May 1
Colombo	—	—	April 30

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail from Yokohama April 10 reached London, *via* San Francisco, on the 18th inst. The next inward (French) mail, with advices Yokohama 13th, Shanghai 16th, Hong Kong 22nd, Singapore 30th April, which is due, *via* Marseilles, on Monday next, the 31st inst., left Suez on the 18th inst., three days early, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Venice, per P. and O. steamer *Malta*, arrived May 23.—From Shanghai: Mr. G. Withers, Mr. W. Mitchell. From Hong Kong: Mr. A.ª Hermann, Mr. J. B. Smith. From Singapore: Mr. and Mrs. Michalski and child, Capt. R. Jackson. From Penang: Mr. E. Straatmann, Mrs. Halloween, Misses Halloween, Master Halloween. From Galle: Mr. Cargill, Mr. and Mrs. Cheneval and child, Mr. and Mrs. Callange and child.

To Southampton, per P. and O. steamer *Peshawur*, expected to arrive May 31.—From Hong Kong: Mr. and Mrs. Pyke and two children, Mr. J. S. Cape, one petty officer one storeman, one serjeant, one woman, five children, Mr. W. Hastings, Mr. W. Lead, brake. From Singapore, to Gibraltar: Don and Donna Quero, two children. T Southampton: Mr. J. P. Niven, Miss Niven, Mrs. and Miss Griffin, Dr. Vallance, Rev A. W. Murray, Mr. and Miss O'Donnell, Master O'Donnell. From Galle Mrs. Soulah Mr. and Mrs. Ryan, five children.

PASSENGERS OUTWARD.

Per French steamer *Hoogly*, from Marseilles, May 23.—To Singapore: Mr. W. Schaab. To Batavia: Mr. F. Alphen, Mrs. Alphen, Mr. Mesritz. To Hong Kong: Mr. C. M. Ford. To Yokohama: Mr. Jourdan, Mr. Rand.

Per French steamer *Iraouaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate, Sir M. C. Swamy. To Shanghai: Mr. and Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme.

Per P. and O. steamer *Deccan*, from Southampton, May 20.—To Ceylon: Mr. F. Saunders, Mr. R. McGill. To Singapore: Mr. A. C. Gaye. To Hong Kong: Mr. C S. Sherwood, Mr. McNab, Mr. J. Wood, two officers, fifty-two seamen, two pensioners. To Shanghai: Mr. J. Krueger. To Yokohama: Mr. Baba.

Per P. and O. steamer *Hydaspes*, from Southampton, June 3.—To Ceylon: Mr. A. Carmichael, Mr. W. G. Inglis.

Per Nederland Company's steamer *Prins Hendrik*, from Nieuwediep, 15th May.—Messrs. D. N. Meyners, A. E. Lindo, W. H. J. Dates, Mr. and Mrs. K. H. Boers, Mr. and Mrs. Driessen and child, Mr. and Mrs. D. Maarschalk, Messrs. C. B. J. A. Wierdels, C. O. van Oordt, H. T. Prager, L. Jansen, Polak, M. A. Medenbach, Mrs. W. T. Verstleegh and child, Mrs. E. A. van der Meyden, Mr. T. T. T. Ten Siethoff, Mr. and Mrs. G. Rolland, Messrs. Mikkers, A. J. Lefeber, E. H. Zaalberg, Keyser, Gadzonides, C. G. van Orans, O. H. G. van Steeden, C. H. Vewolht, Mrs. Boersma, Mr. and Mrs. F. E. Muller and five children, Mr. M. P. Voute, Mr. and Mrs. Dankelman, Mr. W. T. B. Escher, Mr. and Mrs. T. C. Dozy, Messrs. T. P. de Graaff, Hempenius, Mr. and Mrs. B. L. de Bruyn and two children, Mr. K. A. Haspels, Mrs. Eschauzier and child, Messrs. H. Bolt, T. Shooft, Corns. van Overvest, W. Arnold, T. P. Audebert, A. B. van Capelle.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 6th April, and by the Pacific mail we have four days later news, viz., to the 10th of April; the French mail from London Feb. 12 was received on the 2nd April, and the following P and O. mail of Feb. 19 arrived out on the 7th April. The *Japan Herald* supplies the following summary of news:—

The political news of the fortnight is confined to rumours o changes in the Ministry, but as yet these *on dits* are apparently without foundation, no official intimation of new appointments having been made public. The Mikado has recovered from his recent indisposition, and has several times made his appearance in public. It is announced that the Empress left Tokio on the 7th April, to visit the shrines at the Island of Enoshima and at Kamakura.

The burglarious raids, which appeared to have been put a stop to a few months ago, have broken out again with renewed vigour. Not a house appears to be safe, and the robberies seem to be perpetrated with both skill and assurance. How the thieves can continue their career for so long unchecked is a marvel, for the streets both night and day are patrolled by police. Indeed, we do not know another city in the world where there are more guardians of order than there are in Yokohama, in proportion to the population. This is a serious subject, and deserves to be considered with a view to see whether it is impossible to evolve a remedy. It is not unlikely that in some instances the police may be in the confidence of the robbers, and take a share in their plunder for connivance at depredations; but we incline to think that in the majority of cases the apathy and stupidity of the police are as much to blame as is their venality, or the cleverness of the thieves.

An attempt has been made to set fire to an outhouse (at present unoccupied) on lot No. 88, Main-street. A foreign gentleman returning home saw, through one of the shutters of the house in question, a fire in one of the rooms. The alarm was quickly given, and help being at hand, the flames were fortunately extinguished. On examination it was found that a fire o very inflammable materials had been built against some wor

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in a corner of the room. Nobody was found on or near the premises, though the policemen called in made thorough search.

We are much afraid that the shareholders in the Hong Kong and Shanghai Bank have not realised the full extent of their losses, and it will probably be as well for them to fortify their minds against "bad and doubtful debts" figuring rather heavily in next half-year's report. From what we learn from Kobe the Bank is a considerable creditor there for advances made to firms either actually declared insolvent or which may be expected so to be ere long. To meet the Kobe losses alone it is computed that a considerable portion of the balance of the reserved fund will be required, unless, indeed, these losses have been provided for by anticipation, which, however, is scarcely likely to have been the case.

The receipts of the telegraph offices for the year ending December 1874 amounted to 115,402 *yen*. Though this increase is owing in some respects to the opening of new offices at Shirakawa, Fukushima, Sendai and Ichinoseki, it is double the amount of the receipts of the year before last. The following is a list of the thirty-four districts in which telegraph offices are now open in Japan :—Nihonbashi, Akabane, Tsukiji, Asakusa, Hongo, Yotsuya, Riogoku, Yokohama, Odawara, Numatz, Shidzoka, Toyohashi, Nagoya, Gifu, Hikone, Kioto, Kawaguchi, Koraibashi, Kobe, Himeji, Okayama, Onomichi, Hiroshima, Yamaguchi, Simonoseki, Kokura, Fukuoka, Saga, Nagasaki, Utsunomiya, Sendai, Shirakawa, Fukushima, Ichinoseki.

A shock of earthquake was experienced on the 2nd April about half-past six A.M. Although we have not heard of any extensive damage, the effects were sufficiently strong to stop clocks, throw down pictures and ornaments, and in some instances crack the walls. This was the most severe shock which has been experienced for several years. It appears to have been more severely felt at Tokio than at this place, as it is reported that in the capital many walls have been cracked, and some thrown down by the shock.

The training for our spring meeting, which will take place on the 12th May and following days, is now being actively proceeded with. The Boat Club, after being driven from pillar to post, has at last settled down close to the Custom-house, and the opening day of the season was celebrated by a pull down to Mandarin Bluff and back. Four out of the five four-oars belonging to the Club showed up (the other one being under repair), and made a very creditable appearance. A meeting of canoeists has been held, when a Canoe Club was formed, and twenty-two names at once put down as members. A few rules were made. Messrs. Tripp and J. J. Dare were elected Commodore and Vice for the ensuing year.

After two years' residence in Japan, Mons. Berthemy, Minister for France, left on the 30th March, by the Messageries steamer. M. Berthemy had the confidence of the Japanese Government, and the entire respect of everybody with whom either his official, or social relations brought him in contact. Previously to his departure he was entertained at dinner by the Japanese Ministers at Hamagoten.

The Government mission to Siam returned on the 7th April, but nothing has transpired as to the results of the visit to that country. Sewaki and Morowaka, officials attached to the Foreign Department, have been appointed to visit China upon a special mission.

The 3rd April, being the anniversary of Jimmu-Tenno, the first Mikado, who is said to have ascended the throne B. C. 660, the day was observed as a holiday in all the public offices, and was celebrated with the usual rejoicings in the native town.

The *Japan Gazette* contains the following items of intelligence :—

The interval which has elapsed since the despatch of our last has been singularly devoid of incidents interesting to either residents or far-away readers. The Easter holidays have caused an appreciable diminution of the amount of business transacted amongst foreign traders, whilst the occurrence of the *matsuri* or festival of Jimmu Tenno has equally hindered the legitimate flow of commerce. Trade generally is most deplorably dull, and every one is holding on only with the hope that things must soon take a turn for the better.

Great improvements in the municipal economy of Tokio continue to be made. The principal divisions of the city have been lighted with gas, the more important streets have been graded and macadamised, new buildings on the European plan have been and are still being erected, substantial stone bridges are replacing the antiquated structures of wood which have hitherto done service, and such transformations are being made in the general aspect of the city that the foreign visitor will soon have but little except the strange tongue he hears to remind him that he has reached *Ultima Thule*.

New teas will be in the market before the despatch of another mail, and this staple, at least, continues to exhibit signs of vitality. Silk is not particularly lively, and the out-look for silk-worm egg producers during next season is anything but satisfactory. Notwithstanding the discouraging aspect of affairs, those who have resided for any length of time in this country continue to assert their faith in its resources, believing their development and the throwing open of the country to be only a question of time, and that far from distant.

The new buildings of the British Legation in Tokio having at length been completed, H.M.'s representative has transferred the seat of his official residence to the capital, and the premises hitherto occupied by Sir Harry Parkes on the Bluff have been formally handed over to the Japanese Government.

The *Monocacy*, U.S. gunboat, and *Mosquito*, British gunboat, are the only foreign vessels of war now in harbour. The *Decrés*, French corvette, and *Arcona*, German frigate, left recently, but the flag of the latter country will shortly be well represented, several vessels being expected.

A wholesale murder has been committed at O-shima-mura, near Kawasaki. A farmer, named Kato Shinyemon, killed a man, two women, and a girl, and badly wounded another man and woman. He then committed *harakivi*. A love affair is said to be the cause of the murder.

The eclipse of the sun which occurred on 6th April was not a success, so far as Yokohama was concerned. With the exception of about half an hour towards sundown, the sky was overclouded all day, and no observations of any scientific value could be obtained.

A native journal intimates that a number of Japanese manufacturers have made arrangements for a display of specimens of their products at the forthcoming Centenary Exposition at Philadelphia,

NAGASAKI.

We have advices from this port extending to the 5th April.

The *Rising Sun* of the 26th March says, a notification has been issued by the Japanese Minister for Foreign Affairs relative to certain changes in the weight and designation of silver yen. The name has been altered from silver yen to that of trade dollar, the latter being four grains heavier than the former.

According to a notification issued by the Governor of Nagasaki, a festival in commemoration of the soldiers whose lives were sacrificed during the Formosan war had been celebrated. The proceedings are described as having been of a comical character, and were, in one sense, appropriately terminated by a free fight between some Japanese soldiers and Chinese. Both natives and celestials were captured by the police, and taken to the police station.

The mosquito plague is described as having already set in at Hiroshima with such fierceness as to excite public notice ; and in another paragraph a plague of dogs is complained of, as being almost intolerable in some of the cities. At Simonoseki, for instance, "nearly every house has its dog, and upon witnessing a stranger they band together and attack him with the fury of wolves."

The business of the Japanese telegraph is now conducted in the new building connected with the Post-office at Nagasaki. A branch line is to be constructed between Nagasaki and Higo Ken.

CHINA.

PEKING AND TIENTSIN.

Advices had been received by telegram of the attack upon the Burmah Exploring Expedition and the murder of Mr. Margary. It was reported that Mr. Margary was enticed into one of the yamêns at Manwyne, with three of his Chinese servants, and was there killed, while the rest of the party were attacked, but escaped with the loss of all their effects, three Europeans of their number being wounded. It is further stated that Mr. Margary's head was placed on the city wall. Apprehension had been entertained about Mr. Ney Elias, who was separated from the main body of the expedition, but private advices had been received, stating that he was safe, having started on a more southerly route, and being turned back by the Chinese officials. The *North China Herald* says :—The inference is clear, from the details, that the murder was done at official instigation. And now that the sad event itself appears beyond doubt, we can almost hope that this part of the information will prove true, for the difficulty of identifying the criminals will then be removed. In any case, such a brutal outrage on a British official protected by Imperial passport will surely lead to a demand for stern reparation, and convince the Home Government what sort of civilisation is that possessed by the country which they have elected to treat as an equal. Manwyne is a town in Yunnan, at the foot of the Kakyen passes, and clearly within Chinese territory. The sad news will be read with the deepest regret. Few men who have lately passed through the Shanghai Consulate have been better known than Mr. Margary, and every one who knew him esteemed him. We can say with all sincerity that the service has sustained a great loss by his death, and that very many people in Shanghai have lost a valued friend.

No official news had been received of the action which Mr. Wade purposes taking in regard to the murder of Mr. Margary. It is understood, however, that he has taken the case strongly up, threatening even to haul down his flag unless a powerful commission of British and Chinese officers is forthwith delegated to look into the whole case and punish the perpetrators. We cannot hear that anything is yet known as to the result of the negotiations ; but as there had been time for telegraphic instruc-

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tions to reach Peking from London, it may perhaps be assumed that Mr. Wade is acting under instructions from home.

The Tientsin correspondent of the *Herald* gives a connected history of the late troubles at that port. Of course, a good deal of the ground has been gone over before, but a good deal of new matter is introduced, and the letter forms a lucid and complete exposition of the affair. The Viceroy has replied in very vague terms to a petition from the merchants against the new mode of levying barrier dues, but it seems to be understood at Tientsin that the project will be abandoned. The Customs Taoutai will retain his post until the arrival of the Cantonese, Li Chaou-lang, who was gazetted to the appointment in November last, but has been prevented from taking it up. The retention of the Taoutai in office seems confirmatory evidence that he was acting with Li's knowledge. A reconciliation seems to have been arrived at between him and the Territorial Taoutai, for we hear they both dined with Li Hung-chang on the 30th March.

In the *Peking Gazette* of the 27th March the death of the Empress Kea-shun, wife of the late Emperor Tung-che, is announced as having taken place that morning. It had been previously known that the Empress was seriously ill, and expected to die. The Chinese say that she was leading a miserable, unhappy life, and that she must have welcomed death, although only seventeen years of age. For a Manchow lady she was considered very accomplished, being able both to read and write Chinese easily.

SHANGHAI.

The present mail brings advices from this port to the 9th April; the P. and O. mail from London, Feb. 19, was received on the 5th April. The following summary of news is from the *North China Herald*:—

A meeting of shareholders in the China and Japan Marine Insurance Company was held on the 5th April. The accounts showed a profit on the year's working of Tls. 4,000. This was insufficient to permit the declaration of a dividend. Messrs. Drysdale, Little, Behn, Bade, and Sutherland are directors for the current year.

The annual general meeting of the Shanghai Yacht Club was held on the 31st March. The minutes of the last meeting and statement of accounts for the season 1874-75 were passed after some discussion, and the meeting then proceeded to the election of officers, Mr. A. J. Little being re-elected commodore; Mr. S. B. Hill, vice-commodore; Mr. J. Wilson, treasurer; Mr. Dillon, prize-bearer; Messrs. Coryell and R. Mackenzie, auditors; Mr. Hewett, treasurer; Mr. Tucker and Mr. Lambert, hon. treasurers; and Messrs. Ashley, C. P. Blethen, J. P. Croal, and Viguier (in addition to the ex-officio members), committee of management. The date of the race for the Challenge Cup was left to the decision of the committee.

The Chinese Polytechnic Institution is making good progress. The committee have sufficient funds in hand to justify them in buying ground and erecting a building, and gratifying promises of support have been received from many quarters.

The minutes of the French Council meeting of the 23rd March carry us a step further in the negotiations about the Yang-king-pang. It will be remembered that the last letter of the French Council suggested the following points for submission to the arbitrators:—1st. Is the Bund in its present position an obstacle to navigation? 2nd. Does the encroachment prejudice the interests of property along the line of the creek? 3rd. Does not the acceptance by the English Council of a plan of a bridge adapted only for the present (narrowed) width of the creek vitiate their reclamation? The English Council objected to the latter clause, as being not one for submission to arbitration, but at most only an argument. The French Council have consequently agreed to withdraw it, but wish to substitute another, which was accidentally omitted from their first letter:—"Have encroachments been made by the English Municipal Council on the left bank of the Yang-king-pang? If so, are these encroachments an obstacle to navigation, and do they prejudice the interests of the bordering landowners?" The reply of the Council to this proposal is awaited.

Further correspondence has also taken place about the share to be borne by the respective Councils in building or repairing bridges over the Yang-king-pang. The French Council protest again the apparent willingness of the English Council to let the bridges collapse. The question, they urge, is one easily susceptible of adjustment, and if they won't have the French and English Ministers for arbitrators, arbitration in some other way is still the best way of settling it. In the meantime the French Council are willing to pay half the cost of getting out a new bridge for the Bund end of the creek, on the understanding that they shall be repaid the difference if the point be decided in their favour. The reply of the English Council to this proposal, also, is awaited. Both Councils equally repudiate the charge of being responsible for any possible interruption of traffic. A slight give and take alteration in the bund line of the Creek, on the French side, between Rues Petite and Montauban, is mutually agreed to.

The French Gas Company decline to submit their contract with the Municipality to interpretation at Saigon, because they hold that there is no doubt as to its meaning. The Council think otherwise, and purpose forcing the Company into arbitration.—Messrs. Butterfield and Swire purpose building a shed on the wharf which they have erected in front of the French Bund.—The question of the roads alongside the Ningpo Joss House is to be left in the hands of M. de Rochechouart.

The annual election of a Municipal Council for the English Settlement was held on the 6th and 7th April. It resulted in the election of Messrs. Cowie, Hart, Heyden, Kidner, Krauss, Lemarchand, Mackenzie, Purdon and Webb. Seven of these gentlemen are members of the old Council. Two—Messrs. Hart and Krauss—are new nominations. Elections to four vacancies on the French Municipal Council will be held on the 20th April. Two vacancies are caused among the French members by the resignation of M. Lemonnier and the expiry of Mr. Maignan's term of office; and two among the Foreign members, by the resignation of M. Lang, and the expiry of Mr. Ewald's term.

The programme has been issued, of the S. V. C. Rifle Meeting, to be held on the 11th, 12th and 13th May. A very good idea is the introduction of two prizes to encourage recruits. Practice is going on actively, and some good scoring is being made, notwithstanding the windy weather prevailing.

As the Messageries steamer *Iraouaddy* was steaming down the river she fouled the swinging boom of the hulk *Water Witch*, carrying it away and taking the mast out of a house-boat moored to the boom; passing onwards, before she could swing to the tide, she fouled the hulk *Berwick Walls*, and slightly damaged a house-boat moored alongside. Neither did this end her misadventures, for on crossing the Woosung Bar she took the ground just outside that obstruction. M. Hennequin at once despatched a tug down to assist her, and she was got off on the next tide. The accidents may be attributed to the state of the flood tide.

The French ironclad *Montcalm* has left for Ningpo. The French corvette *Volta* will follow for Ningpo to-day. Both vessels will then go to Nagasaki, and a French man-of-war will come over to take the place of the *Volta*.

A collision has occurred between the C.C.S.N. steamer *Ocean* and the C.M.S.N. steamer *Fusing*, on the voyage between Shanghai and Tientsin. The latter sank immediately, and fifty-five of those on board were drowned. The following particulars of the accident are given:—

The *Ocean* reports having encountered thick weather immediately after leaving Chefoo. On the morning of the collision she was going at reduced speed, with the whistle sounding, when at 10.40 A.M. the whistle was answered by another steamer on the port bow. The captain and second officer were on the bridge. Orders were at once given to port the helm, stop the engines, and reverse full speed, which orders were instantly obeyed. The look-outs then reported something right ahead, and in less than one minute she came into collision with the *Fusing*, striking her on the starboard bow close to the fore-rigging. A large hole was knocked in the *Ocean's* port bow, above and below water line about 10ft. by 5ft. The steamer *Fusing* was settling down by the head, and as soon as the ships got clear they lost sight of one another. The *Ocean's* boats were all lowered, and proceeded to the assistance of the sinking steamer, being guided by the cries of the Chinese passengers. The *Fusing* foundered almost instantly, and the passengers were clinging to the wreckage. The first boat, in charge of the second officer, picked up the chief officer of the *Fusing* and eleven Chinese, who were floating on a ladder. The second boat, in charge of the first officer, picked up eleven more Chinese; a boat in charge of the second and third officers rescued thirteen others; and a fourth boat was despatched in charge of the third engineer. Only one boat belonging to the *Fusing* got clear of the wreck, with the European portion of the crew (excepting Mr. Stewart, the third engineer, who was drowned), and some Chinese—23 in all. After putting the rescued men on board the *Ocean*, the boats returned and searched for over two hours amongst the wreckage for any other survivors. The compradore was found floating, quite dead. Many of the Chinese saved had sustained severe bruises, and had an arm or a leg broken; their wants were attended to as soon as possible. All attention was then given to the condition of the *Ocean*: the hole in the bow was blocked up with planks and bags of rice, and all hands—crew and passengers—were set to work to jettison the cargo (which consisted mostly of bean-cake) out of the fore compartment. By midnight the ship was sufficiently lightened to enable her to proceed for the nearest port. Two Chinese died on board the *Ocean*, and their bodies, with that of the compradore, were brought to Shanghai. The C.M. steamer *Nanzing* has been despatched to the scene of the disaster, in the hope that some of the bodies may be recovered.

The remains of two men drowned in the Whangpoo so long ago as December last have been found by the river-police floating this week. One of the poor fellows was Edward Carpenter, a marine of very good character, belonging to H.M.S. *Ringdove*. On the 19th December he went to visit an acquaintance on board H.M.S. *Modeste*, and returning at night, and quite sober (being, in fact, a teetotaller) he accidentally fell into the river from a sampan and was drowned. His remains were discovered floating among the junks off the native city, and were identified by his uniform and some marks on his under clothing. The other unfortunate was a seaman of the *Achilles*, who on Christmas-Day fell from a sampan while going from Hunt's Wharf to that steamer.

A correspondent sends us an account of a race meeting held at Newchwang on the 20th March. It appears to have been wedged in between a rainfall and a snowstorm, but to have been thoroughly successful in spite of difficulties. There were five steamers in port on the 26th—four loading for the south and one for Nagasaki.

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It is reported that the well-known coasting steamer *Nanzing* has been purchased by the China Merchants S.S. Company, and that the price was Tls. 20,000.

At a land auction on the 2nd April, the following prices were realised :—

A lot of land situated near the Ningpo Joss House, measuring as per title deed 2 mow 5 fun, and registered in the U. S. Consulate as Lot No. 175—(This lot by recent survey contains 4 mow of land)—Tls. 121. A lot of land adjoining St. Catherine's Bridge, and near "Overweg's" Bungalow, measuring in area as per title deed 10 mow, 3 fun, 8 li, and registered in the U.S. Consulate as Lot No. 174—Tls. 14 per mow. A lot of land situated on the Pootung side, adjoining Muirhead's Dock, with frontage on the River Whangpoo of over 2,000 feet, containing as per title deeds 118 mow 3 fun 3 li 8 haou, and registered at the U. S. Consulate as Lots Nos. 127, 186, and 187—Tls. 480 for lot. A property situated at Woosung, immediately west of the Imperial Maritime Customs Harbour Master's Station, and adjoining the station of the Woosung-road Company. Lot 1 : A plot of land immediately west of the Woosung-road, containing about 28 mow, Tls. 10 per mow. Lot 2 : A plot of land north of the last-named property, and immediately west of the Woosung-road, containing about 28 mow, Tls. 10 per mow. A lot of land situated on the Pootung side, containing as per title deed 5 mow 9 fun 2 li 1 haou, and registered at H.B.M.'s Consulate as Lot 726, title deed 719, Tls. 4 per mow.

The following is the report for presentation to the sixth ordinary meeting of the shareholders of the North China Insurance Company, to be held at the offices of the company, Shanghai, on the 9th April :—

The directors have now to present to the shareholders the sixth half-yearly report, showing the position of the company on the 31st Dec. last, at which date the business of the term 1872-74 was concluded. From the statement of accounts it will be observed that the company had then a credit balance in hand of Tls. 559,156.49, after carrying forward the sum of Tls. 141,844.00 from the present working account, in addition to the capital (Tls. 300,000), and also the amount reserved out of the profits of the years 1872 and 1873 (Tls. 221,961.37). With reference to the receipts of premia during the six months under review, it is satisfactory to note a considerable increase as compared with similar periods of the two preceding years. The payments on account of losses and claims amounting to Tls. 311,058.33 include the several heavy losses alluded to in the last report. So far as at present known further settlements and claims in course of adjustment will absorb about Tls. 102,000. Some salvage, it is anticipated, will accrue to the company from the appeal to Privy Council in the *Rona* and *Ava* case. The item of Tls. 12,308.60 difference in exchange, it should be explained, is only an apparent loss, and is accounted for by the fact that remittances to London have been made at lower rates than that adopted by the directors for keeping the company's books. Since the 31st Dec., 1874, Tls. 300 per share, the equivalent of the paid-up capital, has been returned to the shareholders, and the directors are awaiting advice of the termination of the principal current risks to enable them to declare a dividend for the year 1874. Mr. James T. Brand resigned his seat at the board, owing to his departure for England.

HONG KONG.

Our advices by the present mail extend to the 15th April ; the French mail from London Feb. 26 was received on the 8th April. The following items of intelligence are from the *China Mail* :—

We understand that Sir Brooke Robertson, C.B., is not likely to leave Canton for the ensuing year. Several changes have of late taken place in the Consular service. Mr. Oxenham will, on arrival, proceed to Taiwan ; Mr. Brenan leaves Hankow for Peking, where he will be Assistant Chinese Secretary ; Mr. Hillier has gone to Chefoo, Mr. Watters to Swatow, and Mr. Frater has been appointed to Amoy. Mr. Baber, who has arrived out, having, we are glad to learn, greatly benefited by the visit home, has not yet been notified of his future post.

In reference to the report we recently mentioned that the Chinese Government intends to send some boys to England to learn the science of navigation, we now learn that it was not quite correct in detail. They are not to be sent there to go through a course of study in a naval school, but they are to be taken round the world in one of the Chinese men-of-war in order to learn practical navigation under the instruction of Capt. Tracey, R. N. The ship selected for the purpose is the *Yang Woo*, and she is now fitting up for the purpose, but she will not be able to start till the middle of autumn. She will first visit Japan.

The *Chinese Mail* publishes a proclamation under the authority of the acting Viceroy of Canton, enacting that all expectant Mandarins shall submit to a literary examination. Those only who shall have proved themselves proficient will be retained for active service ; the rest are sent for a probationary period to learn. It protests against the recent Imperial recognition of a young woman cutting her own flesh in order to mix it with the medicine administered to a sick parent, as an act of filial duty. It also says that the Chinese colonists at Macao are following the example of the philanthropic Committee of the Chinese Hospital here in the formation of an association for preaching the Sacred Edicts. Among other donors the monopolist of gambling there subscribed $200.

The one hundred days' mourning for the late Emperor of China will expire in a week's time, and barbers and actors will no doubt be glad of its termination. The actors who disbanded themselves when the mourning was enforced will shortly form themselves again into companies.

The only case of note before the Magistrates has been one against a Chinaman for breaches of the Explosive Substances Ordinance. It appeared that there has been no publication of the Chinese version of the Ordinance in the *Government Gazette*, and Mr. Russell, taking all the circumstances into consideration, fined the defendant only $10.

Mr. J. P. MacEwen, late of Singapore, has been appointed Assistant Harbour Master, and Mr. A. K. Travers third clerk in the Colonial Secretary's Office.

Vice-Admiral Ryder left this port in the *Vigilant* on the 4th April for the North, to aid Mr. Wade in exacting satisfaction from the Chinese Government for the murder of Mr. Margary. The *Vigilant* encountered rough weather on her passage North, and was compelled to put in at Amoy in consequence of having exhausted her coals. She left Amoy on the 9th April.

We take the following items of intelligence from the *Overland Trade Report* :—

The past fortnight has not been fruitful of events here. There is, consequently, little news to record.

The shareholders of the China and Japan Marine Insurance Company held their ordinary half-yearly meeting on the 5th of April, when the report and accounts were passed *nem. dis.* The Chairman, in his speech, drew attention to the fact that, although the past season had been a disastrous one to underwriters, yet their business had increased, and that they had to congratulate themselves on possessing a balance, though small, to the good. It was hoped that next term a dividend would be payable. The losses, by the report, were put down at 4,000 taels, but since it was printed that sum had been augmented, by the loss of the *Yun-tze Fee*, by some 7,000 taels. It was decided to open a branch in London, of which Mr. Schmidt would take charge, with a committee to assist him. The election of Mr. A. J. Little as a director was confirmed ; Messrs. Drysdale and Bade were re-elected directors, and the auditors were re-appointed.

We note the departure by this mail of another of the old residents in China. Mr. Thomas Pyke, of the firm of Messrs. Birley and Co., has been a prominent member of the community and has enjoyed the reputation of being a thorough business man. He has acted as a director of several public companies, and as a member of the Chamber of Commerce, in whose deliberations he generally took an active part. Mr. Pyke has resided in different parts of China for about thirty years, has been well known and much respected, and will be missed by a large circle of friends.

The annual meeting of Land Renters at Kiu-kiang was held on the 2nd April. The accounts showed an income of Tls. 1,252.19 and an expenditure of Tls. 1,080.42, leaving a balance in hand of Tls. 171.77. Messrs. Anderson, Kopsch, and Shaw were re-elected as Municipal Councillors for the current year. It was resolved to lower the rate of land-tax to Tls. 15 per lot. A proposal to lower the rental of bund frontage was negatived.

A meeting of the Legislative Council was held on the 8th April, when the new Marriage Ordinance was, after some few alterations in the minor details, passed. The object of the Bill is to secure a more accurate registration and to give equality in privilege to the various religious denominations.

On the 5th April the members of the Amateur Dramatic Club performed Mr. Tom Taylor's popular drama, "The Ticket-of-Leave Man," at the Theatre Royal, City Hall. The performance was well attended, and the play was admirably rendered. It was repeated on the 10th.

The Garrison Sports, which had been postponed on account of the unfavourable state of the weather, were concluded on the 1st April, on which day, as it was very fine, there was a large attendance and excellent sport.

Owing to the non-arrival of the steamer from Amoy, our advices are not to hand, and we are consequently unable to give the usual Foochow, Amoy, and Formosa reports.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 22nd April. The French mail from London 12th March was received on the 13th April, and the following P. and O. mail of March 19 arrived out on the 19th April. The following summary of the news is from the *Straits Times* :—

Sir Andrew Clarke is paying Gubernatorial visits to the other Settlements. In consequence of their approaching departure for India, it was resolved at a meeting of the Exchange to give a public ball and supper to Sir Andrew and Lady Clarke, as an expression of the esteem in which they are held by the entire community, and also to present his Excellency with a service of plate, as a testimonial of the public appreciation of his services to the colony during his short tenure of office, in the pacification of the

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native States, and the introduction of his policy of active assistance in their Government. The ball and supper will be given on the 5th May, and active preparations are now in progress.

The reports of the British officers on the condition of the Native States continue to come in. We have a short but interesting report of Mr. J. G. Davidson, Resident of Salangore, who, though that country has by no means recovered from the disastrous effects of the anarchy that had driven away its population, is able to report a growing confidence on the part of the people, and is hopeful of inducing the return of the refugees who fled from the country on account of the late troubles, it being evident that it only requires the continuance of peace and order to ensure a steady increase of population, and the consequent development of the rich resources of the territory. We have also received a lengthy report from Mr. A. M. Skinner of a recent visit, in company with Captain Sir W. Wiseman, of H.M.'s *Lapwing*, to the various Native States.

In accordance with the request of the Governor, the Municipal Commissioners have made a report upon urgent needs and requirements to ensure the better working of the Municipality, in which they contemplate incurring an additional City debt of half-a-million dollars, on condition that the Government increase the Municipal revenue by giving them the rent of the markets and beaches, which now go to swell the Colonial exchequer. The principal item in the proposed works is the drainage of the town, and though this is a very necessary work, the expediency of incurring so heavy a liability with so small a Municipal Revenue, with heavy debts falling due shortly, is open to question.

The Criminal Assizes opened on the 12th April, before the Chief Justice, and most of the cases have been disposed of. The most important, however, are the trials of the prisoners concerned in the late gaol outbreak, of whom there are some forty-three in all, sent up under two separate indictments for murder. These cases will come on next week, till when the Court has been adjourned. The five survivors of the British ship *Euxine*, who were committed for trial by the police magistrate on a charge of murder in having sacrificed one of their shipmates, will not be tried in the Colony after all, it having been decided that our Court has no jurisdiction in the matter. They will, therefore, be sent home to England, where the question as to whether they are amenable to trial will have to be decided.

A large number of residents are taking their departure from the colony this spring. In addition to the batch who proceeded by the last mail steamer, a second large instalment left by the French mail last week, notable among whom were the Hon. H. W. Wood, M.L.C., and family, and the Hon. T. Braddell, Colonial Secretary, who goes home on leave of absence. The *Patroclus* took from us also the Rev. W. Dale and family. Mr. Dale was the pastor of the Presbyterian Church, and his departure is viewed with sincere regret by the community. Mr. Braddell's duties as Colonial Secretary will be performed during his absence by Mr. C. J. Irving, Auditor General, expected shortly from Europe, and until Mr. Irving's arrival the Hon. W. W. Willans, the treasurer, will act for him.

As the native pilot was just leaving the British barque *Amity*, which vessel cleared on the 16th April for Ilo Ilo, two stowaways emerged from their hiding place, and were discovered by the officers and crew. They proved to be two deserters from the 10th Regiment, named Stevensen and Cunningham, who had been reported to the police as missing. They were sent ashore in the pilot's boat, and taken in charge by the police immediately on landing.

The police have made a descent upon a horde of gamblers who had spread their mats and were busy gambling in the open air at the foot of Fort Canning Hill, and succeeded in arresting fifty-two of them. A raid has also been made upon a nest of gamblers in the Teluk Ayer district, when we hear that Inspector Kraal, hastily pursuing some of the fleeing Chinamen, rushed into an attap enclosure, and suddenly found himself at the bottom of a deep well, whence he was fished out by the police peons. Fortunately there was but little water in the well, and the Inspector sustained no injury.

At a meeting of the Sarawak Committee of Administration, held at Kuching, the President informed the meeting that the question of the formation of a steam navigation company in Kuching might be considered settled, all the shares having been taken up, and that upon receipt of a telegram from his Highness the Rajah confirming the conditions on which the company is formed, the transfer of the *Royalist* would be at once carried out.

Professor Vanek, the wizard, has returned from Bangkok, where he performed before the King, who was so highly pleased with the Professor's feats that he conferred upon him a gold medal, of the order of Phra Pan Klow. Professor Vanek has returned in ill health, having contracted a fever in Bangkok, which will necessitate his remaining here some time.

The *Gazette* notifies that Lieutenant M. C. Brackenbury, R.E., is appointed Private Secretary to the Governor, *v.* Mr. Mills resigned—to date from 18th February; and will temporarily perform the duties of Aide-de-Camp.

PENANG.

Our advices extend to the 24th April; the P. and O. mail from London March 19 arrived out on the 17th April. The *Penang Gazette* contains the following items of news:—

His Excellency the Governor, attended by his Private Secretary, the Hon. Major McNair, Captain Dunlop, and Messrs. Pickering and Swettenham, arrived in the colonial steamer *Pluto* on the 16th April from Singapore, *via* Malacca and Klang. On the 17th he landed unofficially and proceeded to the Government office, when he had interviews with several of the inhabitants. In the evening he went up the Hill as the guest of the Lieutenant-Governor and Mrs. Anson, returning to the *Pluto* on the 18th. The Governor subsequently attended two meetings of the Executive Council, and according to appointment a deputation from the Chamber of Commerce and other residents in Penang waited on him with an address, to which his Excellency replied briefly, apologising for not being prepared with his reply, and promising to send a more full one on his return to Singapore. On the 20th his Excellency left the jetty under a salute from the Fort, a guard of honour supplied by the 10th Regiment being in attendance. A number of officials and a few of the Native and European members of the community were present to bid Sir Andrew Clarke farewell, and as the steamer got under way gave him three hearty cheers, which his Excellency duly acknowledged from the bridge of the vessel. It caused no small amount of surprise and dissatisfaction to the non-official community that no notice was ever sent to it regarding the official nature of the Governor's departure, as it was the earnest desire of the public to pay all possible respect to him on the occasion, and the residents would have turned out *en masse* had they been aware that he would leave Penang otherwise than in the private manner in which he entered it.

On the 15th April a squall of unusual violence swept over Penang, doing considerable damage to the smaller craft in the harbour and more or less to the houses and trees in the Island and Province Wellesley. About twenty junks and schooners have been sunk through collisions, or capsized by the force of the wind; and the foreshore from the Jetty to Julutong is covered with wreckage. The losses sustained by Chinese and native merchants, both from damages done to their vessels as well as to the cargo contained in them, must be pretty considerable. The only injury sustained by European vessels was suffered by the s.s. *Lankat*, which vessel had her quarter and life boats, as well her gangway ladder and a good number of stancheons, carried away by a junk which drove on to her and carried away everything she came in contact with, as well as managing to crunch up her own deck-house.

The Assistant Resident, Captain Speedy, left for Laroot on the 20th April in H.M.S. *Thistle*, to collect the chiefs of that district and proceed with them to Pancore, where the Governor purposes having, if possible, a final conference with the Chiefs of Perak. Captain Speedy, we are informed, has applied for, and is likely to proceed home, on three months' leave on "urgent private affairs." Captain Hatchell is a candidate for the acting appointment, and is spoken of as likely to be posted to it. We are glad to hear that Captain Hatchell's long and faithful services are likely to be recognised to some extent at last. The treatment he was the recipient of at the hands of the former Governor was highly unjust, and the wonder is that he did not throw up service under a Government which had proved itself so faithless to one of its most conscientious and hard working officers.

It has been determined to establish a Masonic lodge in Penang, the necessary funds having been subscribed by the resident brethren. Steps have been taken to proceed at once with all requisite arrangements, and we sincerely trust that this institution, so much wanted in Penang, will flourish. The following principal officers have been nominated:—Brother R. C. Woods, W. M.; Brother A. Ainslie, S. W.; Brother T. A. Fox, J. W.

There has been an outbreak of cholera in Deli. The first and only victim to it was Mr. Feilberg. Others had been attacked, but were doing well when the last steamer left.

A match at bowls has been played at the Club, "Married v. Single," which was won by the bachelors by sixty pins.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The import market was without change. The demand for nearly all staple goods was weak, and prices unremunerative. Grey Shirtings had been very dull, at about last quotations. Velvets were still very quiet. Cotton Yarns, except for best spinnings of 16/24, which had been dealt in, were weaker, and not in request. In Woollens and Woollen Mixtures, few transactions were reported, except in Mousselines, which maintained their value. Cloth and Blankets were in no request. The Metal market exhibited no improvement. Stocks continue to get heavier, whilst the demand does not increase. Nail-rod Iron, assorted, is slightly lower.

NEWCHWANG.—Messrs. Bush Bros.' Circular says:—Manufactures have

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arrived in considerable lots, and the natives are not very anxious to come forward with offers, for fear that further supplies may overstock the market.

CHEFOO.—Messrs. Wilson, Cornabé and Co.'s Report says :—Business generally has been fairly active. Cotton Goods : 8¼lb. Grey Shirtings have not been in much inquiry, but we have had a good demand for 7lb. Grey Shirtings and 7lb. Mexican T-Cloths. Drills have not been asked for, while White Shirtings and other Fancy goods have been saleable at our quotations. Woollen Goods have been neglected. Metals : Lead has been in fair inquiry at from Tls. 5.90 to Tls. 6 per picul, but wants now seem to be filled. Nail Rod and Bar Iron has been dull of sale, and prices have, if anything, a downward tendency.

HANKOW.—Grey Cottons were in good demand, and prices were firm. Sales of 37,000 pieces Grey Shirtings, 10,700 pieces T-Cloths, and 3,700 pieces Drills reported during the fortnight.

CHINKIANG.—Messrs. Spencer and Wolff write on the 5th April :—Extensive sales of Piece goods have been made during the week at advancing rates, but advices received from Shanghai have tended to check any further rise ; the market, however, closes steady.

SHANGHAI.—The Chamber of Commerce Report says :—Cottons : During the first week of the fortnight the market for Plain Cottons was very strong with an active demand, and daily advancing prices, but the last week shows evidence of the wants of dealers being supplied, and they have been engaged in taking delivery of their purchases. Rates are below the highest quotations reached in the early part of the fortnight, but still in advance of those last given in most cases, but with a quiet market. Grey Shirtings, 7 and 8¼ lbs., are 4 to 5 cands. higher, with an active business for a few days, as above noticed, the market closing quiet. Heavy goods are in small stock and firm at the prices given. T-Cloths, common makes are wanted, but good Mexicans are in limited request at the close ; stocks are diminished. White Shirtings have been in better request, the lower counts are steady at quotations, but 72 reeds and upwards being scarce have commanded an advance of 4 to 5 cands. Drills : An extensive business has been done, but the demand has been freely met by holders, and prices show an improvement of only 2 to 3 cands. per piece. Woollens : Small business at rather easier rates ; of the sales reported 2,000 pieces Camlets, and about 700 pieces Spanish Stripes, were sold by auction. Long Ells have declined 1 mace per piece.

HONG KONG.—The arrivals during the interval, besides the mail steamer, had been the s.s. Gordon Castle, Venice, Fyen (Danish), and Glenfalloch bringing full supplies of manufactured goods for this market and the North. In the early part of the fortnight a fair amount of business was transacted at prices which showed an improving tendency, but the last week had been an exceedingly dull one, partly caused by increased firmness on the part of importers consequent upon improved advices from home, and partly by an unwillingness on the part of the dealers to go further into stock. The arrivals had been abundant, and there were full supplies coming forward by steamers close at hand, but as the export from England was moderate and likely to continue so for the present, there was every reason to expect that stocks would be kept within moderate compass.

CANTON.—Lead : Sales of mixed brands had been effected at $8.40 to $8.45, and WB was worth $8.45 to $8.50 per picul. Quicksilver was quoted $150 per picul.

SINGAPORE.—Messrs. Bousteads' circular says :—A moderate business has been done in Piece Goods. Prices generally have ruled steady, and in some cases a slight advance has been obtained. There has been rather less inquiry for 8¼ lbs. Grey Shirtings. 6 lbs. T-Cloths have continued in good demand, and with a light stock price has advanced to $1.47½. Grey Madapollams also show a slight advance, but demand has been limited. 36-inch White Shirtings of fine qualities are firmer, but transactions have been moderate. Grey Yarn 40's weaker and demand limited, small sales at $113 to 112½. Rather more business has been done in Iron at declining rates ; stocks are now somewhat reduced, but still ample for the very limited demand that now is. Copper Sheathing is dull, and prices are barely maintained. Yellow Metal meets with a very limited inquiry at former prices. Zinc Sheathing continues saleable at last rates ; stocks are cleared. Roll Zinc is in no demand. Brass Wire at the close is quiet, and prices weak. Pig Lead keeps moving in retail quantities at former prices.

PENANG.—The demand generally had been quiet. Business had been small at about former prices, but some holders were now asking an advance. The quarterly return of stocks showed that of some staples there were large supplies on hand.

EXPORTS.

TEA

YOKOHAMA.—With continued depressing advices from New York, the market relapsed into extreme quietness, and the few settlements reported although irregular and depending a good deal on the anxiety, or otherwise, of the owners to realise, showed a decidedly easier feeling. First musters of new crop garden Teas were promised about the 20th April.

HANKOW, KIUKIANG, SHANGHAI, AMOY, AND TAMSUI.—There had been no business done in Tea at these Ports during the interval.

CANTON.—Messrs Deacon and Co.'s repsrt says :—we have now to advise the despatch of the early shipments of New Seasons Congous memo. of which we subjoin. The settlements on this market may be estimated at about 4,000 boxes at prices ranging from Tls. 22 to 27 per picul. In Macao, in addition to the usual contract Teas, a large business has been transacted, and their prices are said to be about Tls. 19 ior for rather common mixed with old crop leaf up to Tls. 28 for finest. On comparing this season's yield with former years', we consider it a fair average, preferable in the cup to the last, but inferior as regaads appearance, and it is worthy of notice that there has been an unusally small quantity of fine to finest firades shipped, the bulk of the supply being fair to medium. There is some quantity of new season's Caper leaf on offer, but Teamen are afrid to invest at prices now asked, which though showing a reduction on last year's extravagant rates, are far above what would likely be realised here this season, in view of the basis now current in London. Small quantaties of leaf for Orange Pekoe are reported as being purchased at high figures. Scented flower will not be available in any quantity for about three weeks. The shipments of New Season's Congou to date are :—11th March, s.s. Ava, 5,060 lbs. ; 18th, s.s. Sunda, 23,676 lbs.; 22nd, s.s. Diomed, about 20,000 lbs.; 25th, s.s. Hoogly, 44,520 lbs.; 1st April, s.s. Avoca, 78,160 lbs.; 8th, s.s. Irawaddy, 255,780 lbs.; total, 427,196 lbs.

SILK.

YOKOHAMA.—There had been a fairly active market for all classes of Silk. Hank sorts in general had been much pressed for sale, which had induced business, chiefly in Medium and Common qualities, at prices showing a decline of about $20 per picul. Oshius continued in good demand, and fresh supplies had found ready buyers at the advance previous obtained. Settlements, from 1st July to date, 9,950 bales.

SHANGHAI.—During the fortnight, holders had shown some anxiety to clear out their stocks at a slight reduction on previous rates, and a fair business had resulted, mostly in No. 5, and common Tsatlees. There being little demand for classical chops, the few parcels going forward were mostly on native account. For this mail, the purchases included no well-known chops. Reaeels continued to accumnlate, and formed more than half the unsold stock. Settlements for the past fortnight, Chinas, 1,200 bales. Total settiements since 1tt June, 1874, 70,000 bales ; against 1873-74, 55,400 bales ; 1872-73, 55,500 bales. Comparative unsold stock on this market, on the 7th April, 1875, 800 bales ; 1874, 1,200 bales ; 1873, 400 bales.

CANTON.—Messrs. Olyphant and Co.'s circular says :—The inquiry for the European market has continued on about the sams ecale as before reported and settlements for the fortnight amount to 250 bales at about former prices. In some instances rather lower figures have been accepted, while in others holders demanded full values. The stock in the city is very small and consists chiefly of parcels unfit for Export. In the country, dealers are said to have moderate supplies which will probably be brought forward before the arrival of the new Silk. There has been a little enquiry for Rereels from one buyer and some small settlements are reported without particulars. It is impossible to purchase desirable parcels, as supplies are quite exhausted and a few boxes here and there are all that can be obtained. Thus far prospects for the new crop have been favouraele ; there is an abundant supply of leaves and the worms are progressing satisfactorily.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 2⅛d.
Shanghai ,, ...	5s. 9d.	5s. 9⅛d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅞d.	4s. 2⅞d.	4s. 2⅞d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅜d.	4s. 3d.
Manila ,, ...	4s. 0½d. to 4s. 1d.	4s. 0⅝d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 366½	223⅛ to 224
,, Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.0.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 19 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57 per cent. discount.
China Traders' Insurance Company, $1,200 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $25 premium.
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 78 per share.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, MAY 20.—The P. and O. Company's steamer Malta arrived at 2.30 and the mail left at 5.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, MAY 17.—The P. and O. Company's steamer Peshawur with the India and China heavy mail, left at mid-night for Southampton, where she may be looked for about the 30th inst.—Specie, £80,910.

NEXT INWARD MAIL.—SUEZ, MAY 18.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on or about the 26th inst.

HEAVY PORTION OF LAST INWARD MAIL.—SOUTHAMPTON, MAY 17.—The P. and O. Company's steamer Surat, from Calcutta *via* the Suez Canal, arrived at Southampton this morning, bringing the heavy India, China, and Australian mails, 262 passengers, £435,448 in specie, and 12,784 packages of cargo. She left Calcutta on the 8th of April, Madras the 13th, Galle the 17th, Aden the 26th, Suez the 3rd of May, Port Said the 4th, Malta the 8th, and Gibraltar the 12th, and experienced fine weather throughout the voyage.

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INWARD MAIL DUE JUNE 14.—GALLE, MAY 17.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, MAY 21.—The P. and O. Company's steamer Teheran left at 7, and the Indus at 9 P.M., for Bombay and Calcutta respectively, with the outward India, China, and Australia mails of the 6th and 14th of May.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, MAY 20.—The P. and O. Company's steamer Deccan sailed to-day with the heavy India and China mails, a full cargo, and specie, &c., value £50,509.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, MAY 17.—The Nederland Company's steamer Prins Hendrik left to-day for Padang, Batavia, Samarang, and Sourabaya, &c., with the Netherland mails, Dutch troops, a large number of passengers, and a full general cargo.

OUTWARD MAIL OF APRIL 9.—SHANGHAI, MAY 22.—The French mail from Marseilles on the 11th ult. arrived here to-day.

OUTWARD MAIL OF APRIL 23.—GALLE, MAY 18.—The Messageries Maritimes steamer Tigre, from Marseilles April 25, left here to-day for Singapore.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 30, Pernambuco (str).

At SHANGHAI.—From London, April 2, Conquest; May 15, Glenearn (str.); Antenor (str.); 19, Agamennon (str.); 22, Craigforth (str.).

At HONG KONG.—From London, April 9, Glenfalloch (str.); 13, Eleanor; from Cardiff, April 12, Admiral Telgethoff; from Hamburg, April 14, Juno; from London, May 15, Craigforth (str.); 22, Tchihatchoff (str.), Tartar (str.), Africa (str.).

At SINGAPORE.—From London, April 16, Sumida (str.); 21, Russia (str.); from Liverpool, 17, Truth; from Sunderland, 14, Cotherstone; from New York, 17, Frederick Hartwig; from London, May 17, Glenlyon (str.); 20, Rajanattianuhar (str.); Yrurac Bat (str.); 21, Oceanic (str.).

At PENANG.—From London, May 19, Achilles (str.).

DEPARTURES.

From YOKOHAMA.—None.

From NAGASAKI.—For London, March 26, Indiana.

From SHANGHAI.—For London, April 3, Patroclus (str.); for New York, 3, Silver Eagle; 5, Dilpussund.

From HONG KONG.—For London, April 10, Witch; 13, Patroclus (str.); for San Francisco, 13, Mount Washington.

From SINGAPORE.—For London, April 14, Vanguard; 17 Benledi (str.); 19, Caldew; 22, Patroclus (str.); for Liverpool, 16, Duesberry; for Marseilles, 20, Richard for Rio Janeiro, 19, Queen.

From PENANG.—For London, April 20, Ben Nevis; May 20, Pauline.

VESSELS LOADING.

At SHANGHAI.—None.

At HONG KONG.—For New York, Countess of Errol; for San Francisco, Avonmore, Her Royal Highness.

At SINGAPORE.—For London, Windermere, Proserpina; for Marseilles, Emilienne, Hesperia; for New York, Our Annie; for Boston, Witch.

FREIGHTS AND CHARTERS.

From HANKOW.—To London, through rate per steamer, £4 5s. per ton of 40 cubic feet.

From HONG KONG.—To London, per steamer, £3 15s. per ton of 40 cubic feet.

From SINGAPORE.—To London per steamer, tin £2; tapioca, £3; coffee, £4; hides, £6; sailing vessel, £2 5s. dead weight, £2 17s. 6d. light freight—To the Continent, gambier, £2 12s. 6d.; tallow, £2 17s. 6d canes, £3 5s.

From PENANG.—To London, per steamer, tobacco, £3 10s.; tin, £2 5s.; measurement goods, £4 10s.; sailing vessel, bag sugar £2 12s. 6d.; black pepper, £3 5s.; hides, £4.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 29	Adventure, s.s.	Singapore	Mauritius
„ 31	Robertus Hendrikus..	Rotterdam	Batavia
„ —	Canaan	Manila	London
April 1	Zodiac	Sunderland	Anjer, f.o.

TELEGRAMS FROM THE FAR EAST.

DEATH OF THE VICEROY OF FOKIEN.

SHANGHAI, MAY 17.—The former Viceroy of Fokien is dead. The deceased was during his official career connected with the Foochow Arsenal, and commanded the Chinese force which subdued the Mohammedan rebels.

SIR DOUGLAS FORSYTH'S MISSION.

CALCUTTA, MAY 17.—Sir D. Forsyth's Embassy to Burmah sailed for Rangoon this morning. Colonel Brown proceeds to Shanghai tomorrow.

ROME, MAY 23.—The *Giornale delle Colonie* publishes a telegram from Colonel Wyndam, stating that Sir Douglas Forsyth had a long interview with the King of Burmah. The King said he warmly desired to come to an amicable settlement of the dispute with England. The Chinese general, who was suspected of having incited the natives to attack the expedition of Colonel Brown, had arrived there three days previously with despatches from Peking. The King denied all complicity in the disaster of the Brown expedition, and this fact had been confirmed by a private investigation. No serious difficulty was anticipated with regard to the Karem question. The rumours of foreigners having been badly treated by the King were denied, as was also the report of a concentration of troops in the direction of the frontier. Trade was inactive.

(FROM THE CORRESPONDENT OF THE INDIAN DAILYNEWS.)

MANDALAY, MAY 21.—Yesterday I had a long interview with the King. His Majesty is most anxious to settle matters amicably. Lee Tsee Tie, the Chinese General who it is supposed awaited Browne's advance, arrived here three days ago, the bearer of despatches from Peking. The King denies all complicity in the failure of Colonel Browne's expedition. No serious difficulty is anticipated regarding the Karennee question. The public opinion about the King's ill-treatment of foreigners is quite unfounded. The rumours of a concentration of troops towards the frontier are incorrect. Trade is depressed, and almost at a standstill pending the settlement of the question in dispute.

THE ATCHIN WAR.

THE HAGUE, MAY 20.—The Government has received a despatch from Atchin, dated 15th inst., announcing that Loekoe Daood has been appointed Sultan by the chiefs of the three Sagis.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 19, at Liverpool, from Batavia, Solway Queen; 21, at Amsterdam, from Java, Voorlichter; 19, at Greenock, from Rangoon, Mandalay (str.); 19, at Havre, from Sourabaya, Oriana; 20, at New York, from Batavia, Atalanta; from Shanghai, Inverness, Sooloo; 20, at Liverpool, from Singapore, Lochleven Castle; 21, at San Francisco, from Hong Kong, William Phillips; 20, off Dungeness, from Java, Wilhelmina and Clara; 21, at Greenock, from Java, Sliedrecht; 22, at New York, from Hong Kong, Commissary; at Boston, from Singapore, Olive; 23, off the Lizard, from Manila, Windhover; 24, at London, from Singapore, Guiseppina.

DEPARTURES.—May 18, from Cuxhaven, for Hong Kong, Excelsior; 20, from London, for Singapore, Excelsior; 20, from Rotterdam, for Java, Ada; 16, from Hamburg, for Hong Kong, Irene; 18, for Singapore, Adler; 21, from London, for Hong Kong, Solent; 20, from Sunderland, for Angier, Kenilworth.

LAID ON.—At Sunderland, for Singapore, Luzon; at Cardiff, for Hong Kong, Ringdove (str.).

SPOKEN.—Eliza, from Portsmouth to Sourabaya, March 23, 21.47 S., 29.51 W.; Tynedale, from Newcastle to Singapore, April 8, 2.50 S., 25.46 W.; Kashgar, from London to Hiogo, April 13, 0.30 S., 26.45 W.; Countess of Minto, from Colombo to London, April 21, 29 S., 10 E.

CASUALTIES.—The Lettie, at San Francisco April 29th, from Hong Kong reports:—On the 15th, had strong gales from N.E. to N.W. lasting 48 hours; lost sails, stove bulwarks, &c.—Ferdinand Brumm, from Hong Kong, at San Francisco 30th April, reports that on the 17th shifted cargo and sprung a leak, making 12 inches water per hour; pumps constantly working until arrival.

MISCELLANEOUS.—The German screw gun-vessel Cyclops, from Kiel, en route for the East Indies, China, and Japan, put into Plymouth on the 19th inst. to coal, and was expected to proceed on the following day. Arrived at Galle: May 13, Madura (str.), from Batavia, and left for Nieuwe Diep; 15, Oceanic (str.), from Liverpool, for Hong Kong and Yokohama; 18, Hampton (str.), from Southampton, for Batavia. At Suez: May 18, Prinses Amalia, from Nieuwe Diep, for Batavia, and proceeded the following day; Patroclus, from Shanghai, for London. At Port Said: May 21, Benledi, from Manila, for London; 22, Galley of Lorne, from London, for China. At Malta: The Peshawar (str.), arrived May 21, reports having passed on the previous day at 7 A.M. about 350 miles from Malta the Sirius (str.), under sail, with engines broken down; no assistance wanted; fair wind for Malta at the time. The Harrington (str.), from Batavia, for Rotterdam, arrived at Weymouth on the 21st inst., short of coal, after being supplied proceeded for her destination. At Suez, 23, from Liverpool, for China and Japan, Belgic; from London, from Shanghai, Glengyle.

NEW SEASON'S TEAS.

The latest telegrams report that the Hankow Tea Market has been opened at prices about on a par with those current at the commencement of last season. The quality of the teas is said to show an improvement upon last season. A large business has been done, and the steamers *Glenartney* and *Bengal* have been despatched, the first-named vessel having left Woosung on the 21st inst. The Foochow market is not yet opened.

The *Brisbane Courier* of the 27th March contains the following notice of the Torres Straits Mail Service:—The E. and A. Co.'s R.M.S. *Singapore*, now on her maiden voyage, arrived off Cape Moreton last evening, and had it not been for her passage from Keppel Bay being protracted by the heavy south-easterly gale fully twenty-four hours, the mails from London *vid* Brindisi, to the date of February 5th, would have been delivered on the forty-eighth day, being the quickest transit yet accomplished since the inauguration of the service, which is one that is daily growing more in favour with the mercantile community and public generally of this colony. Reliable data, carefully compiled, show that by means of the present mail service, *vid* Torres Straits, subsidised by Queensland alone, English mails during the past twelve monchs have, been delivered at Brisbane in less time, in some instances by many days than by the service *vid* Melbourne and Point de Galle, and *vid* Sydney and San Francisco, which are heavily subsidised by the colonies of Victoria and New South Wales.

PROFESSOR DOUGLAS will give a course of lectures on "The Chinese Language and Literature" at the Royal Institution, Albemarle-street, commencing on the 29th, at three P.M.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AYRES—On the 4th May, at Dickoya, Ceylon, the wife of Charles Ayres, of a son, who survived his birth only four days.

BAYLEY—On the 31st March, at Nagasaki, Mrs. Bayley, of a daughter.

BRAGA—On the 7th April, at Yokohama, the wife of J. Braga, of twin daughters.

BYRNE—On the 4th April, at Shanghai, the wife of Mr. E. Byrne, of a son.

CAW—On the 18th May, at 17, Tredegar-place, London, the wife of Thomas Caw, of a daughter.

KAYE—On the 19th May, at Belmont-hill, Lee, the wife of William Kaye, of a son.

LARKIN—On the 31st March, at Hiogo, the wife of T. J. Larkin, Imperial Telegraph Department, of a son.

RENNIE—On the 3rd April, at Kiangnan Arsenal, Shanghai, Mrs. John Rennie, of a son.

RICKETT—On the 3rd April, at Yokohama, the wife of John Rickett, of a daughter.

SIKEMEIER-VERBEEK—On the 24th March, at Osaka, Mrs. Sikemeier-Verbeek, of a son.

MARRIAGES.

BARRIE—FORDER.—On the 8th April, at the British Legation, Yedo, by the Rev. J. Piper, in the presence of Sir Harry Parkes, K.C.B., William Barrie, engineer, to Ellen Sophia, daughter of William Forder, Wolverton, Bucks.

BERNIERES—HOVELT.—On the — May, A. Mouillesaux de Bernières, of the Imperial Maritime Customs of China, to Marie, youngest daughter of P. J. Hovelt.

BOGGS—EATON.—On the 9th March, at Bangkok, Siam, the Rev. W. B. Boggs, A.M. to Flora J. Eaton, both of Nova Scotia.

BOVET—ALLEN.—At the Church of the Holy Trinity, Shanghai, by the Rev. Canon Butcher, Alphonse Bovet, to Cornelia, daughter of General R. Allen, U. S. Army.

DARKE—HYDE.—On the 13th May, at St. Peter's, Kensington-park-road, by the Rev. C. F. Hyde, vicar of Dilton, Wiltshire, uncle of the bride, assisted by the Rev. John Robbins, D.D., vicar of the parish, and the Rev. Thomas Evans Fitz Roy, Philip Darke, of Salisbury, son of the late Lieut. Darke, of H.M. 4th Regiment of Foot, to Catherine Elizabeth, elder daughter of George Hyde, Commander, R. and O. Service and Royal Naval Reserve, of Holland-park-terrace, W.

DRISCOLL—CULLIFORD.—On the 8th April, at the British Legation, Yedo, by the Rev. J. Piper, in the presence of Sir Harry Parkes, K.C.B., William F. Driscoll to Jane, daughter of R. Culliford, of Langport, Somersetshire.

GRAY—KÖHLER.—On the 8th April, at St. Andrew's Cathedral, Singapore, Alex. Gray, Manager Chartered Bank of India Australia, and China, Penang, son of the late J. B. Gray, Batavia, to Catherina Maria, eldest daughter of the late J. M. Köhler, Assistant Resident of Probolingo, Java. No cards.

HUMPHREYS—DOWNEY.—On the 10th April, at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain, assisted by the Rev. J. H. Baynes, William Griffiths Humphreys, of Gloster, to Mary Ann Downey.

JONES—FIGG.—On the 19th May, at Colombo, Charles Powell Jones, elder son of Capt. C. P. Jones, to Deborah S. (Cissy), eldest daughter of W. R. Figg, of De Crespigny-park, Camberwell. No cards.

POLITE—NEUGASSE.—On the 5th April, at Shanghai, at H. I. G. M.'s Consulate, George Polite, to Anna Neugasse.

DEATHS.

HEWETT—On the 17th April, at Bukit Tunga, Province Wellesley, Thomas Douglas Hewett, late Indian Navy, aged 45 years.

KILLEEN—On the 24th March, on board U.S.S. *Ashuelot*, at Nagasaki, John Killeen, of Galway, Ireland, aged 31 years.

THOMPSON—On the 4th April, at Yokohama, William H. Thompson, aged 31.

Naval and Military.

The late Commander-in-Chief on the China station (Sir Charles Shadwell, K.C.B.), has, on hauling down his flag, received from the Admiralty a letter of approval. Should Sir A. C. Key leave the Naval College for active employment, Sir Charles Shadwell is likely to succeed him.

Lieutenant R. A. G. Harrison has been posted to No. 6 battery of the 2nd brigade of Royal Artillery, serving in Ceylon. Captain C. Picot, of the 57th Regiment, will rejoin head quarters in Ceylon next winter from depôt duty.

The first battalion of the 10th regiment, now serving at Singapore, will, it is expected, be relieved early next year.

A sad accident occurred at Singapore on the 10th of April, caused by what appears to be a constant source of danger—the slippery condition of the landing steps. On the evening of the day named, Mr. Frederick Collings Rogers, first assistant-engineer of the Fly, was about to leave Dalhousie Pier to go on board his ship; but when going down the steps his foot slipped, and he fell directly across a sampan, which tilted, precipitating both him and the boatman into the water. The chief engineer, who was with him, in a moment pulled both Mr. Rogers and the boatman into the boat, after which they went off to the vessel, but Mr. Rogers survived only until getting alongside the ship. It is supposed that he severely injured himself by falling on the boat, and that this caused the shock to the nervous system by immersion in the water to prove fatal. The deceased, who was twenty-six years of age, leaves a wife and one child.

The Iron Duke, late flag-ship of Rear-Admiral Shadwell, on the China station, was paid off at Devonport on the 18th inst., in the presence of Captain Heneage, of the Royal Adelaide, flag-ship, Devonport. The crew remained on the jetty until they were all paid off, and then marched out of the dockyard, a body of seamen leading and marines following.

The Charybdis, 17, screw corvette, Captain T. E. Smith, has been ordered to Hong Kong, to make good the damage done by her second grounding in the Straits of Malacca, after which she will proceed to the Japan Division of the China Station.

The German gun-boat Cyclop, Captain von Riche, arrived in Plymouth Sound on the 19th inst. from Keil, *en route* for the East Indies, China, and Japan. She put in to coal, and is expected to proceed on her voyage to-day.

Surgeon John Wood (1872), late of the Crocodile troopship, Lieut. Ernest Kinder (1873), and Lieut. H. B. Lang (1866), have been appointed to the China Station.

H.M.S. Elk, from Hong Kong, left Malta on the 14th for Portsmouth.

Miscellaneous.

MAJOR SLADEN'S EXPEDITION.

Major-General Sladen writes to *The Times* as follows:—My attention has been called to an article in *The Times* of the 5th of March, which would seem to give a false impression of the expedition led by my brother, Major Sladen, towards the Chinese frontier. It is stated in the article referred to "that Mr. Margary had been killed, your correspondent believed, near the spot at which Major Sladen found obstacles too strong for him, and was forced to retreat." It is true that he found obstacles, but he was not forced to retreat. On the contrary, he completely overcame these obstacles and brought his expedition to a successful termination by his great "energy, and tact, and judgment." *Vide* Official Report, page 68, paragraph 6. The Governor-General in Council thus acknowledges his services:—"The information received proves the energy and tact with which Captain Sladen, in spite of many obstacles, has carried out the work assigned to him." This was to advance beyond Bhamo as far as he deemed it desirable up to the Chinese frontier, but no further. The Chinese frontier was reached at Manwyne, where poor Margary was murdered; but my brother went several marches beyond to the walled city of Momien, and remained there six weeks, returning by another route to Bhamo, surveying each of the passes across the Kachyen Hills. Considering that the Government was so satisfied, as evidenced by the great credit awarded him for his tact, judgment, and energy in carrying the expedition to a successful termination, the wonder is that he should have been overlooked in the organising of this second expedition, which, judging by results, seems to have met with some obstacles certainly which forced it to retreat even before reaching Manwyne. The only casualties of a whole day's fighting against 800 Chinese appear to have been a slight flesh wound and a graze from a slug. The battle, if such it may be called, was fought several miles from Manwyne in the Kachyen Hills. Poor Margary went into Manwyne and was murdered there. The King of Burmah, I have no doubt, caused the obstacles for both the expeditions. He was outwitted as regards the first and has gained thus far his end as regards the second.

AMONG the pictures at this year's exhibition of the Royal Academy is one of the "Marriage of the Duke and Duchess of Edinburgh," by M. Nicholas Chevalier. The interior of the Winter Palace is revealed under conditions of light and shade the most favourable for the picturesque display of its architectual proportions and elaborate ornamentation. The numerous figures—all faithful portraits—are admirably massed, and nothing is wanting that rich costumes and sumptuous accessories can bestow to give splendour and variety to the scene. Our readers will remember that M. Chevalier accompanied the Duke of Edinburgh as special artist during his tour in the Far East. He is now engaged on the "Opening of the Vienna Exhibition," which he attended at the desire of the Prince of Wales.

WE regret to announce the death of Mr. Dudley Baxter, a member of the well known firm of Baxter, Rose and Norton, solicitors, at the age of forty-eight. Mr. Baxter has for the last ten years occupied a prominent place in politics and statistics. In 1868 he wrote a work on the National Income and on Taxation; in 1870 a History of English Parties; in 1871 a work on the National Debts of the States of the World; in 1874 the Progress of National Debts and its Taxation. He was at all times an enthusiastic and useful member of the Conservative party. He leaves a widow and two sons, and was brother to Miss Baxter, who died at Hong Kong, after several years' labour among the Chinese.

LAUNCH.—On the 21st inst. Messrs. Wm. Denny and Brothers launched from their yard at Dumbarton an iron screw-steamship for the China Merchant Steam Shipping Company, Shanghai, of the following dimensions:—225′ × 34′ × 14 and 1,350 tons gross measurement. She will be fitted with compound direct acting inverted engines of 240 H. P. nominal, by Messrs. Denny and Co., engineers, Dumbarton. The vessel on leaving the ways was named the Pau-tah by Miss Maggie Robson.

THERE has been a series of *fêtes* upon the extensive estates of Mr. Matheson, M.P., in celebration of the majority of Mr. Matheson, junior, which were brought to a close by a public dinner given by the citizens of Inverness in honour of the member for Ross-shire. Mr. Matheson and his son accepted invitations. The dinner took place in the Caledonian Hotel, and was presided over by Provost Lyon Mackenzie. In honour of the event flags were flying all day from the principal buildings in Inverness.

THE Rev. A. H. Anderson, of Aldershot, has received an invitation from the English Presbyterian Congregation of Singapore. They offer him £600 per annum to begin with, a free house, and passage paid there for himself and family, and back again in three years. Mr. Anderson has replied, stating that duty calls upon him to continue in Aldershot.

A MAN named Thomas, with other aliases, is going the rounds, with the avowed object of raising funds to found a school in India for the benefit of Indian officers' children. There is no doubt but that he is an impostor, and was lately brought up before the Paddington magistrate. Our friends from the Far East are advised to be on their guard

THE Berlin correspondent of the *Daily Telegraph* announces that by the Treaty which Russia has concluded with Japan the latter country receives, in return for the cession of Saghalien, the whole of the Kurile Islands.

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The London & China Telegraph.

LONDON: MONDAY, MAY 24, 1875.

TAXATION ON OPIUM IN THE FOREIGN SETTLEMENTS OF CHINA.

ACCORDING to a telegram which arrived a short time ago, the Chief Judge of the Supreme Court at Shanghai has decided that the Chinese authorities have not the right to impose local taxes upon opium in the foreign settlement. The details of the case have not been reported, but the nature of the point raised is no doubt in reference to the difficulty which has so often arisen with regard to the attempts made by the officials to impose upon opium a local duty in addition to that agreed to in the tariff, as the import duty. We shall look with interest for the details of the case, and may, if necessary, refer to it again. In the meantime we may observe that there is one very obvious ground against the imposition of local taxes upon opium in the foreign settlement, and that is that the amount which shall be collected at the port of import is expressly provided in the Treaty. The import duty upon opium is, according to the tariff, thirty taels per picul, and it is difficult to see how this can by any possibility be construed to mean that more than thirty taels per picul shall be raised upon it actually at the place of import. It is true that the trade rules appended to the Tientsin Treaty exempt opium from the action of the clauses with reference to transit dues, and leave the Chinese authorities at full liberty to impose whatever duties they may think fit upon it in the interior; but this cannot be construed into giving them a licence to collect an additional duty actually at the port of entry itself. The rule which affects this question is No. 5, "regarding certain commodities heretofore contraband." Section I. of that rule runs as follows:—

"Opium will henceforth pay thirty taels per picul import duty. The importer will sell it only at the port. It "will be carried into the interior by Chinese only, and "only as Chinese property; the foreign trader will not be "allowed to accompany it. The provisions of Art. IX. "of the Treaty of Tientsin, by which British subjects are "authorised to proceed into the interior with passports "to trade, will not extend to it, nor will those of "Art. XXVIII. of the same Treaty, by which the transit "dues are regulated; the transit dues on it will be ar"ranged as the Chinese Government sees fit; nor in "future revisions of the tariff is the same rule of revision "to be applied to opium as to other goods."

Upon this clause no doubt some arguments may be founded in favour of the course adopted by the Chinese, but taking a fair and impartial view of the subject, those arguments must be found to amount to very little. It might be urged that as upon the sale being effected the goods became Chinese property, the native authorities are justified in imposing local taxes in excess of the tariff duty at the port of import, and an attempt might be made to stretch its liability to transit dues into meaning a liability also to local dues. These are, in fact, the only two arguments we can conceive in favour of the Chinese view of the question; but it is obvious in respect to the first that the Chinese limit their abstract right to tax their own subjects by the treaty; while with regard to the second point it is specifically stated that "the transit dues" on opium will be arranged as the Chinese Government think fit, and "transit" dues cannot be construed to mean taxes raised at the same place where the import duties are paid. Similar arguments to the above have been urged upon frequent occasions when this question has arisen, and it is satisfactory that at last an authoritative opinion has been expressed upon the subject. It is to be hoped that this decision will have the effect of stopping the system of *espionage* which has caused so much annoyance in the Settlements, and tend to put down the "squeezing," of which so much complaint has been made. The exactions which are made by the Chinese outside the Settlement, not only upon opium, upon which they have a right to levy such transit dues as they like, but upon other imports which should be free from further taxation after the transit dues as provided by treaty have been paid upon them, are severe enough, without our being called upon to submit to any such impositions actually within the limit of the foreign Settlements.

MR. LAY AND THE CHINESE GOVERNMENT.

THE letter which we reproduced in our last number, written by Mr. H. N. LAY, C.B., to *The Times*, will recall to many of our readers in China a very interesting and critical period in the history of our relations with that country. The organisation of the LAY-OSBORN fleet, with a view of placing a suitable naval force at the disposal of the Chinese Government, and the subsequent refusal on the part of the Imperial authorities to carry out the engagements to which they had pledged themselves to Mr. LAY, were the subject of much comment at the time, but we believe that the merits of the case were not fully understood, and that sufficient importance was not attached to the position which Mr. LAY occupied with the Imperial Government when the arrangements for obtaining the flotilla were made at Peking. The point at which the scheme broke down was that the Imperial authorities desired to place the fleet under the command of the Provincial authorities, instead of its being directly under the Peking Government, and both Mr. LAY and the late Admiral, then Captain OSBORN, concurred in the conclusion that, if they accepted that position, they would be forced to be parties to any operation the Provincial authorities chose to dictate, and that they might be involved in some action, such as the treacherous murder of the Wangs at Soochow.

In a letter which he has written to *The Times*, Mr. LAY now points out that that journal was in error in saying that the Emperor of CHINA offered the command of the fleet through him to Capt. OSBORN, and that the whole affair was entrusted to Mr. LAY, who may thus claim credit for Capt. OSBORN'S appointment. This, there is no question, is strictly correct, and seeing that Mr. LAY has all along had the full force of such adverse comments as the failure of the scheme justified, and a great many which it certainly did not justify, it is only right that he should have the credit which is fairly due to him, of having taken pains to organise the flotilla upon a thorough basis, and of having selected an officer of the highest standing to take the post of commander. The real cause of the failure of the scheme was simply that it took too long to carry out, and that Lieut.-Colonel GORDON had, while Mr. LAY was engaged in organising the fleet, done much towards the suppression of the rebellion as commander—under the provincial authorities—of the "Ever Victorious Army," so that, on Mr. LAY'S return, the Chinese Government no longer felt a pressing necessity for the aid which they had eagerly sought when they despatched him to England to procure the vessels. As respects Colonel GORDON'S action, public opinion has fully exonerated him from any blame, as it was not to be expected that he would be aware of the treachery and duplicity of the Chinese officials; and so soon as he discovered them, after the taking of Soochow, when they executed the Taiping Wongs, notwithstanding that they had solemnly promised to spare them, GORDON at once threw up his command, as inconsistent with the honour of a British officer. This took place after Mr. LAY and Captain OSBORN had refused to place themselves in a similar position to that occupied by GORDON; and certainly Mr. LAY is justified in stating in the letter under notice

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that the treacherous massacres at Soochow confirmed the accuracy of his and Captain OSBORN'S judgment. We heartily commend the few trenchant remarks which Mr. LAY makes in his letter to those who desire to form a true estimate of the merits of this question. He pertinently observes that the real facts of the case were at the time in a great measure smothered, and that when the true history of the fleet is written, the "vicious policy of suffering our "people to become the tools, instead of the guides, of the "Chinese Government will become manifest."

A RUSSIAN EXPLORER IN CHINA.

THE pretensions of the Russians to be regarded as the most favoured nation in their intercourse with China are, perhaps, sufficiently familiar to our readers to require much comment in an ordinary way, but an instance has just come under our notice which is remarkable for its utter disregard of well-known facts. It will be remembered that some time back we recorded in these columns the arrival in Shanghai of a Russian scientific expedition, consisting of Staff-Captain SOSNOFSKY and a small staff of interpreters, Kossacks, &c., whose object was to explore Mongolia and Siberia from the side of China. In due course the expedition arrived at Hankow, and Captain SOSNOFSKY was speedily *aux petits soins* with the Chinese authorities at that port. Elated with the reception he met with, and an apparent preliminary success which, no doubt, seemed of good augury for the future of the expedition, he forthwith addressed a letter to M. VENINKOF, the late Secretary of the Russian Imperial Geographical Society, which was read at the last meeting of that body. In the course of this communication he made a statement, exhibiting a very hazy condition of mind as regards the rights and privileges of foreigners at the Treaty Ports in general and the *status quo* at Hankow in particular. The following is in effect the tenor of this remarkable piece of intelligence as given by a contemporary, who evidently places implicit confidence in its accuracy:—"The local authorities have "shown (for Chinese) the most extraordinary favour "to the Russians by giving them permission to visit "every part of the town and neighbourhood (a con- "cession never previously accorded to strangers), and "to photograph any Chinese inhabitants or views at "pleasure." An assertion like this, however ridiculous it may appear to those who have any personal acquaintance with China, will naturally have considerable weight with many people from the mere fact of its being made by the head of a scientific expedition; and its very absurdity shows the great necessity for carefully scrutinising the statements made before Geographical Societies, and not allowing grave errors of fact like the present to go forth to the world unchallenged, and bearing, as it were, the societies' seal and guarantee as passports to general acceptance. In this particular instance the authorities of the Russian Geographical Society ought surely to have had sufficient general knowledge of the scope of the treaties between China and foreign Powers to enable them to detect and guard against the mistake to which we have drawn attention.

M. PROSPER GIQUEL, late chief director of the Foochow Arsenal, has arrived with five of his Chinese *élèves*, whom he is to take on a tour of inspection to all the chief manufacturing, military, and naval centres in France, Germany, and England. Three of these young men speak French very fairly; the other two speak English with even more readiness. One of them was for some time in command of a Chinese gunboat, which he successfully navigated as far as Singapore and back. He is accompanied by his first lieutenant, who shared the perils and glory of the voyage. It is not pretended that these youths are Princes or even Mandarins in their own country; they are the sons of respectable middle-class Chinamen, and their object in visiting Europe is solely to see for themselves the wonders of which they have heard so much, and which some years' study in the Foochow Arsenal have rendered them capable of appreciating. M. BOREL acts as secretary to M. GIQUEL.

THE *Morning Post* of Friday contains an article on the visit of Sir ANDREW CLARKE to Bangkok, which has already been fully detailed. On the removal of the Governor it says:—"Talented though his successor un- "doubtedly is, his views may not accord in all points with "those of Sir ANDREW CLARKE, and there may be diver- "gencies from the line that he had laid out that may in- "terfere with the entire fulfilment of his well-digested "plans."

THE next meeting of the Oriental Congress, to be held at St. Petersburg, is fixed for the 1st Sept. We understand that a committee has been formed to carry out the necessary arrangements, with Professor GREGORIEF at its head. From reports which have reached us, we believe that every provision will be made for the comfort and convenience of the members, and we trust that the English representatives will muster there in strong force.

Literature.

Etude sur Deux Dialectes de l'Indo-Chine—Des Tiams et Les Stiengs (Cochin-Chine et Cambodge). Par A. MORICE, Médecin de la Marine. Paris: Maisonneuve et Cie. 1875.

Our acquaintance with the various languages of Indo-China is still very imperfect, although much has been done during the present century, especially by missionaries, to throw light on Siamese, Chinese, Cambodgian, and Annamite, and Professor Aimonnier is now on the point of publishing a Cambodgian Dictionary at Saigon, if indeed he has not already done so. Besides the languages named, which are in a sense those of the civilised peoples of Indo-China, there are others which are quite different, and are, so to speak, virgin soil to the student. Of these on the one hand may be mentioned the language of the Tiams, and on the other those of the dwellers in the mountains and forests, whom the Annamites call Mois (*i.e.* savages), and among whom the Stiengs are the best known. Such, in brief, are the remarks with which M. Morice introduces his interesting little essay to the public, adding that he was enabled by special circumstances to study and collect vocabularies of the dialects referred to. He then proceeds to give a sketch of the Tiams (otherwise called Chams), from which we cull the following information:—These Tiams, scattered as they are among the Annamite and Cambodgian populations, present the curious spectacle of a people which has, nevertheless, preserved its manners, its religion, and a part of its ancient language, and what is more, has remained absolutely pure from an anthropological point of view. It is highly probable that these peculiarities are due to the fact of their being Mohammedans, and to this may also be set down the difference of their personal characteristics from those of the mercantile Celestial and the Cambodgian crushed beneath his feudal laws. The Tiams marry among themselves, but they are not strict Mohammedans in every respect, for their women do go about unveiled, and attend to all household affairs; furthermore, though living in a country where morality is at a low ebb, their virtue is unsullied. In character the Tiams are honest, brave, light-hearted, and probably more susceptible to European influences than the Annamites and, above all, the Cambodgians. They are taller, too, and more powerfully built; they are indefatigable walkers and bold hunters. They have no industry, and they spend their time in exploring the woods, in cultivating a little rice, in hunting, and now and then fishing. History gives us no precise information as to the origin of this people, but perhaps some day an investigation into the affinities of their language and other considerations may throw light on this subject. The language of the Tiams is not monosyllabic, and this fact distinguishes it from the group of languages spoken in the greater part of Eastern Asia. It is in some measure indebted to the Annamite and the Cambodgian, but more than a third of it is of Malay origin; this is clearly shown by some examples which M. Morice gives, and which, he observes, might easily be multiplied. It contains, in addition, words of unknown origin, but which are neither Malay, Cambodgian, nor Annamite.

If, says M. Morice, the Tiams have not been much studied, the Stiengs present an even more fertile field for fresh observation. The only previously existing contribution to a knowledge of their language was a slender vocabulary of seventy-four words, collected by the late M. Francis Garnier. These people are essentially savage in their habits and ways, and their language is an exceedingly poor one, about one-third of the words being Cambodgian badly pronounced. In this connection one fact is certainly worthy of notice: the Cambodgians have only the first five figures, whereas the Stiengs, though inferior to them in intelligence, use the decimal system of numeration. Their language has, further, borrowed some words from the Annamite, but beyond the sources here mentioned, there remains more than a half of their vocabulary which

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it would be difficult to refer to any certain origin. These people appear to be the most ancient inhabitants of the country, and to have been gradually forced back into the forests and mountains by Cambodgian, Annamite, and Chinese invaders. They are not sociable in their ways, and but seldom go near the Annamite markets; when they do do so they bring in skins, resins, and various kinds of wood, and take away some miscellaneous commodities in exchange. In conclusion, we need only add that M. Morice furnishes copious vocabularies of the two dialects treated of in his very interesting essay, which, no doubt, will be found useful both by the traveller and by the philologist.

CARGOES AFLOAT.

—o—

SINGAPORE AND PENANG.

Lochleven Castle: 405 tons gambier, 390 tons sago flour, 12 tons black pepper, 1 ton white pepper, 20 tons sapanwood, 175 cwts. hides, 70 m. Malacca canes. Guiseppina N.: 610 tons gambier, 35 tons sago flour, 50 tons pearl sago, 120 tons black pepper, 280 cwts. rattans, 700 cwts. hides, 12 tons horns. Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts. rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber, 10 tons horns, 25 m. Malacca canes, 27 tons tapioca. Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. St. Aubyn: 545 tons gambier, 60 tons sago flour, 5 tons white pepper, 8 tons gutta, 800 cwts. rattans, 14 tons horns, 35 m. Malacca canes, 185 cwts. mother o'pearls. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca. Coldinghame: 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 1,161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 66 tons tin, 198 tons black pepper, 260 cwts. rattans, 195 tons sugar. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Condor: 150 tons gambier, 210 tons pearl sago, 100 tons black pepper, 240 cwts. rattans, 10 m. malacca canes. Glenavon: 150 tons gambier, 10 tons tin, 455 tons sago flour, 85 tons pearl sago, 265 tons black pepper, 80 tons white pepper, 11 tons gutta, 500 cwts. rattans, 980 cwts. hides, 17 tons india-rubber, 4 tons horns, 63 m. Malacca canes, 80 tons tapioca.

MANILA.

Stefano: 1,110 tons sugar, 130 tons hemp. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Marina: 700 tons sugar, 227 tons hemp, 16 tons sapanwood, 190 mil. cigars. France: 500 tons sugar, 262 tons hemp. Windhover: 500 tons sugar, 560 tons hemp. Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 442 tons sugar, 14 tons coffee, 550 tons hemp, 30 tons sapanwood, 305 cwts. mastic, 27 mil. cigars. Ornate: 600 tons sugar, 292 tons hemp, 10 tons sapanwood. Sea Nymph: 254 tons sugar, 100 tons hemp. Uli: 175 tons sugar, 277 tons hemp. Mikado: 405 tons sugar, 7 tons sapanwood. Sarah Nicholson: 600 tons sugar, 550 tons hemp. Canaan: 500 tons sugar, 445 tons hemp, 30 tons sapanwood, 1,140 cwts. mastic, 140 mil. cigars. Star of the West: 1,000 tons sugar, 480 tons hemp. Ben Ledi (str.), 318 cwts. hides, 98 cwts. mother-o'-pearls, 70 mil. cigars. Monte Rosa, 25 tons sapanwood.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 19.

Another important Atchin debate has taken place in the Second Chamber, with reference to the grant of a credit to pay the passage of the newly appointed Governor General of Java. The whole history of the dismissal of Mr. Loudon was once more brought forward. The Minister Van Goltstein, however, declined to give any further information with reference to the circumstances which led to the resignation of Mr. Loudon. The new Governor-General, Mr. Van Lansberge, was sharply criticised during the debate, even in such terms that the Members were advised to moderate their language. Mr. Van de Putte warmly defended the new Governor. He said that at first the appointment had astonished him, but that what had already been done by Mr. Lansberge had afforded reason for him to hope that he would prove to be the "right man in the right place." General indignation was expressed in the Chamber at the statements which are made in the book of Mr. J. I. de Rochemont, "Loudon and Atchin." Messrs. Fabius Nierstrasz and Van de Putte were loud in their expressions of indignation. It was even asserted that official telegrams had been mutilated in order that the author might find grounds for his abuse of political men. Mr. Van de Putte declared that he had at first refused to believe that Mr. Loudon had given permission to Mr. de Rochemont to make use of private papers. But he was now obliged to acknowledge that this had been done, and he hoped that the Government would not let such conduct pass. The Minister said—after some members had spoken in the same sense—that the book had made a very painful impression on him. He, however, was of opinion that the contents had proved rather an accusation against than a justification of Mr. Loudon, and the Minister would consider whether steps ought to be taken to punish the author. Several members were of opinion that now that the official private documents had been partly published the Government ought to publish the whole. The Minister replied that he had not yet arrived at a decision on this point. Mr. Kuyper, the leader of the anti-revolutionary party, hereupon urged that our war against Atchin was anything but justifiable. It was his opinion that we had been punished by God, because we began the war unrighteously. This most interesting debate, of which I can only give you the barest outlines, ended in the carrying unanimously of the credit asked.

Contrary to my opinion, the pamphlet of Mr. de Rochemont has not been made much of by the press. Our editors take it—the *Vaderland* excepted—very coolly, and many newspapers do not say a word about it. Of course there are political or rather personal reasons for this. After having read the *brochure* I cannot agree that it is a book to throw away or to keep silence upon. If it does not unveil the truth about the Atchin war it most probably will lead to our knowing the truth. For the present I will be content with quoting only a few passages. I wish first to state that the whole contents are an *acte d'accusation* against the former Minister of the Colonial Department, Mr. Fransen Van de Putte, General Versypck, Colonel Van Daalen, Mr. Van Nieuwenhuyzen, and the press. The principal item is what was the origin of the war? Mr. de Rochemont assures us that the real cause was the fact that in 1856 the Dutch war schooner *Dolphyn* was captured by Atchinese pirates. Some other piracies having been committed subsequently, Mr. P. P. Van Bosse (then Minister of the Colonial Department) wrote the following despatch, of course after having obtained the abrogation of the treaty with England:—"Too long already has piracy in the Atchin waters been permitted to injure trade and shipping; and it is time that this will be brought to an end. There will be no aggression. Those States which, rightly or wrongly—perhaps against their will—form a part of the Kingdom of Atchin, must be protected, if they need our help. The Sultan of Atchin must conceive that we wish in the first place to live in peace and in harmony with him, but that we have the right to claim security for our shipping trade." On the 15th of February, 1873, the Governor-General received from the Dutch Consul at Singapore a telegraphic despatch, stating "that he had discovered *intrigues* between the Ambassador of the Sultan of Atchin and the Consuls of Italy and the United States, and that, according to his opinion, prompt measures had become necessary. The following day the Consul wrote that the Sultan had claimed assistance against us; that the two Consuls had intimated their willingness to render him this help, and that the American Consul, in the first place, had prepared a treaty consisting of twelve articles, promising that he would give immediate instructions in the matter to the commodore of the American fleet in China. He concluded by saying that the Italian and American men-of-war would be at once ordered to Atchin. The Governor-General informed our Minister of the Colonial Department of what had happened, and he received the following reply:—"*If you do not doubt* the accuracy of the communication of the Consul-General at Singapore, despatch a strong squadron to Atchin, request prompt explanations, and open negotiations with the Sultan in the sense of my despatch of 24th April, 1872. If Atchin gives no satisfaction to our demands, then the necessary forces must be brought together to support our claims. The intervention of any foreign country must be protested against. The Vice-President of the East India Council, Mr. Nieuwenhuyzen, can be charged to act as civil-commissary in the affair." Mr. Fransen van de Putte, who had in the meantime succeeded Mr. Van Bosse, asked at the same time for information from Rome and from Washington. He was soon convinced that there was no foundation whatsoever for the alarming statements of our agent at Singapore. It might be that the Atchinese had opened negotiations with foreign consuls, but neither Italy nor America dreamed of intervention. The Governor-General, however, was of a different opinion. On February the 21st the East India Council met. The members received communications of the several despatches from the Consul at Singapore and from the Minister, and the Governor-General asked their opinion upon the following proposals:—1st. A high functionary to start immediately to Atchin in his quality of civil commissary. 2nd. This official to be accompanied by an army-corps and a squadron strong enough to undertake a war with Atchin. 3rd. That the Sultan be requested to acknowledge the Dutch Sovereignty. 4th. If this should be refused the Commissary at once to declare war and commence hostilities. The members of the Council agreed with the proposals of the Governor-General, and the naval and military commanders in-chief promised to make so much haste that the expedition could start by the end of March. On the 22nd February Mr. Loudon forwarded the following despatch to the Minister:—"I have consulted the East India Council and the commanders of the army and the navy. Every one, without exception, agreed with me, that a Government Commissary, accompanied by an army-corps and a squadron, should start immediately for Atchin with this ultimatum: Acknowledgment of our sovereignty or war. The expeditionary corps will consist of four battalions. Nieuwenhuyzen will be civil-commissary." The Minister of the Colonies answered that he hoped that the troops would not disembark before it was positively proved that the Sultan of Atchin refused the ultimatum. On the evening of the 1st of March the Governor-General was informed that the Commander-in-Chief of the American squadron had received an order to proceed to Atchin. At the same time the Minister had telegraphed that Italy had no intention to intervene, and that he expected to receive a similar answer from Washington (which arrived later on.) Mr. Loudon, how-

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ever, was still convinced that he had been correctly informed. On the 2nd of March the Council was again convoked and the ultimatum was approved of. The expedition started on the 7th of March. The Minister was informed by telegraph, but he replied at once that the ultimatum was too abrupt, and that, before demanding the acknowledgment of our sovereignty, negotiations ought to be opened. What has since happened is known to everyone.

But before leaving the Atchin question I must refer to the elucidations which were given by the Minister van Goltstein at the request of Mr. Nierstrasz about the strength of our East India army. He stated that on November 1, 1872, it numbered 28,600 men, at the same date in 1873 to 30,131 men, and on the 1st November, 1874 to 31,168 men. The expeditionary corps in Atchin was, after the second expedition had returned, 118 officers and 3,262 soldiers, and in August last its strength was 163 officers and 4,466 men, whilst it had since been increased to 6,010. The Java Government, however, asks for further reinforcements. They want 3,126 soldiers, and up to this moment 1,395 soldiers had been despatched, and it seems to be very difficult to provide the rest. According to the opinion of the Minister, the statements in the press have discouraged intending volunteers, and have made it very difficult to enrol the necessary number of men.

And now *je reviens à mes moutons*. After having dealt with the Atchin question the Second Chamber decided not to discuss the Railway Bill of Mr. Kappeyne (completing our railway-net) because the most promissory of all promising Ministers had promised a Bill of his own! Further, the Chamber have had a most important debate upon the Instruction question. It did not lead to any result, except that we know that Mr. Heemskerk has no sympathy at all with the restitution system, and that Mr. Kuyper has made his re-election pretty safe by his masterly speech on the occasion. The members have now left the Hague for the Whitsuntide recess.

The *Staats Courant* of this evening contains the statement that the Major General Hardenberg has been dismissed by the King from the secretaryship of the War Department. For several years he was the *omnes homo* of this department and the stumbling block for the Ministers. Colonel H. L. W. Rodi de Loo is appointed in his place.

H.R.H. the Prince of Orange has left the Hague for Carlsbad. Rumour says that there is still a question of a marriage with a lady of the Hague aristocracy.

The appointment as Consul for Japan in Holland of Mr. A. J. Bauduin, to reside at the Hague, has been approved of by the King.

AMSTERDAM, MAY 20.

According to the leading Conservative paper, *Het Dagblad*, Mr. de Rochemont, author of the brochure "Loudon and Atchin," will be summoned before a Military Council in consequence of certain accusations which are published by him in his book.

The report of the Chamber of Commerce of Almelo (the principal town of the Dutch cotton districts) states that the cotton industry has given last year much better results than in the two previous years. The shipments to Java were, notwithstanding the sharp competition of England, since the differential duties were abolished, very important.

PRODUCE MARKETS.

The transactions in our market for Colonial Produce have been very limited. Holders, however, are not inclined to operate at lower prices.

COFFEE.—The business has been of no importance, because buyers refuse to pay higher prices. The offers, however, have been anything but large. The trade is waiting for the result of the Trading Company's public sale, to be held to-morrow, when 82,600 bales Java will be offered.

TEA.—In waiting for the result of the sale by private tender of 5,458/4 and 16/12 ch. Java, which will take place on the 21st, no parcels have changed hands. Transactions have been limited to direct wants.

SUGAR continues dull. The favourable statistical position of the article has had no influence on the buyers. Holders, or course, keep firm.

RICE.—Of uncleaned only a lot of 830 bales table ex Jacob Roggeveen have been sold; 16,000 bs. Bassein, just arrived, are destined for the mills.

SPICES.—Nutmegs and Mace are in good demand, and prices are firm. The prices of Cloves have improved. Pepper looks rather dull.

JAVA TOBACCO.—The market is very firm, and the prices paid have been in general very high. The result of the last sales was as follows:—

Bls.	Headmark	c.	Bls.	Headmark.	c.
256	D/Kawi	25	218	SCS/Kediri	80
556	Tripa/Kawi	27	56	,, /Blitar	37
45	Kawi	25	481	K & CG/Kediri & R/Blitar ...	19
305	DK & C/Malang	68	391	K/SH & L/SH	16
182	BA/VH	74	217	Tanahwangie Malang	100
252	H & A/Blitar/D	105	191	KWS	120
54	,, /A	27	416	Kidol	125
398	PK/Blitar	130	170	Peko	63
310	C (Scrubs)	17	250	Djarit	145
3 8	Menang	140	225	A I/Walter	90
90	M N G	45	60	Sumatra S & R	100

COTTON.—The market has remained dull, and quotations are unaltered. There is an entire absence of speculative demand.

JAVA INDIGO is very quiet, and only a few small parcels have found buyers. The stock includes 949 chests. For Bengal there is no demand.

TIN.—Still very dull, and unsaleable except at much lower prices; 50½ is quoted for Banca on the spot, and for Billiton f. 47½ to f. 47¾.

HIDES.—Prices are kept too high to make operations possible.

SHIPPING.

ARRIVALS.—May 11, at Texel, from Batavia, Koning der Nederlanden (str.); at Flushing, from Rangoon, Eskdare (str.); 16, at Texel, from Batavia, Holland (str.).

DEPARTURES.—May 11, from Texel, for Batavia, Johannes; for Samarang, Bestevaer; 13, from Flushing, for Java, Mary; 15, from Texel, for Batavia, Prins Hendrik.

THE SILK HARVEST OF 1874.

The Syndicate of the Lyons Union of Silk Merchants have just published a report on the silk harvest of 1874 available for European consumption. The countries included in the report are, in Europe—France, with its dependencies Corsica and Algeria, Spain, Italy, Turkey, and Greece; and in Asia—Turkey, Georgia, Persia, India, China, and Japan. No attempt is made to estimate the total crops of India, China, and Japan, but only to ascertain the quantity exported to Europe.

Of European countries Italy is far the greatest silk producer; but the report being drawn up in Lyons, it is natural that most attention should be paid to the state of the industry in France. We find, then, that in the matter of production 1874 was as favourable to France as it was in regard to corn and wine, but the quality was inferior to 1873. A slightly smaller quantity of eggs was hatched than in 1873; but their yield was very much more productive. Of the eggs about 47 per cent. were of French origin, the remainder foreign, chiefly from Japan. The native eggs are chiefly produced in the Western Pyrenees, the Var, the Lower Alps, Corsica, and Algeria. In these districts there is little or no production of silk, the industry being almost confined to the rearing of eggs. And it is curious that the eggs as produced are turned to account only in the extreme south, the more northern departments being supplied for the greatest part from abroad, and especially from Japan. The season opened most favourably, but the frosts of the first half of May did some damage both to the worms and the mulberry trees. However, the fine warm weather of the last fortnight of the month repaired much of the injury, and the result was that the quantity of cocoons produced rose to 11,071,694 kils., being an increase upon the previous year of 2,711,052 kils. The quantity of raw silk yielded was 731,000 kils., being an increase on the previous year of 182,000 kils., or over 24 per cent. The number of serisiculteurs was 198,043, of whom 133,086 were cultivators on a small scale, and 64,957 on a large scale. The large cultivators are most numerous in the three departments of the Gard, the Vaucluse, and the Drome. The industry is almost confined to twenty-one departments, the Western Pyrenees, the Dordogne, Corsica, and Algeria engaging it only to produce eggs for sale.

The season in Italy was very similar to what it was in France, and the Italian crop, like the French, was abundant in quantity, but not equal to that of the previous year in quality. The total quantity of raw silk yielded was 2,860,000 kils., being nearly four times the outturn in France. The production of Spain amounted to no more than 140,600 kils., or about one-fifth of that of France. The production of Greece was 13,000 kils., or less than one-tenth of that of Spain; while the production of Turkey in Europe amounted to 369,000 kils., or nearly half the out-turn of France. If we add Turkey in Asia, the whole production of the Turkish empire was 539,700 kils., or over two-thirds of that of France. It will be seen from the above figures that the total production of raw silk in Europe last year amounted to 4,113,600 kils., of which Italy yielded not far short of three-fourths and France not much more than one-sixth; but France and Italy together yielded about seven-eighths. The production of Georgia and Persia combined reached 400,000 kils., somewhat more than that of Turkey in Europe, and more also than half the crop of France. The exportation from the port of Calcutta reached 425,000 kils., which did not greatly exceed one-seventh of the Italian crop. But, of course, the Indian crop must have exceeded the exports from Calcutta. The exports of raw silk from Japan amounted to only 550,000 kils., but a trifle more than the production of the Turkish Empire. The exports from China, however, reached 3,680,000 kils., or not very far short of the entire production of Europe; and of these exports, 3,290,000 kils. were from Shanghai, and 390,000 kils. from Canton. It appears, then, that the total exports from Asia amounted to 5,225,700 kils., or about one-fourth more than the total production of Europe, and of these exports China furnished somewhat more than three-fourths, and Japan a little more than one-tenth. The total supply of Europe, whether raised by herself or imported from Asia, amounted to 8,339,300 kils., and of this supply Italy produced over one-third, or, to be more exact, 34·3 per cent.; while China furnished a fraction over 44 per cent. But both together gave nearly 80 per cent. In other words, China and Italy supply four-fifths of the silk used in Europe.

CORRESPONDENTS' LETTERS FROM CHINA.

The Shanghai correspondent of *The Times* writes as follows under date Shanghai 1st April with reference to the dispute as to Customs dues at Tientsin:—The incident has importance beyond the actual deadlock it created, in the illustration it affords of the excessive taxation to which trade is being subjected in China. The *lekin*, or war taxes imposed to meet the expenses of the rebellion are being maintained, notwithstanding the return of peace, and, if we may judge from memorials in the *Peking Gazette* and the evidently crippled state of Chinese finances, exactions have reached a point at which they defeat their own object and cause an actual falling off in receipts by checking trade. That a country like China should need to borrow the paltry sum of £2,000,000 sterling in itself indicates that all ordinary and extraordinary sources of income must have been drained, and even the preparations which are being made for the re-conquest of Turkestan will not suffice to account for such embarrassment. The expenditure on arsenals and shipbuilding has, undoubtedly, been great, but there are many indications that excessive taxation is greatly to blame for the evident shortness of revenue.

With regard to Formosa the correspondent says:—Recent events appear to have opened the eyes of Government to the necessity for strengthening their hold on Formosa. The Special Commissioner for Formosan Affairs, Shen Pao-cheng, lately memorialised the Throne to withdraw certain restrictions on the emigration of Chinese into the island from the mainland. It is curious to learn that at the time the Chinese were nearly going to war with Japan for the possession of Formosa an enactment was in existence to the following effect:—"The

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surreptitious crossing over to Formosa by the people of the mainland is forbidden. On any vessel making the surreptitious voyage being captured, the master and crew shall be punished in different degrees; punishment shall be inflicted on the civil and military authorities, and the soldiers and police shall be criminally dealt with." Surely this is rather a curious ordinance with regard to an island which was claimed as an integral portion of the Empire? Shen Pao-cheng now solicits the withdrawal of this restriction and the removal of similar ones on various branches of trade. An edict in the *Peking Gazette* of the 15th of February grants his request, and already I hear a number of emigrants are setting out from the ports of Amoy, Swatow, and Foochow, for the purpose of settling in the island. There have been several collisions between the Chinese troops and the aborigines since the Japanese withdrew, and it is likely that the inroad of new settlers will lead to others. There can be no question, however, that the perseverance of the Chinese will enable them gradually to press back the native tribes; and if only reasonable freedom is given to trade Formosa will soon become a very valuable possession. I deprecated the proposed abandonment of the Formosan forts at the time Sir Rutherford Alcock was negotiating at Peking a revision of the Tientsin Treaty, and the recent development of trade has fully justified my view. There is room, however, for vast improvement yet, and we may hope that the new policy which China seems inclined to follow respecting the island will conduce to this end. The only fear is that "attention" to Formosa may involve the introduction of a number of fresh officials and all the concomitant train of squeezes.

Monetary and Commercial.

The report of the Directors of the P. and O. Company for the half-year ended 31st March has been issued. It states that the operations of the Company have been less successful in that period than for many years. The profit that remains after making the usual deductions is not such as to justify the payment of an interim dividend. This falling off is set down to two causes—1, the reduction in the mail subsidies; and 2, a deficiency in receipt on the Company's lines to and from Bombay. This latter is the more serious in that the busiest traffic season lies between October and April, or mostly within the half-year in question. Freights have, however, been so low that the company has had to accept on the average about 20s. per ton less than for the corresponding six months of 1873-74. The opposition of the Austrian Lloyd's Company and of the Rubattino Company of Genoa has also told with considerable force against the "P. and O." Supported by their respective Governments, these each ran a fortnightly line to Bombay during the four best months of the year. The Directors hold out the hope of being able to effect considerable savings during the present year, and the revival of general business may by and by be expected to put them in a better position as to freights. The condition of the fleet is good and is being constantly improved.

Tenders for £700,000 in bills on India were received at the Bank of England on the 19th inst. The amounts allotted were —to Calcutta, £478,000; to Bombay, £211,000; and to Madras, £11,000. Tenders on all the Presidencies at 1s. 9⅜d. will receive about 7 per cent., above in full. These figures show a further reduction in the demand for remittances to the East.

The stoppage is announced of the Deutsche Brasilianische Bank of Hamburg, an undertaking established about two years ago, with a branch at Rio, where the losses have been chiefly made. The direct cause of their suspension is understood to be losses sustained on advances to Messrs. Maua and Co. The liquidation, however, is expected to be favourable, as Messrs. Maua, it is stated, will pay in full.

The report of the Deutsche Bank, to be presented to the shareholders at Berlin on the 22nd inst., states that the net profits for the year 1874 amount to 1,219,488 thalers, of which the directors recommend to appropriate 750,000 thalers to the payment of a yearly dividend at the rate of 5 per cent. per annum, and to add the remaining 469,488 thalers to the ordinary and special reserve funds, which will then stand at 780,523 thalers.

The report of the Trust and Loan Company of Canada for the half year ending March 31 states the balance at credit of revenue, including £2,924 brought forward, amounts to £23,499, out of which the directors propose to pay a dividend at the rate of 8 per cent. per annum, and a bonus of 1 per cent. (both less income-tax), carrying £7,450 to the reserve fund and £2,300 to the next account. The balance to the credit of the reserve fund, with the £7,450, will be £117,832.

The deliveries of tea from the London bonded warehouses during the week ended the 15th inst. were 3,405,455 lb., of which 2,095,269 lb. were for home consumption, 671,797 lb. were removed coastwise, 544,346 lb. were exported, 88,667 lb. were sent coastwise for shipment, and 5,376 lb. were for ships' stores. The amount of duty received was £52,382, being 3 per cent. less than in the previous week.

In the Manchester Market, owing to the holidays, the attendance of both buyers and sellers has been very limited, and the business of a merely nominal character. Quotations are unaltered.

The P. and O. steamer *Surat*, which arrived at Southampton on the 17th inst., brought £174,602 in Japanese gold coin.

The Silver Market is very flat and inactive, and quotations almost nominal, the nearest price being 56¾d. per oz. standard. Mexican Dollars have been sold at 56d. per oz., which is the present quotation.

The amount of bullion per P. and O. steamer *Deccan*, from Southampton on the 20th inst., was:—In gold, to Singapore, £10,000; in silver, to Hong Kong, £25,000; to Shanghai, £10,865; to Singapore, £4,430; total in gold, £10,000; in silver, £40,295.

ARTICLES OF IMPORT.

Business has been almost suspended during the past week, i consequence of the Whitsuntide Holidays. Transactions have been very limited in extent, and no changes have occurred in prices.

TEA.

Messrs. Goddard and Co.'s Circular says:—There is very little business to report, Whitsuntide interfering. In the public sales 2,747 packages have been offered, 2,347 "without reserve." This being Whitsun-week, the sales have been very small; an invoice of Moyune Greens was sold at easy rates for all kinds, and especially Hyson and Young Hyson. 1,080 boxes Scented Caper obtained 9d. to 9¼d. Deliveries from London, from 1st to 15th instant, inclusive, or thirteen days, 1875, 7,296,716 lbs., against thirteen days, 1874, 7,502,255 lbs. Imports, deliveries, and stocks in London, from 1st January to 30th April:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
39,013,193	54,796,277	52,690,486	59,094,816	75,448,270	74,083,718

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular states that there is no change whatever in the market; prices continue firm for the lower and medium classes of Tsatlee, to which the demand is almost exclusively confined, and the scarcity of coarse Taysaams is somewhat felt. There is no alteration in the position of other Asiatic Silks, business being limited and prices unchanged. The first private telegrams from China, respecting the new crop, have just come to hand, and report a probability of the quantity being about the same as last season. From the South of Europe the reports of the crop are so far favourable, but the result cannot be known for another fortnight at least. Deliveries are good, and consumption of Silk goods on the increase. The clearances of Silk from the 1st to the 19th instant have been:—China, 2,115 bales; Japan, 179; Canton, 311; Bengal, 199; total, 2,804 bales.

COFFEE.—The result of the Dutch sale has not sensibly affected this market, which is steady, and small parcels at auction have gone off without change in value. Plantation Ceylon has sold, greyish bold at 107s. to 108s., low middling and middling at 102s. 6d. to 105s. 6d., small at 100s., peas at 123s. to 125s., and triage at 86s. to 94s. The Dutch Trading Company's auction was held on the 19th inst., 82,556 bags Java being offered. The sales progressed favourably, and went at ¼c. to 2¼c. above valuations, good ordinary ¼c. to 2½c., better kinds ½c. to 2¼c. above valuations. Average value of good ordinary, 56 to 56½c. The auctions proceeded as follows:—

Lying at Rotterdam.

		Bags.	Valued at.—Cents.	Result.—Cents.
No.	1	1,063	58½	60¼ to —
	3	4,372	55½	56 to —
	6	5,687	55¼	56¼ to 56¼
	7	8,853	56	56¼ to 57

Lying at Amsterdam.

No.	1	2,585	58½	60¾ to —
	3	2,338	57½	59½ to 59¾
	8	857	56	56½ to —
	9	2,524	55¾	56 to 56¼
	10	1,804	55¼	56 to 56¼

COTTON.—There has been a moderate business done. Arrivals are slightly in buyers' favour. The prices are:—Tinnivelly, 5⅞d. to 6d.; Western Madras, 4⅞d. to 5 5-16d.; Bengal, 4 9-16d.; West India, 8½d.

CHINA.—Preserved Ginger, 150 cases bought in at 6½d. and 20 casks at 6d. per lb.

COCOANUT OIL remains quiet at late prices; Ceylon, £37 10s. to £37 15s. per ton.

HEMP.—At the public sales 369 bales Manila were offered and 69 bales P.C. over R. sold at £28 10s.; rest taken in, P.C. No. 1 at £33 per ton.

PEPPER.—But few parcels have been offered, and met very little attention. Of 487 bags Singapore Black about two-thirds sold, good bright at 5½d., one lot at 5⅝d.; 543 bags Penang part sold at 4⅞d. to 4⅝d. for second and first-class damaged; sound out at 5d. Of 396 bags Singapore White 150 bags fair sold at 7⅞d. to 7⅝d. per lb.

RICE.—No sales have been reported. Some business has been transacted, particulars of which have not transpired.

SUGAR.—No transactions have been effected in East India kinds.

SPICES.—*Mace*: The trade continues dull, and the small parcels at sale were chiefly bought in, including 5 cases Penang at 2s. 6d. for palish red and 2s. for dark. *Nutmegs*: The few parcels brought to public sale were only partly sold, 5 cases 3 boxes Penang at 2s. 8d. for good brown, average 110, and 3s. 8d. for 82's. In other Spices no business had been done.

SAGO.—Of 797 bags offered about half sold at late rates, viz., good and fine small at 17s. 9d. to 18s. per cwt.

TAPIOCA has been quiet. 394 bags Pearl chiefly sold, fine small at 22s. 6d., bullets at 20s. to 20s. 6d. per cwt.; large bought in at 20s. 6d.; 630 bags Flake sold, fine Penang Alma mark at 2⅞d., fair Singapore at 2⅝d. to 2¼d.; 160 bags bought in at 2⅞d. per lb.

TIN.—There has been a steady demand, and prices have been firmly maintained. Quotations are, Straits on the spot and afloat £83, Banca £88, Billiton £83 per ton.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 13	Nordstjernen	Dreschen	Rangoon	London
13	Koning d. Ned'landen	—	Batavia	Nieuwe Diep
9	Antoinette	Hoyen	Probolingo	Amsterdam
12	Jacob Roggeveen	Rolff	Padang	Do.
16	Diomed (s.)	Jackson	China	London
15	Skiddaw	Borland	Java	Greenock
12	Gustav and Marie	Doose	Singapore	Hamburg
15	Glamorganshire	Morgan	Do.	Boston
15	Julie Ernestine	—	Padang	New York
16	Royal Charlie	Sinclair	Samarang	Falmouth
17	Sea Belle	Goggin	Batavia	New York
18	Stavers	Freeth	Do.	Queenstown
18	Clementine	—	Hong Kong	Halifax, N.S.
3	William Crane	Taylor	Manila	Boston
3	Sooloo	Shatwell	Do.	Do.
19	Cutwater	—	Manila	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 11	Johannes	Visser	Batavia	Texel
11	Bestevaer	V. d. Plas	Samarang	Do.
4	Nueva Lantaro	Estival	Manila	Barcelona
9	Jupiter	De Boer	Samarang	Amsterdam
13	Maid of Aln	May	Singapore	Sunderland
15	Cybele (s.)	Blair	Shanghai	London
15	Erasmus	Schreuder	Java	Shields
14	Mary Pyl	—	Do.	Antwerp
14	Industrie	Weidenaar	Batavia	Brouwershaven
18	Prins Hendrik (s.)	Braat	Java	Southampton
17	Falcon	Westhorp	Shanghai	London
17	Bowen (s.)	McKenzie	Singapore	Glasgow
17	Adeline	Bell	Do.	Cardiff
17	Gebroeders v.d. Beek	Woude	Batavia	Liverpool
16	Golden City	—	Java	Shields
16	D. H. Watjen	—	Singapore	Do.
3	Humboldt	Willey	Anjer	New York

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Yokohama, and Hiogo: Paraguay, Argyll, Flintshire. For Singapore, Hong Kong, and Shanghai: Glenroy.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Guinevere, Mikado. For Hong Kong: Solent, Chusan, Coldstream, J. C. Munro. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk. For Penang: Salus. For Colombo: Annie.

At LIVERPOOL.—For Hong Kong, and Yokohama: Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Priam (str.), Ulysses (str.), Hector (str.). For Hong Kong: Carolus Magnus. For Manila: Buenaventura (str.). For Batavia: Akbar, Martha P. Tucker. For Anjer: Rona.

At GREENOCK.—For Batavia: Karang (str.).

At CARDIFF.—For Batavia: Kurrachee. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria and Betsey.

SPOKEN.

MONTEBELLO, from Liverpool to Bassein, March 18, 22 S., 26 W.
SWAN, from Newcastle to Batavia, March 24, 30 S., 24.38 W.
ARDENT, from Hong Kong to London, 24 N., 39.8 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 55s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £27. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 23s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

Advices from the Cape of Good Hope state that the Jupiter, from Singapore to New York, went ashore on the 19th April, twelve miles east of Bird Island, and became a total wreck.

The Koning der Nederlanden (str.), at Nieuwe Diep, from Batavia, took fire on the night of the 12th inst., but was soon extinguished by the aid of seven fire engines. The poop is partly destroyed.

The Durham, at Liverpool, May 11, from Cebu, reports, during the voyage experienced heavy gales and terrific sea, ship labouring, and flooding the decks fore and aft, starting water-tanks and donkey-engine, bursting open galley and mates' rooms, filling them with water, and carrying away several articles belonging to them, and one of the lifeboat's gunwales was completely smashed.

MISCELLANEOUS.

In consequence of the report of the surveyors, the owners of the Malay, at San Francisco from Hong Kong, have instructed the master of the vessel to advertise her for sale.

Passed GIBRALTAR.—May 10, Prinses Amalia (str.); from Nieuwe Diep, for Batavia; 14, Belgic (str.), from Liverpool, for Yokohama.

Glengyle (str.), from London, for China, arrived at Malta on the 18th inst.

TRIAL TRIPS &c.

The splendid iron screw-steamer J. B. Walker, built by Messrs. Raylton, Dixon, and Co., of Middlesborough, took her official trip on the 13th inst. The J. B. Walker has been built to the order of Messrs. J. B. Walker and Co., of Middlesborough, and is to form one of their "Star Ball Line" trading between this country and Java.

The official inquiry into the circumstances attending the stranding of the Border Chieftain steamer, of North Shields, from Colombo for London, near Dover, has been held at Greenwich Police-court, before Mr. Balguy, magistrate, and Captains Hight and Knox, R.N., assessors. After hearing the evidence the Court intimated their intention of returning Captain Bailey his certificate.

SUNDRIES PER "CREMONA," FROM NEW YORK, FOR HIOGO AND YOKOHAMA, APRIL 22.

702 cs. slates		50 cs. burners	
12504 do. oil	125,040 gls.	27 do. locks	
3 parlour stoves		2 do. iron hooks	
1 crate stove pipe		189 brls. glassware	
117½ tons coal		75 bls. cotton duck	14,413 yds.
1060 brls. mnfd. iron	106,000 lbs.	5 do. twine	500 lbs.
179 cs. scales		10 kegs hardware	
770 do. clocks	460 doz.	2 cs. rubber hose	

SUNDRIES PER "NEW REPUBLIC," FROM NEW YORK, FOR YOKOHAMA, APRIL 24.

125 bxs. medicines		25 cs. spirits turpntne.	250 gls.
17100 cs. oil	171,000 gls.	3 brls. rosin	904 lbs.
202 pkgs. glassware		1 cs. shovels	
18 cs. hardware		50 do. chalk	
1 box effects		88 do. slates	
6 cs. household goods		2 do. chandeliers and fixtures	
2 bxs. carriages and wheels		1 do harness and blankets	
50 bls. oakum	2,500 lbs.	1 do. stove and fixtures	

SUNDRIES PER "CHARTER OAK," FROM NEW YORK, FOR SHANGHAI, APRIL 27.

20163 cs. oil	201,630 gls.	1 box books	
50 bls. cotton goods	30,000 yds.	2 boilers and 1 drum	
213 tons coal		264 pkgs. bolts, screws, &c.	38,987 lbs.
1 cs. tools		1 coil Manila rope	2,614 lbs.
13 pkgs. axes and hatchets		120 pcs. oak and pine plank	31,608 ft.
268 stoves		1 wood machine and fixtures	
65 pkgs stoves and fixtures		4 cs. slate table and bureau top	
936 fire-bricks		650 bales white drills	390,000 yds.
23 pkgs. grates and fixtures			
10 do. missionary goods			
2 cs. condensed milk			

A CURE FOR ALL !!!

HOLLOWAY'S OINTMENT

Possessed of this REMEDY, Every Man may be his own Doctor. It may be rubbed into the System, so as to reach any internal Complaint, by these means, it cures Sores or Ulcers in the THROAT, STOMACH, LIVER, SPINE, or other Parts. It is an infallible remedy for BAD LEGS, BAD BREASTS, Contracted or Stiff Joints, GOUT, RHEUMATISM, and all Skin Diseases.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler. Restaurant and Table d'Hote. Baths and all other conveniences.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

NERVA, MARCHAND, & Cº
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

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DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.
MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers
The *London and China Express* on Sale

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
ACTING MANAGER—T. Jackson, 31, Lombard-street.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

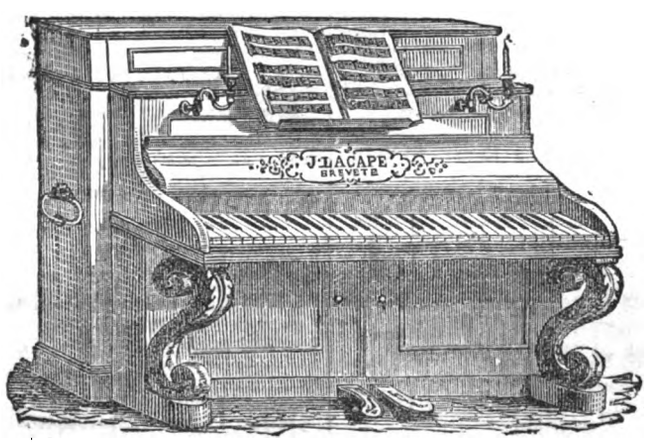
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29, BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear this most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

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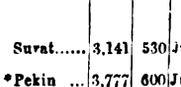
OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Malwa ...	2,933	450	May 27	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	June 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Suvat.....	3,141	530	June 10	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	June 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Peshawur	3,782	600	June 24	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ...	June 6	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho	June 20		
Mei Kong ...	July 4		
Amazone ...	July 18		
Sinah ...	Aug. 1		

The Steamers of the 6th June, 4th July, and 1st Aug. connect at Aden with the Steamers for Reunion and Mauritius.

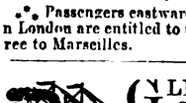
The Steamers of the 20th June and 18th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

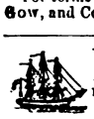
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	May 28
Glenarney	100 A1	2,016	330	To follow
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencoglas	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Hantshire, s.s. ...	1,243	Norris & Joyner	May 28
Glenroy, s.s.... ...	1,265	McGregor, Gow, & Co.... ...	May 23
Excelsior	683	Wright Brothers, & Co.	June 15
Belle of Southesk ...	548	Wright Brothers, & Co.	June 30

LIVERPOOL.

Menelaus, s.s. ...	1,519	Alfred Holt ...	June 3

GLASGOW.

Douglas Castle, s.s.	678	Thos Skinner&Co	June

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D	With des.
Yoko.& Higo.	Flying Spur.	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of SAILING SHIPS.—For HONG KONG, the CHUSAN, A1 14 years, South West India Dock, with despatch. For YOKOHAMA and HIOGO, THE FLYING SPUR, A1 15 years, South West India Dock, to follow.

Apply at 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal. Last shipping day, 15th June

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

With quick despatch.

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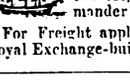

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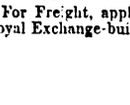

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THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 613.] LONDON, MONDAY, MAY 31, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

REMOVAL OF OFFICES.

The Offices of the LONDON AND CHINA EXPRESS, LONDON AND CHINA TELEGRAPH, *and* CHINA AND JAPAN AGENCY *have been removed to*

79, GRACECHURCH-STREET, LONDON, E.C.

Correspondents and Newspaper Publishers will please alter addresses accordingly, to avoid delay in delivery.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 27.
JAPAN—Yokohama	Feb. 19	April 7	April 13
Yedo			
Osaka and Hiogo	—	—	„ 10
Hakodadi			
Nagasaki	—	—	„ 13
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 7
Chefoo	—	—	„ 7
New-chwang	—	—	Mar. 30
Hankow	—	—	April 11
Kiu-kiang	—	—	„ 9
Chin-kiang	—	—	„ 12
Shanghai	„ 26	„ 14	„ 16
Ningpo	—	—	„ 14
Foochow	„ 26	„ 14	„ 18
Formosa			„ 12
Amoy	—	—	„ 19
Swatow	—	—	„ 20
Hong Kong	Mar. 5	„ 16	„ 23
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—			
Manila	Feb. 26	„ 7	„ 15
COCHIN-CHINA			
Saigon	Mar. 12	„ 17	„ 26
SIAM—Bangkok	—	—	„ 24
BORNEO—			
Labuan	—	—	„ 16
Sarawak	—	—	„ 14
JAVA—Batavia	„ 19	„ 23	„ 25
Samarang	—	—	„ 24
Sourabaya	—	—	„ 21
MALACCA STRAITS—			
Singapore	„ 26	„ 26	„ 29
Penang	„ 19	„ 17	„ 24
CEYLON—			
Galle	April 9	May 3	May 5
Colombo	„ 9	„ 4	„ 4

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 27th inst., being four days early. The next inward (P. and O.) mail, with advices Yokohama 14th, Shanghai 18th, Hong Kong 24th April, Singapore 2nd May (being only two days later news, owing to the change of monsoon), which is due, *via* Brindisi, on Monday next, the 7th proximo, left Galle on the 12th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived May 25.—From Yokohama: Messrs. Balfour, Haurie, Brunach, Moulins. From Shanghai: Mr. and Mrs. Wade and five children, Mr. and Mrs. Rose, Messrs. Stock, Simmons, Newbury, Saligmann. From Hong Kong: M. Le Vicomte De Cercal and family, Messrs. Tucker, Coex, Stolterfoht, Mr. and Mrs. Beyer. From Saigon: M. Dumesgnil, Mdme. Maury, Mdme. Paulac. From Manila: Mdlle. De Yuchausti, M. and Mdme. Enriquez, M. Melliza, M. Vindemonti, M. Silice. From Batavia: Messrs. Anemaet, Enger, Van Hulstyn, Van Son, Allard, Mr. and Mrs. Fitz Verploegh, Mr. and Mrs. Van Ryk, Mr. and Mrs. Ubbens, Mrs. Pietermaat, General and Mrs. Whitton. From Singapore: Colonel Fielding, Messrs. Bollen, Campbell, Mayer, Jessen De Abailez, Mr. and Mrs. Pickering, Mrs. De Escalada. From Galle: Messrs. Gray, Dow, Wiggins, Brown, Hector, Walter, Mr. and Mrs. Tyndall.

Per steamer *Patroclus* (Holt's line), expected 5th June.—From Shanghai: Mr. Johnstone, Mr. Williams, Captain Kidley, Mrs. Knott, Mrs Behneck, Mrs. Burose. From Hong Kong: Lieut. Brown, 80th Regiment, and thirty-five soldiers. From Singapore: The Rev. W. and Mrs. Dale, Mr. McGrorty.

PASSENGERS OUTWARD.

Per P. and O. steamer *Deccan*, from Southampton, May 20.—To Ceylon: Mr. F. Saunders, Mr. R. McGill. To Singapore: Mr. A. C. Gaye. To Hong Kong: Mr. C. S. Sherwood, Mr. McNab, two officers, fifty-two seamen, two pensioners. To Shanghai: Mr. J. Krueger. To Yokohama: Mr. Baba.

Per P. and O. steamer *Hydaspes*, from Southampton, June 3.—To Ceylon: Mr. A. Carmichael, Mr. W. G. Inglis. To Hong Kong: Mr. J. Campbell, Mr. D. D. Murray, Mr. J. Wood. To Yokohama: Mrs. Rickerby and child.

Per French steamer *Iravaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate, Sir M. C. Swamy. To Shanghai: Mr. and Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme. To Yokohama: Mr. Meier.

Per steamer *Priam* (Holt's line), from Liverpool, May 25.—To Hong Kong: Mrs. Williams and family, Mr. Booth.

Summary of News from the Far East.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows from this port:—

Everything here is quiet in regard to political affairs. The Customs troubles are at an end; and business goes on in the former unruffled manner. The permanent Customs Taoutai, whoever he may be, has not yet made his appearance. As to Sun-sze-ta himself, he continues, as before, to fill the post of acting Customs Taoutai. There is a rumour, however, that the Central Government have appointed in his stead an official named Jin, who was formerly Prefect here, *vice* Le Chaou-tang, who was appointed last November, but who has been compelled, it is said, to resign on account of ill-health. Jin is said to be at present at Paouting. We are enjoying fine weather. On the 5th April swallows were seen here for the first time this year, which event tells of warm weather; yet next morning we had one-tenth of an inch of ice, the production of the previous night.

Amongst the foreign residents, the chief topic of conversation is the murder of Mr. Margary in Yunnan. As you will, however, be better informed on that matter than we can be here, it is unnecessary for me to say anything further on the subject, beyond expressing the general regret felt at the sad event, and the sincere hope that all concerned in the murder will be punished. I am told that H.M.'s Minister has taken the necessary steps for a strict investigation into the affair, and I have no doubt he will insist upon the Central Government doing full justice in the matter, by punishing all concerned in Mr. Margary's death.

For some few days back it has been the talk of the people here that the Governor-General has been moving the troops of the Southern Legion in this neighbourhood. During the last three days knots of men have been seen crossing over the ferry at the south part of the Settlement, either dressed in long red cotton gowns, or in short red jackets—who, I was told, were the men of the Southern Legion stationed at the Arsenal, which lies a couple of miles off, on the east side of the river opposite the Settlement. The men in long red gowns, I fancy, are sergeants, and those in short red jackets are rank and file. A great many of the men of the Southern Legion have also been seen going down the river in boats, or marching down the Taku roads; and are said to be proceeding to the fort called Sin-chung, lying above Taku. From the brilliant colour of their gowns and jackets it is evident they are quite new; it is, therefore, to be hoped that red shirtings have, this spring, been yielding a handsome profit in the Tientsin market.

The training of the ponies for our spring race meeting goes on regularly every morning at the new racecourse—a stretch of ground situated outside the ramparts, two miles south of the British settlement, which has been rented for one year from the owners in the adjoining village. Messrs. Bismark, Cordes, Jackson, Twinem, and Meadows were elected, at a meeting of the sporting members of the community, as stewards for the

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current year. Thus everything, as far as we can see, is going on favourably for a successful meeting in the early part of May.

No notice has yet been given to the Consulates of the demise of the late Empress, the wife of the Emperor Tung-che, and visits can, as in ordinary times, be made to the territorial and Customs officials by the Consuls of the port.

SHANGHAI.

The present mail brings advices from this port to the 16th April; the French mail from London, Feb. 26, was received on the 14th April. The following summary of news is from the *North China Herald*:—

Mr. Medhurst has received a despatch from Mr. Wade, confirming the news of Mr. Margary's death, and stating that passports have been obtained to enable two English officers, accompanied by a Chinese official, to proceed to Yunnan to investigate the affair. Prince Kung has given a positive assurance that no one accused of participation in the outrage shall be sentenced until the officers sent by Mr. Wade shall have had an opportunity of hearing the evidence against them. This at least ensures that a strict inquiry will be made on the spot, by persons interested in arriving at, instead of disguising, the truth. We presume that the two officials in question will be members of the Consular or Diplomatic Service. The attack is stated to have happened near Momein, in the Chinese jurisdiction of Teng-yueh-chow. Teng-yueh-chow, or rather Teng-yueh-ting, is a town duly registered in the "Tsin-shen," or Chinese Civil List, as a residence of a "Ting" magistrate, under the Prefecture of Yung-chang-foo, in the province of Yunnan.

The S.S.N. steamer *Chihli*, which left Shanghai on the 7th April for Tientsin, when about 120 miles north of Shaweishan, and close to the scene of the recent disastrous collision between the steamers *Ocean* and *Fusing*, came across a mass of wreckage, evidently the remains and part of the cargo of the last-named vessel. Captain Paterson lowered his boats, searched the spot, and was successful in finding Captain Andrews's desk floating, and containing a barometer, sextant, and some books and other property; twenty logs of timber and two boat's breakers were also salved. The *Chihli* saw no bodies. As accounting for this wreckage remaining so long close to the spot where the collision happened, it is said there is very little current or tidal way thereabouts. The *Nanzing*, which had been sent out with a number of coffins, in the hope of recovering some of the bodies, has returned from her cruise, having been unsuccessful, although every part of the locality was well traversed, and look-outs were kept at the mast-head and deck, from daylight to dark, for two days.

A Naval Court of Inquiry was held on the 12th April, at the British Consulate, under the presidency of Captain Buller, of H.M.'s ship *Modeste*, to investigate the circumstances attending the collision. The finding was to the effect that the instructions of the Board of Trade as to speed, &c., had been complied with by the master of the *Ocean*; though, considering the locality and thick fog that prevailed at the time, the Court were of opinion that the speed of the *Ocean* might have been still more moderated. The efforts of the master, officers, and crew of the *Ocean* to save the drowning crew and passengers of the *Fusing*, and their care of the survivors, merited praise, and the certificates of the master and officers were returned to them. The non-entry of the occurrence in the official log was censured, and will, together with the slovenly manner in which the engineers' and ship's logs were kept, be brought pointedly to the notice of the Board of Trade. The voluminous evidence and the finding of the Court is to be transcribed and translated for the satisfaction of the Chinese authorities, who took the greatest interest in the proceedings, the Court being numerously attended during the investigation by native officials of various grades. We are credibly informed that one reason why the Chinese authorities took such interest in the proceedings before the recent Naval Court was that the wives of two of the rice-mandarins drowned on board the *Fusing* committed suicide on the receipt of the news of their husbands' deaths. They were resident at Soochow.

The annual meeting of the North-China branch of the Royal Asiatic Society was held on the 12th April. The reports of the outgoing Council, of the Librarian, and of the Curator were read, showing that much useful work had been accomplished during the past year. The following officers were then elected to serve for the present year:—President, Mr. Medhurst; Vice-Presidents, Messrs. Wylie and Seward; Hon. Secretary, Mr. T. G. Smith; Librarian, Mr. Cordier; Curator, Mr. Pryer; Treasurer, Mr. Reding. Messrs. Kingsmill, Little, Johnson, Taintor, Rev. J. Thomas and Dr. Macgowan, members of Council. Mr. Wylie then read a continuation of the notes of the Archimandrite Palladius, with reference to the travels of Marco Polo. The present portion was mainly occupied with the districts lying north-west and west of the capital. The palace of the Yuen dynasty at Shang-du, the city of Cambalu and the palace there, the paper money of the Yuens, and the religion of the Empire, with many more topics of interest, formed the basis of the paper. Its reading was unfortunately rather prolonged, so that little time was left for discussion, or for the reading of the second paper of the evening, by Mr. Kingsmill. Mr. Kingsmill identified the Yueti with the Ephthalites of the later Greek writers, and the Kiangs with the Kuru tribes of Indian tradition. The latter enabled him to offer a reasonable explanation of the myth of the Emperor Shen-ming, which he felt disposed to assign to the early part of the Han dynasty, when intercourse with India was constant.

We learn from the Minutes of the French Council meeting of the 31st March that terms of arbitration about the Yang-king-pang encroachment have been at last definitely agreed on. The English Council are not conscious of having made any encroachment, but are willing that the question whether they have done so should be included among the points to be submitted to the arbitrators. These points are, then, to be as follows:—

1. Is the Yang-king-pang bund between the Rue Dicry and the Rue Touranne, in its present position, an obstruction to the navigation of the Creek?
2. Does it really prejudice the interests of property owners along the line of the Creek?
3. Have the (English) Municipal Council made encroachments on the North Bank of the Yank-king-pang? If so, are these encroachments an obstruction to the navigation of the Creek? and do they really prejudice the interests of property owners?

The English Council suggested the 5th April for submitting the question to the arbitrators, but the French Council protest that the excess of office work incidental to the close of the year prevents them from agreeing to that date. The Consul-General has suggested certain modifications (which are not related) in the electoral proceedings. The Council think changes should not be made on the eve of the election, and cannot give an opinion on the merits of those proposed without further consideration.

We hear of a serious row between some opium-smugglers and *li-kin* tax collectors in the city. Three of the former undertook to convey nine balls of opium into the city, evading the *li-kin* collectors. They were armed with stout bludgeons and an iron bar, and when, about noon, they were confronted by the *li-kin* men, a determined fight ensued. The smugglers, who were reinforced by two others of their number, had at first the best of the fight, some of the *li-kin* men getting a severe thrashing and, in two cases we are told, broken limbs. Later on, however, some thirty more of the *li-kin* collectors having turned out, the smugglers were overpowered, their opium seized, and themselves lodged in prison, where they await inquiry and punishment.

The subscriptions for the races this spring meeting amount, we hear, to upwards of Tls. 3,000:—This sum, we believe, compares favourably with the amount subscribed last year for the comparative event. The entries for the various races have been closed, with the following result. First day: Chu-ka-za Cup, 13; the Criterion Stakes, 17; Griffins's Plate, 42; the Jockey Cup, 15; the Visitors' Cup, 20; the German Cup, 20; the Members' Plate, 13. Second day: The Shanghai Cup, 14; the Shanghai Derby, 33; the Merchants' Cup, 26; the Engineers' Challenge Cup, 19; the Race Club Cup, 19; the Tsatlee Cup, 22; the Hurdle Race, 6. Third day: The Great Northern Handicap, 17; the Taoutai's Cup, 19; the Ladies' Purse, 24; the Brokers' Cup, 19; the Consolation Cup, 45; the Champion Sweepstakes, —; the Steeplechase Cup, 14. Numbers like these should bring some good fields to the starting-post; and, judging from the animated scene presented in the neighbourhood of the Grand Stand during the morning pows, considerable interest centres in the forthcoming meeting, which promises, under the favour of fine weather, to be a very good one.

The sixth half-yearly meeting of shareholders in the North-China Insurance Company (1872-4) has been held. The accounts showed a profit on the half-year of Tls. 141,844. This is the last ordinary meeting of the company of 1872-4, and the directors were empowered to wind up its affairs. A special meeting will be called shortly to pass final accounts. The new company (1875-7) has been started, and is working satisfactorily.

The annual meeting of the trustees and subscribers to the Chinese Hospital has been held. The accounts show that the new building is clear of debt, and there were Tls. 509 at credit of general account at the close of the year. The report showed that the hospital is more and more resorted to, and by better classes of Chinese. The question of inducing the Chinese to support the institution was much discussed.

The Customs officer on duty at Ningpo, on the arrival of the steamer *Hupeh* there, on the 5th April, in the course of his duty, in examining the baggage of the Chinese passengers, found two baskets containing about $3,000 worth of native jewellery. The man that owned them disappeared, and the Customs' authorities, in conjunction with the police, still have the articles in their possession, in the hope of obtaining some clue. The story goes that a murder has been committed in Soochow, and that the articles found are a portion of the stolen property. We cannot, however, vouch in any way for the truth of the tale, which we give as it has reached us.

Mr. Wade, C.B., British Minister at Peking, Mrs. Wade, and family have arrived here. Mrs. Wade and family proceed to England, and Mr. Wade returns to Peking.

The French men-of-war *Montcalm* and *Volta* have passed out to sea. H.M.S. *Vigilant*, with Admiral Ryder on board, came up the river on the 12th April.

A special meeting of land-renters at Chinkiang is called for the 24th April to consider the question of repairing and strengthening the Bund.

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HONG KONG.

Our advices by the present mail extend to the 22nd April; the P. and O. mail from London March 5 was received on the 16th April. The following items of intelligence are from the *Hong Kong Daily Press*:—

From a return published in the *Gazette* of the revenue and expenditure, it appears that the total revenue for 1874 was $854,799.91, and the expenditure amounted to $921,479.54, showing an excess of expenditure over revenue of $66,679.63. The increased expenditure was incurred on public works and buildings. At first blush this would appear far from satisfactory; but a careful study of a comparative statement for the years 1873-74, shows that there is nothing to complain of. On the contrary, there is ground for congratulation, inasmuch as the revenue for the past year exhibits an increase over that of its predecessor of $7,475.56. The increase in the expenditure is satisfactorily accounted for. It arises almost entirely on the outlay for public works. Thus, in the sum spent on public works and buildings there is an augmentation of $91,464.05 over the expenditure of 1873, and the roads, streets, and bridges have cost $2,353.57 more in 1874 than in the preceding year. The disastrous typhoon of September last is no doubt responsible for no inconsiderable portion of the above amounts. There are also two items included in the expenditure of the past year which occupied no place in that of 1873. There has been $35,110.64 expended on lighthouses, and $4,445 for the purchase of land and houses. The foregoing sums more than balance the increment shown in the expenditure for the past year over that of 1873, and a large part of it may be regarded as capital well invested, since the expense will not need to be incurred again. The Surveyor-General has greatly improved the appearance and condition of Hong Kong, and its residents will, in view of the benefits arising from his labours, not grumble at the cost. In most other departments of the public service there is a slight decrease recorded, but most of this is swallowed up in the increase on the pensions, retired allowances, and gratuities, which increase amounts to $4,069.19. In the police department there is a decline in the expenditure of $12,025.97. Altogether, it is apparent that some regard has been paid to economy, and that the increased expenditure has been necessary for the good of the colony. We are no advocates of false economy, and do not grudge the outlay for public works when they are needed; but we trust the Colonial Treasurer will next year be able to show a balance on the right side; and this without impairing the efficiency of any department of the public service.

If it is true, as the *Rangoon Gazette* is inclined to believe, that the King of Burmah instigated or was accessory to the attack on the Burmo-Chinese Expedition, it will considerably complicate matters. The British Government waits to hear what Mr. Wade has to communicate before taking action in the matter. Perhaps it has been resolved to despatch two English officials to Momein partly on this account, since it is probable they may be able to gain some information there that may throw light upon the matter, and show how far his Majesty of Burmah has really been involved in the outrage. From his antecedents it is extremely probable that the King was opposed to the project of opening up a trade route overland. It is known that he is, like every other monopolist, an enemy of free trade. If he has indeed been guilty of participating in the dastardly attack which cost Mr. Margary his life, and brought the expedition to a sudden and unsuccessful termination, he will assuredly be brought to book for it. We have had troubles with Burmah before. If its ruler either cannot or will not control his subjects, and if, above all, he is disposed to act the part of a treacherous friend, the British Government will know how to deal with him. If it is shown to be necessary, there is no particular reason why his kingdom should not be absorbed in British Burmah. Such annexation, though not desired by our Government, would inevitably operate to the benefit of the people of the country.

From the annual report of the Colonial Surgeon it is satisfactory to find that the health of the police and military is much improved. There has been less sickness during the past year among the former than in 1873, and the deaths in hospital have been eight, as compared with eleven in 1873. There have also been fewer deaths among the troops. A new civil hospital is much needed, and Dr. Ayres is pleased to announce that a site has been secured for it, and the plans have arrived from England. The number of admissions to this hospital has decreased somewhat. Considerable damage was done to the old civil hospital during the late destructive typhoon. The health of the prisoners in Victoria Jail has been fairly good, only one death occurring during the year. The Contagious Diseases Ordinance has worked well in the colony. During the past year the European and American women have been brought under it. The general health of the colony has been fairly good, the death-rate not having increased appreciably.

An emergent meeting of the shareholders of the China Traders' Insurance Company has been held, to consider the position which the failure of Messrs. Augustine Heard and Co. had placed them in. Mr. Ray read the notice calling the shareholders together, and Mr. Parker explained the reason for the meeting. Messrs. Fearon and Co.'s failure he knew would seriously affect Augustine Heard and Co., and cause them to suspend. An extraordinary meeting was called for the 7th May, but as the China Traders' would be without a head when Augustine Heard aud Co. ceased to exist, the present meeting was convened to resign the General Agency, appoint some one to conduct the business until the meeting of May 7 was held, and to make arrangements with regard to the debt due to the Company. He stated the position of Messrs. Augustine Heard and Co.'s affairs as far as known to him, and read a statement of the present position of the China Traders'. Mr. Parker further stated that Augustine Heard and Co. owed the China Traders' $200,000, and read a memo. of their liabilities and assets as far as known to him. He thought there would be a fair dividend, but as regards Fearon and Co.'s affairs he could not give any information.

Mr. Deacon then proposed that the resignation of Messrs. Augustine Heard and Co. be accepted. This was seconded and carried. Mr. Hayllar proposed that Mr. W. H. Ray be appointed to carry on the business of the Company under the superintendence of the Consulting Committee, till the meeting of the 7th May, and sign policies for the Committee. This proposition was seconded and carried. A resolution was then proposed that the shareholders should give their assent to Messrs. Heard's deed of assignment, and this was also carried, after some discussion. The shares held by the partners of Messrs. Heard and Co. it was decided should be forfeited.

The aborigines of the fair island of Formosa seem determined to make it warm for the Chinese there. Rumours have been received at Foochow of more fighting near Taiwanfoo, in which, as before, the Chinese troops have come off second best. The savages are evidently unawed by any display yet made of Chinese military power, and hold their foes in no little contempt. There can be small doubt that the Imperial troops are either very cowardly or officered by inefficient poltroons. Probably there is some truth in both suppositions.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 29th April. The French mail from London 26th March was received on the 26th April. The following summary of the news is from the *Straits Times*:—

The trial of the convicts concerned in the recent outbreak in the Singapore Jail, which resulted in such lamentable loss of life, was set down to come on on April 26 in the Supreme Court, before a special jury. The special jurors assembled in answer to their summons; the Attorney-General and Crown Prosecutor, as well as Mr. Bond, who undertook the defence of the prisoners at the request of Government, made their appearance, and his Honour the Chief Justice took his seat. The Attorney-General immediately addressed the Court, and, being for the most part inaudible, was understood to make an application for the postponement of the case, as the depositions had not been all copied out, and Mr. Bond had not had proper time to read them and prepare the defence, having been asked to defend the prisoners only the preceding day. Mr. Bond was understood to say he would be ready to proceed in the course of a couple of days or so, but the Chief Justice thought it would be more expedient, especially for the convenience of the special jurors, to postpone the case, which is likely to be a lengthy one, for a week. The case was postponed accordingly. The postponement is certainly convenient, under the present emergent circumstances of two home-going mails during the week, but we would mildly remark that both Government and gentlemen of the law have been guilty in this instance, we do not say intentionally, of trifling with the time of business men, without any ostensible reason or cause whatever.

The weather, of which the denizens of Singapore have been the victims during the last month or two, must certainly be pronounced to be most trying. First of all came down-pours of rain

"which rain-ed every day,"

to the discomforture and confusion of owners and trainers of horses for the Spring Meeting, and to the general discomfort and ill-temper of everybody, and this compulsory seething-bath has been followed by an equally disagreeable drought, and heat enough to demoralise the most enduring and equal-minded of salamanders. The oldest inhabitant, we believe, has no recollection of such hot weather at this time of the year as we have had during the last month.

The French war steamer *Sarthe*, from Toulon, has arrived at the Borneo Company's wharf, *en route* to Saigon.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHINKIANG.—Messrs. Spencer and Wolff write on the 12th April:—During the week under review the market for 8¼ lbs. Grey Shirtings

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and 7 lbs. T-Cloths has been rather quiet, and we can only account for this depression by the fact that our dealers, having no confidence in the stability of the late improvement in prices, are consequently refraining from purchasing.

HANKOW.—Owing to the spring races there was not much doing in the market.

CHEFOO.—There was a small business doing, but at low prices.

SHANGHAI.—Beyond the clearance of former settlements, there had been little done in Piece Goods between the foreigner and native; but the deliveries—for the North particularly—had been heavy, and there were considerable shipments still to be made ere the dealers would give much of their attention to further purchases. The cargoes of the steamers that had gone to the North since the arrangement of "the difficulty" had not been published by the Customs. The native advices from Tientsin were not unfavourable, and the market was not likely to be much affected by the large supplies lately sent thither.

MANILA.—The market for Plain Staples had undergone little change, and values remained in most cases the same. Coloured goods were in much the same position.

SAIGON.—Messrs. Behre and Co.'s Report says:—Only a small business has been done, and almost all denominations are weaker, with the exception of 6 lbs. Irish Linen, which has advanced a few cents, owing to small stocks at the moment. Quotations: Grey Shirtings, 8¼ lbs., $2.25 to 2.27½ per piece; ditto, 7 lbs., $2; Irish Linen, No. 150, $1.50; Grey Supers, No. 0, $1.80 to 1.85; ditto, No. 1, $1.90 to 1.95; T-Cloth, 6 lbs., $1.57; ditto, 5 lbs., $1.20 to $1.25; ditto, 4½ lbs., $1.10 to 1.15; ditto, 4 lbs., to $1 to 0.95.

BATAVIA.—Business continued very quiet, and there had been no change of importance in quotations.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to April 14, 1875	79836274	60729985	939115	20029908	161535282	42643
From June 1, 1873, to April 14, 1874	71796383	51751292	361183	15973037	138966925	46270

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to April 14, 1875	6357143	38668
Do. do. 1873, to April 14, 1874	8338418	26465

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to April 14, 1875	54539820	6175
Do. do. 1873, to April 14, 1874	45523978	5724

TO AUSTRALIA.

From June 1, 1874, to April 14, 1875	15,281,862
Do. do. 1873, to April 14, 1874	14,806,899

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bale. China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,012	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,304	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	141 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	76 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$480	$51 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.300	...
North China Steamer Company	100 ...	100 ...	7	...
Union S.N. Company	100 ...	50 ...	21	...
Yangtsze Ins. Association ...	500 ...	500 ...	$585	...7½ p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$500	...
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	—	$150 p.sh.
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.78	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133	6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.96	... 1 p.c.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 2⅛d.
Shanghai ,, ...	5s. 9d.	5s. 9¼d.	5s. 9⅛d.
Canton ,, ...	4s. 2⅞d.	4s. 2⅞d.	4s. 2⅞d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅜d.	4s. 2⅜d. to 4s. 2⅝d.	4s. 3d.
Manila ,, ...	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 1¾d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 305½ to 306	223 to 224
,, Hong Kong	27⅛ to 27½ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.0.25	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 56 per cent. discount.
China Traders' Insurance Company, $700 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $26 premium.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 76 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9¼d., at Hong Kong 4s. 2¼d., at Batavia F.11.8½, at Manila 4s. 1¼d., at Singapore 4s. 2¼d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 7, Sir Lancelot; 11, Gordon Castle (str.); from Hamburg, April 7, Tek-li; 11, Olympia (str.).

At HONG KONG.—From London, April 18, Ægean (str.); 19, Riga (str.); from Liverpool, April 18, Nestor (str.); from Glasgow, April 18, Viking (str.); from Swansea, April 19, Anna Dorothea, Anna; from Copenhagen, April 20, Hadda; from London, May 25, Glenlyon (str.).

At MANILA.—From Havre, April 7, Galatea; from San Francisco, April 2, Two Brothers.

At SAIGON.—From Liverpool, April 4, G. T. Ray; from Newcastle, April 4, Hindostan; from Cardiff, March 29, Charity; from Marseilles, March 31, Kavikal.

At BANGKOK.—From Havre, March 23, Taffarette; from Monte Video, March 25, Daniel Manin.

At BATAVIA.—From Liverpool, April 17, Questembert; 20, Emma Robert; from Flushing, 19, Groningen (str.); from Brouwershaven, 17, Kosmopoliet II.; 19, Marie; from Nieuwe Diep, 22, Conrad (str.).

At SINGAPORE.—From Cardiff, April 25, Anhton Gunther; 26, Osseo; from London, May 28, Oxfordshire (str.).

DEPARTURES.

From HANKOW.—For London, May 25, Fleurs Castle (str.); Glenearn (str.).

From SHANGHAI.—None.

From HONG KONG.—None.

From MANILA.—For London, April 9, Benledi (str.); for Channel, f.o., 13, Araby Maid.

From SAIGON.—None.

From BANGKOK.—For Marseilles, March 19, Valentine.

From BATAVIA.—For Holland, April 18, Baron van Pallandt van Rozendael, Zaid-Holland; 22, Torrington (str.), Voorwarts (str.).

From SINGAPORE.—None.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
April 6 ...	Truth ...	Liverpool ...	Anjer, f.o.
,, 7 ...	Hellens ...	Newport ...	Do.
,, 8 ...	Zohrab ...	Montevideo ...	Do.
,, — ...	Livingstone ...	Cardiff ...	Hong Kong
,, — ...	Ariadne ...	Cronstadt ...	Amoor River
,, 11 ...	Cap Horn ...	Swansea ...	Hong Kong
,, — ...	Catharina ...	Hamburg ...	Singapore
,, 13 ...	Harwich ...	Swansea ...	Hong Kong
,, — ...	Hants County ...	New York ...	Japan
,, 15 ...	Acacia ...	Pekalongan ...	Falmouth, f.o.
,, — ...	Feiga ...	Hamburg ...	Amoor River
,, 16 ...	Glencora ...	Cardiff ...	Singapore
,, 17 ...	Julie Reitz ...	Cronstadt ...	Amoor River
,, — ...	Villa Franca ...	Cardiff ...	Manila
,, 18 ...	Antela ...	Glasgow ...	Do.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MAY 25.—The Messageries Maritimes steamer Pei-Ho, with the inward French mails from China and Japan, arrived here to-day at 11 A.M. She brings 120 passengers and a general cargo, including 197 bales of silk, 12,167 packages of tea, 484 of tobacco, 238 of straw plaits, and 353 of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer Euphrates, due in London on or about the 7th of June.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, MAY 25.—The P. and O. Company's steamer Peshawur, with the homeward India and China heavy mails, leaves here at 6 P.M. to-day for Southampton, where she may be expected on the 30th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, MAY 25.—The P. and O. Company's steamer Deccan, from Southampton 20th inst., arrived here at noon to-day, and left at 4 P.M. for Malta and Port Said.

OUTWARD MAIL OF APRIL 16.—SHANGHAI, MAY 28.—The P. and O Company's steamer Zambesi, with the London mail of the 16th of April, arrived here yesterday.

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COMMERCIAL POSTSCRIPT.

The Hankow Tea market continues active, and large settlements have taken place. Musters of new season's Teas have arrived at Foochow, but the market is not expected to open for some time to come. The departures reported are the *Andromache, Lotus, Fleurs Castle, Glencarn*, and *Strasburg*.

Samples of new season's Silks have been received at Shanghai.

TELEGRAMS FROM THE FAR EAST.

SIR DOUGLAS FORSYTH'S MISSION.

RANGOON, MAY 27.—Sir Douglas Forsyth and suite, accompanied by an escort of four officers and eighty-four British soldiers, have left Rangoon for Mandalay in the steamers *Nemesis* and *Talifoo*. They are expected to reach their destination in a fortnight.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 28, at London, from Colombo, United Service (str.); 24, at Hamburg, from Hong Kong, Carolina; 28, at London, from Colombo, Arab Steed.

DEPARTURES.—May 28, from Glasgow, for Java, Berbice.

LAID ON.—At London, for Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo, Timor; at Liverpool, for Singapore, Altair, Eastern Monarch; for Hong Kong, Beemah; at Glasgow, for Manila, Olano, Aurora; at Greenock, for Batavia, Sourabaya.

SPOKEN.—Edeline, from London to Singapore, April 5, 31.45 S., 26.10 W. Johannes, from Amsterdam, to Batavia, May 19, 46 N., 8 W.

MISCELLANEOUS.—At Port Said, May 27, Leon, from Liverpool, for Manila; 28, Bowen, from Glasgow, for Singapore; Thomas Sorby, from Amsterdam, for Batavia.

SEA OF JAVA.—ISLAND OF CELEBES.—The commander of the corvette Victor Pisani reports that on his voyage from Batavia to Macassar, finding himself at four miles to the south of the Bank Saars or Boot, and having observed a change in the colour of the water, he caused various soundings to be taken, and found successively 24, 22, and 26 metres, with a coral bottom. It follows that a bank exists, which extends about a mile in the direction from east to west. Its geographical position is:—Lat. 6° 4′ 30″ S., long. 118° 18′ E. of Greenwich.—Hydrographical Office of the Royal Navy, Genoa, May, 1875.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FOSTER—On the 28th May, at 9, Vanbrugh-park East, Blackheath, the wife of Thomas Foster, jun., of a daughter.

MAPPIN—On the 27th May, at Blackheath-park, Kent, the wife of John Newton Mappin, jun., of a son, prematurely.

RAPHAEL—On the 8th April, at Shanghai, Mrs. R. S. Raphael, of a daughter.

MARRIAGES.

RUSSELL—KOPSCH.—On the 27th May, at St. Mark's, Surbiton, by the Rev. Charles Burney, vicar of St. Mark's, Logan Russell, Maple-road, to Charlotte Elisabeth Kopsch, daughter of A. J. Kopsch.

WHITE—LOVELL.—On the 24th April, at St. Paul's Cathedral, Calcutta, James Gordon White, second son of the Hon. J. White, Member of Council, Colombo, to Annie Elizabeth, eldest daughter of Capt. H. P. Lovell, Superintendent of the P. and O. S. N. Company, Calcutta.

DEATHS.

CAREY—On the 24th May, at Doyle-road, Guernsey, of scarlet fever, Frederica Alice, aged four years and eight months, and Ælian de Jersey, aged two years and seven months; the beloved children of Arthur Edward Carey, of Ceylon. Ceylon papers please copy.

HALLETT—On the 12th April, at Shanghai, Lyttleton Hallett, M.R.C.S., in the 31st year of his age, sixth son of T. P. L. Hallett, of Lincoln's-inn.

PARLIAMENT.

—o—

HOUSE OF COMMONS.

—o—

THE CHINESE ATTACK UPON KASHGAR.

Sir C. DILKE asked the Under-Secretary for India whether the Indian Government had any information as to the Chinese attack on the dominions of the Ameer of Kashgar other than that which had appeared in the newspapers; and whether any instructions had been sent to the British Minister at Peking upon the subject.

Lord G. HAMILTON said two despatches had been received from India, one dated February 20, and the other dated March 15, containing letters from Mr. Shaw, an officer on special duty at Kashgar. He stated in the first despatch that there appeared to be no immediate apprehension of a Chinese invasion; and in the second that it was currently reported that some chiefs had sent to the Ameer asking for assistance against Chinese attacks. Since then the Government had received no communication on the subject. With regard to the second question, he (Lord G. Hamilton) had referred to the Foreign-office, and had found that they had received no information relative to a Chinese attack upon the dominions of the Ameer of Kashgar, and that no instructions had been sent to Peking.

THE CESSION OF SAGHALIEN.

Sir C. DILKE asked the Under-Secretary for Foreign Affairs whether he could inform the House if any consideration had been paid by Russia to Japan for the recent cession to Russia by Japan of her rights in the island of Saghalien.

Mr. BOURKE said negotiations with regard to the island of Saghalien had been carried on at St. Petersburg between the Japanese Minister and the Russian Government, and Her Majesty's Government were informed a short time ago by the Japanese Minister that a convention was signed on the 7th of this month between Japan and Russia, by which Japan agreed to cede a portion of the island, and received in exchange the Kurile Islands, which were eighteen in number, lying to the north of Japan. He might add that the Russians already possessed a large portion of the Island of Saghalien.

Naval and Military.

A reward for Distinguished Services is vacant by the appointment of Lieutenant-General Henry Hope Graham, C.B., to the Colonelcy of the 77th Regiment, vacant by the transfer of General Lord Rokeby to the Colonelcy of the Scots Fusilier Guards. Lieutenant-General Graham joined the Army October 15, 1829, and became Lieutenant-General, November 25, 1874. He served in China from 1852 to 1859, and commanded the troops at Hong Kong during a portion of that period; was second senior officer, and commanded the 2nd Brigade of the expeditionary force employed against Canton during the operations before that city, and its capture in December, 1857 (C.B.); proceeded in command of a force to the Peiho River in June, 1858, and was present at the assault and capture of Nankow on August 11 (medal with clasp).

Notice is hereby given to the officers, seamen, and marines, and to all persons interested therein, that the distribution of the bounty awarded for services against pirates between the 8th and the 11th of May, 1872, by Her Majesty's ship Nassau, will commence on the 28th inst., in the Prize Branch of the Department of the "Accountant-General of the Navy and Controller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W." The following are the shares due to an individual in the several classes:—Commander, £183 9s. 2d.; third class, £65 8s. 8d.; fourth class, £43 12s. 5d.; fifth class, £26 3s. 5d.; sixth class, £21 16s. 3d.; seventh class, £15 5s. 5d.; eighth class, £8 14s. 6d.; ninth class, £4 7s. 2d.; tenth class, £2 3s. 7d.

The Admiralty having decided that the Fawn, 5, sloop, 1,045 tons, 434-horse power, shall be fitted out as a surveying vessel for the China Seas, it has been floated out of the repairing basin at Chatham Dockyard, and work will shortly be commenced on board.

Messrs. W. B. Rock and E. L. Carte, engineers, formerly of the Iron Duke, flagship on the China station, have been appointed as supernumeraries to the Asia, at Portsmouth.

Lieutenant Francis H. Chapman (1873), late of the Swifture, is appointed to the Victor Emmanuel, Hospital ship at Hong Kong.

The Iron Duke, late flagship in China, is to be recommissioned in July, to take the place of the Aurora in the Clyde.

Captain Grosvenor Stopford (1873) is appointed to the Hornet, on the China Station, vice Commander Cameron, invalided.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 26.

Only a fortnight will now elapse before the general elections take place, and one half of the members of the Second Chamber must appeal to their constituents for re-election. Of course in every district new candidates are brought forward, and many seats will be disputed most energetically. Still the struggle will be somewhat quiet, because there is no leading political question to agitate the electors. Some time ago the Anti-revolutionary party endeavoured to rouse up the nation by the so-called "restitution question" (repayment by the State of a part of the outlay on behalf of private schools), but since the Minister of the Home Department has declared that the movement did not obtain his support the question has been postponed by the promoters till a more favourable opportunity presents itself. The elections have therefore more of a personal than a political character; Liberals and Conservatives in some districts having formed a coalition in order to defeat the clerical candidates. I should be much surprised if much "new blood" is introduced into the Chamber. I need scarcely add that the elections being near on hand, the Parliamentary business has afforded but little interest. The Mad Dogs Suppression Bill was carried, after it had been altered by the Minister, to please the Opposition, in such a sense that it has lost its efficacious character. At this moment the members are busy discussing the Bill proposing to provide us with a gold coinage. In a few days the Chamber will take recess, and will not meet again before the latter end of June, when they will deal with the Railway Bill of Mr. Heemskerk, the object of which is to complete our railway system, and proposes to construct, on account of the State, no less than five important lines. The members of the First Chamber met the day before yesterday in order to confirm the several Bills which had been previously carried by the Second Chamber.

At the Bourse a sort of agitation prevails, in consequence of a rumour that the Dutch Trading Company will not pay a dividend for the past year. The newly-appointed director, Jhr. Hartsen, seems inclined to make what we call a "clean ship," and to write off all bad debts. The dividend has been sold and bought largely by speculators at prices varying between f.60 and f.5. The question remains whether the debtors will be obliged to pay if there is no dividend, because in that case the sellers will be unable to deliver what they sold.

Mr. Loudon has not yet arrived in Holland, and report says that he is suffering from dysentery.

Yesterday a meeting was held by the shareholders of the Steamshipping Company "Java." A dividend of 6 per cent. was declared, and a proposal of the directors to issue a loan of f. 2,000,000 at 5 per cent. to build new steamers was approved of.

A sum of f. 33,412 59c. has been collected on behalf of the victims of the last inundations in Java.

Prince Alexander is ill; but his condition does not give rise to any anxiety.

The market for colonial produce has fluctuated considerably, and transactions have been small. Prices, however, are in general well maintained. Java Tobacco is much sought after, and high prices are paid.

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Miscellaneous.

ROYAL GEOGRAPHICAL SOCIETY.

At the annual meeting of the Geographical Society, held on Monday, the 24th instant, Sir Henry Rawlinson in the chair, the following medals were awarded :—

The President, addressing Count Beust, said he was proud to be permitted to deliver the medals into the hands of a statesman so well known and so universally respected throughout Europe. The occasion was one the more worthily associated with his Excellency's name, since it was the first time during a long series of years that the Council had decided to award both its medals to members of the same expedition —that expedition, moreover, led by Austrian officers and supported by the private munificence of Austrian subjects, not only bearing honourable testimony to the maritime enterprise of the nation, but having also achieved the most important geographical discovery of modern times. Lieutenant Weyprecht, of the Austrian navy, and Lieutenant Payer, of the Austrian military service, had been associated for several years past in Arctic exploration. The President concluded as follows : —"By general consent this expedition, conducted by Lieutenants Weyprecht and Payer, is one of the most remarkable that has ever been made in the Arctic regions. It has especially attracted our admiration in this country as a noble instance of combined daring, skill, and endurance. We are further indebted in some degree to its successful termination for having stimulated our own Government to send forth the *Discovery* and *Alert*. We sincerely congratulate Austria on the achievements of her gallant children, and we request your Excellency, in presenting the Founder's Medal to Lieutenant Weyprecht and the Patron's Medal to Lieutenant Payer, to assure them that their English brethren hail them with cordiality and joy as worthy fellow-labourers in our common field of geographical discovery and research."

Count Beust, in reply, said he was fully sensible of the flattering terms in which the President had addressed him, and was sure his countrymen would also appreciate them and be proud of the testimonial conferred upon them. It was a substantial pledge of the appreciation in which their labours were held, a pledge which both his Government and his countrymen would highly value. He was acting in accordance with the desires of both when he tendered their sincere good wishes for the success of the brilliant and gallant expedition which was soon to set sail from these shores to carry England's Union Jack and her brave sailors to the far north. (Cheers.)

The President then presented to Colonel T. G. Montgomerie, of the Trigonometrical Survey of India, a gold watch to be forwarded to Mr. W. H. Johnson, the explorer of the Kuen Lun and of the Khotan.—Colonel Montgomerie returned thanks, and gladly undertook the charge of sending the watch to Mr. W. H. Johnson.

The annual geographical medals offered by the Society to the chief public schools were then presented to the successful competitors as follows :—Physical Geography—Gold medal, Henry Alexander Miers, Eton College ; bronze medal, Archibald Edward Garrod, Marlborough College. Political Geography—Gold medal, Sidney H. B. Saunders, Dulwich College ; bronze medal, William C. Graham, Eton College.

While the ballot for the officers and council was proceeding, the President announced that the Council had that day nominated his Royal Highness the Duke of Edinburgh honorary president. His Royal Highness had intimated his willingness to attend the meetings from time to time, and to take the chair on occasions. It was, he said, a matter for congratulation that the Royal family took such interest in the Society. Her Majesty was patron, the Prince of Wales vice-patron, and now the Duke of Edinburgh was honorary president. The result of the ballot was shortly afterwards declared. Sir H. Rawlinson was re-elected president, and Lord Cottesloe was elected a vice-president, the list proposed by the Council being unanimously adopted.

The President then delivered his address, in which he congratulated the Society on its increased and ever-increasing prosperity. The register now exhibited the imposing total of 3,035 fellows, of whom 2,960 were ordinary and seventy-five honorary, and honorary corresponding members. The income had also steadily advanced, until it now exceeded £7,000 per annum, and if they might judge from the repeated references that were made to them on geographical subjects from all parts of the world, their reputation and influence had certainly not diminished. It must indeed be a gratifying reflection to the Fellows of this Society that it was mainly owing to the urgent and persistent arguments impressed by their successive presidents on Her Majesty's Government, and supported by the full weight of their unanimous approval, that the great national undertaking of a Polar expedition had been at length accomplished. The Council did not take any especial credit to themselves for the success which had thus attended their efforts ; but they did feel proud as representatives of the Society in having contributed to launch an enterprise which, as they believed, would not only yield the most valuable scientific results, but would redound to the honour of England, and raise still higher the professional character of British sailors. The losses by death during the period under review had been exceedingly heavy, the obituary list commencing with the honoured names of Sir C. Lyell, D'Avezac, and Sir H. Kellett, and closing within these few days with the names of Mr. Findlay and Admiral Sherard Osborn, who, beloved and respected in this society, were also among the foremost geographers of the age.

THE DINNER.

In the evening the members of the Society dined at Willis's Rooms —the President in the chair. Among those present were :—His Excellency the Swedish Minister, the Duke of Manchester, Lord Cottesloe, Lord Houghton, Mr. Robert Lowe, M.P., Sir T. F. Buxton, Bart., Sir Rutherford Alcock, Chevalier Charles de Scherzer, Sir Louis Pelly, Dr. Hooker, Admiral Ommanney, and Sir Bartle Frere.

The Chairman, in proposing "The Prince and Princess of Wales and the rest of the Royal Family," remarked that the Prince of Wales had been a great traveller, and was going to add to his knowledge of foreign countries by visiting India under the guidance of the late president, Sir Bartle Frere. (Cheers.) The Duke of Edinburgh had seen probably more of the globe than had three-fourths of the persons present. He had, moreover, accepted the position of honorary president of the Society, and had expressed his readiness to take the chair on evenings when subjects connected with his profession were treated of. The Duke of Connaught also had been a great traveller, and had but just returned from an expedition to the Upper Nile. (Cheers.)

"The Army, Navy, and Reserve Forces" was next given, and responded to by General Rigby for the army, Admiral Ommanney for the navy, and the Duke of Manchester for the reserve forces.

The President next gave "The health of the medalists, Lieutenants Payer and Weyprecht," who had been awarded the medals for their discoveries made in the *Tegethoff*. Lieutenant Payer had lain down a cape which he called Cape Vienna, in eighty-two degrees north latitude, the land furthest north as yet according to our knowledge.

The Chevalier Charles de Scherzer returned thanks for his countrymen, and added thanks for the frequent and important aids afforded him on his voyage round the world by the English Consuls in all parts. The Chevalier went on to allude to free trade, which he thought the true cure for the bad state of commerce, and concluded by the sentiment, "Prosperity and welfare to the British nation, the noble link of the great Anglo-Saxon race."

Sir Bartle Frere gave "Prosperity to the Universities—Oxford, Cambridge, and London," coupled with the name of Mr. R. Lowe, of whom he might say that all would agree in thinking that that young giant, the University of London, could not have made a better choice than in selecting him for its representative. (Cheers.)

Mr. R. Lowe said he thoroughly agreed with the last remark of Sir B. Frere, namely, that the University could not do better than continue him as its representative. (Laughter.) The Geographical Society was one which had his most sincere and hearty respect, for he thought it filled a want which ought to be supplied. We could tell the parallax of Sirius, but there was still a large portion of the surface of the earth which was still unknown to us. Some gentlemen had spoken of the support afforded to societies like this, but he (Mr. Lowe) could not call to mind that Government gave them any support. (Laughter.) He thought that this Society ought to put before rich people the fame and glory to be gained by fitting out such expeditions as that to the Arctic regions.

Sir Charles Nicholson gave "The British Colonies and the Geographical Society," for which Sir George Bowen returned thanks.

Sir Bartle Frere proposed "The health of the President, Sir Henry Rawlinson." The President, in returning thanks, said it was not altogether an easy matter to rule over 3,000 members. He could not manage it but for the help he received from the officers of the Society. He then proposed "The Travellers," coupling with the toast the names of Mr. Forrest, the Australian explorer ; Captain Chapman, lieutenant to Sir Douglas Forsyth in his Kashgar expedition ; and Sir Louis Pelly, each of whom returned thanks.

SAGHALIEN.

A letter from St. Petersburg to the *North German Gazette* explains at great length the value to Russia of the newly-acquired dependency, Saghalien, and gives some particulars of the island. It is, it appears, 892 versts long (that is, about 600 miles) and 136 versts broad (that is, about ninety miles). At one place it is only twenty-five versts (about fifteen miles) broad. Its population is no more than about 15,000 souls, of whom 3,000 are Russians, but only fifty are Europeans or Americans. There is a Russian garrison of 600 at Dhui, which is the principal settlement in the island, and also some artillery. The object of maintaining this garrison, at any rate during summer, is not apparent, for the deported persons detained at Saghalien could not escape if they tried. The sea all round is far too dangerous. At the time of the Crimean War the garrison was removed to the Siberian continent. In winter the sea is frozen over for the space of four months, and then the passage to Siberia is effected by sledges drawn by dogs. Russia appears always to have had a hankering for Saghalien, long before its value as a colony was known. Indeed, it disputes the priority of occupation with the Japanese. In 1807 the Russian Lieutenant Choostoff formally took possession of it as a Russian dependency, but in 1813 the Russian Government declared that occupation invalid (*non avenue*). Since then Japan has gradually acquired possession of the southern half, whereas the northern has always been indisputably under Russian Government. There has been a good deal of friction between Russians and Japanese concerning the possession of the island, but, valuable or almost invaluable as it is to Russia, it would be useless to Japan, owing to the difference of climate. The Japanese cannot acclimatise themselves in cold Saghalien ; to the Siberians it seems like home. Saghalien, though at present extremely poor—there is but one merchant's firm settled in the island doing any business to speak of—is valuable by means of its rich coal mines. It has inexhaustible treasures of sea coal almost equalling the best Newcastle, and also of anthracite, which is a very useful fuel. This fact alone would invest the island with importance as a site for a Russian naval station. But over and beyond this Saghalien holds a most enviable tactical position. It commands and protects the mouth of the river Amoor, a channel of communication with a great future, and also the sea of Ochotzk. It is therefore all-important for Russia to have possession of it. Saghalien itself has no good harbours, but the sea of Ochotzk has the best that could be found on the earth, and Saghalien protects them. Russia possesses no such second opportunity for giving a secure and advantageous basis to its naval power. Otherwise Saghalien is not favoured by nature. Corn will ripen only in a few sheltered valleys ; otherwise the climate is too severe, and much will have to be imported from the mainland. The same climatic influences hinder the breeding of cattle. But coal has, as observed, been found at numerous places. It is not known what *quid pro quo* the Czar has given for the possession of the valuable island, but it is not believed that Japan would have ceded its rights for nothing.

The *Daily Telegraph* says :—What inducement operated with the Japanese Government to surrender their moiety of the great Siberian island is not stated ; but the Mikado, or whoever transacted the affair,

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must have known of the coalmines which render it so important; and Saghalien forms a part of the Japanese Archipelago, so that there must have been, one would imagine, a "consideration." The great difficulty with the Russian Navy has always been the want of suitable timber—the larch and fir woods which have been employed in building upon the Baltic and White Seas wear out very quickly in the fresh water—and we have not heard that Saghalien possesses iron. But the forests on the Amoor are immense, although the trees are small, and we shall see this acquisition followed by a quick increase in the navy of Siberia. Before the time of Peter the Great Russia did not own a single port except Archangel, and possessed only one small vessel of war; now she has six separate fleets—those of the Baltic, the Black Sea, the White Sea, the Amoor, the Aral, and the Caspian. Her latest settlement will give her the opportunity for a new development upon the wide waters of the Pacific, of which she is sure to make use; but it is with reference to Central Asia, China, and Japan that Saghalien is chiefly important. The Celestial Kingdom is certain to become more and more prominent in Asiatic politics; its huge population is seething with the impulse of emigration like a hive of swarming bees; its Government is at once unsettled and arrogant; and China means, be it remembered, a fourth part of the whole human race. To and fro across the Pacific will pass the greatest commerce of future years when the Southern islands are all brought into civilisation, and the young Empires of Australasia open active relations with the Old World shores of India and the East. Saghalien will be useful in those days if Russia has not become to big to hold together as a separate country, and if the Government at St. Petersburg knows how to utilise the advantages which nature conceals behind the mists and snows of the Siberian coast. There is no reason why we should envy the Czar the chilly acquisition which he has made; Russia civilises after a fashion, and breaks up the fallow of Asiatic heathenism—better, perhaps, than a finer implement. But there is much reason why our Foreign-office and its *employés* should watch and understand the course of these distant events, and they would be particularly well employed if they bore in mind the importance of the coal supply in connection with the future of trade and influence in these Pacific Seas.

THE SUEZ CANAL.

Consul West, in his report to the Foreign-office on the trade of Suez during last year, remarks:—"This year has brought to a termination the work at the docks, which are now as complete as they are ever likely to be, as the necessity for them, with the exception of the dry-dock, is now hardly felt, and one quarter of the money judiciously laid out at Suez would have been far more useful, and would have tended far more than the docks do to facilitate the local traffic, and consequently to develop the existing trade of the Red Sea. The number of vessels which pass through the Suez Canal continues slowly to increase, but to give a fair estimate of the increasing amount of traffic it is necessary to take the number of vessels and the total amount of gross tonnage, as such was the measurement adopted throughout the whole of the year 1873. For the last eight months of the year 1874 the Canal dues were levied on the register tonnage of vessels at an almost invariable rate of f.13 instead of f.10 per ton. The annexed statement, therefore, shows also, but approximately only, the register tonnage of vessels which entered the Canal during those last eight months, and from it the following conclusions may be drawn touching the result of the enforcement of the views of the International Commission during that period. In the course of the eight months ended Dec. 31, 1874, 812 vessels entered the Suez Canal, representing a gross tonnage of 1,600,892 tons, which, at f.10 per ton, would have produced f.16,008,920; or a net register tonnage of 1,087,989 tons, which, at f.13 per ton, would have produced f.14,145,857, making a difference of 512,903 tons, and a reduction to the company's income of f.1,865,063, or £74,602 in the eight months. This return also leads to the conclusion that, for the years 1875, 1876, and 1877, the dues will probably remain as they now are, at f.13 per register ton, after which period, having attained the yearly total of 2,100,000 tons, should the traffic still continue to increase in the same proportion, an annual reduction of f.1 for every register ton may be expected, should no further modification of the Canal Dues intervene."

"No amelioration whatever," remarks Consul West, "has taken place at Suez with respect to the filthy and neglected state of the town. The native population being no longer able to earn a livelihood by providing the necessary supplies and shipping accommodation for the pilgrims, and the effect of the Suez Canal having been to draw off all call for labour on the part of Europeans, there is now much dissatisfaction and even distress among the native inhabitants of the town, while, at the same time, they are subjected to very heavy local dues, from which, in former years, they were exempt; which dues, although levied on the townspeople, go to the Egyptian treasury on a system of centralisation which is neither conducive to the improvement of the town nor to the comfort of its inhabitants. Such innovations are at all times attributed to European influence and 'infidel' principles, and the feeling they create towards Christians in general and Europeans in particular is certainly not conciliatory. Religious manifestations are on the increase, and the feeling (such being the usual effect on the native mind of such a state of latent and morbid excitement) manifests itself in an overbearing and even at times threatening attitude on the part of the Moslems towards native Christians. It is true that there are always a certain number of men, military or naval, stationed at Suez, but whether such a force would tend to quell a disturbance or act in a contrary way is quite a matter of opinion, and must depend upon the views of the person in command of it. The prospect of a revival of trade at Suez would seem at present to hinge upon the desire of the Khedive to foster its development, but so long as he wishes to retain the monopoly of the Red Sea trade in his own hands the prosperity of Suez will continue to be held in check. Suez might become an *entrepot* of increasing importance were facilities given at the new docks for such traffic. Vessels, not unfrequently, would land cargo here destined for Jedda, while cargo from the Red Sea Ports would be brought to Suez for the purpose of further shipment to Europe on board vessels proceeding through the Canal. An *ad valorem* duty of 8 per cent. is leviable on all goods imported; the Treaty, however, stipulates that should such goods be exported within six months of the time of their being landed, seven-eights of the duty paid on them is to be refunded, leaving a transit duty of 1 per cent. only to the benefit of the Egyptian Custom-house. The disbursement of the 8 per cent. duty, in the first instance, is sufficient, to deter people from landing their goods in the country, while, at the same time, the prospect of a refund of any portion thereof, after the goods had been reshipped, would be very doubtful, as the machinery for meeting such a contingency does not exist. If the Egyptian Government were to erect suitable premises at the dock for the reception of such goods in bond under the simple payment of 1 per cent. duty, plus a moderate charge for store rent, I have little doubt that ere long they would be availed of, and Suez would probably become the emporium of an increasing transhipment traffic, which, if it did little towards increasing the Viceroy's revenue in a direct manner, would provide work for the natives, and be thus conducive to the prosperity of the place."

The *Eastern Budget* states that M. de Lesseps has again been in negotiation with the Powers respecting the Canal dues. The revenue of the canal being now more than f.30,000,000 a year, the tariff should, according to the rule laid down by the International Commission, be lowered. M. de Lesseps, however, argues that a reduction of the dues is impossible, as extraordinary expenses will have to be incurred this year for the canal. The entrance at Port Said is to be deepened and otherwise improved; the harbour at Lake Timsah must be enlarged, and the bend in the canal at Ramlej must be removed in order to facilitate the navigation. These works would alone cost at least f.30,000,000. M. de Lesseps has sent his son to Constantinople to continue the negotiations on this question.

THE IRON TRADE.—According to accounts from Wolverhampton "foreign competition was never severer. Belgian spike and bolt makers have just undersold Staffordshire by £8 a ton in an East Indian order, and by £5 a ton in a Finland order, while makers in France have shamefully beaten us in an order just distributed by the London, Brighton, and South Coast Railway; yet operatives here are demanding large concessions from employers." Much the same story has been heard lately from various other centres of the trade; here and there there are partial exceptions, but, on the whole, there is a general complaint of inactivity, and a general impression that, to judge from the present aspect of affairs, the process of recovery will be slow. It might have been expected that the long duration of the strike in South Wales would have cleared the market; this, however, does not seem to have been the case; the "make" is still ahead of the demand, and from one place we even hear "it is feared whether the manufactured iron trade will not be disadvantageously affected by the recommencement of work in Wales." The rate at which competition has been overtaking us may be estimated from a single example—that of the United States, where the production of iron has been quadrupled within the last twenty years. Mr. Lowthian Bell, late President of the Iron and Steel Institute of Great Britain, recently stated before the Society the results of his visit to the iron mines and iron works of the United States, and the principal results of his observations are so instructive as to merit more attention than, perhaps, at the moment they received.

RUSSIA IN THE FAR EAST.—At last week's conference of the Society of Arts a paper was read by the Rev. J. Long on "The Russian Advance in Central Asia, and its Aspects, Commercial and Social, toward India and the East." The chief topics dwelt on were the importance of maintaining good relations between England and Russia in the East, the danger from their proximity that threatened to disturb those relations; the social influences of Russia as a slave or semi-oriental Power in the East, and its gradual effects in undermining the false civilisation of Mohammedanism; the feudal influences of Asiatic chieftains, and the necessity of England regarding Indian questions from an oriental as well as an imperial point. Information derived from Russian sources was given, and the past commercial relations between Russia and the East and on the proposed railway to unite Eastern China with Russia, *vid* Mongolia and Central Asia, along the ancient trade route of the Black and Caspian Seas. The recent concession of a Tiflis and Teheran railway will facilitate this, and also serve as a basis for extending a railway line to the Indian frontier. The danger of the two great empires drifting into collision is so manifest and appalling, that it behoves us to be up and doing in all earnestness and without delay.

DR. GUNDERT'S Malayalam dictionary, which has just been published at Mangalore, on the Malabar coast of India, is a superbly-printed work, the Malayalam characters being rendered more clearly and uniformly than they have, perhaps, ever before, except in Dr. Burnell's subsequent pamphlets. It would be superfluous to praise the work, which is simply the result of the life-long labours of one of the ablest Orientalists who have made India their home. Dr. Gundert has done as much for Malayalam as Mr. C. P. Brown has for Telugu, Mr. Molesworth for Mahratti, Dr. Caldwell for the Dravidian languages, Mr. Hodgson for the Himalayan dialects, and Mr. Beames for the Prakrits.

THE GEOGRAPHICAL CONGRESS AT PARIS.—Lord Derby, in reply to Lord Houghton, stated that the Government had intimated to the Geographical Society their willingness to name as Commissioner to the approaching Geographical Exhibition at Paris any person whom that society might name, on the understanding that no expense was on that account to be borne by the public Exchequer. The Geographical Society did not think right to accept that offer, and he understood that they were now about to send out a gentleman on their own account.

WITH reference to the collision between the *Fusing* and the *Ocean* we learn by telegram that the Supreme Court of Shanghai has decided that the damages should be equally divided.

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THE WESTERN CHINA EXPEDITION.

THE Duke of ARGYLL, as long as he was at the India-office, steadily resisted all the pressure put upon him to charge his Government with the responsibility and expense of surveying a trade-route across the Burmese frontier through the hill-tribes into China. And, now that disaster has overtaken Mr. MARGARY, there are, doubtless, many who will maintain that the Duke was right. Be that as it may, it is too late to balance the chances of success against the risks of failure; to compare and examine the competing routes towards the same goal; or to discuss the value of the possible trade which might be attracted from Sze-chuan to Bhamo. So far as our information at present extends, our Government is taking the right course to avenge Mr. MARGARY'S death. Two of the English officials in China — competent men both—are to proceed with a Chinese Commission into Yunnan, and carry out an inquiry into the outrage on the spot, in order that the offenders may be punished. What the Peking authorities would like best, if they were not ashamed to say so, would be to drag up five or six criminals from Yunnan, execute them as the nominal authors of poor MARGARY'S death, and pay £50,000 compensation to the murdered man's family; the British Government on its side tacitly acknowledging the folly of wandering in search of roads among untameable bloodthirsty mountaineers, and desisting for ever from attempts to interfere with that valued Chinese monopoly—that jealously-guarded treasure—the trade into Thibet. But Chinese ways are not English ways; we cannot allow anybody to be done to death without preliminary inquiry; so let us hope that Messrs. GROSVENOR and COLBORNE BABER will get at the truth of the matter, and see retribution brought home to the really guilty parties. That the King of BIRMA had any hand in the disaster we discredit. Pecuniarily it is all to his advantage to draw commerce down through his realms. He has everything to dread from the displeasure of Great Britain, and he at least knows our power, and that he is not too far off for us to deal with him. Moreover, just now, when a dispute has been brewing about a bit of frontier line, to plant a treacherous outrage upon our survey party would not be exactly the course to secure a friendly and advantageous settlement. LEE SIE, the Chinese *general*, significantly so called, is announced as a recent visitor at Mandalay, the bearer of despatches from Peking. This mountain chief commands one of those border-tribes which the Chinese treat with a long-settled policy, and have entirely under their control. Useful men these frontier hill-men have always proved themselves to their Celestial patrons as stop-gaps to intrusion from the West, and it was LEE SIE'S nephew, so at least we believe, who headed the attack on Colonel BROWNE. Of course LEE SIE has since shown himself at Mandalay, and tried, by "despatches from Peking," to compromise the King of BIRMA. If he had been acting all along under Burmese, and not under Chinese, orders we may be quite sure that he would done precisely the reverse; if the KING and he really laid the plot, LEE SIE would be skulking in his native jungle, and the King of BIRMA would be protesting that he was a wild desperado, outside Burmese jurisdiction, and that the whole blame must be laid at his door.

We feel very sure that whatever took place was entirely under secret instructions from China; the King of BIRMA'S complicity is merely a blind; the efforts of the Chinese officials will be exerted to conceal the truth, to raise doubts as to who ought really to be blamed, so that in the end no one may be punished. Thus the evidence provided at the local inquiry will all go to show that the attack was made by a few misguided savages, independent in their hill-fastnesses, and out of reach; while skilful attempts will all the while be resorted to that the current of suspicion may drift towards the Burmese Government. In the end, some one or other may possibly be punished; if nothing else serves, the local mandarin can be temporarily degraded, and there will of course be a pecuniary compensation paid; but the moral which the Chinese will seek to instil into our minds all through the proceedings is that no more foolhardy attempts should be made to pierce the jungles of these savage tribes. We sincerely hope that our Government will accept no such doctrine. Even if the undoubtedly great commercial interests at stake in this question are not sufficient inducement to us to persist in the work we have already taken in hand, we cannot afford to let the Chinese statesmen beat us by a resort to unscrupulous devices. Every check we submit to carries with it a loss of prestige, and whatever we lose in prestige must be made up for, sooner or later, by more costly and more forcible means. Successful in this instance, the Chinese will assuredly try the same game on us elsewhere when the occasion arises, and consequently we have but one statesmanlike and honourable course open to us—let a second expedition be at once set on foot to carry out the original instructions. We shall succeed this time, first, because those in charge of the party will not be so blindly and incautiously trustful of the natives and their friendly assurances; secondly, because when the Peking Government really sees that we are not to be deterred, that we really mean to carry the matter through, they will hardly think it worth while again to try and upset the train by laying a stone on the rail; or, in plain language, by sending a cowardly handful of ignorant savages to cut down one of the party when off his guard. To resume operations as soon as the cold season arrives is the one thing to be done; and as we notice a telegram —which, by the way, needs confirmation—that Colonel BROWNE has gone up to Shanghai, we may hope that the object of his journey is to consult with Mr. WADE, and make the arrangements necessary for a fresh expedition. Mr. ELIAS and Mr. ALLEN are said to be waiting orders at Rangoon. We cannot take leave of this subject without again dwelling on the importance—should any overland route to China be seriously contemplated—of strengthening our control over independent Burmah and her tributary Karen tribes. Great Britain alone can keep the road open, in a condition for traffic, free from robbers, and with no border chieftains to levy dues on commodities from stage to stage. Great Britain must, so to speak, take the road with her up to the Chinese frontier, and must, therefore, occupy, herself, a strip of territory sufficient for that purpose. Above all, we must urge that the commission stipulates that the original intentions of the expedition be carried out.

CHINESE ATTACK UPON KASHGAR.

IT seems somewhat extraordinary that no definite and positive information should be in the hands of H.M.'s Government respecting the supposed intention of the Chinese to attack Kashgar, of which rumours are current both in Europe and in the Far East. In reply to a question put to him on the subject in the House of Commons by Sir C. DILKE, Lord G. HAMILTON, speaking on behalf of the India-office, stated a few nights ago that all the information which his department had, other than that which had been published in the newspapers, was contained in letters from Mr. SHAW, an officer on special duty at Kashgar, which had been forwarded in recent despatches from the Indian Government. In his first communication Mr. SHAW remarked that there appeared to be no immediate apprehencion of a Chinese invasion, and in his second that it was currently reported that some chiefs had sent to the AMEER asking for assistance against Chinese attacks. This is all that our Government has to tell us on a not unimportant

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matter, for, in answering another part of Sir C. DILKE'S question, Lord G. HAMILTON further stated that he had referred to the Foreign-office, and had ascertained that that department "had received no information relative to a "Chinese attack upon the dominions of the Ameer of "KASHGAR, and that no instructions had been sent to "Peking." We are bound to say that this strikes us as a little odd, for surely some trustworthy intelligence might have been procured at Peking at the expenditure of a very small amount of diplomatic ability and energy on the part of our representative. As regards Mr. SHAW'S communications, his second statement may possibly be explained by the St. Petersburg telegram of May 11, which informed us, on the authority of the *Turkestan Gazette*, that the Chinese commander-in-chief, with the forces under his orders operating against Kashgar, was expected to reach Shikho at the beginning of April, in order to besiege Manasse, and that at the same time another body of Chinese troops would commence operations against Urumtsi. Judging by all that we have recently been able to glean respecting the position of affairs in Eastern Turkistan, it seems a fair inference that the chiefs to whom Mr. SHAW alludes are those of the Tungans, who form the mainstay of YAKOOB KHAN'S power on the side of China. It will be within the recollection of our readers that we called attention to this very phase of the matter even before the arrival of the above-mentioned telegrams from St. Petersburg, our words being, "It is stated that the troops stationed at Barkul and Hami "will soon be set in motion against Kashgar, while others "are preparing to march against the Tungans of Umrutsi "and Manasse." Under all the circumstances of the case, and presuming, of course, that the Russian sources of information are trustworthy, it seems inevitable that some severe collision must take place during the present summer between the armies of Kashgar and China, and who can foretel what will be the result?

THE CESSION OF SAGHALIEN.

A FORTNIGHT ago we published a telegram from St. Petersburg to the effect that a convention had been signed there, by which Japan had agreed to cede to Russia her portion of the island of Saghalien, but no mention was made of the terms on which the cession had been made. Sir C. DILKE, however, who takes a very useful interest in matters relating to the Far East, has put a question on the subject in the House of Commons to the Under-Secretary of State for Foreign Affairs, and has elicited definite information as to what at first sight appeared a one-sided and rather mysterious contract. According to Mr. BOURKE'S reply, the Japanese Minister in London has informed our Government that by the Convention of May 7 Japan is to receive in exchange for her portion of Saghalien the Kurile Islands, eighteen in number, which lie to the north of Japan. We think that the Japanese have exercised a wise discretion in consenting to give up to Russia their rights, whether supposed or real, over the southern part of this long, straggling island, for the joint occupation of it by the two Powers must inevitably have led in the long run to difficulties and complications between them, the result of which it would not be a hard matter to forecast. Besides these prudential reasons, Saghalien is so placed as regards the Amoor territory that it certainly seems more natural and convenient that both should belong to the same Power. That the Russians will turn the island to much better account than the Japanese would ever have done there cannot be much doubt, and we already hear that its extensive coal-fields are to be worked by Russian engineers and miners, and that it is intended to employ for this purpose a large number of the convicts from Siberia. As regards her new possessions, the Kurile Islands, which extend from the northern shores of Yesso, across the mouth of the Sea of Okhotsk, to the Kamtschatka peninsula, it is not so easy to see what use they will be to Japan, but we suppose that it was only seemly that she should have a *quid pro quo*, and that Russia felt she could safely surrender them without doing herself any injury.

A STATEMENT has appeared in the City article of the *Daily Telegraph* to the effect that a Bill would be presented to the National Assembly of France with a view of annulling the contract and subsidy for the various mail services now performed by the Messageries Maritimes. The expectation is that a much lower rate of subsidy will be established. The statements and figures put forward are all more or less erroneous; in the first place the Bill is a private one, presented by M. GUICHARD, and not by the Finance Minister on behalf of the Government. The contract with the Government does not cease in July next, but at that time it is open to "notice" or revision. The comparisons made between the Messageries and the P. and O. Company are manifestly too absurd to require any refutation. As usual, the *Daily Telegraph* has drawn its own sensational conclusions, and stated them as facts.

THE report of the Directors of the P. and O. Company, which will be found in another column, announces that the working of the service for the half-year does not warrant the payment of any interim dividend. We are not surprised at this, and shareholders who are familiar with the ruling rates of freight to the East, will be able to appreciate the enormous reduction in the earnings of the company, and will commend the conduct of the Directors in postponing the question of dividend.

THE P. AND O. COMPANY.

The P. and O. Company's Report, to be presented at the meeting on June 8, states:—

The directors regret to state that the result of the operations of the half-year is less favourable than it has been for many years. After deducting from revenue the current expenditure, and after making the usual reserves for depreciation and insurance, there remains a profit on the working account, but not such as to justify the directors in recommending the payment of an interim dividend at the ensuing meeting. The causes which have led to this diminished profit are, first, reductions in the mail subsidies; secondly, and more particularly, a deficiency in receipt on the Company's lines to and from Bombay. With regard to the first of these circumstances, the directors have in previous reports explained that the Australian subsidy is £40,000 per annum less than formerly, and that the Imperial subsidy is £20,000 per annum less, besides being now subject to deductions for heavy penalties for delay arising from bad weather and other causes of detention over which the Company has no control. The result is a diminution under the head of Subsidy in the revenue for the six months ended 31st March, 1875, amounting to £22,000 as compared with the same period of 1874. The falling off in the earnings of the Company's Bombay Lines, outwards and homewards, as compared with the same period of 1874, is more serious, and to account for the unfavourable position of this Service, it is necessary to give some particulars of its working.

As most of the proprietors are aware, the Company maintains a weekly communication between Bombay and London, with a branch service to Brindisi and Venice. The bulk of the Bombay trade, taking the outward as well as the homeward business, is compressed into the period from October to April; and during the other five months of the year, from May to September, the shipments from either side are generally of a limited character, and the number of passengers small. It follows that the Company's steamers must run at a loss during this latter season of the year, when it is no uncommon thing for the steamers to be only half full of cargo, and to have but ten or twelve passengers on board. Against the loss thus incurred the Postal Subsidy can only be a partial set off. The busy season is therefore expected to leave such a profit as to recoup the loss entailed during the other months of the year; but during the past busy season the freights have been considerably lower than at any former period.

It will convey some idea of the condition of this trade to state, that outward freights from London to Bombay were seldom more than 25s. per ton between October and March this year, and that frequently steamers competing with the company were receiving goods in Liverpool at rates equivalent to 15s. per ton free on board at that port. A rate of 25s. in London only leaves 15s. for the 6,000 miles voyage to Bombay after deducting the charge for passing the Company's Steamers through the Suez Canal. But even at this freight it was frequently impossible to fill up the vessels, and when this could be foreseen the vacant space in the holds was filled with coals.

With regard to homeward freights from Bombay the comparison with last year also shows an unfavourable result. The Company has had to accept on the average about 20s. per ton lower freight than for the corresponding six months of 1873-1874, and the rate was then low. Upon the cargo tonnage despatched by the Company from Bombay in this period this depreciation represents a heavy amount. It may cause surprise that a trade of this kind has been carried on by private shipowners. But the fact is, that very few of the vessels competing with the Company on the Bombay line can be considered as regular traders. They are to a great extent chartered on speculation by European and Native firms to bring home cotton, and whatever loss they sustain is probably widely divided. A further disadvantage with which the Company had to contend last season was that the Austrian Lloyd's Company of Trieste, and the Rubattino Company of Genoa, respectively supported by the Austrian and Italian Governments, each ran a fortnightly line to Bombay during the four best passenger and cargo months of the year, namely, from January to April, and reduced their service to a monthly line when trade became slack. This arrangement necessarily interfered with the Company's freights, but as far as the passenger trade was

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concerned, which these lines might be expected to affect, it is satisfactory to note that the Company took on the whole more passengers from Bombay than during the corresponding period of the previous year. On the Company's other lines there have been some variations, and there has been a general want of elasticity everywhere, owing to a prevalent dulness in trade; but the loss or gain in the other branches of the Company's operations, besides those above indicated, would not have materially affected the profit and loss account for the period in question.

The *Behar* has been sold in Japan; and the *Candia*, built in 1854, being no longer suited for the Company's requirements, has been disposed of. The *Deccan* has received new engines and boilers of 600 horse-power, constructed by Messrs. Hawthorn and Co., of Newcastle-on-Tyne, and in addition to a thorough overhaul of her hull, a large poop has been added to the vessel by Palmer's Shipbuilding Company, which increases the cargo capacity by 500 tons. The *Deccan* has returned from her first voyage to Calcutta after these alterations, and the result shows that the new engines effect a daily saving of twenty tons of coals, while maintaining the same rate of speed as before. The *Poonah* has also been fitted with new engines, which are duplicates of those supplied to the *Deccan*, and by the same engineers, and has returned from Newcastle to Sunderland in order to finish the shipwrights' work connected with the lengthening of the vessel 80 feet, which has been successfully completed by Mr. James Laing since the date of the last Report. These alterations will enable the ship to carry 1,000 tons additional cargo, and sixty more first-class passengers than she did formerly, and she is expected to be ready for sea in July.

The *China*, after receiving new boilers, has been at work since January last, and her performances are satisfactory. The *Bangalore* has recently been placed in the hands of Messrs. Denny and Co., to have her engines compounded and to receive the addition of a poop, which will considerably increase her freight capacity and improve her passenger accommodation. The Directors have entered into a contract with Messrs. Humphreys and Tennant to supply the *Travancore* with new engines and boilers of 400-horse power, which will increase the speed and capacity of that vessel and, at the same time, materially reduce her consumption of fuel. With the same object a contract has been entered into with Messrs. James Howden and Co., of Glasgow, to supply new engines of 450-horse power to the *Tanjore*. These contracts are for engines and boilers of the newest and most economical type. That such improvements are also absolutely necessary has been repeatedly pointed out in former reports.

MAIL AND GENERAL SERVICES.

Under this head the directors are enabled to report the safe navigation of the Company's steamers, during a winter of such severity as has not been experienced for many years. That some damage should be suffered by the Company's fleet under such circumstances might almost be anticipated, particularly as the new contract, with its absolute penalties, requires the utmost efforts to be made in posecuting the voyages under all conditions of weather. The directors are, however, happy to state that no damage has been sustained of such consequence as to entail a charge on the Proprietors' Underwriting Account.

HOME AND FOREIGN ESTABLISHMENTS.

In their last report the directors fully explained the circumstances which had necessitated two important changes in the working of the Company, viz.: the adoption of the Suez Canal route for the main lines to India, and the substitution of London for Southampton as the terminus of these lines. In pursuance of these alterations, the directors have since effected considerable reductions in their establishments, more particularly at Southampton and at Alexandria and Suez. The double mode of working the Company's traffic, both by canal and railway, still necessitates a considerable staff in Egypt, but it is estimated that the cost of the establishments hitherto maintained in that country will be diminished by nearly £10,000 per annum. At Southampton the establishment has been reduced to a minimum, and the saving there effected will not be less than £12,000 per annum in all departments. In carrying out this duty, the directors have had to assume the painful task of dispensing with the services of old and faithful officers, some of whom had been more than thirty years in the Company's employment. In dealing with such cases, the directors have granted either gratuities or pensions calculated upon a scale adopted in similar cases by various joint-stock companies in this City, and they trust that their action in this respect will meet with the approval of the proprietors.

The directors consider it right to mention, more particularly, the case of Mr. Andrew Lamb, the Company's Superintending Engineer, to whom, subject to the approval of the proprietors, they have granted a retiring allowance of £500 per annum, being at the rate of half the salary which he had received for many years. Mr. Lamb was not only the practical Engineering Superintendent at Southampton, but he had a general charge for more than thirty years of that department throughout the Company. In that capacity he held one of the most important offices in the service, and he also acted as the referee of the Board on all questions connected with machinery. His career in this Company dates from its foundation, he having previously served in the same position in the Peninsular Company, and the Board now gladly take this opportunity of recording their high appreciation of his merits, and his unflagging zeal for the interests of the proprietors.

Consequent on the radical change in the service of running the main lines *viâ* the Suez Canal, the majority of the ships will in future have their wages paid and be stored and repaired in this country instead of in India as hitherto. Although this alteration was foreseen and provided for to a certain extent before the Canal Contract was arranged by reductions at the principal foreign agencies, such as Calcutta, Hong Kong and Bombay, the directors have still important changes in progress both on shore and afloat, in addition to those now specified. Such changes must necessarily occupy some time in being carried out, and a longer period must elapse before their effect can be felt in the financial working of the Company. But as the object is to concentrate as far as possible the expenditure of the Company in this country, instead of its being spread throughout the East, as has hitherto been inevitably the case, and also to put that expenditure more on a level with an European than an Indian service, the directors trust hereafter to report an improvement in the Company's position arising from these arrangements.

FLEET OF THE P. AND O. COMPANY.

		Tonnage.	Horse power. Nominal.	
1.	Australia	3,663	600	Mediterranean, Adriatic, India, and China Services.
2.	Avoca	1,482	250	
3.	Baroda	1,874	400	
4.	Bokhara	2,932	450	
5.	Cathay	2,982	450	
6.	China	2,016	400	
7.	Deccan	3,429	550	
8.	Delhi	2,178	400	
9.	Geelong	1,834	250	
10.	Golconda	1,909	450	
11.	Gwalior	2,725	450	
12.	Hindostan	3,113	600	
13.	Hydaspes	2,984	450	
14.	Indus	3,470	500	
15.	Kashgar	2,621	450	
16.	Khedive	3,742	600	
17.	Khiva	2,609	450	
18.	Lombardy	2,723	450	
19.	Malta	1,942	500	
20.	Malwa	2,933	450	
21.	Mirzapore	3,763	600	
22.	Mongolia	2,833	530	
23.	Mooltan	2,257	450	
24.	Nizam	2,725	450	
25.	Pekin	3,777	600	
26.	Peshawur	3,781	600	
27.	Simla	2,441	630	
28.	Sumatra	2,488	450	
29.	Sunda	1,704	300	
30.	Surat	3,141	530	
31.	Teheran	2,589	400	
32.	Thibet	2,593	400	
33.	Venetia	2,726	450	
34.	Zambesi	2,431	370	
35.	Ceylon	2,111	450	Australian Service.
36.	Nubia	2,096	450	
37.	Pera	2,119	450	
38.	Ellora (between Melborne and Sydney.)	1,727	300	
39.	Bombay	1,327	275	China and Japan local Services.
40.	Malacca	1,709	300	
41.	Masilia	1,640	400	
42.	Orissa	1,647	300	
43.	Adria	1,225	110	Cargo Vessels.
44.	Columbian	2,283	500	
45.	Poonah	2,152	600	Under alterations and refitting.
46.	Travancore	1,900	400	
47.	Bangalore	2,063	500	
48.	Tanjore	2,245	400	
		118,654	21,295	

STEAM TUGS.

49.	Ansari	146	40	Egypt.
50.	Gabari	34	20	
51.	Timsah	271	120	
52.	Pauline	20	14	
53.	Sirsar	55	30	Aden.
54.	Parell	24	12	Bombay.
55.	Colaba	145	60	
56.	Howrah	70	25	
57.	Bandora	128	20	
58.	Sewree	128	20	
59.	Siada	99	60	Hong Kong.
60.	Dragon	89	24	Shanghai.
61.	Stork	31	15	Yokohama.
		1,240	460	

CARGO AND COAL HULKS.

		Tonnage.		
62.	Fort William	1,800	—	Hong Kong.
63.	Larkins	1,000	—	King George's S.
64.	Tiptree	1,617	—	Yokohama.
		4,417		

THE MESSAGERIES MARITIMES SERVICE.

The following is the statement in the *Daily Telegraph* to which we allude in another column:—

It may be some consolation to the P. and O. Company, under the unfavourable circumstances stated in the report they have just issued, to learn that one at least of the rival lines trading to the East is likely to lose much of the peculiar advantage it has hitherto enjoyed in the possession of an enormous subsidy. It appears that the French Government has presented to the Assembly a Bill to terminate the contract with the Messageries Company for the conveyance of the mails in the Mediterranean and the Black Sea, as well as to India and China, the right to take this course coming into operation on the 22nd of July next. The preamble of the Bill, as we learn from the Paris

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correspondence of the *Economist*, makes a comparison between the contract of the P. and O. Company with the English Government, and that of the Messageries with the French Government. The former, for a service of 1,171,092 miles, receives £430,000, while the latter, for 631,514 miles, or little more than half the distance, is paid, at present, exactly £399,838. The profits of the companies were in the same proportion—thus in 1873 those of the Messageries amounted to 19 per cent., of which 9 per cent. went to the shareholders and 10 per cent. to reserve, which at the end of that year amounted to £2,320,000, for a capital of £2,400,000 only; while the English company had never until the last two years made profit of more than 6 per cent., and had only a reserve of £400,000, including that for insurance. Accordingly it is proposed to put the mail services performed by the Messageries up for tender, satisfactory results having accrued from a similar course in other cases; and, moreover, the reduction of the subvention is expected to do good by opening the way to a healthy rivalry in the carrying trade to the East. Should M. Léon Say have the opportunity of seeing the last report of the P. and O. Company he will find additional grounds for declining to continue the payment of extravagant subsidies. Whatever reason there may originally have been in fostering this particular maritime enterprise, it is now clear that the grant of a heavy bonus for other than services rendered in the conveyance of mails only tempts the subventioned company to carry goods at rates that are ruinous to private traders. By cutting down the subsidy to an amount fairly equivalent to the work done, the French Government will accomplish an important administrative economy, and the motives to indulgence in extreme competition will be taken away, since the duty of the Messageries directors to their shareholders will then oblige them to seek freight on terms that will at least yield a small profit, even although, as is not unlikely, that end should only be obtainable by a transfer of shipping facilities from one market to another less overstocked.

Monetary and Commercial.

The report of Reuter's Telegram Company for the year ending 31st December last states that the net profits, after payment of current charges, writing off bad debts, and deducting rebate on unexpired subscriptions, amount to £6,330, including £245 brought forward from the last account. The usual interim dividend of 2½ per cent. was paid in October last, and the directors now declare a further dividend of 8s. per share, equivalent to 5 per cent., free of income-tax, making a total distribution of 7½ per cent. for the year.

In consequence of the continued rumours in regard to the stability of Messrs. David Sassoon, Sons, and Co., of London, Bombay, and China, the partners have announced that they are prepared to retire all their acceptances. This will assuredly be a complete answer to the rumours, and the partners have acted wisely in stopping the injurious reports which have been current for some weeks.

The suspension is announced of Mr. Alfred E. Westbeech, of Fenchurch-street, merchant, with liabilities amounting to £75,000, of which it is expected about £40,000 will run off or be covered by securities. The value of the assets cannot yet be ascertained. The business has been in existence seventeen years, and the failure is stated to have been occasioned by the rapid fall in prices in China.

A meeting of the creditors of Stephen Henry Emmens, of 8, Old Jewry, merchant and banker, trading as Emmens Brothers and Co., was held Thursday at the Cannon-street Hotel, when a statement of his affairs was submitted and read by Mr. James Cooper, of the firm of Johnstone, Cooper, Wintle, and Co., public accountants. The liabilities were stated at £89,000, with assets, principally in mines and shares (subject to realisation) amounting to £109,000. Liquidation by arrangement was resolved upon, and Mr. Cooper was appointed trustee to act with a committee of inspection chosen from the general body of creditors, Messrs. Crook and Smith being the solicitors to the proceedings.

The creditors of Messrs. Siordet and Co., who recently failed for £400,000, have unanimously agreed to accept a composition of 12s. 6d. in the pound, payable in three instalments. The resolution to that effect has been duly signed by a Registrar of the Bankruptcy Court.

During the week ended the 22nd inst. the deliveries of tea from the bonded warehouses in London amounted to 2,809,437lb., of which 1,643,625lb. were for home consumption, 589,130lb. were removed coastwise, 498,981lb. were exported, 74,708lb. were sent coastwise for export, and 2,993lb. were for ships' stores. The duty received during the week, which consisted of only five working days, was £41,091.

The directors of John Brown and Co. (Limited), Atlas Steel and Iron Works, Sheffield, at their meeting yesterday decided to recommend a dividend of 10 per cent. for the year ending the 25th of March last, less income-tax and the interim dividend paid in December, 1874.

Bar Silver has been sold at 56½d. per oz., the lowest price Silver has yet touched. There have been a few small parcels of Mexican Dollars received during the week, they have not been sold; the market is very quiet, and 56d. per oz. is the nearest quotation we can give.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 9
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	21½ to 22½
20	City	10	13¾ to 14¼
100	Colonial	30	60 to 62
500fr.	Comptoir D'Escompte de Paris	All	586 fr.
Th.200	Deutsche	All	Th.162
£28½	Hong Kong and Shanghai	All	20 to 22
50	Imperial	15	18½ to 19½
50	London and County	20	65½ to 66½
50	London Joint-Stock	15	52½ to 53½
100	London and Westminster	20	76 to 77
25	Oriental	All	45 to 46
50	Union of London	15	45½ to 46½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7¾
10	Eastern Telegraph	All	6¾ to 7¼
10	Great Northern	All	9½ to 10
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	3 to 3½
12	Telegraph Construction Company .	All	25½ to 25¾
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	12½ to 12¾
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 6 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6½	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	50 to 52
20	British Indian	All	6½ to 7½
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4½ to 5
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1¾ to 2¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6¼ to 5¾ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3¼ to 3⅜
10	General Credit and Discount	7½	8¼ to 8½
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1½ to 1 dis.
25	National Discount	5	9⅝ to 10½
500fr.	Messageries Maritimes of France ...	All	580 fr.
£50	P. and O. Steam	All	43 to 46
50	Do. Do. 1867	10	5 to 3 dis
100	Royal Mail Steam...	60	69 to 72
402fr.	Suez Canal	—	665 fr.
	Amoor River Navigation Six per Cent...	All	50 to 60
£98	Japan Loan, 9 per cent.	All	109 to 111
92½	Do. 7 per cent....	All	103 to 105

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co. agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

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BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

Commercial transactions have suffered considerable interruption from the Whitsuntide holidays, and subsequently from the Epsom races. Public sales have been of less extent, and the total amount of business is moderate. Tea and Silk continue quiet. Sugar has declined. The continued heavy supplies of Coffee have caused a slight reaction, but prices are not lower than a fortnight ago. A further reduction in Rice has led to larger sales. In Hemp more business has been done. Spices are generally slow of sale, but prices exhibit only slight deviations. Extensive auctions of Coir Goods went off slowly, prices being frequently cheaper. Cutch and Gambier are in better request and Straits Tin is 10s. per ton higher.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Business has been on a very limited scale, but with the exception of Green Teas and new season's new-make Congous there is no alteration to be quoted in prices. In the public sales during the fortnight 13,966 packages have been offered, of which 12,828 packages have been printed and sold without reserve. The deliveries for the fortnight, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	3,709,616	3,739,279
Coastwise	1,293,640	1,281,965
Exports	1,253,886	1,066,945
	6,257,142	6,088,189

Congous.—Red-leaf kinds: Siftings are scarce, and full prices are obtainable. Broken-leaf kinds from 9½d. to 10d. per lb. have been saleable; fair to good common have been dull of sale from 10½d. to 11½d. per lb. Fair Kaisow kinds from 1s. 1d. to 1s. 4d., good from 1s. 5d. to 1s. 7d., and fine from 1s. 8d. to 1s. 9d. per lb., have been in steady request, the supplies on offer being limited; finest meet with a slow sale from 1s. 10d. to 2s. per lb. In Pak Lin kinds there is no alteration. Black-leaf kinds: Common remain much as before, at 10d. to 10½d. per lb., the fair grades from 11d. to 1s. 1d. per lb. are difficult of sale, even at the reduced prices established. Fair to good medium from 1s. 2d. to 1s. 5d., good to fine from 1s. 6d. to 1s. 10d., show no change. In finest there have been but few sales. Canton-make kinds: Old season's remain as before; in new sales have been made from 1s. 3½d. to 1s. 8d. for fair to good and fine, being a further decline. Oolongs show no material change. The few sales of Souchong have been at about previous prices. *Scented Teas.*—Canton Capers: Although there has been less offered at public auction the prices of common to fair kinds show no improvement; the better kinds remain steady, but with only a limited demand. Orange Pekoes: The demand continues fair at former prices. Foochow Capers: The few sales made have been without change in prices. Orange Pekoes: Common kinds have sold ½d. per lb. lower, but there has been rather more inquiry for fair to good qualities. *Green Teas.*—The supplies are still in excess of the requirements of buyers. Privately it is very difficult to make sales. At public auction large quantities continue to be offered, and the prices show some irregularity, but generally ruling in favour of buyers.

SILK.

There is no alteration to notice in the position of the market. China Silk of the lower descriptions is still current of sale, and prices are well maintained. Cantons remain quiet. Japans are in moderate request, but recent sales show a slight decline in prices. Deliveries, 1st to 26th inst. inclusive:—China, 3,005 bales; Canton, 498; Japan, 357; total, 3,860 bales.

LONDON QUOTATIONS—MAY 28.

CHINA.	
Tsatlee, No. 1	20s. 6d. to 21s. 0d.
,, No. 2	19s. 6d. to 20s. 0d.
,, No. 3	17s. 6d. to 18s. 6d.
,, Red Peacock	15s. 0d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 6d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 16s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 6d. to 19s. 0d.
Idah ... ... (none)	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none)	
Hatchoji ... ... (none)	

CUTCH remains firm, and by private contract sales have been effected at steady rates, including 800 boxes Pegue (from Calcutta) at 23s. 9d., and 300 cases (Cock mark) at 24s. At auction 1,000 boxes fair Pegue of the mark Flag BB just arrived from Rangoon were all sold at former prices at 23s., a few lots 23s. 3d., also 34 boxes and 2 tons loose ditto at 24s. 1,000 boxes fine fresh Pegue from Calcutta were bought in at 24s.

COIR GOODS.—The supplies at the periodical auctions were excessively heavy, comprising—Yarn 5,536 bales 265 tons, Fibre 1,581 bales 90 tons, and Rope 47 tons. The demand for Yarn was slow, but as holders were willing sellers nearly the whole was disposed of; the small proportion of good to fine qualities sold readily at full to rather dearer rates; coarse kinds of good colour also sold steadily, but mixed qualities were generally cheaper, common to the extent of 20s. per ton; roping, of which a larger supply was offered, was also 20s. lower. Good qualities of Fibre sold well, but medium were dull of sale and chiefly bought in, and inferior sold again lower. Rope was all sold, heavy at the recent advance, but medium sizes again easier. Ceylon Yarn sold, ordinary to good ordinary at £20 to £23 10s., medium to good medium at £24 15s. to £28, good to fine make and colour at £30 to £39, superior ditto at £46 to £46 10s., one lot roping at £24 10s. per ton. *Kitool Fibre:* 212 ballots 100 bundles (2 tons) Ceylon partly sold at 9½d. per lb.

CHINA PRESERVES.—150 cases 20 casks ginger were bought in at 6½d. per lb.

COCOANUT OIL.—Although no alteration has taken place in prices there has been no improvement in the demand, at £43 10s. to £44 as to packages for fine Cochin, whilst medium offers at £42. Ceylon in pipes is quoted, old at £37 10s. and new at £37 15s., puncheons £38, up to £38 10s. for hogsheads.

CAMPHOR.—Although there have been large arrivals of China the market has been steady; about 150 cases have been sold at 70s. and a few at 72s. 6d. At the close there are sellers at 70s. per cwt.

DRAGON'S-BLOOD.—The market has been quiet; of 20 cases at auction, only a few sold; Reed at £11 7s. 6d. to £11 10s. per cwt.

ESSENTIAL OILS.—*Aniseed* very firmly held; about 20 cases sold at 9s. 4d. to 9s. 6d., and 40 cases afloat at the latter figure. *Cassia* continues dull and very plentiful, few cases sold at 4s. 5d. *Nutmeg* also dull and plentiful; of 17 cases few sold at 7d. *Lemon Grass* quiet and easier; of 166 cases a small proportion sold at 2¼d. to 2½d. *Cinnamon* too plentiful, and no buyers, except at much lower prices; 7 cases Leaf mostly sold at 3d. to 3¼d. per oz. *Citronelle* quiet; and of 28 cases one-fourth sold at 1⅝d. to 1¾d. per oz.

EBONY.—Value unchanged: 10 tons good to fine Ceylon sold at £10 to £14 15s.

GALLS have continued dull; at auction of 160 cases China 20 cases good sold at 52s. 6d., being again easier. Privately 200 cases China have been sold at 51s. 6d. to 52s. per cwt.

GUMS.—*Benjamin* again easier and quiet; of 150 cases offered at public sale a few only sold—fair to fine Sumatra seconds at £10 to £12; false packed at £8 to £8 10s. *Copal* easier; 715 cases, &c., at auction retired, and mostly sold privately, at a price not allowed to transpire, and further lots more recently. *Damar* very steady and firmly held; and 227 cases good Batavia sold at auction at 59s. 6d. to 60s. 6d. per cwt. *Gamboge* easier, and of 61 cases one-fourth sold at £11 to £11 17s. 6d. for fair to good pipe, a little run.

GUTTA-PERCHA continues very quiet.

GAMBIER has been in good demand at fully previous quotations; on the spot about 250 tons have been sold at 25s. 4½d. to 25s. 6d. ex ship and ex quay and ex warehouse. For arrival 100 tons January-February sailing have been sold at 25s. 6d., 15 tons per steamer now due at 25s. 3d. ex ship, all faults. At auction 720 mats pale free cubes bought in at 42s. to 43s. per cwt.

HEMP.—There has been more demand for Manila, and sales to the extent of 2,000 bales have been effected at steady rates, fine brown at £28 10s., barely fair at £29 10s., fully fair £30 10s., good Zebu at £32 5s. to £32 10s. At auction of 369 bales Manila 69 bales fine brown sold at £28 10s. to £28 15s., the remainder being bought in at £33 per ton.

INDIARUBBER.—A manifest improvement has taken place in the market, and in these descriptions sales of Borneo have been made at 1s. 8½d. to 1s. 4d. per lb.

ISINGLASS.—The auctions included 47 packages Penang, which were for the most part sold—leaf, good thick dark, 4s. 6d.; thin pale, 4s. 11d. Pipe, middling to fine, 3s. 8d. to 4s. 7d.; ordinary, 2s. 9d. Purse, good to fine, 1s. 4d. to 1s. 8d. These prices are the turn easier.

JAPAN WAX.—A very limited business has been done at the previous value. Of 19 boxes fair saucers at auction 10 boxes sold at 52s., 18 boxes good bold slab were bought in at 53s. per cwt.

MUSK.—The market has been steady; of 50 caddies Tonquin Pod two-thirds sold; very damp to dry selected pods at 38s. to 40s.; rough and bally 15s.; wet pickings 20s. 6d. per oz.; 7 tins Grain were quitted privately before the sale.

ORCHELLA.—Ceylon is very scarce, higher and wanted; 326 bales at auction sold in the room, and subsequently at 42s. to 50s. per cwt. for good to fine quality.

PLUMBAGO.—At auction 243 barrels Ceylon were nearly all sold at steady rates, good fair rather earthy to fine bright small lump at 16s. 6d. to 18s. 6d., fine chips 11s. 6d. to 11s. 9d., good dust 9s. to 9s. 6d.

PEPPER.—*Black* has continued dull, with very limited sales, and is a shade easier. Singapore has realised 5¾d. to 5⅝d., closing with buyers at 5¾d.; Penang has been quitted at 4 15-16d. to 4⅞d. privately; of 1,050 bags in public sale, two-thirds sold; Singapore grey at 5⅝d. to 5½d.; Penang at 4⅞d. Afloat, nothing of consequence done. *White* has continued quiet, with small trade at 7⅜d. for fair, and of 400 bags offered, only a few sold at that price.

RICE.—The market has continued flat, but as holders have accepted a further decline of 1½d. to 3d. for floating cargoes, a larger business has resulted; at the same time there is little demand at the close. On the spot the sales consist chiefly of soft grain kinds for transhipment

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to Liverpool, there being only a limited demand for any kind at this port. The quotations on the spot are Bengal, good to fine new 11s. 6d. to 12s. 9d., old 10s. 1½d. to 11s., Ballam 10s. 6d., old Rangoon 8s. 4½d., new ditto per J. Drake 8s. 10½d., old Bassein 8s. 3d., and Japan 8s. to 8s. 6d.

SPICES.—*Cassia Lignea:* Market steady, and about 300 cases sold at 54s. 6d. for unworked. *Buds:* Small sales at £5 5s. *Cloves:* Market steady, but quiet; 158 bags retired but subsequently quitted. *Ceylon Cinnamon:* Market steady; the periodical sales are fixed for the 31st inst. *Mace* dull; of 55 cases, few only sold; good at 2s. 10d., fair 2s. 3d. to 2s. 6d., middling 2s. *Nutmegs* steady, but quiet; of 26 casks and cases at auction, a few sold, 82's at 3s. 5d. to 3s. 6d., 110's at 2s. 8d.

SAGO.—Market quiet; in auction of 797 bags small pearl 380 bags were sold at previous rates—fair to good at 17s. 6d. to 18s., the remainder bought in at 18s.

SOY continues firm; 100 casks China have been sold at 2s. to 2s. 1d. per gallon.

STICKLAC.—Siam is rather easier; about 200 cases sold privately at £5 12s. 6d. per cwt. for fine quality, but 185 cases at auction retired.

SAPANWOOD has been very firm; 7 tons Manila realised £10 10s. to £10 12s. 6d. per cwt.; 8 tons Ceylon were withdrawn.

TAPIOCA.—Flake quiet; and of 890 bags offered, 400 sold; fine at 2¾d. Pearl easier; 330 bags sold; Bullets 20s. 6d. per cwt.; fine small 22s. 6d.; medium 19s. 6d. to 20s.

TIN.—During the week the quotation for Straits has advanced to £85 per ton, but at the close it has receded to £83 to £83 10s. Banca stands at £38 and Billiton at £83, showing no change.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Business may be said to have been quite suspended between the 18th and 24th inst., on account of the holidays, and even since there has been but a scant attendance of both buyers and sellers, and the transactions have been of a very limited character. Steadiness as regards prices has, however, been maintained, and last week's rates ruled. Beyond a little more inquiry for the common descriptions of Grey Shirtings, 6, 7, and 8¼ lbs., there is little to notice, the demand, generally, being quiet, but producers steadily maintaining their quotations.

QUOTATIONS FOR CHINA GOODS.

Description.	lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings ... 39 in....	7 ...	14×13 ...	37 ...	6/9 ...	7/4½
Do. ... ... ,, ...	7 ...	14×13 ...	38 ...	8/3 ...	8/6
Do. ... ... ,, ...	8 4 ...	16×15 ...	39 ...	8/3 ...	8/9
Do. ... ... ,, ...	8 4 ...	16×15 ..	40 ...	9/9 ...	10/1½
Do. ... ... ,, ...	9 ...	19×19 ...	41 ...	11/9 ...	12/3
Do. ... ... ,, ...	10 ...	19×19 ...	43 ...	12/7½ ...	13/3
T-Cloths ... ... 32 in....	6 ...	14×14 ...	43 ...	5/3 ...	5/3
Do. ... ... ,, ...	6 ...	15×15 ..	44 ...	5/7½ ...	5/7½
Do. ... ... ,, ...	7 ...	15×15 ...	45 ...	6/0 ...	6/0
Do. ... ... ,, ...	7 ...	16×16 ...	46 ...	6/4½ ...	6/4½
Mexican ... ... ,, ...	7 ...	18×18 ...	47 ...	6/6 ...	6/7½
Do. ... ... ,, ...	7 ...	18×18 ...	48 ...	7/9 ...	7/9
Do. ... ... 36 in....	8 ...	18×18 ...	49 ...	7/9 ...	7/9
Do. ... ... ,, ...	8 ...	18×18 ...	50 ...	8/9 ...	8/9
Spots ... ... White...	— ...	— ...	51 ...	10/7½ ...	10/7½
Brocades ... ... ,, ...	— ...	— ...	53 ...	10/10½...	10/10½
Drills ... ... 30 in....	15 ...	— ...	53 ...	8¾d. ...	3½d.
Do. ... ... ,, ...	15 ...	— ...	54 ...	3¾d. ...	3¾d.
Jeans ... ... ,, ...	8 ...	— ...	55 ...	8/4½ ...	8/7½
Do. ... ... ,, ...	8 ...	— ...	56 ...	9/4½ ...	9/0
Water Twist.		16/24		28/32	
Good Seconds		10¼ ...		... 12¼	
Best ditto		11¼ ...		... 13¼	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May19	Solway Queen	Williams	Batavia	Liverpool
21	Voorlichter	De Willigen	Java	Amsterdam
19	Mandalay (s.)	Wilson	Rangoon	Greenock
19	Oriana	Collins	Sourabaya	Havre
20	Atalanta	Davis	Batavia	New York
20	Inverness	Peter	Shanghai	Do.
20	Sooloo	Howie	Do.	Do.
20	Lochleven Castle	McKenzie	Singapore	Liverpool
21	Sliedrecht	Willems	Java	Greenock
22	Commissary	Hunter	Hong Kong	New York
22	Olive	Davies	Singapore	Boston
24	Guiseppina N.	Nosardi	Do.	London
22	Wilhelmina & Clara	v. Herwerden	Java	Amsterdam
25	Chattanooga	Freeman	Hong Kong	New York
25	Orient	Oriander	Batavia	Do.
22	Tertia (s.)	Wrang	Maulmain	Antwerp
22	Harrington (s.)	West	Batavia	Rotterdam
25	Stefano	Millovich	Manila	London
25	Geo. H. Warren	Ellis	Sourabaya	Boston
26	Windhover	Findlay	Manila	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
May18	Excelsior	Edlund	Hong Kong	Hamburg
20	Excelsior	Irving	Singapore	London
20	Ada	Cherpion	Java	Rotterdam
16	Irene	Hansen	Hong Kong	Hamburg
18	Adler	Togel	Singapore	Do.
21	Solent	Meldrum	Hong Kong	London
20	Kenilworth	Mitchinson	Anjer	Sunderland
22	Argyll (s.)	Scott	Shanghai	London
22	Johanna Margaretha	Ruhaak	Batavia	Rotterdam
24	Priam (s.)	Seale	Shanghai	Liverpool
24	Akbar	Clark	Batavia	Do.
25	Guinevere	Anthony	Shanghai	London
25	Maggie Dixon	—	Colombo	Newport

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Paraguay, Flintshire. For Singapore, Hong Kong, and Shanghai: Glenroy.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Mikado. For Hong Kong: Chusan, Coldstream, J. C. Munro, Birker. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk. For Penang: Salus. For Colombo: Annie, Eleanor.

At LIVERPOOL.—For Hong Kong, and Yokohama: Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Ulysses (str.), Hector (str.). For Hong Kong: Carolus Magnus. For Manila: Buenaventura (str.). For Batavia: Martha P. Tucker. For Anjer: Rona, Horatio Sprague.

At GREENOCK.—For Batavia: Karang (str.).

At CARDIFF.—For Hong Kong: Ringdove (str.). For Batavia: Kurrachee. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria and Betsey.

SPOKEN.

ELIZA, Portsmouth to Sourabaya, March 23, 21.47 S., 29.51 W.
TYNEDALE, Newcastle to Singapore, April 8, 2.50 S., 25.46 W.
KASHGAR, London to Hiogo, April 13, 0.30 S., 26.45 W.
COUNTESS OF MINTO, Colombo to London, April 21, 29 S., 10 E.
BAYSWATER, Samarang to Falmouth, April 13, 2 N., 21 W.
GALILEE, Sourabaya to Amsterdam, May 3, 23 N., 43 W.
VERONA, Singapore to New York, May 9, 1 N., 29 W.
COLDINGHAME, from Penang to London, April 11, 3 S., 91 E.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight, 50s. to 55s. meast. To Hiogo: 60s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 55s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 55s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 23s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

The Sirius (str.), from Colombo, for London, arrived at Malta, May 24, with crank shaft broken.

MISCELLANEOUS.

The Mandalay, steamer, which put into Lisbon some days ago, having been on fire, has arrived at Glasgow. She was on a passage from Rangoon to the Clyde with 20,801 bags rice, 1,000 cases cutch, 1,000 bundles rattans, and 1,894 blocks of teakwood. The damage done to the cargo is considerable, but not so great as was expected; 2,400 bags of rice have been completely destroyed.

The Prins Hendrik (str.), from Nieuwe Diep, for Batavia, passed Cape St. Vincent on the 21st inst.

Arrived at MALTA.—May 22, Torrington (str.), from Batavia, and left on the following day for Rotterdam.

The Lorne, from Rangoon for London, arrived at Port Said May 25.

The Erl King, from London, for China and Japan, and the Emiliano, from Manila for Liverpool, arrived at Suez on the 25th inst.

The Chinaman, M'Kenzie, arrived at New York, May 10, from Hong Kong. encountered a heavy S.W. gale, lasting twenty-four hours, in lat. 30 N., long 72 W.

LAUNCHES, &c.

The Pacific Mail Company's screw-steamer City of San Francisco was launched at Chester, United States, on the 6th instant, from the yard of Messrs. John Roach and Sons, who have two other steamers nearly completed for the same company.

The superintendent of the Mercantile Marine Office at North Shields has received from the Board of Trade an album containing a number of photographs belonging to Captain Reed, of South Shields, of the ship Maitland, which vessel was wrecked, and there is too much reason now to fear the whole of the crew have perished. This album, which the superintendent is directed to hand to Mr. Kelso, as one of the executors of the late Captain Reed, was found on board the wreck of the Maitland by the captain of a French vessel on the island of Huon. The superintendent of the Mercantile Marine Office has also received the original letter written by Mr. Reed and deposited in a bottle on the island of Huon, where it was subsequently found.

DANGEROUS REEF AND SANDBANK.—SINGAPORE, APRIL 22.—Captain Griffin, of the British ship Nil Desperandum, reports a dangerous reef and sandbank in the Banda Sea, not indicated on the charts. This bank lies in lat. 6.37 S., long. 130.5 E., the Peak of Nila bearing S.W. by W. ½ W., Serwa N.E. by N., both these islands being on the chart fifteen miles W. of their true position, supposing Banda Harbour in 130 E.

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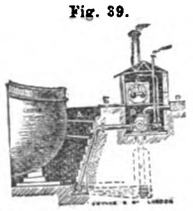
GWYNNE and Co., Hydraulic and Mechanical Engineers,

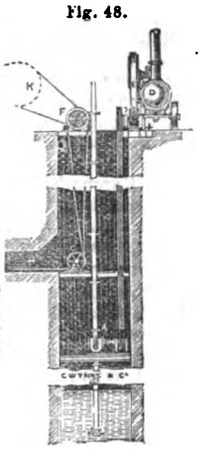
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



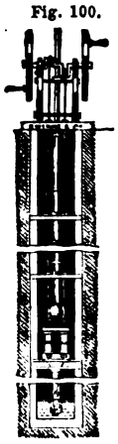
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.



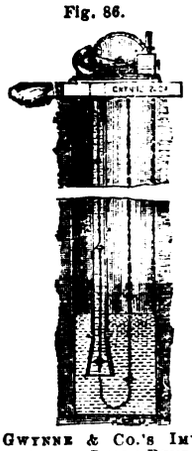
GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



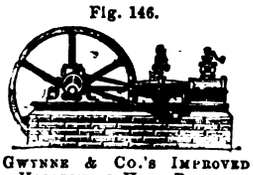
GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.



GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

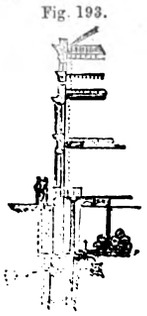


GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

Fig. 154.

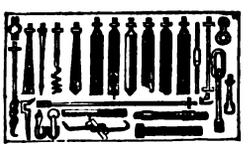
GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 193.



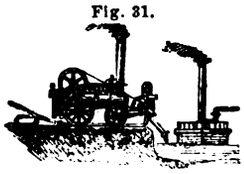
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



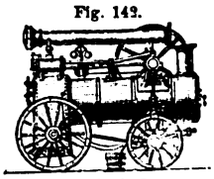
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



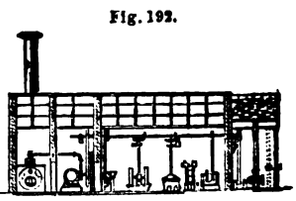
GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 142.



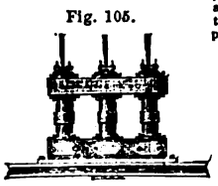
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.



GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
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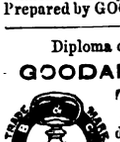

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Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria [illegible] th the Overland portion of the mails and passer [illegible].

For [illegible] particulars apply at the Company's Offices, 122, Leader [illegible]-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy	... June 6	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Peiho	... June 20		
Mei Kong	... July 4		
Amazone	... July 18		
Sinah	... Aug. 1		

The Steamers of the 6th June, 4th July, and 1st Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 20th June and 18th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

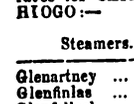
The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

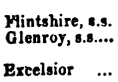
Offices, No. 34, Leadenhall-street, London, E.C.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	June —
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Flintshire, s.s. ...	1,343	Norris & Joyner...	June 2
Glenroy, s.s.... ...	1,265	McGregor, Gow, & Co.... ...	June —
Excelsior	683	Wright Brothers & Co.	June 15
Belle of Southesk ...	548	Wright Brothers, & Co.	June 30
LIVERPOOL.			
Menelaus, s.s. ...	1,519	Alfred Holt ...	June 3
Ulysses. s s. ...	1,520	„ ...	June 12
GLASGOW.			
Douglas Castle, s.s.	678	Thos. Skinner & Co	June —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D.	With des.
Yoko. & Higo.	Flying Spur.	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of SAILING SHIPS.—For HONG KONG, the CHUSAN, A1 14 years, South West India Dock, with despatch. For YOKOHAMA and HIOGO, THE FLYING SPUR, A1 15 years, South West India Dock, to follow.

Apply at 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal. Last shipping day, 22nd June

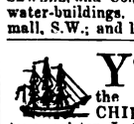
FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. RUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal; last shipping day, 15th June

FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO. The splendid screw steam ship TIMOR, 100 A1, 1,440 tons register, 2,209 tons gross register, 200-h.p. nominal, 1,000-h.p. effective; J. BROWN, Commander; Victoria Docks. This fine high-classed steamer, built by Messrs. C. Mitchell and Co., of Low Walker-on-Tyne, engined by Messrs. C. Maudslay, Sons and Field, is favourably known in the Indian trade for her rapid passages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.



YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO. Taking Cargo for Transhipment to Java, Australia, &c., at through rates at Shippers' risk. Last shipping day, 2nd June. The favourite full-powered Screw Steamer FLINTSHIRE 100 A1, 1,243 tons 150 horse power nominal; J. STURROCK, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 9th June. the favourite full-powered screw-steamer PARAGUAY, 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk. Last shipping day, 22nd June. The favourite Clyde-built full-powered screw steamer BENLEDI, 100 A 1, 1,557 tons gross, 1,000 tons net; 160 horse-power nominal; J. W. BUCHANAN, Commander. South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yokohama, & Hiogo ...	Flintshire, s.s	100 A1	S.W.I.D.	June 2
Do.	Paraguay, s.s	90 A1	S.W.I.D.	June 9
Pen., Sing., Hg. Kg., & Shanghai..	Benledi, s.s.	100 A1	S.W.I.D.	June 22
Shanghai ...	Mikado	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 136, Bishopsgate street Within, E.C.

CHINA

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Jhn C. Munro	AA1	E.I.D.	With des.
Hong Kong	Marina	A1 12 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

With despatch.

FOR HONG KONG, the splendid new clipper ship BIRKER, 100 A1, 950 tons register, South West India Docks.

For Freight apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the well-known clipper ship ALBERT VICTOR, A1 13 years, 858 tons register, T. BEALE Commander; South West India Docks.

For Freight, apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, London, E.C.

THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 614.] LONDON, MONDAY, JUNE 7, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 7.
JAPAN—Yokohama	Feb. 26	April 16	April 26*
Yedo	—	—	„ 21*
Osaka and Hiogo	—	—	
Hakodadi	—	—	
Nagasaki	—	—	„ 17*
CHINA—Peking	—	—	„ 7
Tien-tsin	—	—	„ 9
Chefoo	—	—	„ 11
New-chwang	—	—	Mar. 30
Hankow	—	—	April 12
Kiu-kiang	—	—	„ 10
Chin-kiang	—	—	„ 12
Shanghai	„ 26	„ 14	„ 18
Ningpo	—	—	„ 17
Foochow	„ 26	„ 14	„ 18
Formosa	—	—	„ 12
Amoy	—	—	„ 19
Swatow	—	—	„ 20
Hong Kong	Mar. 12	„ 22	„ 24
Canton	—	—	„ 22
Macao	—	—	„ 23
PHILIPPINES—Manila	Feb. 26	„ 7	„ 15
COCHIN-CHINA Saigon	Mar. 12	„ 17	„ 26
SIAM — Bangkok	—	—	„ 24
BORNEO—Labuan	—	—	„ 16
Sarawak	—	—	„ 14
JAVA — Batavia	„ 19	„ 23	„ 27
Samarang	—	—	„ 24
Sourabaya	—	—	„ 21
MALACCA STRAITS—Singapore	„ 26	„ 26	May 1
Penang	April 2	„ 30	„ 3
CEYLON—Galle	„ 16	May 7	„ 13
Colombo	„ 16	„ 9	„ 11

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements—which, owing to the change of monsoon, are only two days later than those by last mail—was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 31st, Shanghai 25th April, Hong Kong 1st, Singapore 10th May, which is due, *via* Marseilles, on Monday next, the 14th inst., left Suez on the 30th ult., being five days early, and may be expected on Wednesday next.

List of Passengers.

PASSENGERS INWARD.

By this mail to Venice, per P. and O. steamer *Sumatra*, arrived June 6.—From Shanghai: Mr. F. N. May, Mr. A. N. Brown. From Singapore: Captain Wickham. To Southampton, per P. and O. steamer *Khedive*, expected to arrive June 13.—From Yokohama: Mr. T. Duick. From Hong Kong: Captain Schaschtel, Mr. J. Inglis. From Singapore: Mr. C. Willicombe, Miss Scott, Mr. J. Beerman. From Penang: Mr. W. Parlam.

PASSENGERS OUTWARD.

Per French steamer *Iraouaddy*, from Marseilles, June 6.—To Galle: Mr. T. Plate, Sir M. C. and Lady Swamy. To Saigon: Mr. Treres. To Shanghai: Mr. and Mrs. Mouillesaux de Vernieres, Misses Hovelt, Peter Orme. To Yokohama: Mr. Meier and one second-class passenger.

Per French steamer *Sindh*, from Marseilles, August 1.—To Batavia: Mr. Van B. Vaanders.

Per P. and O. steamer *Hydaspes*, from Southampton, June 3. -To Ceylon: Mr. A. Carmichael, Mr. W. G. Inglis, Mrs. Caulfield, Mr. N. W. Grieve, Mr. H. J. Wharton. To Hong Kong: Mr. J. Campbell, Mr. D. D. Murray, Mr. J. Wood, Mr. H. F. Whitford, Mr. W. Riddell. To Shanghai: Mr. R. B. Mostyn. To Yokohama: Mrs. Rickerby and child.

Per P. and O. steamer *Pekin*, from Southampton, June 17.—To Hong Kong: Lieut. F. H. Chapman, Commander G. Stopford.

Per steamer *Glenroy*, from London, May 30.—To Singapore: Mr. Donald Moore, Mr. Alex. D. W. Dowling.

Per steamer *Menelaus* (Holt's line), from Liverpool, June 3.—To Singapore: Mr. and Mrs. Roche and family. To Hong Kong: Mr. and Mrs. Campbell, Mrs. Bradshaw and child.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 14th April, and by the Pacific mail we have twelve days later news, viz., to the 26th of April; the French mail from London Feb. 26 arrived out on the 15th April. The *Japan Herald* supplies the following summary of news:—

The agitation for further political change which has for some time prevailed both within and external to the Government has at length borne fruit in the shape of an Imperial manifesto. This utterance, though apparently coming from the Mikado himself, must be regarded as emanating from his Cabinet;—just, in fact, as Royal speeches, which, though delivered by Sovereigns as their own, are written by the responsible advisers of the Crown, who put such words into the Royal mouth as they deem expedient to reach the ear of the nation. The abolition of the Sa-in and Se-in is notified, and by the same decree two fresh assemblies, the Gen-ro-in and the Tai-Shin-in, are established. The native papers have had congratulatory articles on this change, which they look upon as equivalent, apparently, to representative government. The foreign journals have, however, pointed out that at present nothing is known either as to the functions or composition of these assemblies. If they are to be composed entirely of Government functionaries, it is useless to imagine that there will be any real or free criticism of the ministry or its measures, for the innate servility of a Japanese towards his superiors is absolute. On the other hand, even although the members composing this assembly were freely elected by the people, yet, if no power and no authority is granted to it, it is difficult to see what check can be exercised on the government. Until, therefore, full particulars are announced as to these points, foreigners judge it to be wiser to refrain from passing an absolute opinion as to the advantage of these changes. Meanwhile Goto Sojiro and Soyejima, two of the Ministers who left the Government last year in consequence of its reactionary tendencies, have had an interview with the Mikado, and are, it is said, about to join the ministry. Further changes are expected.

The quietude of our settlement has received a disagreeable and most unexpected shock. At an early hour on the 19th April the unpleasant discovery was made that two of the *employés* of the Comptoir d'Escompte, Mr. V. Cantelli, cashier, and Mr. W. S. Swaby, sub-accountant, had disappeared, and some outside information having been obtained by a friend of M. Vouillemont, the manager, that gentleman was informed of the suspected robbery; search was at once instituted, and on the duplicate keys of the safe (which were kept at the O.B.C.) having been procured, it was found that a sum of some $37,000 in notes had been abstracted. It would appear from information which was subsequently obtained that the two absconding *employés* had embarked in a three-masted schooner called the *Iris*. This vessel had arrived some short time previously under German colours, but four days ago she was transferred to the English flag, her nominal owner being Mr. C. Adds. As this person had previously been a livery-stable keeper, and then a storekeeper, and had failed as both, and more recently had been officiating as billiard-marker at the Grand Hotel, it is supposed that he was an accomplice in the robbery, and that the purchase money—it is said $11,000—was advanced him by his confederates. On these facts being ascertained, the necessary depositions were at once sworn to, and warrants for the apprehension of Mr. Swaby, on a charge of embezzling $37,000, and of Mr. Adds, and of Withers, the captain of the vessel, as accomplices, were issued by Mr. Robertson, whilst a similar warrant for the apprehension of Mr. Cantelli was issued by the Italian Consul. These

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were intrusted to the English Consular Constable, Mr. White, and the steamer *Sea Gull* having been chartered for that purpose, she left the harbour in pursuit of the *Iris*. As a precaution in the event of any resistance an application was made to the senior naval officer, Captain Woolcombe, and a sub-lieutenant with an armed boat's crew were placed on board the *Sea Gull*. The *Iris* was unable from want of wind to get clear of the land, and when the pursuing steamer rounded Kanmonsaki she was observed some short distance ahead, in tow of Japanese boats. On the near approach of the steamer Messrs. Swaby and Cantelli descended to the cabin, and put an end to their existence. The former, who expired immediately after the arrival of the Consular Constable, Mr. White, shot himself through the heart, but Mr. Cantelli, although shot through the forehead, remained in a state of semi-insensibility until midnight, when he too breathed his last.

The *Iris* was towed back, and after communicating with the authorities the two supposed accomplices, Adds and Withers, were detained in custody, and the bodies of the two deceased brought on shore. They have since been interred. Adds and Withers have been lodged in gaol, pending an inquiry into their supposed complicity with the perpetrators of the robbery. They stand remanded until the 28th April and bail to the amount of $5,000 has been accepted for the appearance of Withers. Much astonishment is felt as to what could have been the reasons which induced this conduct on the part of two men holding responsible positions, and whose conduct had hitherto been irreproachable. Mr. Cantelli, although young, had been eight years in the service of the Comptoir, and was most highly thought of by his chief; whilst Mr. Swaby had also been, we believe, some five years in the Bank. Meanwhile it is, of course, impossible to tell whether the $37,000 in notes is the entire amount of the defalcation. as until the books are made up and balanced it is difficult to tell if any or what other amount has been extracted.

The *Echo du Japon* mentions that on the 3rd April a severe typhoon visited the province of Echizen, during which several villages were nearly entirely destroyed by hailstones, which are said to have fallen for hours, and many of which were of the size of a nut, and weighed ten grammes.

The news of the suspension (it is hoped only temporary) of the American house of Aug. Heard and Co. has been received with much sympathy by all.

Our Amateur Dramatic Corps gave a performance at the Gaiety Theatre on the 14th April, which was entirely successful.

H.M.'s ship *Challenger*, on a scientific cruise round the world, anchored in our port on the 11th April.

The *Japan Gazette* contains the following items of intelligence :—

H.M.S. *Thalia* left for Hong Kong on the 22nd April, *via* Kobe and Nagasaki, conveying the balance of the camp equipage and stores left behind by the Battalion Royal Marines, and the Senior Naval Officer's pennant is now flown on the *Frolic*. While the *Thalia* was getting under way an accident occurred. Part of crew were engaged in "catting" the anchor, when the purchase carried away and the heavy leading-block flew back, striking three of the men who were heaving at the capstan. Two of them, named John Hickey and Francis Hill, each sustained a fracture of the left leg, and were sent on shore to the hospital.

The P.M.S.S. Co.'s new steamer *City of Tokio* reached us on 21st April, after a smart passage of twenty days. This was her maiden trip across the Pacific, and, besides a considerable freight, she brought a large number of steerage passengers, and no less than fifty-eight in the saloon. Mr. A. Center, formerly Agent for the Company at Kobe (Hiogo), and afterwards General Agent, *ad interim*, here, on the departure of Captain Lane, arrived by her, to take over the supreme control of the interests of the Company in Japan and China. Considerable satisfaction is expressed at the intelligence that the semi-monthly service is to be continued, notwithstanding the withdrawal of the subsidy.

The police stations of the capital are now connected by wire, and when a fire breaks out in any part of the city intelligence is at once communicated to each office, the superintendent of which is required to exhibit on the outer gate the name of the street where the fire is raging, and other particulars in connection with it of interest to the public.

A Chinese gambling den has been entered by the police, and sixteen Chinese were caught in the act of gambling; they were apprehended and taken to the Police Station. The police searched the place, and found a lot of silver, several dice and packs cards, and a considerable quantity of opium.

The Government is in a state of embarrassment in consequence of the action of the Lew Chewans, its vassals, in continuing to send a tribute ship to China.

Two shocks of earthquake were felt on the 21st April, one shortly after two P.M., and the other, a rather severe one, at about half-past six o'clock. No damage was done.

General Capron, adviser to Kaitakushi, has been presented to the Mikado, prior to his departure for America.

Baron Von Holleben, the new Chargé d'Affaires for Germany, has arrived.

CHINA.

—o—

TIENTSIN.

The correspondent of the *Celestial Empire* writes as follows from this port :—

The recent excitement in consequence of the exactions of Sun, the Customs' Taoutai of this port, has at length completely quieted down. It is now positively known that the course of the Taoutai is wholly disapproved by the Viceroy, who was so suddenly summoned from Paoting-fu, the provincial capital, last week, by means of an Imperial courier, who is said to have accomplished the whole distance, about 360 *li*, in eight hours. The Viceroy is reported to have memorialised the Emperor on the subject of the action of the Taoutai, and it is supposed that the results of the bold measures of the latter will prove most disastrous to this avaricious official, and will lead to his permanent degradation from office; of this, however, one might speak with the more confidence after the event. During his short incumbency, or rather incumbrancy, he has expended a large part of his energies in demonstrating the old proposition, that a new broom sweeps clean—altogether too clean, in fact, as the event proved. It is now understood, that in consequence of the technical responsibility of the Viceroy for his *protege*, no formal proclamation will be issued by an official for explicitly retracting the three orders of Sun, so often referred to, but that the claims he set up are to be quietly allowed to drop. The wide extent of the suffering caused by even a temporary interruption of trade is scarcely realised until felt. Even the candy-peddlers and peanut stands were obliged to close up, being unable to replenish their stock from the great hongs, whose doors were closed.

An immense Imperial granary, which has been long in construction, and which is situated just below the Settlement on the right bank of the river, approaches completion. It is designed for the tribute rice, and consists of three vast godowns joined like the notches in a saw, each one hundred and twenty feet long and broad in proportion. If the reports of the Chinese may be depended upon, this structure is not a triumph of architecture, as a part of the walls fell down one night owing to imperfect foundations, and were replaced by violent exertions in a few hours. It is to be feared that the precious skull of the superintendent was not under them at the time.

For several days there has been an extreme scarcity of water, —at the very point where water is principally needed in this region—on the Taku bar. Owing to this dry fact, the U.S.S. *Palos*, which left the bund March 29th, did not finally escape the bar until midnight of the 1st April. The *Appin*, which left on the 31st, had passed only into the "everlasting bend," when she met with one of those "unpleasantnesses" characteristic of this and similar rivers. She backed into a post, or other obstruction, and broke her rudder or rudder-post in a manner which caused the wheel to take charge, knocking several quartermasters right and left, but fortunately killing nobody. The *Appin* was towed down the river to Taku for repairs by the *Midge*, which left for Newchwang on the 1st of April.

Dr. S. W. Williams, who has been the United States Secretary of Legation at nine different times, covering a period of twenty-five years, and has not visited his native land for fourteen years, goes south with his family *en route* for Europe, a well-earned vacation. Whether he will return at some future day to give this Empire the benefit of his unrivalled knowledge of China is not definitely known.

On April 3rd the Viceroy's Adjutant-General was present at an experiment in exploding a torpedo at Taku. The explosion was a success. The torpedo was exploded by electricity operated from the south fort. It threw a column of water over one hundred feet high—a grand sight, so said the Europeans who witnessed it. The torpedo was brought here by some Danish engineers who are trying to sell the Viceroy some telegraphs, torpedoes, or anything of a warlike character which he may wish to purchase.

The *North China Daily News* correspondent forwards the subjoined items of intelligence, under date 9th April :—

Since the end of the last moon we have been having extremely boisterous weather, no matter from what quarter the wind might come. After blowing a gale from the south, from daylight to nearly 4 P.M. on the 7th April, the wind suddenly changed to the north; afterwards we had a dense dust storm for an hour. It indeed became so dark a few minutes after 4 P.M. that it was necessary to light the lamps to see to write and read. To-day it is blowing a strong gale from the south. The thermometer has gone down these last few nights below the freezing point; this morning it stood at 29 deg. About two A.M. on the 7th April a large meteor was seen; it made its appearance in the north-west part of the sky, and travelled towards the south-east, where it apparently exploded.

Thomas Featherstone, the Constable of H.B.M.'s Consulate at this port, has died very suddenly. He came to this country as a private in the 67th Regiment, in 1860, fifteen years ago, and being a steady, well-conducted, trustworthy man, when a constable was required, on the Consulate being established at this port in 1861, Thomas Featherstone was recommended as a suitable man for the post. The coffin was followed to the cemetery

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by almost every member of the community, showing that the deceased had gained the respect of the foreign residents here by his good conduct. He has left a widow and two children, and although both he and his wife were careful people, still the pay of a constable is not such that with a family they could possibly save but a small sum of money.

A rescript in the Peking *Gazette* of the 6th April announces that Li Hung-chang had, in a memorial to the Throne, requested the Regents that orders be given to the functionary appointed to the office of Customs Taoutai at Tientsin urging him to repair immediately to his new post. Le Chau-tang, the official in question, being at present at Kwangtung, the Regents command the Governor-General of the Two Kwang provinces and the Governor of the Kwangtung province to order the said official to lose not a moment in proceeding by sea to Tientsin, where his presence is required to attend to important affairs.

SHANGHAI.

The present mail brings only two days later advices from this port, viz., to the 18th April; no later mail from London had been received. The following summary of news is from the *Celestial Empire*:—

A murder is suspected to have been committed in a sampan at a place some six or seven *li* from the Settlement, on the way to Woosung. A sampan took up its quarters for the night at a small wharf, under which another and larger boat was lying. The owner of the small sampan during the night heard cries proceeding from the other boat, as if some one was being killed, and in the morning he went with his suspicions to the Tipao of the nearest village. The suspected boat was searched, but no person was found in it. What was discovered however, was a knife covered with blood, and marks of the same evidence were traced to the back of the sampan, where were found two boxes, one containing four-hundred cash, and two chits, one in Manchu, and the other, according to our informant, foreign, or in a foreign envelope. No clothes or bedding were found in the usual place for such articles, and it was evident that the sampan-man had absconded. The Tipao gave information to the Che-hsien, and the latter has sent to the neighbourhood detectives to make investigation. A good deal of interest attaches to the mystery, as it is supposed that the victim, if there be any, was probably connected with some foreign ship. Of course, a proper system of registry for sampans under Chinese jurisdiction would facilitate the discovery of the sampan-man on such occasions; and such a system ought to be insisted on, at any rate on rivers where foreign sailors are in the habit of going about in native boats.

On the 15th April at the Mixed Court a momentous case was decided between two natives as follows:—A coolie who wanted to send a chit through the Local Post-office, and was asked for the forty-five cash to pay for so doing, borrowed the sum from a friend who was a coolie in the employ of the Post-office; and forgot to pay it back. Seeing him pass some time afterwards with some pounds of meat in his hands, the creditor stayed his progress demanding his forty-five cash. The debtor had not the sum on his person, but offered the meat instead, which being accepted, he went straight to his (foreign) master, and informed him that the materials for his breakfast had been impounded for his servant's liability. Communications had between the Europeans owning the services of the Chinese thus complicated resulted in the appearance of both before Chen. He, considering both to blame, was for administering eighty blows to each; but some suggestions being made to him to the effect that if the cash were refunded on the one hand, and the *viande* restored on the other, and the respective masters chin-chinned for the trouble given them, all might be settled,—the worthy Chen forewent the bamboo, and arranged the difficulty as proposed.

A stabbing case, fortunately, we believe, not attended with serious results, has occurred on the bund. Two sailors were in a jinricksha spinning along the bund, when they came to the barrier erected where a portion is to be re-metalled, between Nanking and Peking Roads. Being as is supposed somewhat elevated, they insisted on breaking through the barrier, when the watchman stationed there ran out and stopped them. One of the sailors got out of the jinricksha and shoved the watchman; he resisted; and then the second sailor jumped out, and stabbed the Chinaman in the shoulder with a small knife. He wore thick wadded clothes, and the wound was not dangerous; the two seamen made off, and have not yet been discovered.

A rather curious rumour reaches us privately from Hankow. It is said that the French missionaries in the neighbourhood had received information—we imagine from their colleagues in Szechuen—that the authorities of Manwyne had previously declared their intention to interfere with the progress of the Rangoon Expedition, and were awaiting its arrival in the city to put a stop to it altogether. This is on all fours with the facts of the case as we have received them. The moment the leaders of the van appeared upon the scene in the persons of the unfortunate Margary and his Chinese attendants, they were seized and killed; and there is little doubt that the same fate would have befallen the remainder of the party had they ventured after them into the lions' den. The whole affair seems to have been pre-arranged, and this version is borne out by the story in the *Daily News* that a Burmese mission had arrived in the city immediately previous, emanating, according to the idea of the *Rangoon Gazette*, from the King of Burmah himself. It is curious how neatly each link in the chain fits into its proper place, should these surmises be found correct. The King of Burmah, opposed to free trade from interested motives, first threw difficulties in the way of Major Sladen's expedition; it is not likely that he would view a second attempt with greater favour; just before this second expedition sets out we find a Burmese mission, travelling in the same direction, having started; the English party arrive, and find the formerly friendly city awaiting them with treachery and murder; and subsequently we hear from other sources that the entire affair was premeditated, and so far public that it had reached the ears of the French missionaries. The evidence seems almost conclusive. We are further informed that the Fathers communicated the intelligence to the Consul for France at Hankow, but of course he was powerless to take any precautionary measures. So that altogether it seems to involve a very pretty complication between England, China, and Burmah, and we shall await the effect of Mr. Wade's representation to the House of Parliament with the keenest interest and anxiety.

A Challenge Cup will be shot for by members of the Mih-ho-loong Rifles on the 19th April, under the rules and conditions of the S.V.C. Spring Meeting. The ranges are to be at 200, 400, 600, and 800 yards, five shots at each; winners or holders of any Challenge or Champion Cup to be handicapped five points. The entrance fee is two dollars, and the best score is to take half of the money and to hold the Cup for the time being;—for the complete possession of the prize it must be won twice consecutively or three times in all. Second score is to take the other half of the entrance fees, excepting on the occasion when the Cup is finally won, when they will be divided between second and third.

A good deal of interest is beginning to be felt in the approaching races, and the training on the course in the early morning is largely attended. Although changeable, the weather is on the whole brilliant, and the country looks well. Rehearsals are going on actively at the Lyceum Theatre for the next performance, which is to consist of *Cool as a Cucumber* and *Payable on Demand*.

An express circulated by the Great Northern Company informs the community that the Shanghai-Amoy cable having been repaired telegraphic communication between Shanghai, Amoy, and Hong Kong had been re-established.

HONG KONG.

Our advices by the present mail extend to the 24th April; the French mail from London March 12 was received on the 22nd April. The following items of intelligence are from the *Overland Trade Report*:—

On the evening of the 21st April H.M.S. *Hornet* was placed at the disposal of the Surveyor-General, for the purpose of ascertaining the exact distance at which the Cape D'Aguilar light could be seen. The Surveyor-General, the Harbour-master and the Assistant Harbour-master were on board when a course was taken from the light in a south-westerly direction. The light was lost sight of at a distance of twenty-one nautical miles. It was a bright moonlight night, or probably it might have been seen at a greater distance. The trial proved satisfactory to all on board, who spoke highly of the brilliancy of the light.

A Chinese merchant, writing to the *Shun-pao*, protests against the attempt being made to run the foreign steamers off Chinese waters through the agency of the China Merchants' Steam Navigation Company. He thinks the Government of Peking does wrong in not accepting the tender of the foreign companies to convey the tribute grain to the North, as by doing so they would save some 100,000 taels per annum, and points out the inconsistency of the Government, who pleaded, when it was transported by junks, that by transferring the trade to the foreigners a large population must suffer, while they are willing to subsidise the China Merchants' in spite of this circumstance. The writer is not inclined to answer the appeal for support which the China Merchants' Company has made to native merchants, and calls attention to the fact that the endeavour to oust foreigners from the country is a serious blunder, and would result, if successful, in constituting a tyrannical monopoly, which would be productive of high freights, heavy duties, and manifold drawbacks to the security and extension of trade and commerce.

We are informed that the line of couriers between Foochow and Amoy will be re-established on the 1st May. The couriers will start from both ends at noon daily, and complete the journey in forty-five hours (three hours less than last year). The service is so arranged that there will be an interval of three hours between the daily arrival and departure of the couriers. By an arrangement with the Great Northern Telegraph Company, and Reuter's Telegram Company's Agent at Amoy, we understand that subscribers will be furnished daily with all telegrams addressed to them. Non-subscribers will be charged at

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the rate of $5 per cover. The subscription is fixed at $15 per month. The enterprise is a private one, and unconnected with the Great Northern Telegraph Company.

A large fire broke out in the southern suburb of Foochow at about midnight on the 4th-5th April. More than 100 houses were burnt, and several lives lost.

A rumour has been current that one of the Foochow Arsenal gun boats had been lost at sea, but the report requires confirmation.

H.B.M.'s steamer *Kestrel* returned to Foochow from Formosa on the 13th April.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 1st May—three days later. No later mail from London had been received since the 26th April: but the P. and O. mail of 2nd April had left Penang and was expected on the 2nd May. Nothing of importance had transpired since the departure of last mail.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The chief feature of the fortnight had been some recovery in common Grey Shirtings, and in good 28/32 Yarns. Victoria Lawns had been in good demand, and Mousselines maintained their position. In Drills and T-Cloths a little had been done. There had again been a very small business in Metals; quotations for Bar Iron were weaker, and assorted Nail Rods showed a further decline; small Nail Rods continued neglected.

HIOGO-OSAKA.—The Chamber of Commerce Report says:—The inactivity noticed in last month's report report still continues, and deliveries for the most part are even upon a smaller scale. Cottons.—Yarns: A slight improvement may be noticed in the demand for 16-24. Grey Shirtings: The advance in China has not as yet been responded to, and prices show little or no improvement. Deliveries have been confined almost exclusively to 7lb. goods. Turkey Reds: Clearances have been fairly large, but consist principally of former contracts, and current quotations must be reported as weaker. Black Velvets continue to decline, being now almost unsaleable. Victoria Lawns have been placed to some extent, but it is believed that recent purchases are upon Chinese account for re-export. Taffachelass, being out of season, is not quoted. Worsteds and Woollens: Black Orleans continue saleable, but prices are with difficulty sustained. Checked and Striped Lustres are still neglected, and quotations entirely nominal Mousselines de Laine continue to be largely taken, and with the exception of a slight weakness in Plain Goods, values are well maintained. Iron: No improvement can be reported at present in this article.

HANKOW.—The market had been quiet, at prices which had ruled about on a par with those at Shanghai.

SHANGHAI.—There has been little done in this market. 7 lbs. 8¼ lbs. Grey Shirtings closed slightly lower with limited demand. Heavy goods unchanged. T-Cloths had been inquired for, especially the commoner kinds, which were 2 or 3 candareens higher in value. Mexican T-Cloths were steady. In American Drills, no transactions are reported. In English Drills and Jeans there had been some business at former rates. Sheetings, firm. White Shirtings quiet; 52 to 56 reed being rather easier in price; 60, 64 and 66 reed declined 2 to 3 candareens, while those of 72 reed were quoted the same as before. Fancy Cottons: Neglected. Woollens: Market very quiet. Prices for Assorted Long Ells lower, and for other goods unchanged.

HONG KONG.—The market had been quiet during the period unde review, and prices showed but little change. Clearances had fallen off very considerably, and only a small business was reported.

CANTON.—Lead had slightly declined, and L.B. was quoted $8.20 to $8.25, and W.B. $8.30 to $8.35 per picul. Sales amounted to 800 piculs common quality, leaving in stock 400 piculs of this brand, and 900 piculs W.B. Quicksilver was quoted $152 per picul.

SINGAPORE.—Messrs. Boustead's Circular says:—The arrivals with general cargoes are steamers Glenearn from London, and Deucalion and Antenor from Liverpool. Piece Goods have been in less request during the past ten days, and clearances have been on a small scale. In prices there is little change to note, though in some cases they are rather weaker.

PENANG.—Very little business had been done, except in 7 lb. T-Cloths, which had been in very good demand, and fair transactions were reported at an advance. Other goods had been dull; business small and prices unchanged.

EXPORTS.

TEA.

YOKOHAMA.—The Chamber of Commerce Report says:—There is little of interest to report in connection with this market, only a spasmodic business having been done, chiefly in execution of San Francisco orders, and prices, therefore, have been regulated more by the actual requirements of buyers than with any regard to a recognised standard of value. No doubt purchases have been made considerably below the quotations last given, and under existing circumstances it appears advisable to record present values as purely nominal. Stocks of old leaf probably do not exceed 1,000 to 1,500 piculs. Garden musters of the new leaf are coming in daily, but are only interesting because giving promise of small lots in bulk within the next ten days. Natives are confident in their assertions of a plentiful crop, of unusually good quality, the weather lately having been extremely favourable.

HIOGO-OSAKA.—The few transactions that had taken place during the month had been chiefly confined to low class teas, and settlements of 500 piculs are reported. Stocks were reduced to about 1,000 piculs. Total settlements to date were 50,250 piculs, against 40,400 piculs at the corresponding period of last year. The weather had been favourable to the new crop, and small parcels of new leaf were expected to arrive to market during the first week in May.

CANTON.—Deacon and Co.'s Report says: Little of interest has transpired in our Tea market during the interval under review. Settlements of Congou are represented to be about 4,500 boxes, at Tls. 21½ to 27, showing much the same value as previously current. A few musters of Scented Teas are on show with the view of eliciting buyers' ideas, but looking at the poor quality of the bulk so far produced, there is not likely to be any haste displayed in responding to the range of prices now talked of. At Macao business in Congous has been moderate, and, with the exception of some irregular purchases, prices have been the turn in favour of buyers. The following are the shipments of New Season's Congou to date: Total as per last statement, 427,196 lbs.; April 13th, s.s. Patroclus, 417,792 lbs.; April 15th, s.s. Pera, 117,420 lbs.; total to date, 962,408 lbs. The following is the comparative Export from the Canton Waters for the past three seasons: Season 1874-75, 19,837,585 lbs,; 1873-74, 15,751,597 lbs.; 1872-73, 20,471,906 lbs.

SILK.

SHANGHAI.—Since the departure of the last P. and O. mail, a large business had been done in Re-reels, at prices which showed a considerable decline. The export of this class was large, and the quality of some of the shipments poor. In Tsatlees, the only purchases reported had been Choping's Chops at Tls. 387½ for No. 3, and common No. 5 at Tls. 255 to 265. About 100 bales of Shaouhing and a few bales of Hangchow made up the balance of the settlements. The unsold stock was much reduced, and was chiefly composed of Re-reeled Silk. Settlements for the fortnight:—Chinas, 1,100 bales; total settlements since 1st June, 1874, 71,100 bales, against 1873-74, 56,500; 1872-73, 55,900. Comparative unsold stock on this market, on the 16th April, 1875, 500 bales; 1874, 600; 1873, 300.

CANTON.—143 bales had been taken during the fortnight. These purchases were likely to be the last of the season, as no Silk of desirable quality remained in stock. The weather was all that could be desired for producing, and should it continue so, an abundant first crop was confidently expected by the natives.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2¾d.	4s. 3¼d. to 4s. 2¾d
Shanghai ,, ...	5s. 9d.	5s. 9⅝d. to 5s. 9½d.	5s. 9¼d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2⅛d. to 4s. 3d
Manila ,, ...	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 305 to 306	223 to 224
,, Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.0.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $800 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $35 premium.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 73 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9⅛d. to 5s. 9⅜d., at Hong Kong 4s. 2⅝d., at Batavia F.11.85, at Manila 4s. 1⅛d., at Singapore 4s. 2⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.10p.sh
Shanghai Gas Company ...	100 ...	100 ...	141	...11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	75	... 7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600	..12 p.c.
French Gas Company	50 ...	50 ...	70	...11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$480	$25 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.300	...
North China Steamer Company	100 ...	100 ...		...
Union S.N. Company	100 ...	50 ...		...
Yangtsze Ins. Association ...	500 ...	500 ...	$585	...15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500	...
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	—	$150p.sh.
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.79	.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$125	16½ p.c.
China Fire Insurance Co. ...	500 ...	100 ...	133	.. 12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.96	... 5 p.c.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 16, Venice (str.); 17, Malton.
At HIOGO.—From London, April 1, Evelyn; 8, Pernambuco (str.); 13, Gaucho; from Hamburg, 13, Mathilde.
At SHANGHAI.—From Swansea, April 16, Eleanor Batters.
At HONG KONG.—From London, May 31, Cheviot (str.); from Liverpool, Oceanic (str.); June 7, Achilles (str.); from Glasgow, Rajanattiahuhar (str.); from Swansea, Cape Horn.
At BATAVIA.—None.
At SINGAPORE.—From Plymouth, April 30, Horraing (str.).
At PENANG.—From London, April 23, Glenisla.
At SHANGHAI.—From London, &c., June 5, Cheviot (str.), Viking (str.), Rajanattianuhar (str.).

DEPARTURES.

From YOKOHAMA.—None.
From HIOGO.—For London, March 20, Swatow (str.).
From SHANGHAI.—For London, June 2, Glenfalloch (str.).
From HONG KONG.—None.
From BATAVIA.—For Rotterdam, June 1, Groningen (str.).
From SINGAPORE.—For London, April 24, Proserpina; for Liverpool, Emiliano (str.); for Marseilles, 27, Emilienne; for Boston, 29, Witch.
From PENANG.—None.
From SINGAPORE.—For London, May 20, Glenartney (str.); June 2, Bengal (str.); 4, Fleurs Castle (str.); 6, Glenearn (str.).

VESSELS LOADING.

At YOKOHAMA.—None.
At HIOGO.—For London, Evelyn, Gaucho.
At SHANGHAI.—None.
At HONG KONG.—None.
At SINGAPORE.—For London, Windermere; for Marseilles, Hesperia, Maximos; for New York, Our Annie, Ivalo; for Boston, Juno.
At PENANG.—For London, Brisbane, Pauline.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, per steamer, tea £4 5s. per ton of 40 cubic feet.
From SHANGHAI.—To New York, £3 per ton of 40 cubic feet.
From HONG KONG.—To London, per steamer, £3 15s. per ton of 40 cubic feet; to New York, by sailing vessel, £2 15s. per ton of 40 cubic feet.
From SINGAPORE.—To Liverpool, by sailing vessel, £2 7s. 6d. offered for dead weight; to New York, per sailing vessel, tin £1 15s.; for other dead weight, £2; for light freight, £3; to Boston, dead weight, £2 10s.; light freight, £3.
From PENANG.—To London, by sailing vessel, bag sugar, £2 12s. 6d.; basket sugar, £2 15s.; black pepper, £3 5s.; hides, £3 15s.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JUNE 3.—The P. and O. Company's steamer Sumatra, with the homeward India, China and Australian mail, arrived at 1, and the mail left at 1.50 P.M. for London.

NEXT INWARD MAIL.—SUEZ, MAY 30.—The Messageries Maritimes Company's steamer Meikong, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 7th of June.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, MAY 30.—The P. and O. Company's steamship Peshawur, arrived this evening with the heavy India and China mails, 208 passengers, 25 packages of specie, 5,622 chests of tea, 502 bales of silk, and 9,462 packages of sundries. She left Calcutta on the 22nd, Madras 26th, and Galle 30th April.

INWARD MAIL DUE JUNE 28.—GALLE, MAY 30.—The Messageries Maritimes steamer Sindh, with the inward French mails from Yokohama on the 5th of May, Shanghai 9th, and Batavia 20th, left here to-day for Aden.

OUTWARD MAIL OF MAY 28.—SUEZ, JUNE 4.—The P. and O. Company's steamer Kashgar left here at 5, and the Deccan at 6 P.M. to-day, for Bombay and Calcutta respectively, with the outward India and China mail of 20th-28th May.

OUTWARD MAIL OF MAY 7.—GALLE, MAY 31.—The Messageries Maritimes steamer Ava, from Marseilles 9th ult., left here to-day for Singapore.

MR. MARK STEWART has put a notice of motion on the Opium Trade in the House of Commons, "To call attention to the evidence given before the East India Finance Committee of 1871 with reference to the Opium Traffic." We understand that the motion is to come off on the 25th inst. The prize or award for the "Opium Essays" has not yet been delivered.

WE regret that the Committee of the Oriental Congress at St. Petersburg have announced that they are compelled to postpone the meeting until September, 1876. This is a most extraordinary and vexatious proceeding, and we trust it will be annulled.

COMMERCIAL POSTSCRIPT.

Business in the Shanghai and Hankow Tea Markets is reported by the latest telegrams to be somewhat less active. The Foochow market has not yet been regularly opened, but small settlements of Congous have been effected at prices averaging three taels above those at the opening of last season. The Canton market exhibits a declining tendency. The steamers *Glenartney*, *Glenearn*, *Fleurs Castle*, and *Bengal*, with new season's teas, have reached Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 2, at Greenock, from Batavia, Stavers; at New York, from Ilo Ilo, Henry S. Sandford; 6, at London, from China, Patroclus (str.); 4, at Rotterdam, from Batavia, Torrington (str.); 6, at Liverpool, from Rangoon, Amarapoona (str.).

DEPARTURES.—June 2, from Southampton, for Batavia, Friesland; 2, from Rotterdam, for Batavia, Liberaal; 1, from Bordeaux, for Batavia, Dupuy de Lome; 3, from London, for Hong Kong, John C. Munro; from Liverpool, for China, Menelaus (str.); 2, from Shields, for Singapore, Timour; from Amsterdam, for Samarang, Ferdinand and Lois; 3, from Shields, for Java, Coomassie; 2, from Amsterdam, for Macassar, Christine; 3, from Hamburg, for Hong Kong, America; 5, from Liverpool, for Manila, Rona;

LAID ON.—At London, for Singapore, Hong Kong, and Shanghai, Quang-se (str.); for Shanghai, Titania, Albert Victor; at Liverpool, for Singapore, Banian.

CASUALTIES.—Rio Janeiro, May 9. The Eliza Shaw, from London for Shanghai, which put in here March 27, with damage, after collision, has discharged and sold her cargo of coals, and is now repairing.

MISCELLANEOUS.—Port Elizabeth, May 7.—The wreck and cargo of the Jupiter T., from Singapore to New York, ashore east of Point Padrone, were sold, April 30, for £9,500. As the vessel still holds together it is expected that a considerable portion of her cargo will be recovered. The Pioneer and the G. T. Kemp are on the spot to take in the cargo salved. Port Said, June 5, arrived, Argyll, from London, and left same day for China; passed Gibraltar, June 4, Glenroy (str.), from London, for China.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.
Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.
Netherlands India Steam Navigation Company, 13, Austinfriars.
Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.
Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.
Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Amoy Dock Company, John Pook, agent, Lime-street-square.
Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.
North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.
Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.
Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.
China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.
China and Japan Marine Insurance Company, Robert Benson and Co., agents, 8, King's Arms-yard, Moorgate-street.
Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.
Borneo Company, 22, Fenchurch-street, William Martin, manager.
Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.
German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.
Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.
Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.
Comptoir d'Escompte de Paris, 144, Leadenhall-street.
Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.
Bank of Rotterdam, Union Bank of London, agents, Princes-street.
Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.
National Bank of India, R. O. Sawers, chief manager, 80, King William-street.
Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

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TELEGRAMS FROM THE FAR EAST.

THE BURMAH MISSION.

RANGOON, MAY 31.—Sir Douglas Forsyth and the members of the Burmah Mission reached Henzada on the Irawaddy yesterday morning.

CALCUTTA, JUNE 3.—The position of affairs in Burmah appears to be somewhat more critical, and anticipations of a peaceable settlement are less confidently entertained. The Chinese General, the supposed instigator of the attack on the Yunan Expedition, has visited Mandalay, and has been received with great honours by the King. Sir Andrew Clarke is expected here to-morrow.

HURRICANE AT MACAO.

(ORIENTAL TELEGRAM.)

HONG KONG, JUNE 2, 8 P.M.—A very serious hurricane has occurred at Macao. The steamer *Poyang* has foundered.

THE LATE GOVERNOR OF SINGAPORE.

CALCUTTA, JUNE 5.—Sir Andrew Clarke, the newly-appointed Public Works member of the Governor-General's Council, has arrived here from Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BIRLEY—On the 30th May, at Woodbank, Pendlebury, Manchester, the wife of Arthur Birley, of a son.

MITCHELL—On the 23rd April, at Yokohama, the wife of A. Mitchell, of a daughter.

RETZ—On the 12th April, at Yokohama, the wife of F. Retz, of a daughter.

WADDELL—On the 17th April, at Tsukidji, Tokio, the wife of the Rev. Hugh Waddell, of a son.

MARRIAGES.

BOULET—ESDALE.—On the 14th April, at Yokohama, by W. C. Van Oordt, H. N.M.'s Acting Consul, and afterwards at Christ Church, by the Rev. E. W. Syle, Johannes Herman Boulet to Jessie Esdale.

LUNHAM—HOWEY.—On the 20th May, at St. John's, Southall-green, county Middlesex, by the Rev. J. M. S. Brooke, M.A., assisted by the Rev. W. Lantear, M.A., vicar, Robert D Lunham to Mary, youngest daughter of the late G. W. Howey, of Wooler, in the county of Northumberland.

SCOTT—PARKES.—On the 2nd inst., at All Saints' Church, Blackheath, by the Rev. W. H. Stokes, M.A., Rector of Denver, assisted by the Rev. J. D. Nairne, B.A., Curate of St. Mark's, Reigate, Charles James Scott, of Dimbula, Ceylon, second son of James Nairne Scott, of Blackheath-park, to Emily, younger daughter of the late Rev. William Joseph Parkes, M.A., Rector of Hilgay.

DEATHS.

COTTER—On the 29th May, at Holly Lee, Row, Dumbartonshire, Alice, the beloved wife of Surgeon S. K. Cotter, M.D., Staff, Pietermauritzburg, Natal, and daughter of Capt. Jamieson, P. and O. S.S.C.

DOW—At Shanghai, previous to May 21, James Dow, formerly of Glover, Dow, and Co., and Blenkin, Rawson, and Co., China.

FEILBERG—On the 12th April, at Enterprise Estate, Delli, of cholera, Neils Hartwig Feilberg, aged 34 years.

MILNE—On the 30th May, at 77, Caversham-road, N.W., William, son of the late William Milne, Glasgow and Ceylon, in his 21st year.

TOWNEND—On the 29th May, at 37, Pennington-road, Southborough, Tunbridge Wells, of typhoid fever, Emily Sarah, the dearly-beloved wife of Edward Townend, of Hankow, China, in the 39th year of her age, youngest daughter of Henry Wood, Brooklands, Lewisham.

THE NEW AUSTRIAN CONSUL.

We have much pleasure in noticing the appointment of Chevalier Charles de Scherzer as Consul-General for Austria and Hungary, in succession to M. Schaeffer, who was last year made Envoy to China and Japan. Dr. Scherzer was brought up for the literary and political profession. During the great revolutionary movement in Austria in 1848 he played a conspicuous part; liberal in mind and principle, he left, as did many others, his country in 1849, after the revolution was put down, and a reign of the sword and the priests recommenced. He intended to migrate and settle in England, for which he had always particular sympathies, and where he had already lived for a length of time. However, the climate did not agree with him, and he left England again for a journey to Italy. In 1851, during the Great Exhibition, he revisited London, and, invited by the late Sir David Brewster and Rev. Dr. Henry Richard, he attended in August the Peace Congress in Exeter Hall. He spoke in that meeting of the friends of universal peace, and so fervently against standing armies, that on his return to Vienna he got again into trouble with the authorities and the martial law. In the Spring of 1852 Scherzer left Europe in company with another naturalist, Professor Maurice Wagnes, from Munich, on a scientific voyage to the Native States and Central America. Both friends made extensive travels in the then yet unexplored region of North America, from Upper Canada down to the Gulf of Mexico, and then embarked in New Orleans for Nicaragua. The next two years, 1853-54, we see the two scientific friends wandering through the wild primeval forests of the five States of Central America: Nicaragua, Costa Rica, Honduras, San Salvador and Guatemalra. In the latter place they got an invitation from the trustees of the British Museum to explore the ruins of Quirignia and Vetu, in Guatemala, and had placed a considerable sum at their disposition in case they should find it worth while to purchase for the British institutions some of the ancient monuments. The report turned out to be an unfavourable one, as the ruins are of a very coarse and frail material, and would not have supported the transport to Europe. Scherzer returned home through the Wistondis, and now began to publish in the Transactions of the Swiss Academy of Sciences a series of treatises on his voyage, which attracted the attention not only of learned societies, but also of the educated classes in general. His books of the United States of America (three vols.), on Costa Rica, and on Nicaragua, San Salvador, and Honduras (the latter also in the English language), were much read, and still more appreciated. The late Archduke Ferdinand Maximilian took a lively interest in the author, and invited Dr. Scherzer to join the Novara Expedition as the head of the scientific staff. He accepted, under highly favourable and distinguishing conditions, the offer, and sailed in April, 1857, on board the Austrian frigate *Novera*, on an exploring tour round the globe. He was entrusted with the narrative of the expedition, and with the ethnographical and statistical part. Returned in Autumn 1859, he settled, at the desire of the Archduke Max, at Trieste, who wished to follow the progress of the public favour; and now began for him a most laborious time. Within less than two years he had published the narrative of the expedition in three volumes in German and read the proof sheet of the English translation, most ably done by the late Mr. Hume Greenfield; he prepared, moreover, the richly collected anthropological and statistical material for print, and was afterwards occupied in putting in order and cataloguing the ethnographical and craniological collection brought back by him. The descriptive part of the Expedition was such a success that five editions were published, and more than 26,000 copies were sold of it. Archduke Maximilian wished Dr. Scherzer to follow him to Mexico, which the latter refused to do, stating that he had too little faith in the success of an expedition undertaken under the auspices of a man like Louis Napoleon and the so-called black party (clerical party), against the wish and even in opposition of the majority of the Mexican people. Notwithstanding this refusal, the Archduke, and afterwards Emperor of Mexico, entertained the most keen relations with Dr. Scherzer, and gave him the most extraordinary proofs of kindness and sympathy.

In 1866 Dr. Scherzer, although he never parted with his political principles and liberal ideas, was appointed ministerial Councillor in the Ministry of Commerce, and entrusted with the statistical department. It is one of the highest ranks in Austrian bureaucracy, and under common circumstances is only attained after thirty or more years' services. Not the liberal principles of Dr. Scherzer but those of the Government had changed. It was not longer the Government of the Concordat and the sword, but the Constitutional Government, under which the Austrian people began to enjoy the most extensive political and religious rights. Only under such circumstances a Protestant and a pronounced Liberal as Dr. Scherzer could obtain such a high official position.

In 1868 Dr. Scherzer was again entrusted with a mission to the East. He was appointed chief commissioner of an expedition sent out by the Austro-Hungarian Government to Lyons, China and Japan, with the purpose to negotiate and conclude with the Government of the mentioned states treaties of commerce. Also from his second voyage to the Far East Dr. Scherzer brought back a rich scientific material, and his book on the said mission, like that on the statistical and commercial results of the Novera Expedition, have become standard books in Germany and Austria for every one who takes an interest in matters of the Far East.

On his return, Dr. Scherzer was appointed Consul General at Smyrna, where he had lived for the last three years, and published a very useful monography in German, and printed on the principal Emporium of Asia Minor. At his own request he was removed from that out of the way place to the centre of civilisation, where Dr. Scherzer may easier be able to use his knowledge and his experience for the benefit of his countrymen and for humanity in general.

Naval and Military.

The 57th Regiment, now stationed in Ceylon, is to be sent to an Indian station to complete its period of foreign service.

The following officers, whose last period of service was on the China station, have been appointed as under:—Lieutenant C. V. Strange (in the Cadmus, from 1871 to 1874) to the Victor Emanuel, receiving ship at Hong Kong; Mr. R. Brown (in the Victor Emanuel, from 1873 to 1875) to the Vanguard, reserve ship at Kingstown; Mr. J. T. Robinson, engineer (in the Avon, from 1874 to 1875) to the Indus, flagship of the Admiral-Superintendent at Devonport; Dr. W. R. Bennett, staff-surgeon (in the Princess Charlotte, from 1872 to 1875) to the Pembroke, reserve ship at Chatham; Dr. W. H. Colahan (in the Hornet, from 1871 to 1875) to the Royal Adelaide, flagship at Devonport; Mr. C. Feltham, surgeon (in the Frolic, from 1874 to 1875) to the Duncan, flagship at Sheerness; Mr. E. Mulcahy, surgeon (in the Thistle, from 1870 to 1875) to the Victory, at Portsmouth; Mr. B. C. Scott, assistant-paymaster (in the Thistle, from 1871 to 1875) to the Indus; Mr. E. V. Sharpe (in the Iron Duke, from 1874 to 1875) to the Duncan; Mr. F. G. Grant, boatswain (in the Teazer, from 1871 to 1874) to the Revenge, flagship at Queenstown.

Lieut.-COL. Charles Pratt Kennedy, late Political Agent at Simla, died at Cheltenham on the 28th ult. Lieut.-Col. Kennedy, who was uncle to Sir Arthur Kennedy, Governor of Hong Kong, entered the Bengal Artillery in 1806, and was shortly after nominated to the only troop of Horse Artillery then existing in India, with which he served in the Nepaul campaign, under Gen. Sir R. Gillespie, who was killed by his side whilst storming the gate of the hill fortress of Kalunga. He revisited England in 1818, and on his return to India in 1820 was appointed by the Marquis of Hastings, then Governor-General of India, to the political agency of the Hill States at Simla, where he was well known. Such was the confidence reposed in the diplomatic ability, sound judgment, and discretion of the "Regal Artilleryman," that he continued in the Agency of the Hill States down to the close of his sojourn in India in 1836, when, as Major Kennedy, after nearly thirty years of active duty, he retired from the service.

At the *levée* on Monday last Vice-Admiral Sir Charles F. A. Shadwell, K.C.B., F.R.S., late commander-in-chief on the China Station, was presented on promotion and return from foreign service. At the same *levée* Sir Charles presented the following officers who had served with him in his flagship:—Commander (flag-lieutenant) F. R. Dicken, Secretary A. B. Hutchison, Secretary's Clerk C. E. Gifford, Captain W. Arthur, Commander J. L. Way; Lieutenants C. C. Drury, C. J. Norcock, G. W. Russell, and H. S. Clarke; Lieutenant A. M. Lambert, R.M.A.; Chaplain and Naval Instructor Rev. W. W. Parry, M.A.; Fleet-Surgeon A. Watson, M.D., and Surgeon G. J. Irvine.

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General Sir John Michel, G.C.B., colonel of the 86th Regiment, will succeed Lord Sandhurst in the Irish command. Sir John Michel joined the army as ensign 1823; became lieutenant, 1825; captain, 1826; major, 1840; lieutenant-colonel, 1842; colonel, 1854; major-general, 1858; lieutenant-general, 1866; general, 1874; and colonel of the 86th Regiment, 1862. He was nominated a C.B. after the termination of the Kaffir war in 1853, in consideration of his distinguished services in the Kaffir wars of 1846-47, and of 1851-53. General Michel commanded a division of the Army in the campaign of 1860 in China, and received the medal with clasp for the Taku Forts.

In the account of the homeward passage of the Iron Duke from China, recently given in the *London and China Telegraph*, it was stated that *ten* deaths had occurred during the voyage. The number was a misprint for *two*.

Lieutenant Francis H. Chapman (1873), late of the Swiftsure, is appointed to the Victor Emmanuel, Hospital ship at Hong Kong.

H.M.S. Adventure arrived at Capetown on the 28th April, with the battalion of Marines from Yokohama.

The German gunboat Cyclops, from Plymouth on the 24th ult., has arrived at Gibraltar, *en route* to China and Japan.

Miscellaneous.

DEPARTURE OF THE POLAR EXPEDITION.

The Polar Expedition of 1875, the object of such general interest and solicitude, and upon which so many national hopes are concentrated, left Portsmouth on its adventurous voyage at 4 P.M on Saturday last, the 29th ult. The multitudes who assembled at Portsmouth to witness the sailing of Captain Nares and his brave companions, and the unparalleled enthusiasm with which they were received, indicate pretty clearly that a true chord has been struck, and that the sympathies of all, from the Queen downwards, go with them. There was little to see. It was the spectators who made the show. Two small vessels leaving their anchorage and sailing slowly to the eastward do not constitute of themselves a spectacle to attract an immense crowd from all parts. But underlying all was the consciousness that the crews were about to enter upon a battle with Nature in her sternest aspects, and that it was for the honour of the country that this should be so.

The Lords of the Admiralty arrived at the Landport Terminus about ten o'clock, and were conveyed to the dockyard in carriages. The party consisted of the Right Hon. G. Ward Hunt, Admiral Sir Alexander Milne, Lord Gilford, Sir Massy Lopes, and Mr. Vernon Lushington. After breakfasting on board the *Enchantress*, Admiralty yacht, their Lordships proceeded on board the *Alert* and the *Discovery*, where they were received by Captain Nares and Captain Stephenson, the whole of the officers and men being drawn up on the upper deck. Having made an inspection of the ships, the officers and crews were individually introduced to their Lordships, who cordially shook each by the hand. The First Lord, addressing the officers and sailors, said they had everything on board which could be desired for their safety, well-being, and comfort, that the eyes of the whole civilised world were fixed upon the Expedition, and that the prayers and best wishes of all their countrymen would go with them for their success in their arduous undertaking. In conclusion, the First Lord wished the crews of each ship God-speed, and, with his colleagues, shook hands with their captains. Three hearty cheers having been given in response to his lordship's parting salutation of "Good-bye, men!" as he went over the side, the inspection terminated. No sooner had the excitement caused by the visit of the Lords Commissioners ended, than the enthusiasm of the crews was raised by a thoughtful telegraphic farewell from Her Majesty at Balmoral, addressed to Captain Nares. The Royal Message was as follows:—I earnestly wish you and your gallant companions every success, and I trust that you may safely accomplish the important duty you have so bravely undertaken." To this proof of Her Majesty's sympathy with the Expedition Captain Nares promptly telegraphed the following reply:—"I feel deeply the great honour Her Majesty has done myself and the other members of the Expedition in wishing us success. Her Majesty may depend on all doing their duty." Subsequently a packet from the Queen was received on board each vessel, addressed to the respective commanders; but, as they were reverently laid aside for the present, and will not be opened until the ships are well out to sea, it is impossible to state the form which Her Majesty's regard has in this instance taken.

As the hour of sailing approached, the stillness in the crowded harbour became positively oppressive. At last four o'clock sounded from the dockyard clock, and with the very first stroke the two ships moved from the jetties. The transfiguration which thereupon ensued was startling and overpowering. The decks of the ships that lined the jetties, the yards and ratlines of the men-of-war in the stream, and the shores on both sides were clad with people. "Good-bye and best wishes for your success" was signalled from the flagship. "Thanks and farewell" was signalled back, and as the *Alert* and the *Discovery*, piloted by the *Fire Queen*, with Admirals Elliot and M'Clintock and Captain Sullivan on board, and accompanied by the *Heather Bell* and other steamers, sailed down the harbour channel, such cheers upon cheer rent the air as were never before heard in Portsmouth. The excitement communicated itself to the crews of the Expedition, for soon some adventurous seamen clambered to the mastheads, and skylarked upon the verge of the yardarms, while Captains Nares and Stephenson, Commander Markham (who is accompanied to Disco by his brother, Mr. Clements Markham), and the other officers acknowledged the plaudits of the multitude from the bridge. Turning up the eastward channel to the Spit buoy, the scene that met the eyes of the crews was truly unique. Not only were the piers crowded to suffocation, but the sloping foreshore from the Round Tower to beyond the Breakwater opposite Southsea Castle displayed an unbroken mass of waving hats and fluttering handkerchiefs. Every square inch of shingle down to the water's edge was covered, the outer boundary of the crowd being defined by a red fringe of soldiers, the sounds of whose bands playing "Auld Lang Syne" were only faintly heard upon the water. The water, too, was covered with all manner of craft. The day was dull and hazy, but the wind, which blew from the north-east, was highly propitious for the Expedition. Had it blown from the westward the results would have been serious, for while the *Alert* was submerged 15ft. at the fore and 16ft. aft, the draught of the *Discovery* was 15ft. and 17ft. The *Valorous*, which got under way from Spithead on the appearance of the ships, and followed them at a respectful distance, was still more deeply laden. As the breeze freshened, the courses were set, jibs and flying jibs were run up, topsails and topgallant sails were bent, and the ships made rapid progress through the water. The last to leave the *Alert* was the little daughter of the Captain, who, after being tenderly embraced by her father, was deposited in the pilot's gig and brought back. The admirals waved the ships a last good-bye at St. Helen's, and gradually the accompanying gunboats, yachts, and launches parted company, after giving the crews a last cheer.

CHINESE AND JAPANESE WORKS OF ART.—The most recent acquisitions of the South Kensington Museum consist of a fine series of examples of Japanese art workmanship from the collection of the well-known author of *Tales of Old Japan*. The principal of these works is a magnificent sea-eagle wrought in iron by Miyōchin Muniharn, a Japanese artificer of the sixteenth century. "Under Heaven there never was a smith the equal of Miyōchin Muniharn."—(*Japan Cyclopædia.*) The bird has apparently just swooped down with wide-spread wings, and settled down upon a rock. The animation shown in the form of the creature is really fine, and tells us, if any evidence were necessary, that Japan must have boasted of artists of no mean talent three centuries ago. The other acquisitions are a tazza supported by a dragon, in bronze, by Tō Un, eighteenth century; a tazza decorated with cranes, in bronze, by Sei Min, eighteenth century; a tazza decorated with dragons, in bronze, by Ts Un, eighteenth century; a tazza with Indian decorations supported on four elephants' trunks, in bronze, by Sei Min, eighteenth century; a toy halberd, consisting of a dragon's head, in bronze, eighteenth century; a small fish, in bronze, by an artificer of the Tokugawa family, eighteenth century; and a group of a dragon and tiger fighting (emblematic of the wars of the elements), by Sei Min, eighteenth century. In the same glass case is a collection of Chinese and Indian works of art in jade (some jewelled) and in bronze, purchased at the sale of the late well-known collector, Colonel Guthrie.

THE VACANT COLONIAL BISHOPRICS.—It is understood that the appointments to the two long vacant colonial bishoprics—Brisbane, by the resignation of the Right Rev. Dr. Tuffnell; and Colombo, by the resignation of the Right Rev. Dr. Jermyn—will be made in the course of a few days. Brisbane was separated in 1859 from the diocese of Newcastle, being Queensland up to twenty-one degrees south latitude, with a population of 126,000, an extent of 678,000 square miles, and eighteen clergy. Dr. Tuffnell was the first bishop. The bishopric of Colombo was founded in 1845, and consists of Ceylon. It has a population of 2,500,000, is 24,700 miles in extent, and has upwards of sixty clergy. The income from colonial funds is £2,000 a year. Colombo has had three bishops, all of whom resigned and are now in England, namely, Dr. Chapman, fellow of Eton College and rector of Wootton Courtney: Dr. Claughton, Archdeacon of London; and Dr. Jermyn, who, before his consecration, was vicar of Barking.

THE INTERNATIONAL CONGRESS OF ORIENTALISTS.—The third Session of the International Congress of Orientalists will be held in the month of September, 1876. The sanction of the Emperor of Russia for holding the third Session of this Congress was granted in April last, and the Russian Committee appointed for carrying out the programme find that it is utterly impossible to finish the preparatory labours in time for holding a Congress in the month of September this year. It has therefore been decided that the Congress shall be held at St. Petersburg in September, 1876.

THE annual conversazione of the National Temperance League was held last week in the Memorial Hall, the proceedings attracting a numerous company. After tea in the library there was exhibited a number of microscopes and works of art, with a valuable collection of Chinese curiosities. In an adjoining room a mammoth stereoscope attracted considerable notice. The large hall was well filled, where Mr. Huleatts delivered a lecture on "China." The lecturer's descriptions of Chinese life excited considerable interest.

AN ENGLISH OFFICER MURDERED IN BURMAH.—A telegram to the *Times* states that Colonel T. C. Hamilton, Inspector-General of Police, has been shot dead by Burmese Dacoits. Mr. Davidson was wounded seven days before, but is progressing favourably.

PROFESSOR DOUGLAS has delivered a lecture at the Royal Institute on "The Chinese Language and Literature," which was well attended.

THE last mail from Hong Kong reported the arrival of Lady Howard de Walden, accompanied by her son and daughter, *en route* to Japan, San Francisco, &c.

A TELEGRAM from Paris states that M. de Lesseps will shortly publish all the documents and correspondence relating to the construction of the Suez Canal from the time of the first negotiations with the Khedive, the Sultan, and England.

THE Rotterdam Lloyd's steamship *Friesland*, Captain Antony Bik, sailed from Southampton on the 2nd inst. for Batavia, Samarang, and Sourabaya, taking out 66 passengers from Rotterdam, about 80 Dutch troops, and a full cargo.

THE collection of Japan Curiosities and Works of Art of A. B. Mitford, Esq., formerly of the Legation at Yedo, will be sold by Messrs. Christie, King-street, on the 8th inst.

THE Eastern and Australian Company's steamer *Normanby* sailed from Singapore on the 30th ult. with Australian mails from London of the 30th April.

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CHINESE COOLIES IN CUBA.

A Blue-book has been issued containing the "Diplomatic and Consular Correspondence" which has passed with reference to "Slavery in Cuba and Puerto Rico and the State of the Slave Population and of the Chinese Coolies in those Islands." The principal paper in the correspondence is an interesting report from Acting Consul General Crawford, giving statistics connected with the emigration of Chinese coolies to Cuba, from which we extract the following :—

Since 1847 no less than 138,156 of these labourers have been shipped in China for that destination, out of whom 16,346 died during the passage, leaving 121,810 as the number landed. The average of deaths to embarkations was thus 11·83 for the whole period of years. Taking the various flags under which this traffic was carried on, the lowest percentage of deaths is found in the case of Belgium, whose figure is 1·42. Next comes San Salvador with 4·33, then Russia with 6·9, and next Austria with 7·7. These four States, however, took but little part in the trade, the number of ships standing against their names being only 22 out of a gross aggregate of 342. Among the Powers doing an important business in Chinese coolies, the United States had the smallest percentage of deaths, the average figure for 34 ships being 9·8. Next came Spain, with 78 ships, and a percentage of 10·43, then Germany and Italy with 13 vessels jointly and a death rate of 11·21, and then Portugal with 21 ships and a percentage of 11·70. All these nations, it will be observed, kept the death rate under the mean average of 11·83. Slightly in excess of it came Holland with 19 ships and a percentage of 12·09, while France, the greatest carrier of all, sailed 104 ships, with a rate of mortality amounting to 12·31. England figures for 35 ships and a percentage of 16·31, Norway for 19·18 per cent., Chili 19·76 per cent., Peru 23·38 per cent., Denmark the alarming percentage of 38. But as the four last named Powers only sailed 16 ships between them, the aggregate loss of life was not so great as in the vessels under English colours. For instance, Denmark, with such a terrible death-rate as 38 per cent., only sailed one ship, on board which 179 coolies died out of 291 embarked.

Mr. Crawford supplements the statistics with the following remarks :—

Since the passing of the Chinese Passenger Act, and other regulations, which preclude British and American ships from being engaged by the speculators here, the trade has been chiefly carried on by French and Spanish vessels. Several of the other nationalities which appear in the list are, however, mere substitutes, their flags covering British or American ships that have been transferred in China for the purpose of evading our restrictions. The trade is almost entirely confined to Macao, where it seems there is every facility for crimping and fraud. There is no doubt that the coolies are cheated in every possible way, and that they are completely deceived regarding the nature of their contract and the treatment that awaits them here. Numbers of Chinese who have fulfilled their contracts have been sent off to work on the new line of defence which the Government is constructing between Baga, on the Bay of Nuevitas, and Santa Cruz, called "la segunda trocha." It would almost seem as if the Spanish officials were doing their best to stir up discontent and rebellion among the coolies, and to foment insurrection in the island. If the importation of Chinese is to continue, and there appears every probability that it will, I would suggest that, as Macao is the chief port of embarkation, the Portuguese Government should be urged to insist upon the following clauses being added to the contracts of all coolies who are shipped from that place, viz.:—1st. Salary to be paid in gold or its fair equivalent. 2nd. At the expiry of this contract, a copy of which must be delivered to the Portuguese Consul at Havana, he shall be entirely free to remain in the island of Cuba, and to exercise any lawful calling he pleases, in the same manner as any other white foreigner. I have talked over this suggestion with the Portuguese Consul-General here, and he heartily concurs in it. It would be necessary, however, to provide against the possibility of improper "regulations" which might be framed for the purpose of circumventing such a stipulation in the Chinese contracts, to induce the Spanish Government to agree to it, and to repeal all the rules and regulations affecting the Chinese in Cuba, substituting in their room a fixed law, requiring no explanation or subsequent ("reglamento") regulations, which would protect all parties.

With reference to those Chinese who claim British protection, as coming from Hong Kong, it is a very difficult matter to judge of their right to such protection, or to be registered as British subjects. With half-a-dozen exceptions, all those I have seen have no papers to prove it, and the simple declaration of the coolie that he is a native of Hong Kong is not to be relied on, for these people have in general very little regard for the truth. Of course in a question of this kind one feels inclined to give them the benefit of the doubt ; but I have always been opposed to raise any dispute with the local authorities here by obtaining "cedulas," or papers for Chinese whose right to British protection was questionable. I do not see in what way protection can be afforded the Chinese coolies by foreign consuls as the law now stands. As I have before stated, the Spanish Government should repeal all enactments regarding Chinese up to date, and should frame a concise and just law, not subject to local or other regulations, which would put these emigrants upon a proper and equitable footing, secure the rights of master and man, and provide against vagrancy or future trouble to the State. The authority given by the late Captain General Valmaseda to Mr. Strauss, to act as a semi-official agent here for the Chinese who had fulfilled their contracts, in order to assist them in getting out their protection papers and passports, has been withdrawn at the instance of the "Board of Colonisation," so that these poor people are without any recognised agent or protector except the "Board."

It must not be forgotten that the question of labour must always be one of paramount importance here, and that considering the heterogeneous mixture of races in Cuba, it will require great tact and firmness in adopting laws which will at once protect individual rights and secure order and industry in the island. The wealth of Cuba depends upon its agriculture, and field labour is always fatiguing and arduous ; so that regulations, which might elsewhere appear arbitrary and harsh must be allowed to carry with them somewhat of compulsion here, in order to keep up the cultivation; but they need not on that account be devoid of justice between man and man. Without any reliable data on the subject, it is supposed that there are at present about 100,000 Chinese coolies in Cuba.

DEPUTATION TO LORD DERBY.

A deputation from the Anti-Slavery Society waited upon the Earl of Derby on the 1st inst. at the Foreign-office, in reference to the claims of England upon Spain, on the subject of the slave trade and slavery in Cuba. The deputation, which was introduced by Sir John Kennaway, M.P., included Sir T. Bazley, M.P., Mr. P. A. Taylor, M.P., Mr. J. Corbet, M.P., the Hon. Evelyn Ashley, M.P., Mr. J. W. Pease, M.P., the Hon. A. Kinnaird, M.P., Mr. R. N. Fowler, Sir Charles Wingfield, &c. A memorial was presented, in which the Society urged that Her Majesty's Government ought to take some decisive steps in the way of friendly mediation to bring about an equitable termination of the Civil War in Cuba, which was fast culminating to a successful issue on the side of the insurgents, and must result in a further fearful slaughter and a vast destruction of property. The memorialists also urged the Government to take steps for the abolition of slavery and the slave trade in the island.

Sir John Kennaway said it appeared from advices recently received that the more moderate among the slaveholding inhabitants of Cuba were willing to consent to emancipation on reasonable terms of compensation. With regard to the importation of Chinese coolies into the island, it was clear that some restrictive measures were necessary in order to prevent this importation being attended with all the evils of the slave trade. The Hon. E. Ashley thought the present moment was opportune for intervention on the part of England on the old lines of the anti-slavery policy. There was springing up in Spain a strong anti-slavery party, and, as America had given up the idea of annexing Cuba, the good offices of that country might be relied on in support of emancipation. Mr. R. N. Fowler, speaking on behalf of the Aborigines' Protection Society, urged upon the Earl of Derby the importance of taking some steps to put an end to the atrocities which were committed in connection with coolie emigration to Cuba. Sir Charles Wingfield supported the appeal of Mr. Fowler, and confirmed his statement as to the atrocities connected with the coolie traffic. The Hon. A. Kinnaird concurred in thinking the present an opportune time for dealing with the Cuban question. Mr. Edmund Sturge quoted a passage from the official paper published in Havannah on the 21st of April last to show that the Society was backed up authoritatively in its view that the war was culminating in favour of the insurgents.

The Earl of Derby, in reply, said he would very carefully consider all the suggestions which had been made. With regard to the question of coolie emigration, he thought, speaking offhand, that Her Majesty's Government had no right to interfere in the matter. The only Government which, strictly speaking, had a right to take up the cause of the coolies was the Chinese Government, which at the present moment did not prevent the emigration of Chinese subjects to foreign countries, but which also failed to watch over their interests afterwards. It was not to be expected that much would be done by the Chinese Government. With regard to the general position of the Chinese emigrants in the various countries of the world, he apprehended that the real remedy to be applied—and he felt sure that it would in time be applied—would be to make the Chinese Government and people understand clearly the position in which emigrants from their country were placed in the countries to which they went. The free emigration of Chinese had been increasing very rapidly of late years. As was generally known, they were pouring very rapidly into California; and he thought free emigration was destined to supersede the old system of emigration under contracts. For his own part, he did not absolutely and unconditionally condemn this system, but he thought it required very careful watching. When it was carried on by a Government which sanctioned and continued the practice of negro slavery, he had no doubt it was open to very gross and grave abuses. However, he did not see that the Government could do more on the subject than bring to the knowledge of the Spanish Government any well-authenticated cases of oppression and abuse which came to their knowledge. With regard to the other questions, he must own to a feeling of difficulty in expressing any opinion with regard to the insurrection in Cuba. It had lasted a long time, had been conducted with very great pertinacity, and down to recent dates very little progress had been made in putting it down. On the other hand, he thought it at least premature to say that the war was "fast culminating to a successful issue on the side of the insurgents," as stated in the memorial, and he did not think any proposal on the part of Her Majesty's Government at the present time to mediate between Spain and the insurgents would be looked upon in a favourable light by Spain. The feeling of patriotism in Spaniards was very strong, and it was true of them, as of other people, that they did not always accurately measure their own strength. If Her Majesty's Government were to make any suggestion to Spain, their answer would probably be, "We have got two civil wars on our hands at the same time, and our efforts are divided between the two. Let us finish with the Carlists, and then we shall have all our forces disposable to put an end to the war in Cuba." That, he had no doubt, would be the answer, and he could not blame the Spanish Government for making it. At the same time, if any prospect opened up of putting an end to the existing state of things, Her Majesty's Government would be very glad to avail themselves of it. With regard to emancipation, he had no doubt that sooner or later it would come, and that the same conviction existed in the minds of slaveowners themselves, who were only fighting for a continuance of the system for a few years longer. At the same time, he believed that emancipation in Cuba could not be accomplished by itself, but must be a part of a general and complete scheme for the pacification of the island. He could not, there

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fore, admit that the present time was specially favourable for English interference. If an opportunity should arise in which the good offices of England could be available, they would be most readily given. In dealing with the domestic and internal affairs of other countries it was not so wise to rush forward with advice as to wait until it was asked for. He believed that what had been said in reference to the fact that the United States had no desire to annex Cuba was perfectly true; but, at the same time, he believed that the American Government and people would receive with considerable suspicion and jealousy any attempt on the part of England to interfere between Spain and Cuba, and would be apt to put a wrong construction upon it. He was sorry if he might have seemed to speak in a vague and undecided manner in reference to the questions brought before him. He could not, however, speak more positively. He had endeavoured to make clear the difficulties of the case, and for the rest he could only say that his sympathies and those of his colleagues were entirely with the objects which the deputation had in view.

The *Standard*, in a leading article referring to the propositions put forward by the deputation, says :—

The demand of the Anti-Slavery Society—most of the members of which are probably staunch adherents of the political doctrine of non-intervention, and perhaps members also of the Peace Society—is, in fact, that Great Britain should constitute itself the protector of slaves and foreign emigrants all over the world—that it should undertake the amendment of the domestic institutions of Cuba—that it should assume the guardianship of Chinese citizens abroad—finally, that it should aid in depriving Spain of the island of Cuba. To a proposal so extravagant as this Lord Derby could, of course, give but one answer. The emigration of coolies from China to Cuba is a matter which cannot concern the British Government. The only Power which has a right to take up the cause of the Chinese emigrants is the Government of China; and if it is careless or ignorant of its duties to its own citizens, it is absurd to suppose that any blame can accrue to England. It is very probable that there are many abuses in the treatment of Chinese immigrants in the Island of Cuba; but it is no more our business to meddle with the system than to interpose on behalf of the Chinese immigrants in the United States. Surely the Foreign-office has enough to do to look after the interests of British citizens abroad without also undertaking the championship of the citizens of all other countries who may happen to be residing in foreign countries. The Chinese Government is perfectly well able to take care of its own subjects, and perhaps it would resent any interference of ours in their behalf. As for the Government of Spain, it would have still greater reason to complain of us did we venture to interfere in the manner proposed by the Anti-Slavery Society in the affairs of Cuba. We cannot doubt that its answer would be as Lord Derby has suggested. No philanthropic motive could excuse a step so ungenerous as a remonstrance to Spain, in the time of her present trouble, on behalf of the Cuban insurgents, nor should we be surprised were some Spaniard, having before him the memorial of the Anti-Slavery Society, to taunt us with the fact that our friendly mediation is given as much in view of the "vast destruction of invested capital" as of the injury to humanity in the prolongation of the Cuban civil war. Indeed, we do not know anything better calculated to spoil the effect of any attempt at friendly mediation with Spain on the subject of Cuban slavery than the interest which is openly avowed by the Anti-Slavery Society in the cause of the Cuban insurgents. No Government with any sense of self-respect would listen patiently to a remonstrance based on the ground that it was incapable of maintaining its authority over its own subjects. It would probably tell us to mind our own business; nor can we think it would be any gain to the cause which the Anti-Slavery Society professes to represent to receive such an answer. For that cause we have the profoundest respect, but we cannot imagine anything more likely to bring it into contempt, to make it unpalatable to foreign countries, and to defeat its prospects in the future, than the rash and ignorant zeal of such deputations as that which waited upon Lord Derby.

RUSSIA AND JAPAN.

The St. Petersburg correspondent of *The Times* writes as follows, under date 24th ult. :—

By the recent Treaty, in virtue of which Russia cedes the Kurile Islands to Japan in exchange for all the Japanese rights to Saghalien, the dispute between Russia and Japan as to the ownership of this island, now lasting for more than half a century, has at last been happily terminated. The voyages of La Perouse in 1787 and of Krusenstern in 1805 had made the world acquainted with the general shape of the Island of Saghalien, but Krusenstern, following Broughton, supposed it not to be an island, but to be connected with the mainland at a place now called the Tartar Gulf. Although a Japanese navigator, whose account was afterwards published by the naturalist Siebold, subsequently sailed through the Straits, yet the fact that Saghalien was an island was not generally recognised until the expedition of Captain Nevelsky in 1849. Up to the middle of the last century Saghalien was in the nominal possession of the Chinese, and after they had abandoned it, Japanese fishermen and colonists went there as early as 1780. The Japanese, in the statements of their claims to the island assert, on the basis of obscure passages in their annals, that they had visited the island as long back as A.D. 650, and subsequently in 720, and it is indisputable that in 1786 and for many years after Japanese Government officials were sent there to take charge of the colonists. In 1807, after the voyage of Krusenstern, the island was visited by the Russians, and Lieutenant Khrostof annexed it to Russia, but a few years later, during the imprisonment of Golodhin in Japan, the Russians officially gave up all claims to the island, and declared the act of Khrostof to have been without authority. In 1853, when, after the occupation of the mouths of the Amoor, a Russian expedition discovered coal-mines on the island, Russian posts were established there in various places, but were subsequently withdrawn on account of the Crimean War. The discovery of coal gave Count Putiatin, then on a mission to Japan, an idea that the island might be important to Russia, and in the negotiations for a Treaty of Commerce at Simoda in 1852 and 1854 he endeavoured to induce the Japanese, whose rights to the island were thus recognised, to agree to a boundary line between the Russian and Japanese settlements. The Japanese Commissioners proposed the fiftieth parallel of latitude, thus cutting the island in halves, but Count Putiatin was unwilling to give more than the Bay of Aniva in the south and the Island of Iturup (one of the Kuriles already in Japanese possession). No agreement being reached on this point, it was established in the treaty of Simoda in 1855 that the Island of Iturup should belong to Japan and Urup and the rest of the Kurile Islands to Russia, while "as concerns the Island of Kurufto (Saghalien), it shall remain undivided between Russia and Japan as it had theretofore been." In 1860 Mouravieff, the Russian Envoy at Yeddo, again began the discussion as to the boundary. He proposed that the boundary line should be through the Straits of La Perouse, between Saghalien and Yesso. This the Japanese Government refused, and no agreement was made. In 1862 a Japanese Embassy came to St. Petersburg, and as the Japanese still insisted on the line of fifty degrees and the Russians on the Straits of La Perouse, it was finally agreed to leave the matter to a Special Commission.

Owing to the internal troubles of Japan, and to the flight of the Tycoon to Kioto, this agreement was never carried out, although the Russians claimed to have sent their Commissioners. In 1866, another Japanese Embassy on this subject arrived in St. Petersburg. As the result of negotiations at that time a Convention was signed in March, 1867, in which it was stated that the Russians proposed to keep the whole of the island of Saghalien, and to give to the Japanese the island of the Kurile Group called Urup, with three small islets adjoining, but that in case the Japanese Government did not agree to this, the previous joint occupation of the island should be continued, and that both Russians and Japanese should be allowed to settle and colonise in any parts they pleased. The Russians, however, soon took measures to restrict the Japanese to a small portion of the southern end of the island, in consequence of which, in 1870, the Japanese Government formally applied to the Government of the United States to act as mediator in the matter. This application was based on the second article of the treaty with the United States of 1858, in which it was stated that the President of the United States, at the request of the Japanese Government, would act as a friendly mediator in such matters of difference as might arise between the Government of Japan and any European Power. The Russian Government, however, refused to accept any proposal of mediation or arbitration, and since that time the Japanese have been entirely driven off the island.

The feeling of the Japanese about their rights to the Island of Saghalien has always been very strong, and more especially so since the recent development of the military and naval power of Japan, and it has of late been frequently suggested that the Japanese might exercise their forces in an attempt to recover the sland. But the Russian Government was no less anxious than the Japanese to come to some final arrangement, and took occasion from the establishment of a permanent Legation at St. Petersburg to renew its former proposition of compensating Japan for Saghalien by the cession of two or three of the nearer Kurile Islands. The Japanese Legation, knowing the excited state of public feeling at home, was unwilling to take less than the cession of the whole of the Kurile group, including the Island of Paramushin, which on account of its seal fisheries may perhaps be of some value, and after considerable negotiations at last succeeded. A treaty was drawn up with the approbation of the Home Government, and was signed and ratified by the Emperor before his departure for Germany. The final ratifications, it is expected, will soon be exchanged in Yeddo. This arrangement of the matter is much to the credit of Admiral Enomoto, the Japanese Minister. He saw perfectly well that it was impossible to recover Saghalien from the Russians, and he has succeeded in obtaining a sufficiently large compensation to satisfy the patriotic feeling of his countrymen, and has thus avoided a possible cause of trouble in the East.

The northern part of Saghalien is inhabited by Ghiliaks, the same race as the natives on the Lower Amoor, while the southern half is populated by Ainos, the race which inhabits the Kurile Islands. Besides the Russians and a few Japanese, there are a very few Chinese brought over as workmen in the coal-mines. The sole value of the island to Russia lies in its coal, of which there are vast deposits of excellent quality, better than Australian. The best coal-mines on the island were for some years successfully worked by the houses of Olyphant and Co., of Shanghai, under a concession given by Admiral Kroun, the Russian Governor of the Amoor Region. When the Russian Government decided on sending convicts to the island it was found inconvenient to allow foreigners to work these mines, and, advantage being taken of a clause in the concession by which the proprietors of the mines were subject to the Russian laws, a new law was made that in places set apart for penal settlements foreigners should not be allowed to work mines. The concession was therefore annulled, and several thousand tons of coal which had already been dug and stored were confiscated. As yet no metals of any kind have been discovered. According to Colonel Veninkof, in his "Military Survey of the Russian Boundaries in Asia," published in 1873, the Island of Saghalien has not the slightest strategical importance to Russia, because, owing to the depth of the channel it does not defend the mouths of the Amoor, because it has not a single safe port, because its defence is impossible, and because on account of its climate it cannot produce grain enough to support the garrison and convicts. The colonisation and commerce of the Amoor, in spite of the line of steamers supported by the Government, has by no means corresponded to the ideas which were at first entertained, and owing to the fact that the harbour of Nicolaiefsk is closed by ice for eight months in the year, the naval, military, and Government centre of the whole coast has lately been changed from Nicolaiefsk to Vladivostock, where there is open water for the chief part of the year.

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Literature.

The North Star and the Southern Cross. By MARGARETHA WEPPNER. Two volumes. London: Sampson Low and Co. 1875.

Narratives of trips round the world by both male and female travellers, all of whom seem equally anxious to give their "personal experiences, impressions, and observations" to the public, are becoming so common that their authors are evidently getting somewhat puzzled to find fresh titles for their works. In a little more than twelve months we have had "A Ramble Round the World," "Meeting the Sun," "Voyage en Asie," "Fifty Thousand Miles of Travels Round the World," &c., and now we have "The North Star and the Southern Cross," which is, perhaps, the most whimsical title of all. Before inviting him to accompany her on her two years' journey, Miss Weppner not unnaturally introduces herself to the reader by a brief sketch of her previous life, and by showing how she, "a lone woman, undertook so perilous an enterprise," being, in point of fact, almost driven to it by force of circumstances, for she was not, as she tells us, impelled by a desire to travel. Her story is sad and painful in the extreme, but it proves conclusively that, much as we may laugh about unprotected females, woman is a "helpful" creature after all. Having surmounted many troubles and difficulties, Miss Weppner started from Havre to New York, and thence eventually made her way to San Francisco, visiting, amongst other places on the way, the Falls of Niagara and Salt Lake City. From the Golden Gate she crossed over to Japan in the ill-fated s.s. *America*, having among her fellow passengers General Tom Thumb and his family, and spent three months partly at Yokohama and partly at Yedo. As may well be imagined, the life of a lone woman at a Yokohama hotel was the reverse of pleasant, while to add to her difficulties Miss Weppner appears to have been persecuted by her fellow-countrymen in a most scandalous manner. In this portion of her work she arrives at a fairly accurate estimate of the character of the Japanese and the Chinese, which we must presume was in part based upon her after experiences in the Celestial Empire. "The Japanese adapt themselves," she says, "very readily to what we are pleased to term our culture and civilisation; the Chinese are less pliant, but I question whether in their reception of impressions they are not more susceptible and less superficial than the Japanese." She was inexpressibly shocked at the general indelicacy of the natives, and does not speak in high terms of the moral atmosphere of the European settlement at Yokohama; indeed, her statements and conclusions are such that we earnestly hope that her own trials warped her better judgment and made her unnecessarily censorious. After a few excursions in the neighbourhood, Miss Weppner embarked on Feb. 21, 1870, on board the s.s. *Oregonian*, bound for Shanghai, and "left the material and moral slush of Yokohama behind her with a feeling of general satisfaction. "Nature," she adds a little further on, "has made Japan an Eden, men have made it a hell!" After a pleasant voyage through the Inland Sea, &c., we are taken to Shanghai, of which she naturally speaks in somewhat glowing terms, for people were kind to her there, and treated her with a consideration which must have been very grateful after her Yokohama experiences. In a couple of months our author left for the north, and in due time arrived at Tientsin, but "the Heavenly Ferry is a dismal, dreary hole, quite unworthy of any description." She afterwards, however, goes out of her way to tell us that Tientsin is the second city of the Empire, and is situate in the province of Shantung (!), facts of which we were not previously aware. Next we come to Peking, where Miss Weppner had a very pleasant time of it, on the whole, thanks to the kindness of her English friends, but even here the conduct of one or two of her fellow-countrymen, incited by some of her former persecutors in Japan, embittered the latter portion of her visit, and made her more or less uncomfortable during the whole of the remainder of her time in China. With Peking itself our author was naturally grievously disappointed, as many others have been before her. From her youth up, from the days when she learned geography at school, and was emphatically told that it was the largest city in the world, "Peking played a great part in her imagination," and to her mind's eye has always appeared as the abode of splendour and magnificence; the reality was consequently all the more startling. "Dante alone," she exclaims, "could do justice to the ordure, miasma, and the really infernal stench of this so-called paradise of the Celestial Kingdom. It would be utterly impossible for any European who has not been in China to give anything like an approach to an idea of the horror and filth of the capital." Miss Weppner is quite right, and we may go further,—having had personal experience of the delights she alludes to,—and say that very few of those who have only visited the treaty ports of China can form a correct notion of the condition of Peking. Under able guidance Miss Weppner saw most of the leading sights of the capital and its immediate neighbourhood, and did not forget to make an excursion to the inner Great Wall and the Ming Tombs. On her way down to Tientsin she fortunately met the courier bearing the despatches from the British Consulate, which reported the massacre of 1870, and was induced by his odd gestures to retrace her steps; had she not done so this book would most assuredly never have been written. Eventually our author got safely through Tientsin and was landed at Chefoo, where her stay seems to have been "sad and solitary." Having paid another short visit to Shanghai, Miss Weppner made her way down to Hong Kong and Canton, where she met with much kindness, that large-hearted man, Archdeacon Gray, acting as her *cicerone* at the latter place, and thus enabling her to see comfortably most of the sights and curiosities. We have devoted so much space to our author's stay in China and Japan that we can only briefly indicate her further movements. On leaving Hong Kong she went to Saigon, Singapore, and Java, and returning to Singapore, next proceeded to Calcutta; thence, after visiting various places in India, she found her way to Bombay, and so on to Alexandria and Trieste.

Considering the nationality of the writer, these volumes are wonderfully free from solecisms in style and grammar, and it is abundantly evident that Miss Weppner is an accomplished linguist. Defects there are, it is true, and in China, especially, she comes to serious grief over the names of places, &c.; the Shanghai river, for instance, appears under three or four different names, not one of which is approximately right. The book will do good service in attracting public notice and condemnation to the low tone of morality prevailing in some parts of the East; but it is to be regretted that the writer has given people's names quite so freely, and at best has only attempted to conceal them under the thin cloak of initials. When at Shanghai she told a lady friend that "it was her intention to write the history of her travels, and with the proceeds to succour the declining years of her mother's life;" and in this very laudable object, despite the occasionally wearisome prolixity of her narrative, we heartily wish her all success.

Travels in the Philippines. By F. JAGOR. With numerous Illustrations and a Map. London: Chapman and Hall. 1875.

"Few countries," says the writer of these pages, "are so little known and so seldom visited as the Philippine Islands, although there is no more pleasant one to visit than that lavishly endowed island-kingdom," and he has done good service to all classes, to the merchant and the mere traveller alike, by directing public attention to the subject in the handsome volume before us. We are inclined to think that the title of the work is decidedly a misnomer, for although "copious notes, made on the spot, have served as the basis of that part of the work which refers to the travels" (undertaken, by the way, as far back as 1859 and 1860), Mr. Jagor is indebted for a large part of the superstructure built up on these notes to the archives placed at his disposal by the Spanish Colonial Minister, which yielded valuable information, especially as regards the government, the taxes, the duties, the tobacco trade, &c., and to sundry "ponderous tomes and monkish chronicles" in the libraries of Berlin and London.

The Philippines were first discovered by Magellan in 1521, but it was not till 1564 that the Spaniards actually took possession of them in the name of Philip II., from whom they derive their present name. The history of these islands for the last two centuries and a half "is, in all its particulars, quite as unsatisfactory and uninteresting as that of all the other Spanish-American possessions. Ineffectual expeditions against pirates and continual disputes between the clerical and secular authorities form the principal incidents." Mr. Jagor thinks that the proper field for their commerce is not yet open to them, and he expects that in the future their trade will be intimately bound up with that of the west coast of America and of Australia, to the entire exclusion of their present traffic with China, and "with those westward-looking countries of Asia, our own far east, which lie nearest to the Atlantic ports." The contents of this work are comprised in twenty-seven chapters, and the information contained therein is conveyed in so desultory a manner that it would be impossible to give a correct idea of its value without analysing each individual chapter. A sufficiently accurate notion, however, of the varied information which Mr. Jagor places before us may be obtained by a brief indication of the contents of a few of the more noteworthy sections of the work. Chapter III., for example, treats of Manila, life in town and suburb, cock-fights, and dress of the different classes; Chapter V. of the geography of the Philippines, their meteorology, internal administration, population, and dialects; and Chapter X. of cacao, coffee, religious festivals, &c. Chapters XIV. and XXII. deal with the manners and customs of the Bicol and Bisayan Indians respectively. Although the bulk of the volume is a miscellaneous, but at the same time interesting, nature, the concluding chapters comprise a digest of valuable information on some subjects of considerable importance. Chapter XXIV. is devoted to abaca, or Manilla hemp, and describes its cultivation, the mode of obtaining the fibre, &c., to which Mr. Jagor adds some remarks respecting paper material. In Chapter XXV. he deals with the tobacco monopoly, which he styles "invidious and pernicious." "Tobacco," he says, "was introduced into the Philippines soon after the arrival of the Spaniards by the missionaries, who brought the seed with them from Mexico. The soil and climate

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being favourable to its production, and the pleasure derived from it being speedily discovered by the natives, naturally assisted in its rapid adoption. Next to the Cuban tobacco and a few sorts of Turkish it is admitted to be the best; and in the colony it is asserted by competent judges that it would soon surpass all others, if the existing regulations were abolished and free trade established." Not having had any opportunity of acquiring a personal knowledge of the cultivation of tobacco, Mr. Jagor furnishes his readers with an extract on the subject from the *Cartilla Agricola*. It will not be without interest to state here that the cultivation of tobacco appears to have been introduced into China from the Philippines, not improbably by way of Japan, at the end of the sixteenth or beginning of the seventeenth century. The next chapter is devoted to the Chinese, who form so important a section of the population of the Philippines, and "who are destined to play a remarkable part, inasmuch as the development of the land cultivation, demanded by the increasing trade and commercial intercourse, can be effected only by Chinese industry and perseverance." For various reasons there can be little doubt that there was communication between China and these islands long before the advent of Europeans; indeed, there is a tradition that the Philippines were at one time tributary to China. Notwithstanding the evident usefulness of the Celestials, the Spaniards have always treated them very badly and endeavoured to limit their numbers. The Chinese settlers have frequently been massacred, for the last time in 1819, and many attempts have been made to drive them out althogether. In more recent years the Spanish officials have done their best "to suppress their activity by means of heavy and oppressive taxation." On this point the following statement would appear almost incredible, were it not that Mr. Jagor makes it on the authority of a late British Consular Report:—At the end of 1867 the Chinese shopkeepers were annually taxed sixty dollars for permission to send their goods to the weekly market; this was in addition to a tax of from twelve to a hundred dollars on their occupations; and at the same time they were commanded to keep their books in Spanish! After all the Spaniards are not alone in their short-sighted policy towards the Chinese, for the unfortunate Celestial fares but little better in the Western States of North America. Some day, perhaps, the necessity will be seen in both countries for allowing them to pursue their industrious occupations in peace and quietness. In conclusion, we may mention that Mr. Jagor provides his readers with a species of vocabulary of the "Foreign terms of frequent occurrence," and that his volume contains a number of woodcuts, but we cannot say very much in favour of the map, which appears to be needlessly overcrowded with names.

The Russian Government have announced the following appointments:—As Consul-General of Russia at Shanghai and for all Chinese ports, State Councillor Constantin Skatchkow; as Consul of Russia at Tientsin, Court-Councillor Charles Weber; as Vice-Consul at Yokohama, Baron Roman de Rosen, College-Assessor, functionary of the 8th class in the Asiatic Department; as Pupil Interpreter to the Russian Legation of Yedo, M. Alexander Pelikan, B.A., from the University of Kharkow. Honorary Councillor Alexandre Olawsky, Acting Consul at Hakodadi, is transferred in the same capacity to Nagasaki.

By a decree of the President of the French Republic, dated 20th May, M. Esquer, Councillor at the Court of Appeal of Saigon, is appointed Procureur of the Republic (Public Prosecutor) and Head of the Department of Judicial Affairs for the French Settlements in Oceania. The seat left vacant by M. Esquer in the Court of Appeal of Saigon is filled by M. Lasserre, President of the Superior Tribunal of Noumea, New Caledonia. M. Joseph Boutroy, Administrator of 2nd class in the service of Native Affairs in Cochin-China, and M. Etienne Aymonier, Auxiliary Administrator of the same class in the same service, have been appointed Administrators of the 1st class, to take rank from the 1st April last.

A member of the French Geographical Society sends us word that at the forthcoming Exhibition, to be held at Paris simultaneously with the Congress on Geographical Science, a large map of French Cochin China will be shown. This map is made up of twenty separate sheets, and has been prepared by Captain Bigrel, of the French navy. The same map on a smaller scale, reduced to one sheet, in fact, will also be on view. The Exhibition will be held at the Palace of the Tuileries, and is to be opened on the 15th of July. The Geographical Congress commences on the 1st of August. Any of our readers who may wish to contribute works of their own, or collections made by them, to this Exhibition should write without delay to the General Executive Committee of the International Congress on Geographical Science *(au Commissariat Général de Congrès International des Sciences Géographiques)*, at the Palace of the Tuileries, Paris. Printed works, or manuscripts, views, drawings, photographs, and so forth, or collections, maps, and the like, will be gladly received.

We hear that Mr. Thompson, our well-known artist of China, is likely to be attached to the suite of the Prince of Wales to India. A better selection could not be made, and we are sure he will do justice to it.

HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JUNE 2.

The members of the Second Chamber have taken recess, after having voted the Coinage Bill, by which gold coins (pieces of ten guilders only) will be brought again into circulation, and also the Bill by which the Government obtains a credit of f.8,000 for the preparatory works for reclaiming a portion of the Zuiderzee, by which the superficial area of our kingdom will be considerably increased. Towards the close of this month the members will meet again in order to deal with a few unimportant Bills, and then the session will be finally closed. Of course we are now under the influence of an election-fever, but, nevertheless, unusual calmness prevails, and it is only in a few districts that the contest will be warm. I never remember such a disruption of parties; Liberals back Conservative candidates, Catholics are voting with Liberals. The result of the elections will be, I think, a most curious one, and perhaps it will tend to lengthen the artificial life of the present Ministry.

Some days ago a section report of the First Chamber was published upon a Bill to increase the East India Budget for 1875. It states that several members have complained about the most unsatisfactory results of the regulation of the opium trade, which was organised by Mr. de Waal and Governor-General Myer. The great difficulties attending the recruiting for our East India army has led to the consideration whether it is not desirable to abolish the system of substitution in the army. The principal contingent is now furnished by foreign countries. Some members are surprised that nothing is heard any more of the East India brigade. The establishment of this brigade had been strongly recommended as a means for providing the necessary men for our service in Java. I do not expect that all this skirmishing in the sections will lead to anything good.

The telegram from Batavia stating that Major-General Pel has obtained leave of absence for three months, in order to restore his health, has, of course, created some impression. People are thinking that this is the preparatory step for his repatriating. By a singular accident, on the very day that this telegram arrived, it was published that General Verspyck would start by the next mail for Java, to remain there for some time "for private business."

I regret to record the death of Mr. H. Rahusen, Member of the First Chamber. He died at Wiesbaden, where he had remained for some weeks to restore his health. Most alarming rumours have been current about Prince Alexander, who was said to have been attacked by typhoid fever. Happily this is not true; he was suffering from slight indisposition, but is now quite well.

Mr. H. Bezoet de Bie is approved of by the King as vice-consul of Sweden and Norway at Sourabaya.

The shareholders of the Steam Shipping Company Java met some days ago. The balance-sheet for last year was approved of, and a dividend was declared of 6 per cent. The managers were authorised to issue a Five per Cent. Loan for two millions, in order to liquidate certain debts and to buy new steamers.

On the 25th of May a retired soldier of the East India army died at Bronbeck, where he had lived for some years with other old soldiers. He was a Swiss by birth, and had served from 1858 to 1873, when he was pensioned off, with the rank of sergeant-major. His pension amounted to f. 272 a year. Julius Disteli—such was his name—died rather suddenly, and it created much surprise that in his possession was found not only a sum of 500 francs in napoleons, but documents stating that he had at his disposal in a Zurich bank a sum of one hundred thousands francs, and that he owned much valuable property beside; his papers further stated that he had served in the Swiss army from 1840 till 1853, and had obtained the rank of lieutenant. He asked for his dismissal, and became a soldier in the Papal army, from which, in 1857, he was pensioned as second lieutenant, and in the following year he was enrolled in our East Indian army.

According to the *Utrechtsch Dagblad*, Captain W. B. F. Esscher will replace Captain H. B. Kip as commander of our naval forces in Atchin.

PRODUCE MARKETS.

Last week produced very little alteration in our market for Colonial Produce. The transactions have been very limited, though the auctions have gone off very satisfactorily.

COFFEE.—The market is firm, and the general opinion is that prices will rise, because imports will be relatively small.

TEA without transactions in first hands. There has only been demand for direct consumption. On the 4th inst. 777/4 and 21/12 chests Congou, valued at 88c. to 120c., 2,183/12 chests Souchong, valued at 94c. to 110c., all ex Sea Gull, from Foochow, will be brought under the hammer.

RAW SUGAR has met with a livelier demand. Buyers can be found for parcels on the spot at f.¼ to f.2¼ under November prices. Inferior quality is, however, almost unsaleable.

RICE is very quiet. A floating cargo of Rangoon has been sold for London market at 8s. 2½d.

SPICES.—Very limited transactions in Nutmegs and Mace. Quotations are nominal.

JAVA TOBACCO.—Important parcels have been sold by private tender at most satisfactory prices. The imports have also been very considerable. Large lots will shortly be brought into the market.

COTTON.—Holders being disinclined to lower their prices transactions have become impracticable.

DRUGS have been dull, and no parcels of importance have changed hands.

JAVA INDIGO has been in limited demand. Only a few small parcels have been sold. The stock amounts to about 1,015 chests.

BANCA TIN.—The auction, at which 22,834 slabs were offered, went off at an average price of f.50.20, and no transactions have taken place since.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 7, 1875.

FALLING OFF IN THE TRADE OF HONG KONG.

IT is always a matter of difficulty to ascertain how the trade of Hong Kong is progressing, or, rather, if we are to describe it during the last few years, we fear we must say retrogressing, and any accurate returns tending to elucidate the point are, therefore, always welcome. How difficult it is to ascertain the true state of affairs was admirably illustrated at the public meeting which took place in Hong Kong last year with reference to the blockade question, when we found mercantile men of high standing diametrically opposed to one another in their views with regard to the junk trade. The Harbour Master's Report for the year 1874 affords us some clue as to how matters have been going on, and we fear leave only too good ground for concluding that at last the unfavourable character of the China trade, which has been so long and so bitterly complained of, is beginning to become apparent in a way which cannot be mistaken. Mr. THOMSSETT points out that there has been a falling off of 654,764 tons in the shipping, and adds that although the disparity between the measurement and carrying capacity of vessels will, in a degree, account for the great decrease in tonnage in foreign bottoms, and the typhoon of last September will account for some of the very serious reductions in the number of junks frequenting the port, "there is no doubt that "the trade with the colony has considerably dimi- "nished during the last three years." This is a very serious statement in regard to a place where we might justly look for an increase instead of a decrease in the trade were it not for external causes exercising an adverse influence upon it. Mr. THOMSSETT evidently does not come to his conclusion in a hurry; and if his statement is to be relied upon, and there is no reason for not accepting it, it is certain that the plan of the Viceroy of Canton—in which, according to his own statement, Sir BROOKE ROBERTSON acquiesced with so much readiness as almost to suggest his having himself proposed it—of placing barriers round the colony has produced the most detrimental effects. With this undeniable fact before us, we cannot but again most strongly deprecate the line which he thought fit to adopt in that matter. Whatever he might rightly or wrongly consider the merits of the question to be, he ought certainly not to have offered encouragement to the Chinese officials to take a step which was likely to produce such pernicious results. When once a trade has become diverted from a given channel it is a difficult matter to bring it back again; and this is especially the case in respect to trade in China. It may therefore be quite a question whether the unfortunate course which was taken may not be found to have permanently injured the trading interests of the colony. It is true that Sir BROOKE may plead as an excuse that Sir RUTHERFORD ALCOCK proposed in his convention for the revision of the treaty that a Chinese Consul should be appointed in Hong Kong, and this suggestion was not followed by the Home Government; but this really does not form a valid excuse, as, although the appointment of a Chinese Consul to the colony might be one solution of the difficulty, it was not the only one possible. So detrimental a course, therefore, as that to which Sir BROOKE encouraged the Chinese authorities to resort ought never to have received the countenance of a British official. If a Consul found the Chinese were determined to take such a line of action, and that it was beyond his power to stop it, his duty was clearly to call the attention of the Home Government to the state of affairs, and lay before them all the plans which could be suggested for remedying the evil.

THE BRINDISI ROUTE.

ALTHOUGH it is now more than eight years since the Brindisi route was opened for the conveyance of the P. and O. Company's mails to India and China, it is an undoubted fact that even up to the present day a large number of people connected with the East are still very ignorant as to what the route really is, or in what manner the journey can be accomplished. Many, indeed, scarcely have any ideas as to where Brindisi is, beyond a general notion that it is somewhere in Italy; and those who are in any way acquainted with the route over the Continent, or the length of time required to accomplish it, are, comparatively speaking, extremely rare. We trust, therefore, that, although it is somewhat late in the day to speak upon this subject, a few remarks will not be out of place at the present time. Many may not be possessed of a file of this Journal, but those who have it, however, will find in the number for May 28, 1866, a full description of the journey, which may still be perused with advantage, allowance being, of course, made for certain alterations which have taken place since that time.

To begin at the beginning, the object which the passenger *via* Brindisi has in view on leaving England is to transport himself in the most convenient manner to the heel of Italy's boot, at almost the extremity of which lies Brindisi, where he will catch the P. and O. steamers to convey him to India, China, or Australia, as the case may be. The following example of the journey will give an idea of what it is. If the passenger leave London at 7.40 A.M. on Thursday morning, he arrives in Paris in ten hours twenty five minutes, or at 6.5 P.M. the same day. He can remain there nearly seventeen hours, leaving at 11 A.M. on Friday for Turin, which he will reach in twenty-two hours, that is, arriving there at 9 A.M. on Saturday. At Turin he can remain ten hours twenty minutes, leaving at 7.20 P.M., and he will arrive in Bologna in seven hours thirty minutes, at 2.50 A.M. on Sunday, remain there ten hours and ten minutes, leaving, that is at 1 P.M., and after a journey of fifteen hours down the East Coast of Italy he arrives at Brindisi at 3.55 A.M. on the Monday, having thus accomplished the journey in four days, during which he has had a stay of some hours in Paris, Turin, and Bologna. The P. and O. steamers leave at 5 A.M. for Alexandria.

It is, of course, possible, by shortening the stoppages, to accomplish the journey more rapidly; as, for example, by omitting the stay in Paris it is possible to leave London thirteen hours later, and arrive at Brindisi by the same time as in the route detailed; but for a pleasant enjoyable trip, for which the journey affords so good an opportunity, it is not desirable to hurry on more than by the time specified. The traveller by this route passes through the Mont Cenis Tunnel, and the scenery along the route from Rimini—the point at which the line commences to run along the Adriatic to Ancona and Brindisi—is magnificent, and railway travelling is extremely pleasant, the vibration being but very slight. The number of associations which are connected with all parts of Italy add greatly to the pleasure of the journey. Space does not permit our describing all the points of interest in detail; but a reference to MURRAY'S guide-book will be sufficient to show the beauties of the route, and to how great an extent the journey to the East, which in former days was so much dreaded, is now turned into an agreeable pleasure trip. This pleasure would be much enhanced if the convenience of passengers was more studied by the Italian railway companies. Complaints of treatment at Modane continue to reach us.

THE unfortunate position in which the China Traders' Insurance shareholders have found themselves in consequence of the suspension of Messrs. AUGUSTINE HEARD and Co. ought to act as a warning of the extreme danger

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of allowing the funds of a large company to remain in the hands of any private firm. From the accounts received by the mail it appears that there is a debt of $200,000 due from Messrs. HEARD to the Company. It is especially undesirable that the funds of an institution such as an Insurance Company should be placed in private hands, as the barest possibility of their not being forthcoming at any given moment, if required, is sufficient to injure the credit of the concern materially. We trust that the loss which the China Traders' Company will have to sustain will not ultimately prove so large as there is at first sight reason to fear. Our readers will recollect that it is not very long since one of the most eminent China firms so fully recognised this principle that they voluntarily proposed to resign large funds of a company left in their hands, that they might be invested in a manner more in accordance with the principles as to investment usually adopted in regard to public funds.

WE cannot find any foundation for the statements put forth by the *Post* and other contemporaries as to the construction of torpedo vessels and other harbour and coast defences on behalf of the Chinese Government, under the direction of General RIPLEY, an American artillery officer, whom, it is stated, proceeds shortly to China to superintend the works.

BY the last mail information was received of the arrival at Bangkok of Mr. KNOX, Consul-General, but the report of Mr. EDWARDS, who was despatched from the Consulate for the purpose of inquiring into the practicability of establishing a British Consul at Chengmai, has not yet been received. Mr. PENDER, M.P., will put a question on the subject to-night.

IT is announced that a French naval station is about to be established in Tonking. It is to consist of gunboats sent from Saigon, and manned by the naval divisions of Cochin-China. This flotilla is to be commanded by a frigate captain, under the authority of the Governor of Cochin China.

THE appointments of Mr. WILLIAM HASTINGS ALEXANDER to be a member of the Executive Council of Hong Kong, and Mr. HENRY LOWCOCK to be a member of the Legislative Council of that colony are gazetted.

THE MESSAGERIES MARITIMES SUBSIDY.

The Bill presented by M. Guichard to the Assembly of Versailles, and which was voted "urgent," consists of a single article, running thus :—

The Government, making use of the right reserved to them in the existing contract with the company of the Messageries Maritimes, shall give notice, on or before the 22nd July next, of the cancelling of the said contract.

The preamble of the Bill points out that, as provided by the Article 42 of the convention of 22nd April, 1861, the duration of the contract between the Company and the Government is to be twenty-four years. But, according to the Article 7 of the same convention the Government may, by giving a year's notice, cancel the contract after the twelfth year. Should they not make use of that right, the contract is to hold good for the remainder of the twenty-four years. The twelfth year from the date of the concession expires on the 22nd July, 1876, so that the Government must give notice of their withdrawal from the convention before the 22nd July next, or remain bound by its clauses till the 22nd July, 1888. The annual subsidy paid by the French Treasury to the Company of Messageries Maritimes amounts to £123,043 for the Mediterranean and Black Sea mail service, and £399,838 for the Indo-China mail services (exclusive of the Brazil and River Plate services, which are subidised to the amount of £92,246.) The annual receipts for the State from the services rendered is only £76,080. The contract with the Messageries was made privately, without publicity or competition, in the teeth of the resumption of the decree of 31st May, 1862, and all the former laws. There are, besides general considerations, some peculiar circumstances which would justify a reduction of the subsidies granted to the Messageries. Since the opening of the Suez Canal the Company of Messageries has been able to reduce the expenses of its mail service for Indo-China in such a proportion as to increase its net profits beyond expectation. The saving that accrues to navigators through the use of the Suez Canal is such that the English Government has only renewed its contract with the P. and O. Company on the basis of a greatly reduced subsidy. M. Guichard institutes a comparison between the situation of the P. and O. Company and that of the Messageries Maritimes, and between their respective contracts with the English and the French Government. The P. and O. Company, for a service of 1,171,092 miles, receives a subsidy of £430,000; while the Messageries, for 631,514 miles, receives £399,838, or not far from the same amount for about half the distance. The contract with the Messageries has still thirteen years to run, unless the Bill is voted. The contract with the P. and O. Company has four years, at the end of which the subsidy is to cease. The profits of the Messageries belong, in their entirety, to the shareholders; while the English company shares with the Government the net profits beyond 6 per cent. In 1873 the profits of the Messageries amounted to 19 per cent., of which 9 per cent. went to the shareholders, and 10 per cent. to the reserve fund; while the English company had never, until the last two years, made more than 6 per cent. net profit. The reserve of the Messageries, at the end of 1873, amounted to £2,320,000, and had all but extinguished the original capital of £2,400,000, while the P. and O. Company had only a reserve of £400,000, including insurance fund. That comparison puts in a strong light the damage that would result, to the interests of the State, from the maintenance of the existing contract till 1888. It is to be remarked that the ground on which such exorbitant favours were granted to the company of the Messageries was that she should not be left in an inferior position relatively to the English company. A report of the Chamber Syndicate of the export trade for 1875 contains the following :—

It is impossible to hope for the great development of our steamshipping as long as French maritime enterprise is crushed between foreign competition and the monopoly of our subsidised lines; both having the same interest to ruin any new line, and combining for the purpose.

Time is running short. There are barely two months left before the last date for giving notice. By the adoption of the Bill a sum of £280,000 to £320,000 a year may be saved to the Treasury, amounting in all to something like four millions of pounds. It may be objected against the cancelling of the contract, that the Government is bound in that case to buy a part of the fleet of the Company. But, by treating with any new company, the Government might transfer to it the onus of the acquisition.

A special commission of fifteen members has been elected to examine M. Guichard's Bill. The Minister of Finance, M. Leon Say, has already been heard by the Commission. He stated that the Government had previously instituted an inquiry into the contract with the Messageries Maritimes, but was content, since M. Guichard had brought the question before the Chamber, to leave entirely the matter into the hands of the latter, and abide by its decision. The directors of the Company were heard by the Commission last week.

The above preamble, which has been translated, contains many errors, which we notice in another column.

RAILWAYS IN THE DUTCH EAST INDIES.

Mr. Van Goltstein, the Dutch Minister of the Colonial Department, though a Conservative in name, is a promoter of the movement which exists in Holland to extend railway communication in Java. In November last he laid before the members of the Second Chamber of the Dutch "Staten General" a Bill proposing to build a railway from the seaport of Sourabaya to the inland town of Pasaeroeang (the centre of the principal coffee-producing district in the island), and thence to Malang. The necessary preliminary credits were asked for this purpose, and likewise for the surveys to be made in other districts of Java, commencing with that which lies between Batavia and the plain of Badong. In his "Memorandum" appended to the Bill the Minister said that he proposed to construct the lines at the expense of the State, not because he was convinced that the Government would prove the best contractor, but because there was a lack of private enterprise. Several predecessors of the Minister had wasted many years in waiting for an opportune moment for the grant of a concession; therefore, Mr. Van Goltstein argued, there was no other choice than for the Government itself to build the railways. The total length of the proposed new line is 115 kilometers, and, according to an estimate prepared by a civil engineer in the employment of the Department of Public Works at Batavia, it is calculated that the cost of the line in question would be about ten millions of guilders, whilst about four years would be occupied in its construction. In the month of February last the Bill was brought forward, and the main question of debate was whether the construction by Government was desirable or no. Almost every member was convinced that Java most urgently needed railways, but the most absurd arguments were brought forward during the debate to place stumbling-blocks in the way of the Ministerial plan. It was even asserted that the construction of the required lines would impose too heavy a burden upon the Dutch Treasury, which annually receives hundreds of millions from Java. The Bill was, however, carried by forty-four against twenty-one votes. What will be done next?

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THE MESSAGERIES MARITIMES COMPANY.

The annual report of the above-named Company, which was submitted to the meeting on the 29th ult., gives some interesting details concerning its working during the year 1874. The dividend for that year amounts in total to f.35 per share. The nett profits, after deducting all expenditure, interest, &c., amount to f.4,427,673, and after passing f.221,384 to reserve fund, and a balance of f.6,289 to new accounts, leaves a sum of 4,200,000f. for dividend, at the rate of 35f. per share, of which 15f. were paid as an interim dividend in December last. The statement of affairs sets forth the total value of the Company's fleet as f.108,822,390 on the basis of the cost, when *new*, of the vessels afloat or in the yards. At the end of 1873 this figure stood at f.108,525,522, and the first-named figure thus shows an augmentation in favour of 1874 of 296,868f., which is made up as follows :—

Vessels in the yards—increase	f.1,842,092
Vessels afloat—decrease	1,545,224
Nett increase	f.296,868

The reduction in the value of the vessels afloat results from the condemnation of the three vessels, the *Balkan*, the *Vatican* and the *Carmel*, which have for some years past been out of service, and were ordered to be destroyed. It also includes the elimination from the list of the fleet of the steamer *Nil*, which was lost on the coast of Japan. On the other hand, the value of the fleet has been increased by the addition of the *Orenoque*, and by the alteration of several other vessels. Thus the *Indus*, the *Tanais*, and the *Provence* have been completely re-made and have received new machinery, capable of sustaining high pressure. In December last there were still either fitting or being finished in the yards, the *Djemnah* and the *Equateur*. The former made its first voyage in the Indo-Chinese Seas on the 11th of April ; and the *Egateur* will be launched towards the end of this year. The report lays some stress upon the fact that the vessels are placed in the stock account at the prime cost, and that to arrive at the actual value of the fleet it is necessary to make the necessary deductions for depreciation, loss, &c. This fact, it states, has been much overlooked, although the basis of the account, which is held to be perfectly simple and natural, is thoroughly understood by the shareholders. The system has the advantage of constantly placing under the eyes of the shareholders the prime value of the vessels ; and as the *material* is always kept in a state of perfect repair, its value for utilisation remains unaltered in regard to all the vessels on active service. Article 39 of the constitution of the company provides that the profits will be divided only after the deduction of a reserve of 5 per cent. on the amount to be distributed, to form a fund to meet unforeseen contingencies, and to provide for depreciation. The Account for Assurance stands at f.5,482,209, against f.6,217,738 at end of 1873, or a diminution of f.735,529. The liquidation of the steamer *Nil* has imposed a heavy charge upon the fund, and there have also been several average claims, which have had to come out of it. The sum to which the fund is reduced, namely, five and a half millions of francs, is, however, sufficient to cover the company against the loss of three of its largest vessels, and if the current year passes without disaster it will be no doubt possible to replace the insurance reserve at the figure at which it previously stood. The reserve fund of the company stood at the end of 1874 at f.3,064,976, against f.2,677,867 at end of 1873, or an increase of f.387,109. Under the heading of the report referring to the voyages it is noticed that an average of over eleven knots an hour speed has been realised on the route to China ; of 10·73 on the chief Mediterranean lines, and that the average on all lines has been 10·23 knots. The details of profit show for Brazil and La Plata an increase of 7·67 per cent. ; for the Indo-Chinese line, an increase of 3·91 per cent. ; and for the Mediterranean a decrease of 7·16 per cent. On all lines the profits on carriage of passengers have fallen off. The smallest, on the Atlantic line, is insignificant ; on the Indo-Chinese line the falling off reaches 9 per cent. ; and in the Mediterranean it is 10½ per cent. In these proportions the decrease has, however, only partially wiped out the increase in 1873 on the passenger traffic, which remains better in 1874 than in 1872. Regarding the profits on cargo the report states that circumstances of an unfavourable but transitory nature have weighed against the carriage of merchandise in the Mediterranean ; but in compensation the product of cargoes on the Atlantic has augmented 16 per cent., and on those of the Indo-China line 11 per cent. On the whole of the navigation there is an increase of 4·95 per cent. compared with 1873. It is noticeable that the increase in the quantity of merchandise transported (10 per cent.) is much above the profits on transport. The rate of freight has thus decreased ; the mercantile interest obtain the benefit, and it was only by increasing the facilities of transport in their vessels that the Company have been able to obtain a portion of this amelioration. The working expenses show an increase on the previous year, consequent mainly on the coal crisis in England. But for this they would have been inferior to those of the preceding year.

Referring to the question of the subsidy to the company, the report has the following :—The Hon. Mr. Guichard proposes to the Assemblée Nationale to decide that the State, in virtue of Art. 7 of the Convention of the 22nd April, 1861, shall cancel the contract which it has concluded with the company for the execution of the postal service of the Mediterranean and Indo-China. According to the proposition, these contracts will entail upon the State an annual expenditure of thirteen millions, and will not produce more than a receipt of f.1,500,000. By cancelling them, the State will effect a saving of from seven to eight millions of francs annually, which should produce more than 100 millions up to 1888. Since the service was inaugurated, the diminution of the expenses of navigation between Europe and the extreme East, consequent on the opening of the Suez Canal, was such that the English Government, when it renewed its contract with the English postal company, would have reduced by three-quarters the original subsidy.

The report states that these conclusions, being based upon inexact figures, are absolutely erroneous ; that the subsidy which the Messageries continue to enjoy (calculated on the basis of a decreasing scale), represents an annual average of f.11,553,552 (of which f.8,477,460 is for the Indo-Chinese line), and not, as stated, an annual expenditure of more than thirteen million francs. It adds that from 1881 (the special contract for the Mediterranean coming then to an end), the subsidy for the Indo-Chinese service will continue to decrease from year to year, up to 1888, when it will not be more than f.7,944,117. It is, therefore, materially impossible to hope from this service, in continuing it, an annual economy of seven to eight millions, which in twelve years should save the Treasury one hundred millions. The report also sets forth that the reduction made by the English Government on renewing its contract with the P. and O Company was not, as Mr. Guichard says, three-quarters of the original subsidy, but less than a twentieth. The French Company is no longer under the necessity of taking into account the facilities offered to navigation by the opening of the Suez Canal ; this has long been done. In 1868, shortly after the opening of the Canal, an additional Treaty was concluded between the State and the Messageries to double the Indo-China service. This Treaty decreased by 30 per cent. for the total of the newly regulated journeys the amount previously allowed for mileage ; and one of the reasons which, in its foresight, the Department of Finance advanced for causing the Company to undergo so large a diminution of the financial support on which it based its original calculations was precisely the diminution of the cost of carriage which might be expected in consequence of the opening of the Canal. The English Company paid for the right of going through the Canal 4½ per cent. of its subsidy, and the Messageries in 1868 underwent a reduction of 30 per cent. In conclusion, the Report urges that although the traffic has largely increased during the twelve years the Company has been established, the profits only slightly exceed the returns at the earlier days. After making the reserves absolutely necessary for assurance and depreciation, the Company has been able to distribute to its shareholders only an average dividend of 40f. per share of 500f., while the Peninsular and Oriental Company has paid its shareholders 7 per cent. per annum. In England this remuneration is scarcely considered sufficient on capital invested in vessels ; and in France it is evidently less so. The Company offers to assist the Government in a full examination of the accounts on which the figures above given are based, and awaits with confidence the conclusions at which the Government will arrive after this examination.

SUPPRESSION OF THE OPIUM TRADE.

The following letter, signed by sixteen of the missionaries in the Canton district, has been addressed to the President and Committee of the Anglo-Oriental Society for the Suppression of the Opium Trade, and appears among the contents of the current number of the *Friend of China* :—

We, the undersigned Protestant missionaries in Canton, beg to offer you our most hearty sympathy, and to assure you that we are one and all earnestly desirous to further by all legitimate means the objects of your Society. Hoping that our united testimony may be of some weight with the Government and people of England, whom it is your object to influence, we now forward to you the following statement of our views in regard to opium. 1. The Empire and people of China are daily becoming more and more demoralised and impoverished by the increasing use of the drug. The moderate use of opium, granting that such a use is possible, is uniformly regarded by Chinese Christians as a sufficient reason for refusing admission to the Church ; and though none of us enforce such a rule in regard to the use of spirits, we do all believe that the danger of excess is so much greater in the case of opium that this rule in regard to it is necessary. 2. The moral sense of the people of China, whether addicted to the vice of smoking opium or not, is opposed to the traffic, and condemns all concerned in the importation of the drug. 3. The fact that people of Christian nations engage in the traffic, and especially that Great Britain to a large extent supplies the China market with opium, is constantly urged as a plausible and patent objection to Christianity. The heathen acknowledge the superiority of the Christian theory of morals to their own, but ask triumphantly, "Where is the superiority in practice?" They, of course, buy the poison and inhale it, but "Why do Christians bring it here and sell it?" It comes, as it were, with a recommendation from Christian nations. 4. British India has lately been visited by famine, and may at any time suffer from the same calamity. But although a part of the soil of British India is diverted from its proper use in order to produce a deleterious drug for the China market, the exportation of rice from China is prohibited by the Government. It is really a wrong, therefore, to the natives of India to compel them to produce opium, or to license them to do so in order to fill the Imperial exchequer, and to gratify a morbid and ruinous appetite of the Chinese. On the other hand, if the patriotic sentiments of the Chinese were met by the abolition of the opium trade, they might reasonably be required to sanction the free exportation of rice, in case of scarcity in any neighbouring country. 5. The demand for useful British and American manufactures is kept at a low figure in China by the impoverishing and enervating effects of opium ; and it would no doubt be greatly to the advantage of the manufacturing interests of these countries to have the supply of opium to China stopped. 6. The hitherto growing demand for foreign opium has already been sensibly checked by native cultivation, and it may gradually cease altogether from this cause, while the consumption continues to increase. There is therefore now an opportunity which may not last long, for Great Britain, by a noble act of self-sacrifice, to give a check to the ruinous consumption of opium in China, by immediately reducing or stopping

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the supply. The effect would be all the greater the more prompt and decisive the action taken. And, on the contrary, delay or very gradual reduction of the supply would, by giving time for the native growth proportionately to increase, be fatal to the success of your benevolent enterprise.

It is therefore our earnest prayer that through your efforts the British Government may be moved to adopt a new and vigorous policy at once; and if possible to secure contemporaneous action on the part of the Chinese to mitigate and ultimately eradicate this great evil.

THE MURDER OF MR. MARGARY.

The Rangoon correspondent of *The Times* writes as follows, under date 2nd ult. :—

So many rumours have been circulated regarding the King of Burmah's acts and intentions that it is difficult to elucidate the truth, and these rumours, whether true or false, have had the effect of entirely paralysing the import trade of the province and of causing a panic among the native merchants. The import "godowns" here are crammed with piece goods, and Manchester must sooner or later feel the stoppage of such a large outlet as this place offers to the trade. Captain Cooke, the Political Agent at Bhamo, arrived here on the 30th ult., having brought with him ninety-five Panthays who had taken refuge in the Residency at Bhamo. Among them are two sons of Tah-sa-Kone, the former Panthay Governor of Momein, who, with many thousand Panthays, was so barbarously murdered by the Chinese about April, 1873. These men came into the British Residency in the middle of the night of the 4th of April last, and asked for British protection. Their wives had been murdered or taken prisoners by the Chinese, and these were the remnants of the band which had escaped into Burmese territory. But it appears that the Burmese had an old feud to settle with the Panthays, as their officials had not forgiven them for the aid which Tah-sa-Kone had granted to Sladen when its expedition was nearly stopped by the machinations of the Burmese. Whatever may have been their intent, the Political Agent found his house surrounded by a large body of Burmese troops, whose commander insolently demanded that all the Panthays should be at once given up. He even threatened to take them out by force. Captain Cooke armed himself with a revolver, and refusing to be bullied into giving up the Panthays, informed the commander that he should keep them under his protection until he received orders from his own Government as to their disposal. He then added, "If you try and take them by force from the Residency, you will have to fight before you can do it." Captain Cooke appears to have done his duty well, for the Residency is but a garden surrounded by high wooden stakes, with a wooden house in the centre, and, with the exception of the ninety-five Panthays, who were all armed to the teeth, there were but fifteen decrepit old policemen to aid this single officer against the probable attack of 300 or 400 troops. It is probable that he would have been taken at his word and compelled to fight or surrender the Panthays had not the Burmese official been unwilling to bring matters to an issue until he reported for further orders to the King at Mandalay. In the meanwhile, Captain Cooke was also able to report to Captain Stroued, who communicated with the British Government, and the matter has ended for the present in Captain Cooke having been allowed to leave Bhamo with the Panthays, and they are all now in Rangoon. Mr. Elias is temporarily appointed to Bhamo as Political Agent, but it is not considered safe to send him there at present. The King of Burmah specially stipulated that the Agent of Bhamo should not have a guard or escort, and with affairs so disturbed there would be a risk to the life of any European who singly had to occupy such an isolated post as Bhamo. At the same time, there is great difficulty involved in the fact of its being temporarily abandoned. Poor Margary's death and the insolent behaviour of the frontier officials to the Agent will cause it to be believed that the English have been frightened away. Such apparent weakness as this on the part of the British tends to hasten on a war. For the other side get emboldened by what they consider behaviour which would never come from a nation able to defend itself. Upon a European who was at Bhamo some time after Margary's death remarking to a Burmese official that trade across the frontier seemed to be going on as usual between the Burmese and Chinese, notwithstanding the murder of Margary and apparent commotion in the country, the answer he obtained was, "Oh, what is the murder of a *Kulla*, after all? Why should that stop the trade?" The word *Kulla* generally means "foreigner," but the speaker only understood it to mean "Englishman" when he used it.

It is astonishing to notice the sudden good feeling and attachment the King has shown lately for the Chinese. Not only has he removed any doubts as to the nationality of the town in which poor Margary was slain by publicly stating that he could not in any way be responsible, for the murder did not occur in his territory, but he has allowed the Chinese to place fortified outposts within thirty miles of Bhamo, and has thus virtually handed over to them a large slip of his own country. Some say that he is only carrying out on a larger scale the policy which he has so successfully initiated in his own palace—that is, to pit one of his relations against another and benefit himself by the misunderstanding. In this case China may be the catspaw. He denies having ever issued any orders from the palace, or stirred up any one against the Western Chinese Expedition. But there is an order purporting to emanate from the palace, which is either a forgery or it implicates the King seriously. As a rule, the King never writes or signs any orders, but all orders are issued from the palace, and underneath is written—"This is by the King's order, and written by so and so." It is certain death, with first the loss of the right hand, for any one to forge such an order, and at first sight there appears no reason why there should be a forgery when such risk was involved. But we hear of no attempts to find out the forger or to trace the document, and the probability is that there never will be such an attempt made. It is clear that the Chinese Government at Peking could not have had time to be communicated with between the time Margary passed through Manwyne and his return to that place; and if the Chinese Government had meant treachery they might have had Margary murdered on his way to Bhamo, when he was unescorted and friendless, and not have waited until he returned with the Expedition. But the Chinese Governor of Nantien is half a Burman, and his wife lives at Mandalay, and is a frequenter of the palace. This half Burman was the prime mover in the *emeute* against Margary and Colonel Browne. This, with the fact that the hostility shown by the Chinese to Margary (whom they had before so cordially welcomed) arose immediately in the wake of the Burmese Embassy, points strongly to the King of Burmah as the instigator of all the opposition to the expedition, and the subsequent murder of Margary. As the genuineness of the Royal mandate will form the subject of official investigation, I refrain from discussing that. But even without it the King if innocent is most unfortunate in having facts so combined in appearance against him. After the preparations the King has made for war, and our movements of troops to the frontier, if affairs are left as they are at present, and a strict investigation is not made into the charges of the King's complicity in Margary's murder, our political relations in Asia will be seriously endangered.

Monetary and Commercial.

The Great Northern Telegraph Company announce, that according to information received from Foochow, an agreement was entered into and signed there on the 21st May, between the Chinese Government, represented by the Imperial Commissioner, Shen Panchen, Viceroy and General in the Province of Fokien, charged with full powers by Tsung-li-Yamen, Minister for Foreign Affairs in Peking, and the Company, to the following effect:—

The Chinese Government pays the Company full compensation for the damage done to the Foochow-Amoy line in January last. The Company to erect a line of telegraphs between Foochow and Amoy for account and risk of the Chinese Government. Inland telegraph stations to be established in Amoy, Foochow, and the two intermediate towns, Hinghua and Chuenchan. The working of the line to be undertaken by the Company for account of the Chinese Government.

Tenders for £700,000 in bills on India were received at the Bank of England on the 2nd inst. The amounts allotted were —to Calcutta, £548,200; to Bombay, £149,800; and to Madras, £2,000. Tenders on all the Presidencies at 1s. 9⅜d. will receive about 19 per cent. These figures show a considerable falling off in the demand for remittances to the East, the price at which tenders were received showing a reduction of 1 per cent.

A prospectus has appeared of the Standard Fire Office (Limited), with a capital of £1,000,000, in 100,000 shares, of which 20,000 are now issued. The company is established to do fire insurance business on the non-tariff principle, premiums being fixed at rates adequate to the risks.

The directors of the Bank of British North America announce that they are now in a position to declare a dividend at the rate of 10 per cent. per annum, payable on the 3rd July. The Rest has also been increased from £240,322 to £250,248.

An order for the compulsory winding up of the City and County Bank has been granted by Vice-Chancellor Bacon, who remarked that it was indisputable that the company had ceased to carry on business and was wholly insolvent. It appeared that three other winding up petitions had been presented against the company —two in the Rolls Court and one in the Court of Vice-Chancellor Malins.

Mr. Lewis Balfour (formerly a member of the firm of Vivanti, Annett, and Balfour, of St. Mary-axe, who suspended payment in October, 1867, with liabilities of about £300,000 and subsequently arranged a composition of 10s. in the pound with their creditors) has announced, through Messrs. Baggs, Clarke, and Josolyne, the accountants, a further voluntary payment of 3s. 4d. in the pound, on account of the liabilities of that firm.

The traffic receipts of the Eastern Telegraph Company for the month of May amounted to £30,602, against £30,225 at the corresponding period of 1874; and of the Eastern Extension Australasia and China Telegraph Company to £17,773, against £18,879 last year.

A contract has been concluded by the Eastern Telegraph Company with the Telegraph Construction Company for the laying of a cable to connect New Zealand with the Australian lines.

The market for Bar Silver is very depressed, the India Council drafts having been sold at ¼d. per rupee lower—viz.. 1s. 9⅜d. —rendering a demand for India unlikely, unless at a further reduction in price. Mexican Dollars have been sold for China at 55⅜d. per oz., a decline of ¼d. from previous prices.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—We have had a quiet market, notwithstanding the large deliveries and the absence of arrivals, with the exception of green teas and new season's Canton teas. Prices do not generally show material change, although fair black-leaf congous

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and most kinds of green teas have sold at lower rates. In public sale on the 1st inst. 16,200 packages were offered, of which 15,703 packages were printed and sold without reserve. Yesterday, 2,420 packages green and scented teas were also sold without reserve.

Congous.—Red-leaf kinds: Siftings are very scarce, and full prices are obtainable. Broken leaf kinds and common kinds are saleable at 9½d. to 10d. per lb., but fair to good common are only saleable at 10¼d. to 11½d. per lb., and that with difficulty, being relatively cheap. Fair Kaisow kinds from 1s. 1d. to 1s. 4d., and good from 1s. 5d. to 1s. 7d.; fine from 1s. 8d. to 1s. 9d. remain firm, being in moderate supply; finest are only saleable in small parcels from 1s. 10d. to 2s. Pak Lin kinds: A few fine, from second hands, have sold at public sale at lower prices. Black leaf kinds: Common to fair common meet with a slow sale from 10d. to 10½d. per lb.; fair grades have been taken from 11d. to 1s. per lb., being a shade lower prices; fair medium, from 1s. 1d. to 1s. 3d., sell slowly; good medium to fine, from 1s. 4d. to 1s. 8d., have been firm; finest have sold from 1s. 9d. to 1s. 11½d. per lb. at public sale. Canton-make kinds: Old season's have sold from 10¾d. to 11⅝d. for common to fair, 1s. 3d. to 1s. 4d. for fine. In new sales have been made from 1s. 3d. to 1s. 5d. for good, 1s. 6d. to 1s. 8d. for fine, being rather lower prices. The few sales of Oolong show no material change. Souchongs: Common have sold rather lower, fair to good at previous rates, fine also showing no change. *Scented Teas.*—Canton Capers: Privately sales are difficult to make; at public auction prices have ruled rather lower—common 8½d. to 9d., fair 9½d. to 10½d., good 11d. to 1s. 1½d. per lb. Oorange Pekoes: Common Foo Chow make have sold lower, but the long-leaf kinds remain steady at previous prices. Foo Chow Capers show no improvement. In Orange Pekoes, common kinds have sold rather lower, but there has been some inquiry for good qualities from 1s. 5d. to 1s. 6d. per lb. *Green Teas.*—The supplies offering have been large, and chiefly at public sale, it being hardly possible to sell by private contract. Prices for nearly all the better kinds have ruled lower, but the commoner kinds show no further fall, the range of prices established being very low.

SILK.

Messrs. Durant and Co.'s Circular says:—The market is without material change. There has been fair moderate business throughout the month, but nothing more—just sufficient to keep prices without change for all Silk of current quality, but scarcely sufficient to satisfy holders of classes beyond the general demand, so that in them there have been one or two forced sales. The deliveries are upon the improved scale of April—especially in China Silk, causing again a large reduction in the stock—4,500 bales in the two months. Japan Silk continues neglected, notwithstanding the very low prices which holders re content to accept. The next periodical public sales are fixed to commence on the 23rd instant.

Messrs. Waitman, Hogg, and Co.'s Circular says:—The market has undergone very little change during the month just ended; business has again been on a moderate scale, and prices of some descriptions have slightly given way. China Silk of the medium and common classes has been in fair demand, and prices have been well maintained; but the better classes have attracted scarcely any attention, although comparative rates appear decidedly in their favour. Cantons have been dealt in to a very small extent at weaker prices; the same may be said of Bengals. In Japan Silk some transactions have taken place; but at rates showing a decline on those obtained in April. The deliveries may be considered satisfactory, and the stocks of all descriptions are being gradually reduced.

	Stocks. May 31.		Imports. Jan. 1 to May 31.		Deliveries. Jan. 1 to May 31.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China	25,460	21,990	11,156	7,957	13,919	16,670
Canton	5,738	5,317	940	2,605	3,276	2,413
Japan	6,609	5,437	4,543	2,526	3,310	2,609

COFFEE.—The auctions have offered heavy supplies, and prices have given way 1s. to 2s. per cwt. for East India, the small quantity of Plantation Ceylon selling at 1s. per cwt. cheaper. The prices paid for Plantation Ceylon have been small at 98s. 6d. to 99s. 6d., low middling 100s. 6d. to 101s. 6d., middling to good middling greyish 102s. 6d. to 105s. 6d., ditto coloury at 103s. 6d. to 106s., bold greyish 105s. 6d. to 106s., coloury 107s. 6d. to 110s., peaberry 123s. to 127s., and triage 83s. to 94s. No business is reported in Native Ceylon.

CINNAMON.—The quarterly sales have gone with fair spirit, the common qualities rather above, and fine sorts rather under last sale's rates. The quantity of Ceylon offered was 912 bales 36 parcels 34 boxes, and about two-thirds sold. The larger portion of the superior firsts was bought in at 4s. 6d. to 4s. 8d. The prices realised were for common to fine Ceylon, first at 2s. 7d. to 4s. 1d., ditto seconds at 2s. 4d. to 3s. 2d., ditto thirds at 2s. 2d. to 2s. 10d., and fourths at 1s. 7d. to 2s. 4d. Of 1,230 bags chips about half sold at 4¼d. to 6½d. per lb.

CUTCH.—In public sale 600 boxes G.W. and Co. were bought in at 24s., and 2,000 boxes Elephant at 24s. 6d.; 905 boxes Cock mark sold at 23s., and a lot or two B.B. flag at 23s., out of 1,000 boxes offered.

CHINA PRESERVES.—Of 30 casks 126 cases Ginger offered a lot or two sold at 6d. to 6¾d.; 5 packages Chow Chow at 5½d.; and 4 packages Comquats at 7d. per lb.

HIDES.—Messrs. Dyster, Nalder, and Co. report as follows upon the transactions of the past month:—The market is inactive, there is little inquiry, and business has been further restricted by the absence of public sales in the regular course on the 20th ult. Only a very limited business was done at the sales in the early part of the month; prices were irregular, but averaged about ¼d. per lb. decline. The sales by public and private reach 153,823 Kips in the Hair and Tanned, and the stock in brokers' hands is 571,682 Hides. Singapore, Penang, and Rangoon, &c., Ox and Cow Hides met with little demand at the public sales, and only a limited business was done at a reduction of fully ¼d. per lb. The sales are 3,845 Singapore; light thirds 7¾d. to 8¼d.; fourths 5½d.; heavy, seconds, 8½d.; extra heavy 6⅝d. to 8½d. per lb. 1,555 Rangoon, light, thirds 8d.; fourths 5d.; extra heavy 6½d. to 7¾d. per lb. Singapore, Penang, &c., Buffalo hides, have been in fair request at previous rates, and the sales consist of 3,152 Singapore and Penang; Slaughtered, 1st heavy, average 41½ lb., 6⅛d.; seconds 4¾d. to 5⅜d.; fair, 1st heavy, average 27⅞ to 33⅜ lb., 5½d. to 5⅝d.; seconds 5d. to 5½d. per lb. 125 Rangoon, heavy, average 37⅜ to 39⅝ lb., 5d. per lb. Java Hides: No Ox and Cow have been offered, and there is hardly any demand for Buffalo hides, the only sale being 47 unshaved, mixed 5⅜d. per lb.

RICE.—The market has experienced no alteration on the spot. Floating cargoes meet a steady inquiry, the market ruling weaker. The sales announced comprise 7,000 bags famine Rice on spot, at 8s. 3d. per cwt., ex-quay, while the following floating cargoes have been placed:—A cargo Necransie, June sailing, containing 900 tons, at 7s. 10½d., open charter; one Rangoon, at 8s. 1½d., open charter; one ditto (Ngakyouk), June sailing, at 8s. 1½d., July at 8s., Liverpool quay terms; since which a cargo Rangoon is reported to have been sold at 8s. 0¾d., open charter.

PEPPER.—*Black:* The market continues very quiet, and full supplies at public sale were nearly all bought in, meeting only reduced offers. The catalogues comprised 3,440 bags Penang, which were bought in, excepting 140 bags West Coast, which sold at 4⅜d.; 1,098 bags Siam withdrawn; of 750 bags Singapore 80 bags good clean sold at 5½d. to 5⅝d.; rest bought in at 5⅝d. to 5⅜d. for fair. *White* has declined ¼d. to ½d. per lb. Of 957 bags Singapore offered 40 bags sold at 7½d. and 88 bags at 7d. to 7⅛d. per lb. for brownish quality.

SUGAR.—There has been a good demand for refining qualities of British West India at rather firmer prices. The only sale of East India kinds during the week has been 3,200 bags date Penang at 16s. 6d. per cwt.

SPICES.—*Cassia:* 20 cases Japan sold at 27s. to 28s. per cwt. *Cassia Buds:* 69 cases China withdrawn. *Cloves* have met only a limited demand, and were mostly retired. *Mace* is dull; of 16 packages a lot or two sold, palish red Penang at 2s. 11d., Dutch at 2s. 8d., chips at 1s. 4d. per lb. *Nutmegs:* The parcels at sale were chiefly retired, from absence of demand; 8 packages Penang were bought in, 112's at 2s. 11d. and 117's at 2s. 10d.

SHELLS.—In public sale 62 cases 272 bags Cowries sold at 7s. to 7s. 6d. per cwt.; of 383 baskets and loose Green Snail part sold—large at 9½d. to 10½d., medium at 5½d. to 7d., small at 4d. to 4½d. 1,130 bales Japan Ear part sold at £23 10s. to £35, small at £14. 2,000 helmet bought in at 1s. each. 11 mats Loochoo sold at 4d. to 4½d. each.

SAGO is dull, and rather easier. Of 1,386 bags about 300 bags sold, good large at 17s., medium at 16s. 6d., and small at 17s. 3d. per cwt. *Flour* has met very little attention, and 1,514 bags Singapore were all bought in at 13s. 3d. to 13s. 6d. per cwt.

SAPANWOOD.—4½ tons Ceylon sold, sound at £12 10s., stained at £7, splinters at £7 per ton.

STICKLAC.—In sale 92 cases Siam half sold at £5 12s. 6d. per cwt.

TAPIOCA.—With full supplies, prices of pearl and the medium grades of flake rather favoured buyers. Of the former 1,070 bags were offered and a large portion sold, fine white medium at 21s., good large at 20s., and bullets at 20s. 6d. per cwt. Of flake 2,196 bags offered and part sold, fine Penang, Alma mark, at 2⅜d., Singapore at 2⅛d. to 2¼d., ordinary at 2d. 43 bags flour sold at 2½d. per lb.

TIN.—Messrs. French and Smith's Circular says:—The deliveries of Foreign in May were again very large; from London 1,188 tons, from Holland 815 tons = 2,003, from which deducting 61 tons received here from Holland, leaves a net delivery of 1,942 tons. The London stock, though still heavy, shows a reduction of 80 tons from the previous month. The quantity of Straits and Australian floating, we estimate at 400 to 500 tons less than at the beginning of May; the Australian floating is about 1,100 tons.

Stock of	June 1, 1875. Tons.	June 1, 1874. Tons.	June 1, 1873. Tons.
Foreign in London, estimated at	5,866	2,384	1,970
Banca in Holland, Warrants	963	870	1,530
Billiton in Holland	705	970	360
	7,534	4,224	3,860

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Last week closed with a languid tone, and the market continues in a dull state, the announcements of commercial embarrassments having an adverse influence, without, however, causing any noticeable depression. As regards prices, the tendency is in buyers' favour, though offers have been declined at a moderate reduction on the last prices paid. What little demand exists is principally for the lower qualites of Grey Shirtings. Yarns are in little inquiry.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/9	7/4½
Do.	,,	7	14×13	38	8/1½	8/6
Do.	,,	8 4	16×15	39	8/3	8/9
Do.	,,	8 4	16×15	40	9/9½	10/1½
Do.	,,	9	19×19	41	11/9	12/3
Do.	,,	10	19×19	42	12/7½	13/3
T-Cloths	32 in.	6	14×14	43	5/3	5/3
Do.	,,	6	15×15	44	5/7½	5/7½
Do.	,,	7	15×15	45	6/0	6/0
Do.	,,	7	16×16	46	6/4½	6/4½
Mexican	,,	7	18×18	47	6/6	6/7½
Do.	,,	7	18×18	48	7/9	7/9
Do.	36 in.	8	18×18	49	7/9	7/9
Do.	,,	8	18×18	50	8/9	8/9
Spots	White.	—	—	51	10/7½	10/7½
Brocades	,,	—	—	52	10/10½	10/10½
Drills	30 in.	15	—	53	3½d.	3½d.
Do.	,,	15	—	54	3¾d.	3¾d.
Jeans	,,	8	—	55	8/4½	8/7½
Do.	,,	8	—	56	9/4½	9/0

Water Twist. 16/24 28/32

Good Seconds ... ... 10½ 12½

Best ditto ... ... 11½ 13½

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EXPORTS OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To China ...	56,180	33,700	22,450	76,145	22,663	30,674
	„ Japan ...	—	1,060	490	74,565	—	8,518
Total		56,180	34,760	22,940	150,710	22,663	39,192
Shipped to the same date last year.....	To China ...	34,960	33,180	20,400	121,135	17,825	9,638
	„ Japan ...	—	1,200	1,100	50,450	—	2,355
Total		34,960	34,380	21,500	171,585	17,825	11,993
Do. 1873	To China ...	28,480	29,210	15,935	197,845	36,011	22,218
	„ Japan ...	—	360	300	63,420	—	32,265
Total		28,480	29,570	16,235	261,265	36,011	54,483
Total shipped during the year 1874 ...	To China ...	89,040	88,900	52,010	284,845	47,135	48,485
	„ Japan ...	—	2,040	1,530	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China ...	69,340	76,020	30,955	400,082	73,517	59,820
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May24	Carolina	Meyer	Hong Kong	Hamburg
26	United Service (s.)	Wilson	Colombo	London
28	Arab Steed	Shaw	Do.	Do.
28	Nettie Merryman	Rollins	Batavia	New York
20	Mary M. Francis	Francis	Do.	Fortress Monroe
June 3	Redewater (s.)	Richards..	Ceylon	London
3	Ardent	Clasper	Hong Kong	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May28	Berbice	Taylor	Java	Glasgow
30	Glenroy (s.)	Hogg	China	London
29	Annie	Allen	Colombo	Do.
29	Eugenie	Cosulich	Hong Kong	Cardiff
29	Gaelic (s.)	Parsell	China and Japan	Liverpool
29	Horatio Sprague	Small	Anjer	Do.
28	Luzon	Scarlett	Do.	Sunderland
29	J. B. Walker (s.)	Green	Batavia	Southampton
31	Vice Admiral May	Annokkee	Do.	Amsterdam
28	Mr. Jacob v. Lennep	Beekman	Sourabaya	Do.
Ju ne	Altair	Tewkesbury	Singapore	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Paraguay, Flintshire.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Mikado. For Hong Kong: Chusan, Coldstream, Birker. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk, George Croshaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ulysses (str.), Hector (str.), Diomed (str.), Stentor (str.). For Hong Kong: Carolus Magnus, Beemah. For Manila: Buenaventura (str.), Rona. For Batavia: Martha P. Tucker. For Singapore: Eastern Monarch.

At GLASGOW.—For Manila, Olano, Aurora.

At GREENOCK.—For Batavia: Sourabaya.

SPOKEN.

EDELINE, from London, to Singapore, April 5, 31.45 S., 26.10 W.
JOHANNES, from Amsterdam, to Batavia, May 19, 46 N., 8 W.
NOACH II., from Rotterdam, to Batavia, May 9, 49 N., 9 W.
HOPE, from London, to Penang, April 20, 1.10 N., 20.30 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight, 50s. to 55s. meast. To Hiogo: 60s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 50s. weight, 40s. meast. To Penang: 50s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 23s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

HONG KONG, JUNE 2.—A very serious hurricane has occurred at Macao, during which the steamer Poyang foundered.

MISCELLANEOUS.

ADEN.—May 15, arrived, Egeron (str.), from Newcastle, and left, 16th, for Batavia; 16, Pyah Pekhet, (str.), from Greenock, for Penang.

PORT SAID.—May 29, arrived, Cybele, from London; Sarpedon, from Liverpool, both for China; 30, Prins Hendrik, from Nieuwe Diep, and left same day for Batavia.

MALTA.—June 1, passed, Argyll (str.), from London, for China.

GIBRALTAR.—June 3, passed, Gaelic (str.), from Liverpool, for China and Japan.

The Flintshire (str.), loading in the South West India Dock for the Straits, China, and Japan, will take out to Hong Kong 150 tons of gunpowder.

THE WHITE STAR LINE OF STEAMERS.—The three steamers of the White Star line—the Oceanic, the Belgic, and Gaelic—under charter to the Occidental and Oriental Steamship Company of San Francisco, are now all *en route* for their new station, viz., the San Francisco, Japan, and China trade, the last steamer, the Gaelic, having taken her departure. *vid* the Suez Canal, on the 29th ult. The Gaelic has been fitted up in all respects similar to the Belgic, and can accommodate forty first-class passengers and a great number of coolies.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s., s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

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ESTATE AND GENERAL AGENT
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express.*

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

GUERLAIN,
15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

To Ship Owners, Ship Brokers, and Surveyors, Shipping and Emigration Agents, Merchants, &c.

A GENTLEMAN holding a Master's Certificate in the Merchant Service, thoroughly competent, desires a BERTH on shore, where his previous training would be available, but would accept a general clerkship; age thirty-three; active and temperate; can correspond in French; understands some Spanish; can keep mercantile books; writes a free and expeditious hand; is even-tempered and of good address. Would be satisfied with moderate remuneration.

Apply to AMBROSE PARSONS, Esq., Solicitor, 4, Fenchurch-buildings.

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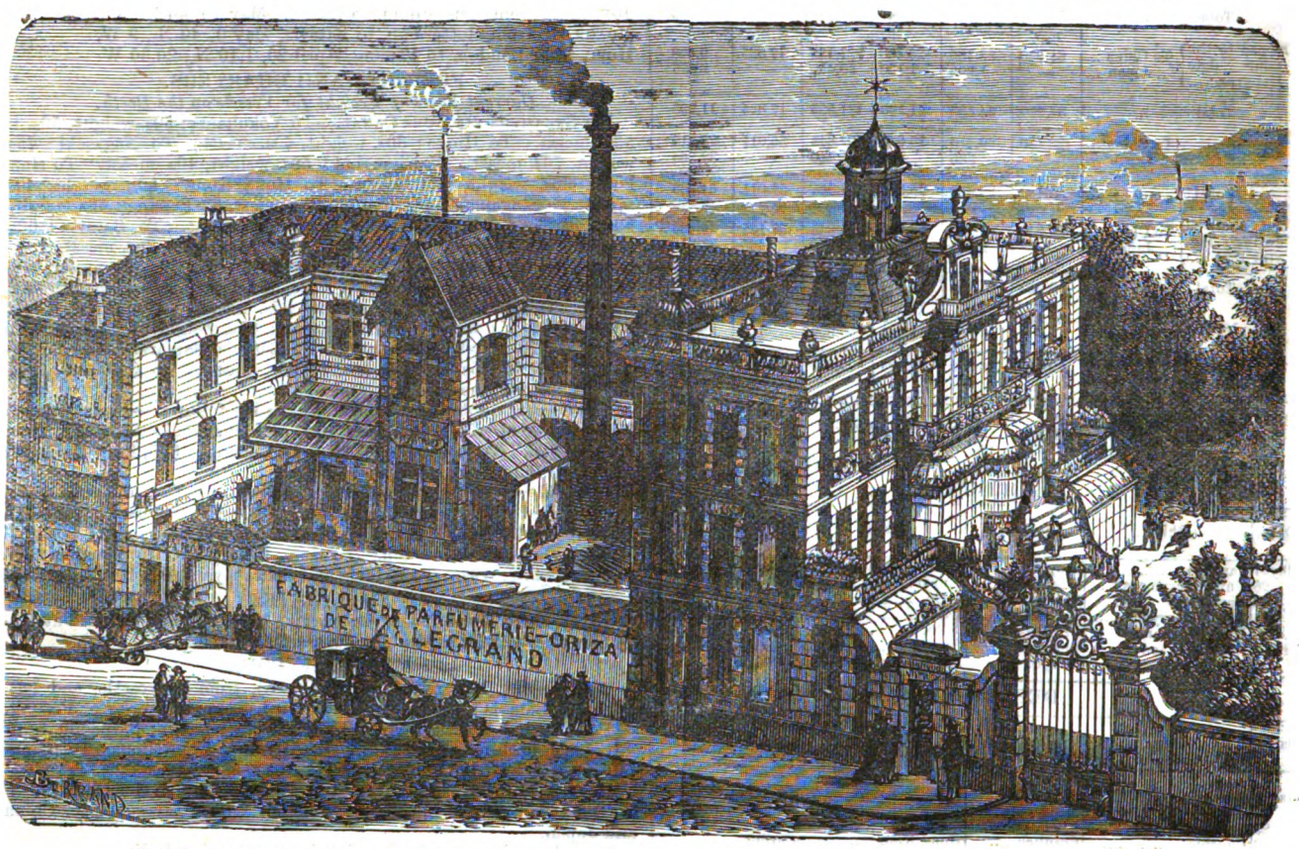
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief, without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water.

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off.
This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

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Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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PETROLEUM, KEROSENE, AND PARAFFIN

OIL LAMPS,

TO BURN WITHOUT A CHIMNEY.

ROWATT'S PATENT ANUCAPNIC LAMP,
FLAT WICK, FOUR SIZES;

ROWATT'S PATENT RADIATOR LAMP,
CIRCULAR WICK,

Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.
They are easily trimmed, NEVER GET OUT OF ORDER, and save great annoyance, trouble, and expense of Chimneys breaking. They are easily managed, simple in construction, and inexpensive.

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ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

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Special advantages to Hotel Keepers and Regimental Messes.

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TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

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15 TO 21, CARTER-LANE,

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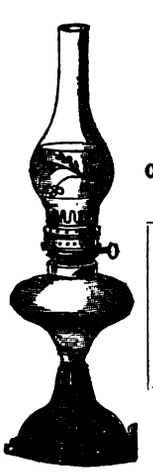
PARAGON

HURRICANE LANTERNS,

Burning Kerosine

Over 5,000 Patterns of
TABLE LAMPS, HALL LAMPS,
Chandeliers, Brackets,
BILLIARD LAMPS, STREET LAMPS,
LIBRARY LAMPS,
CHURCH LAMPS, SHIP LAMPS,
LANTERNS, STOVES, &c.

Our HURRICANE LANTERNS are absolutely wind proof and safe; simple in construction, and give a splendid white and steady light. They are the most serviceable Lanterns for use in Stables, Farms, Gardens, Boats, Cellars, &c.



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PARAGON

Our Famous

BURNERS,

Which give a magnificent white and steady Light, equal to 25, 20, 14, and 11 Candles, at the cost of 1-4th, 1-5th, 1-6th, and 1-7th of a penny per hour.

LONDON.

AND 1, SERMON-LANE,

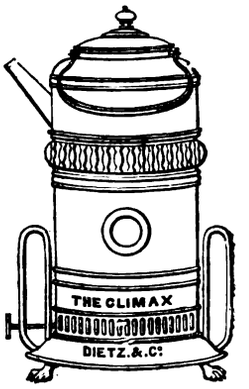
Exporters of the celebrated

LAMPS,

COOKING AND HEATING STOVES

or Paraffin.

Unrivalled for
SIMPLICITY, SAFETY,
Economy, Durability,
BRILLIANCY,
AND ABSOLUTE FREEDOM FROM SMOKE,
SMELL, DANGER.



Our CLIMAX COOKING and HEATING STOVES in six sizes, will be found extremely useful in every household, being always ready for use, and saving time and money, coals, trouble of lighting fire, dust and refuse.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Surat.....	3,141	530	June 10	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	June 17	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Peshawur	3,782	600	June 24	Mediterranean, Aden, Bombay.
*Mirzapre.	3,763	600	July 1	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Peiho... ... June 20 Mei Kong ... July 4 Amazone ... July 18 Sinah ... Aug. 1	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

* The Steamers of the 4th July and 1st Aug. connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 20th June and 18th July connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

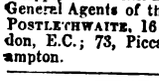
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The KONING DER NEDERLANDEN is appointed to leave Southampton June 14 for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. To be followed by VOORWAARTS July 12. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First class, £60; second-class, £34.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glenroy, s.s.... ...	1,265	McGregor, Gow, & Co.... ...	June 18
Excelsior	683	Wright Brothers, & Co.	June 15
Belle of Southesk ...	548	Wright Brothers, & Co.	June 30
LIVERPOOL.			
Ulysses s.s. ...	1,520	Alfred Holt ...	June 12
Stentor, s.s. ...	—	„ ...	June 24
GLASGOW.			
Douglas Castle, s.s.	678	Thos. Skinner & Co	June —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,

15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.
MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

ACTING MANAGER—T. Jackson, 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 30th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. Duval.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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TABLE GLASS OF ALL KINDS.

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Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

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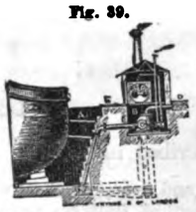
Fig. 39.

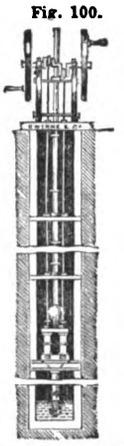


GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.

GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.

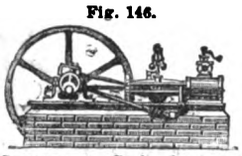


GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, or adapted for ordinary use, wells of any depth, most careful construction, and on the most approved system

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

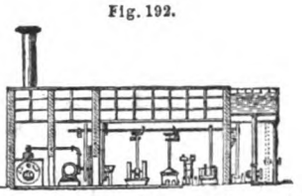
Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.

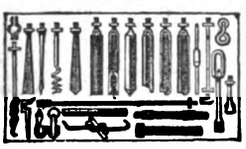


GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

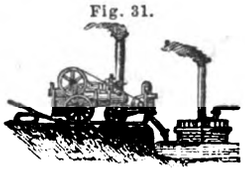
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering figure represents those most frequently used, bankers' and jewellers' safes but the form and number vary much with the strong rooms. The nature of the soil, and size of the bore waste water runs into the hole. sewer.
Prices on application.

Fig. 121.



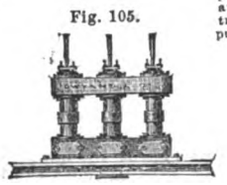
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



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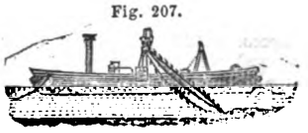
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



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The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

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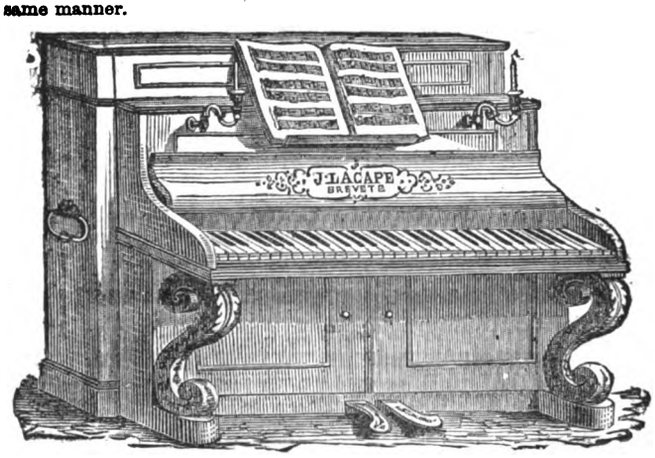

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And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

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Close to the Landing Place, Depot of

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Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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HIS HIGHNESS THE NIZAM'S STATE RAILWAY COMPANY.

ISSUE OF £500,000 SIX PER CENT. GUARANTEED STOCK,

Being one half the Capital of One Crore of Rupees, or £1,000,000 sterling, the balance of which has been subscribed in India.

Secured by the guarantee of H.H. the Nizam's Government to pay £6 per £100 per annum half-yearly in London, and as an additional security always to maintain a deposit of 15 lakhs of rupees, equal to about five years' interest, in securities of the Government of India, in the names of Trustees, at the Bank of England. The interest will be payable without any deduction, except British Income-tax.

THE TRUSTEES OF THE GUARANTEE FUND ARE—

The Right. Hon. Lord LAWRENCE, G.C.B., G.S.C.I. (late Viceroy and Governor-General of India).
HUGH M. MATHESON, Esq. (Messrs. Matheson and Co.), 3, Lombard-street.

A Committee has been formed in London to represent the holders of the present issue, the members whereof will be subject to re-election at the first General Meeting. The following gentlemen have agreed to act as the first Committee :—

General the Right Hon. Lord SANDHURST, G.C.B., G.C.S.I. (late Commander-in-Chief in India).
Sir GEORGE U. YULE, K.C.S.I. (late British Resident at the Court of Hyderabad).
Colonel HENRY HOPKINSON, C.S.I. (late Commissioner in Assam).

Bankers—Messrs. GLYN, MILLS, CURRIE, and Co., 67, Lombard-street, E.C.

Solicitors—Messrs. NORTON, ROSE, NORTON, and BREWER, 6, Victoria-street, Westminster, and 24, Coleman-street, E.C.

Brokers—Messrs. P. CAZENOVE and Co., 52, Threadneedle-street.

The Railway Share Trust Company (Limited) is authorised to receive Subscriptions for the above Stock in 5,000 Certificates to bearer of £100 each, each Certificate representing four fully paid-up shares of 250 rupees, or £25 each of the above Company, on which the guaranteed interest of 6 per cent. per annum is payable at the fixed exchange of two shillings per rupee, or £3 per cent. half-yearly, on the 30th June and 31st December in each year, the first payment falling due on the 31st December, 1875, in London, at the agency of H.H. the Nizam's State Railway Company, 17, Leadenhall-street, E.C.

The price of issue is par, or £100 per Certificate, payable as follows :—

£5	..	...	...	on Application
£15	...	...	...	on Allotment
£40	...	...	...	on 30th June
£40	...	...	...	on 31st July
£100				

Subscribers may pay up in full after allotment under discount at the rate of 4 per cent. per annum, on any day when an instalment falls due.

The Nizam's State Railway has been constructed in accordance with an agreement entered into on 19th May, 1870, between the British Government and the Government of H.H. the Nizam, for the construction of a railway from the Great Indian Peninsula Railway to Hyderabad.

This agreement provides, among other things,—

That the Government of the Nizam will, with the aid of the shareholders in the railway, provide all the capital required for the construction, maintenance, and working of the Railway.

That the British Government construct and manage the Railway through the Resident at Hyderabad, on behalf of the Nizam's Government, furnishing the Nizam's Government with periodical accounts, and with a statement of the income of the railway every six months, the latter Government receiving all the profits derived from its working.

H.H. The Nizam's State Railway Company was duly incorporated with limited liability by edict of the Nizam's Government of the 18th October, 1873, supplemented by an edict of the 3rd March, 1875, by which edicts, and by a contract duly executed between the said Government and the Company, the Company received a grant of the rights of the Nizam's Government, and of the profits of the railway, and provision was made for the creation and guarantee of a capital of one crore of rupees, or £1,000,000 sterling.

By this contract the Nizam's Government has undertaken :—

1. To guarantee payment of a clear dividend of 5 per cent. per annum upon all capital subscribed by shareholders who shall retain a right to participate in the profits of the railway over 5 per cent.

2. To guarantee payment of a clear dividend of 6 per cent. per annum on all capital subscribed by the shareholders who shall waive their right to participate in the profits over 6 per cent.

3. To provide a fund of 15 lakhs of Government of India Four per Cent. Securities, being about the estimated equivalent of five years' guaranteed interest at 6 per cent. per annum on the £500,000 issued in London, to be retained from the proceeds of this issue, and lodged with Trustees in London, as a special guarantee fund for the shareholders in the present issue, the Nizam's Government further undertaking that in the unforeseen event of any of these securities having to sold to pay the interest, the amount so sold shall forthwith be replaced, so that the full amount of the said guarantee fund in Government of India Securities shall always be maintained.

Half the capital, or £500,000, has been subscribed in India, principally in Five per Cent. Shares, with a participation in further profits ; and the Company has decided, with the consent of the Nizam's Government, to issue the remaining £500,000, with the absolute guarantee of the fixed rate of six per cent. per annum, without any deduction (except British Income-tax), or any participation in profits beyond six per cent., which is now offered for public subscription in London.

The State of H.H. the Nizam has, under many years of enlightened administration, become a highly prosperous and well-ordered country. The following particulars are taken from the British Resident's Administration Report, dated 31st October, 1871, which is the latest published official statement on the subject :—

"The total annual revenue realised from all sources cannot have fallen short of, in round numbers, Rupees 2,39,50,000 (£2,395,000) ; of that sum Rupees 95,78,000 (£957,800) were collected by British officers in the assigned districts and other somewhat similarly circumstanced tracts, while the remainder, or 60 per cent., represents the public revenues raised by the native Government itself."

Valuable coal and iron mines have been recently discovered in the interior of his Highness's dominions, to which it is in contemplation to extend the railway system of the country. The development of these can hardly fail most beneficially to affect this line of railway, both by providing cheap fuel for itself, and by affording it a large traffic in addition to what it at present possesses, in carrying coal for the supply of the Great Indian Peninsula and Madras Railway Companies.

The Railway is completed, and was open for traffic in October last.

It is constructed on the same gauge as the Great Indian Peninsula Railway, by which line it is worked, and the traffic is promising. The line is 121 miles in length, and is the main artery of communication between Bombay and Hyderabad, which is the capital city of a fertile country of 13,000,000 inhabitants, with considerable and rapidly increasing trade and resources ; while the line has been constructed at about half the average cost per mile of the leading British Indian Railways, so that there is every prospect that the net revenue from traffic will soon cover the guarantee.

Provisional certificates will be issued in exchange for bankers' receipts, which will be exchanged for the definitive certificates as soon as possible after the date fixed for the completion of the payments.

In the event of the payments not being made at their due dates, all previous payments will be liable to forfeiture.

Applications on the annexed form, accompanied with a deposit of £5 per certificate, must be made to Messrs. Glyn, Mills, Currie, and Co., 67, Lombard-street, E.C., the Bankers of the Company.

Prospectuses and forms of application can be obtained at the office of the Railway Share Trust Company (Limited) ; of Messrs. Glyn, Mills, Currie, and Co., 67 Lombard-street ; of Messrs. P. Cazenove and Co., 52, Threadneedle-street ; and of Messrs. Norton, Rose, Norton, and Brewer, 6, Victoria-street, Westminster, and 24, Coleman-street, City, where certified copies of the documents referred to can be seen.

No. 5, Lothbury, E.C., London, 2nd June, 1875.

HIS HIGHNESS THE NIZAM'S STATE RAILWAY COMPANY.

ISSUE OF £500,000 SIX PER CENT. GUARANTEED STOCK,

Being one-half of the capital of one crore of rupees, or £1,000,000 sterling, the balance of which has been subscribed in India.

FORM OF APPLICATION

(To be retained by the Bankers).

To the Railway Share Trust Company (Limited), No. 5, Lothbury, London, E.C.

Having paid to your credit at your bankers, Messrs. Glyn, Mills, Currie, and Co., 67, Lombard-street, E.C., the sum of £ , being £5 per cent., on an application for £ Six per Cent. Guaranteed Stock of H.H. the Nizam's State Railway Company, I request you to allot me that amount, and I engage to accept the same or any lesser amount you may allot me, and pay the instalments due thereon according to the terms of your prospectus, dated 2nd June, 1875.

Name in full.....
Address.....
Description .....
Date .....

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DEUTSCHE BANK, BERLIN.

ANALYSIS OF THE DIRECTORS' REPORT,

Presented to the SHAREHOLDERS at the FIFTH ORDINARY GENERAL MEETING in Berlin, on the 22nd May, 1875.

The net profits for the year 1874, amounting to Th. 1,219,488.24.6, represent 8·13 per cent. on the capital, and have been appropriated as follows :—

Th. 469,488	24	6	... ...	To the Ordinary and Special Reserve Funds.
750,000	0	0	... ...	To Yearly dividend of 5 per cent. to Shareholders.
Th. 1,219,488	24	6		

The stagnation in the industry and commerce of Germany, dating from the year 1873, continued in 1874. The diminution of the country's production reacted unfavourably on business in general ; new failures occurred and caused losses, whilst the low rates of interest resulting from want of confidence and dulness of trade rendered the advantageous employment of capital difficult.

Nevertheless, the Bank's business, taken as a whole, made steady progress, the total amount turned over increasing to Th. 1,836.000,000 from Th. 1,255,000,000 in the preceding year.

As regards the transmarine business, the London, Bremen, and Hamburg Branches did fairly well, and satisfactory results were likewise obtained in New York, notwithstanding the somewhat critical state of affairs at the latter place.

On the other hand, the Branches in China and Japan had to contend against difficulties, arising chiefly from the persistently unfavourable course of exchange and generally unprofitable state of trade in the East. The prospects for the future not being encouraging, the Directors think it advisable for the Bank to withdraw from Shanghai and Yokohama, where the Branches will accordingly be closed in the course of the year.

The arrangement alluded to in the Report for 1873, by which the Bank, in acquiring Shares to the extent of One Million of Thalers at par, becomes interested in the management and business of the Deutsche-Belgische La Plata Bank, was ratified. In consequence of the revolutionary events in the States of the River Plate, the combination has yielded no notable profit so far, but the Directors look upon the causes of this disappointment as merely temporary, and consider that the importance of the commercial relations between Germany and the above States justifies better expectations, in this drection, for the future.

The inland transactions of the Bank in Germany, consisting chiefly in commission and account-current business, show a marked and profitable development. Many valuable connexions have been acquired, and new accounts opened.

As a provision against possible losses by three failures which took place in New York, Leipsic, and Berlin, a special guarantee fund has been formed amounting to Th. 176,534.15.3.

Though the directors entertain no apprehension as to the soundness and intrinsic value of the Bank's carefully selected investments, they consider it—from a conservative point of view—desirable to employ a considerable part of the year's earnings to the strengthening of the reserve funds, as a protection against eventualties. They therefore recommend to declare a yearly dividend of 5 per cent. only, which on 75,000 Shares of Th. 200 each, will absorb Th. 750,000, and to add the surplus profits, of Th. 469,488.24.6, to the ordinary and special reserve funds, which will then stand at Th. 780,523.0.7 (£117,078 sterling).

H. WALLICH, }
M. STEINTHAL, } Managers.

Berlin, May, 1875.

The LONDON AGENCY, 50, Old Broad-street, E.C., will PAY the 1874 COUPON, amounting to 10 Thalers or 30 Reichsmark, at exchange of R.m.20.70, say £1 8s. 11d., less income-tax, sterling.

DEUTSCHE BANK.

GENERAL BALANCE-SHEET, DECEMBER 31, 1874.

LIABILITIES.				ASSETS.			
Capital paid up	Th.15,000,000	0	0	Cash	Th. 2,605,102	26	2
Current Accounts	15,369,157	1	11	Bills Receivable	12,276,395	5	6
Bills Payable	12,538,320	4	0	Investments	5,038,678	25	1
Deposits	3,623,272	23	11	Loans	4,832,054	23	0
Dividends unpaid	2,249	28	0	Current Accounts	23,177,732	3	11
Guarantee Account	176,534	15	3	Real Estate	391,538	17	0
Reserve Fund	780,523	0	7	Furniture	41,928	29	0
Sundries	136,638	28	0	Sundries	13,265	2	0
Profit and Loss	750,000	0	0				
Total	Th.48,376,696	11	8	Total	Th.48,376,696	11	8

PROFIT AND LOSS ACCOUNT TO DECEMBER 31, 1874.

Dr.				Cr.			
To General Expenses	Th.279,216	26	4	By Balance from 1874	Th.4,017	19	3
To Commission, Exchange, Rebate, &c.	167,117	6	5	By Gross Profits	1,661,805	8	0
To Reserve Fund	469,488	24	6				
To Net Profit	750,000	0	0				
Total	Th.1,665,822	27	3	Total	Th.1,165,822	27	3

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan ports. the magnificent, Clyde-built s.s. QUANGSE, 100 A1, 2,788 tons register, 400-h.p. nominal; now loading in the South West India Dock. Will receive goods up to the 18th June, sailing the following day. This steamer has superior accommodation for saloon passengers.

Apply to M'GREGOR, GOW, and Co., No. 1, East India-avenue, London, E.C.

N.B. Shippers are requested to send in their bills of lading before sailing of the steamer.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	June 18
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong.	Chusan	A1 14 yr.	S.W.I.D	With des.
Yoko.& Higo.	Flying Spur.	A1 15 yr.	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of SAILING SHIPS.—For HONG KONG, the CHUSAN, A1 14 years, South West India Dock, with despatch. For YOKOHAMA and HIOGO, THE FLYING SPUR, A1 15 years, South West India Dock, to follow.

Apply at 5, Newman's-court, Cornhill, London, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K. Shang and Japan...	Timor	100 A1	2209	V.L.D.	June 15
Pen., Sing., Hg. K., and Japan	Lorne	100 A1	1614	V.L.D.	June 29
Pen., Sing., Hg. K., and Shanghai ...	Teviot.....	100 A1	1946	V.L.D.	July 3

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal; last shipping day, 15th June

FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO. The splendid screw steam ship TIMOR, 100 A1, 1,440 tons register, 2,209 tons gross register, 200-h.p. nominal, 1,000-h.p. effective; J. BROWN, Commander: Victoria Docks. This fine high-classed steamer, built by Messrs. C. Mitchell and Co., of Low Walker-on-Tyne, engined by Messrs. C. Maudslay, Sons and Field, is favourably known in the Indian trade for her rapid passages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 29th June

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; 109, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS and SAILING VESSELS will be despatched as under for:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yokohama, & Hiogo ...	Paraguay, s.s	90 A1	S.W.I.D.	June 12
Pen., Sing., Hg. Kg., & Shanghai..	Benledi, s.s.	100 A1	S.W.I.D.	June 22
Shanghai ...	Mikado	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 12th June, the favourite full-powered screw-steamer PARAGUAY, 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the splendid composite clipper ship MIKADO, A1 16 years, 643 tons register, J. ILBERY, Commander; loads in the East India Docks. This magnificent clipper is celebrated for her very rapid passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, Australia, &c., at through rates at shippers' risk. Last shipping day, 22nd June. The favourite Clyde-built full-powered screw steamer BENLEDI, 100 A 1, 1,657 tons gross, 1,000 tons net; 160 horse-power nominal; J. W. BUCHANAN, Commander. South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Birker.....	100 A1	1008	S.W.I.	With des
Shanghai ...	Albert Victor...	A1 13 yr.	858	E.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 2, Royal Exchange-buildings, Cornhill, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, June 7, 1875.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 615.] LONDON, MONDAY, JUNE 14, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 9.
JAPAN—Yokohama	Feb. 26	April 15	April 26*
Yedo			
Osaka and Hiogo	—	—	„ 31*
Hakodadi			
Nagasaki	—	—	„ 20
CHINA—Peking	—	—	„ 10
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 14
New-chwang	—	—	„ 19
Hankow	—	—	„ 21
Kiu-kiang	—	—	„ 20
Chin-kiang	—	—	„ 21
Shanghai	„ 26	„ 14	„ 25
Ningpo	—	—	„ 23
Foochow	„ 26	„ 14	„ 25
Formosa			„ 19
Amoy	—	—	„ 26
Swatow	—	—	„ 27
Hong Kong	Mar. 19	„ 26	May 1
Canton	—	—	April 29
Macao	—	—	„ 30
PHILIPPINES—Manila	„ 12	„ 19	„ 27
COCHIN-CHINA—Saigon	—	—	May 5
SIAM — Bangkok	—	—	April 26
BORNEO—Labuan	—	—	„ 27
Sarawak	—	—	May 1
JAVA — Batavia	April 2	May 5	„ 6
Samarang	—	—	„ 1
Sourabaya	-	—	„ 2
MALACCA STRAITS—Singapore	„ 2	„ 2	„ 8
Penang	„ 2	April 30	„ 3
CEYLON—Galle	„ 23	May 17	„ 17
Colombo	„ 16	„ 9	„ 15

* By Pacific mail *via* San Francisco, received 5th June.

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 9th inst., being five days early. The next inward (P. and O.) mail, with advices Yokohama 28th April, Shanghai 2nd, Hong Kong 8th, Singapore 16th May, is due, *via* Brindisi, on Monday next, the 21st inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messagerics Maritimes steamer *Meikong*, arrived June 8.—From Yokohama: None. From Shanghai: Messrs. Cooke, Cardwell, King, Gibbon, Sichel, Thoms, Goelean, Juvet, Mr. and Mrs. Tenk. From Hong Kong: Four Japanese, Messrs. Mellish, Thomas, Hughes, Parker, Sanders, Bertrand, Morales, Mr. and Mrs. Cullsen, Mr. and Mrs. Schiller. From Saigon: Messrs. Saleta, Lothaire, De Premenil. From Singapore: Mr. and Mrs. Becker, Messrs. Anteguerra, Torrontegni, Barrera, Kening, Somaria, Festa, Parra, Benzal, Paterson, Vries, De Geer, Bankineger, Wyngana, Valen, Rappard, DeJongh, Ernest, Metyer, Bossihart, Van Vielpen, Hymans, Alvarez, Tardevilla, Bona. From Galle: Messrs. Leantier, Thackwell, Campbell-Rose, Hermenegild, Boyd, Sterling, Murray, Westfield, Neville, Badham, Henderson, Copper, Ross, Chovel, Bedin, Bennett, Georges, Beckt, Jules, Mr. and Mrs. Bourdon, Mr. and Mrs. Faron, Mr. and Mrs. Cremazy, Mrs. Paillard, Mrs. Willis, Mrs. Jackson, Mrs. Pillay, Mrs. Scott.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, June 17.—To Hong Kong: Lieut. F. H. Chapman, Commander G. Stopford, Mr. W. McMicken, Mr. Pyke.

Per P. and O. steamer *Baroda*, from Brindisi, June 28.—To Singapore: Mr. T. C. Easton.

Per French steamer *Peiho*, from Marseilles, June 20.—To Singapore: Mr. Lemache and three second-class passengers.

Per French steamer *Meikong*, from Marseilles, July 4.—To Batavia: Mr. Rombouts.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Chapsal.

Per French steamer *Sindh*, from Marseilles, August 1—To Batavia: Mr. Van B. Vaanders.

Per steamer *Flintshire*, from London May 10. To Singapore: Captain and Mrs. Lingard, the Misses Burrows. To Hong Kong: Mr. Peter Holme. To Hiogo: Mrs. Durham and three children.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail have been anticipated by the Pacific mail, which was received, *via* San Francisco, on the 5th inst.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes as follows from this port:—

In regard to the Chinese official who will form part of the Commission for the purpose of making investigations into the assassination of Mr. Margary in a yamên of a Chinese territorial mandarin in the Province of Yunnan, and into the subsequent brutalities committed, I am now able to report to you with accuracy. His Excellency Li Hung-chang, the Governor-General of this Province and the Commissioner for Foreign Affairs, has appointed a man called Sung Paou-hwa as the officer deputed, on the part of the Chinese Government, to proceed to Yunnan for the above-mentioned purpose. Sung Paou-hwa will leave here in the S.S.N. Company's steamer *Chihli* forShanghai.

Sung Paou-hwa is a native of the Ningpo district, and was formerly in the employment of the Ningpo merchant Tae-kee (Yang-kee-tang), in his mercantile establishments of Shanghai and Ningpo; and can speak the jargon known as "pidgin" English. When Li Hung-chang was formerly engaged in fighting against the Taeping rebels, and Tae-kee was likewise engaged in some fashion in aiding to put down the rebellion, his employé, Sung Paou-hwa, became known to Li Hung-chang. Soon after Li Hung-chang came to Tientsin in his position of Governor-General of this province of Chihli, Sung Paou-hwa made his appearance here as an attaché on his staff; and since then has been employed by Li Hung-chang in various subordinate capacities. He has latterly—for four or five months—been stationed at the village of Koku, situated on this river half-way from Taku, in overseeing some Custom-house or other such like business. His name will not be found in the list of mandarins published in the Red Book, as he does not hold any territorial position. He has no literary rank, and does not belong to the official lawyer class. As to the button which a Chinese may wear in his hat, such, now-a-days, does not indicate his position as an officer in the Government service. I can only add further that we have known Sung Paou-hwa for the last four years at Tientsin as an attaché on the staff of the Governor-General of Chihli, without any territorial rank.

I know not if the appointment of such a subordinate official as Sung Paou-hwa will be deemed by the British Government as an ample share, on the side of the Central Chinese Government, in forming "a powerful Commission." I may ask the question, however, what influence is it likely that Sung Paou-hwa will have over the Chinese territorial authorities in the province of Yunnan, when they become aware of the subordinate position which he fills at Tientsin—in carrying out a strict investigation into such a crime as Mr. Margary's assassination? I will presume to give a reply, and that is that he will not be able, from his known subordinate position in the Government service, or rather the service of the Governor-General of Chihli, to effect what the British Envoy desires to know—namely, what share the Chinese functionaries in Yunnan had in committing the murder, in order that all those connected with the perpetration of it shall be punished. When we, for a single instant, reflect over the dastardly and cruel act committed on Mr. Margary, an officer in H.B.M.'s service, and a gentleman of education, who could speak the Peking mandarin language, the bearer of a duly-sealed passport, and of despatches to the territorial functionaries on the route—in the yamen of a territorial authority; and after that, for only a single instant, reflect on the invaluable aid Mr. Wade, H.B.M.'s Envoy, lately rendered to the Chinese Central Government in their Formosa difficulty—will the British people consider the appointment of such a subordinate officer as Sung Paou-hwa—to proceed to Yunnan to investigate the case, and take steps that the perpe-

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trators of the murder be arrested and brought to condign punishment—a proper one? I have no hesitation in saying on my part, that, taking the gravity of the case and all the circumstances in connection with it into mind, I consider the appointment of a subordinate officer of the position of Sung Paou-hwa as a gross insult to the British nation.

Sung Paou-hwa is well known to all here, as to his abilities and position; and the Chinese people even, with whom I have lately conversed, and who see clearly the gravity of the Yunnan affair, have not hesitated to speak of the appointment with disgust. Putting even altogether aside his subordinate position as a Chinese officer, by his stinted education and his limited experience of official business—he has no literary degree, and he does not belong to the lawyer class of China—he is totally unfit to fill the position of a colleague of the British officers whom Her Majesty's Minister deputes to Yunnan. The mandarin whom the Central Government should have appointed should have been of the rank of a Provincial Governor, or a junior member of the Tsung-le-yamen. He should have been an official whom, from his rank, the territorial functionaries of Yunnan would have feared and respected. What influence can such a subordinate officer as Sung Paou-hwa possibly have over the authorities of Yunnan? In the opinion of even the educated Chinese here, to say nothing of the foreigners who know him well, none whatever, even over the most petty official in Yunnan. Consequently, Sung Paou-hwa will not be of the smallest assistance to the British officers; but, I fear, rather a detriment and obstacle to them in obtaining accurate information.

The *Peking Gazette* of the 27th March contains an edict announcing the death of the young Empress, widow of the Emperor Tungche, and extolling her virtues. Another edict, in the *Gazette* of the 29th, adopts the recommendation of the officials deputed to select a site for the mausoleum of the late Emperor. A spot near the Eastern Hills is selected.

Li Hung-chang is said to be massing troops all around Tientsin. He has brought in a number of regiments of the so-called Southern Legion, and has even brought in soldiers from Shantung. New forts are also being constructed.

SHANGHAI.

The present mail brings advices from this port to the 25th April; no later mail from Londonhad been received. The following summary of news is from the *North China Herald*:—

We have the Customs Report on the trade of Shanghai for the first quarter of 1875. It shows a considerable increase in the quantity of shipping, both as regards number and tonnage, compared with the corresponding quarter of 1874. The import of Grey Shirtings was considerably less—1,276,000, against 1,615,000 pieces; the figures for other qualities vary, the total import of Shirtings of all kinds being some 350,000 pieces less than in 1874. A great decrease is shown under several other headings—notably Chintzes, Velvets, and Lawns and Muslins. In other cases, however, there is a marked increase. White Shirtings figure for 213,000, against 136,000 pieces, T-Cloths for 389,000, against 216,000, Turkey Reds 39,000, against 11,000. A more or less considerable increase is shown in the import of all kinds of Woollens, except Lustres, which figure only for 37,000 pieces, against 67,000. The increase is chiefly notable in Long Ells, which figure for 21,900 pieces, a larger import than in the corresponding quarter of either of the three previous years. Opium shows a slight increase. Foreign Coal a decrease of one-third; while Native Coal figures for 60,000, against 26,000 piculs. 1,256 Transit Passes were issued, against 737 in 1874. The most notable increase seems to have been in the quantity of Nail Rod Iron so covered—10,092 piculs, against 5,710; the quantity of Lead, on the other hand, having decreased by more than half. Kerosine Oil, again, of which 2,000 gallons were sent inland under transit pass in the first quarter of 1873, and 4,000 in 1874, figures only for 10 gallons in 1875. The Revenue shows a large and steady increase—Tls. 763,460, against 656,482 in 1874, and 649,910 in 1873.

We are able to publish a copy which has reached us from London of Mr. Hart's famous memorandum on the Woosung Bar, in which he predicts the closure of Shanghai, its supercession by Chinkeang, decadence of foreign interests, and an early display of Chinese flags in the docks of Liverpool and London. The memorandum was known to be in existence, but was veiled, with the secrecy peculiar to Peking, from the eyes of those most interested in its contents. We are glad to be able to lift the veil, and to show what enormous nonsense can emanate even from Peking. The whole superstructure of prophecy seems built on the huge misconception that a channel exists round the north end of Tsung-ming—the channel which actually does exist to the south of Tsung-ming, between it and Bush Island, having apparently become misplaced in Mr. Hart's imagination.

Judgment has been delivered at the U. S. Consulate-General, in a cause Henry Savage *v.* A. F. Tyree, which involves a rather curious point. The plaintiff sued to recover on a time bargain in lead. Defendant alleges that he never made the contract. There were two brokers concerned — Mr. Gore-Booth, who sold to Mr. Savage, and Mr. Limby, who says he sold through Mr. Gore-Booth on behalf of the defendant; both the brokers' contract notes were handed in; but they differ in date and in price, and Mr. Limby's note mentions—not a specific qnantity of lead sold to plaintiff, but a lump quantity of 200 tons sold to "Sundry Foreign Merchants." The Court decided against plaintiff, holding that one broker cannot employ another to do business entrusted to him, without authority from his principal, and that the act of Mr. Gore-Booth cannot therefore bind the defendant.

The hulk (late *Esberne Snare)* at Kiukiang, belonging to the China Merchants' Steam Navigation Company, was totally destroyed by fire on the night of the 13th April. The hulk was full of cargo, and it is said that the fire originated in the main hold, through the coolies smoking below. We are informed that nothing was saved from the vessel, as the flames spread with great rapidity, and she burnt until she sank at her moorings.—We hear that Mr. W. E. King, Vice-Consul at Kiukiang, will shortly go home on leave, and will be succeeded by Mr. W. G. Stronach.—A correspondent writes:—Two firms have opened this year, and I expect a good many tea-tasters will visit this market in the season.—The water is falling, after a great rise during March.—The forts at Hukow will soon be commenced, and appliances in the shape of foreign pile-drivers have already arrived by the river steamers. It is stated that a grant of about half a million taels was sanctioned when the trouble with Japan arose, but now, although the Futai is aware that there is no longer urgent need for these costly defences, he does not like to state that the appropriation is no longer required, so he is bound to spend the money. Doubtless many of the petty officials will grow rich in disbursing this sum. The Krupp guns have been ordered, and wood for piles, &c., is being purchased at Hankow.

The steamer *Europe*, Captain Beckett, reports having been in collision with the steamer *Hochung* in the Peiho river, at 9 A.M. on the 13th April. The *Europe* received considerable damage, the *Hochung* having made a clean sweep of boats, davits, awning stanchions, &c., starting the bridge house on the starboard side, and damaging the rail nearly the whole length of the ship. It is not known what damage was done to the *Hochung*. The *Europe's* troubles did not end there; for, on coming up the river, when nearly abreast of the Naval Yard, she again came into collision with a large junk that was proceeding down the river with a fair wind. The *Europe's* starboard bow was stove in, the iron plates having been broken short off, with little or no bend in them. We are told that a quarter-master, who was sleeping in his bunk at the time of the collision, was thrown out of his berth with the force of the blow. What was the cause of these disasters we cannot of course judge, and pending the usual inquiry merely state the facts as reported to us. We hear that the junk, too, is badly damaged, and had to anchor.

At this time of the year great crowds of people from all around the country go to the Loong-hwa temple to worship, and the creek is crowded from end to end with boats. It is rather notable to see small steamers plying between the Arsenal and the Powder-works, running several times a day through this crush. If foreigners suggest small steamers on inland waters, injury to vested interests, danger of collisions, and fifty valid reasons for refusal are at hand. When the mandarins want to run steamers themselves, the objections melt; just as the Arsenal chimneys appear not to interfere with Feng-shuy, while telegraph poles are fatal to that—myth.

At the Municipal Council meeting of the 12th April several topics of interest were discussed. A proposal to make the municipal year co-terminal with the calendar year will be brought up at the next meeting of ratepayers. It was decided to place an appropriation of Tls. 1,500 for the Shanghai General Hospital on the budget for the nine months ending on the 31st December next. The proposed sum is three-fourths of the usual grant of Tls. 2,000—the alteration of course having reference to the proposed change in the financial year. An invitation from the trustees of the General Hospital, to the Chairman of the Municipal Council to become *ex-officio* member of their Board, was accepted. It appears that some firms importing goods in the C.M.S.N. Company's steamers object to pay wharfage dues, on the ground that their goods are covered by the Taoutai's commutation. The Taoutai's commutation payment, however, was calculated before the C.M.S.N. Company was instituted; and the Council very rightly purpose addressing the Consular body on the subject. In view of the expression of opinion in Mr. Seward's judgment on the Municipal Council *v.* Fogg case, it was resolved to postpone further steps for recovering the tax due, pending reference to the ratepayers at the forthcoming meeting. The Taoutai has consented to the lowering of the Hongkew Creek bridge two feet. • Lieut. Mylne having resigned his commission in No. 3 Rifle Company, Major Hart was requested to take the usual steps for the election of a successor.

The minutes of the meeting of Treaty Consuls held on the 16th April have unusual interest. Certain Harbour regulations were first discussed, and three new rules were resolved on:—1. That no vessels except men-of-war are to use swinging booms, and that these shall be rigged in between sunset and sunrise. 2. That buoys must be lighted between sunset and sunrise. 3.

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That vessels having explosive or imflammable materials on board shall anchor at least a mile below the lower limit, and fly a red flag. The first two rules, it will be remembered, have reference to a letter from the Taoutai representing that accidents have occurred to native boats through neglect of such precautions. It was decided to make no change in the existing pilotage system. This question, it will also be remembered, had been brought up by a letter from a number of pilots, suggesting that the standard number should be reduced.

Messrs. Annecke, Medhurst and Seward have been elected to form the Court of Consuls for the current year.—An agreement has been made with certain engineers at Yokohama, to survey the Woosung Bar for Tls. 2,500. The Taoutai will provide Tls. 1,000; the remainder will be forthcoming from the various local steamer companies and from the community. Some correspondence passed between Messrs. Medhurst and Seward and the Taoutai, on the subject. This shows that the duty of the Chinese Government to provide the necessary outlay was strongly urged upon the Tauotai. It was with difficulty, however, and only after reference to Li, that Tls. 1,000 was forthcoming, "as a matter of favour." The sum has been received under protest that the whole expense ought rightly to be borne by the territorial authorities. Consultation has been had with the committee appointed by the ratepayers to revise the Land Regulations, and certain amendments are recommended, which are too concisely stated in the Report to bear further condensation. The amendment passed at the last ratepayers' meeting in regard to proxy voting is thought to want more precise definition. This is a question of detail, and can be settled at the meeting next month.

The crew selected from the Shanghai Rowing Club to row the challenge race at the Nagasaki Regatta are Messrs. Wyatt, bow; Johnston, 2; Mackenzie, 3; and Glass, stroke; with Cory, coxswain. Kobe will also send a crew, but we hear that Yokohama cannot, owing to various obstacles. The date fixed is the 6th of May, and the distance a mile-and-a-half. Both Nagasaki and Kobe will, it is said, send exceptionally strong crews, and considerable interest is manifested in each of the settlements as to the result of the race. There are also to be double and single sculling matches pulled between the rival crews. Could Nagasaki and Kobe be induced to send crews to our ensuing Spring Regatta.

At a meeting of No. 3 Company of the Volunteer Corps Captain Tucker announced the resignation of Lieutenant Mylne, and said he had received intructions from Major Hart to proceed to the election of an officer to supply the vacancy. He added that the Council desired, through him, to tender the thanks of the community to Lieutenant Mylne for his services and for the interest he had taken in the corps. He proposed Sergeant Yeo, who, he said, felt great interest in the welfare of the corps. Private Fonseca seconded the proposition, and it was carried unanimously.

We hear that Major Hart has asked the trustees of the Recreation Fund to level the interior of the race course, in order to make it more suitable for volunteer drill. It is not supposed that they will have funds to level the whole area at once, but the outlay of a few hundred taels would improve a large space, and the work could be continued as means permit. That something should be done to utilise the large space now lying waste has been often urged, and we hope that the trustees will see their way to undertake the work.

The March number of the *Wan Kwo Kung Pau* contains an article on a very important matter, which we have not seen noticed elsewhere. According to the writer, Li Hung-chang has memorialised the Throne, asking that foreign learning and the sciences may be placed on a par with the standard subjects in the literary examinations of the Empire; and a correspondent writes to us that he has reason to believe the memorial will receive the sanction of Government. The importance of such an innovation is great, and if it be really carried out, good results will certainly follow.

We hear of another change of officials in charge at the British Consulate, Chinkiang, making the third since the beginning of the year, without counting the interregnums when the residents were left to the tender mercies of the constable—a very worthy man in his own sphere, but hardly suited to impress the Chinese with a sense of the dignity of the official he represented. A gentleman who has seen long service as Acting Vice-Consul has been appointed to the port, but we hear is disinclined to come, as the accommodation is so bad.

Most of our readers will remember the lecture delivered some years ago by Mr. Lang, under the title of "Shanghai Considered Socially." It was afterwards printed in a pamphlet, and had a considerable sale among the community. The demand continued after the first edition was exhausted, and we are told that Mr. Lang was about reprinting it when he died. The intention has now been carried out, and we have before us a copy of the second edition. It is printed in good clear type, and covers sixty-four pages. Its contents will be fresh in the memory of old residents. To later arrivals who wish to acquaint themselves with the local and social history of the place we strongly recommend it. They will learn from it out of what a swamp the present well-ordered settlement has been created; how it has grown in population, and through what adventures it has passed.

Information has been received at the United States Consulate-General from the Superintendent of Foreign Mails in Japan, that the steamers of the Mitsu Bishi Company are now practically mail steamers, under the postal convention between the United States and Japan, as contemplated by Article V. of the new Treaty. The mails will be made up in the ordinary way, and passed through the United States Consulate-General. It is also notified that the officers of the steamers are no longer permitted to take cognisance of loose letters.

We understand that an arrangement has been effected between Mr. Seward and the P.M.S.S. Company, under which articles intended for exhibition at Philadelphia will be forwarded to New York *viâ* Panama, at 4½ cents a pound, which is about half the usual rate. First-class and steerage passengers, commissioned by the Chinese Government to attend the Exhibition, will be taken to New York at $250 and $90, instead of $410 and $160.

At a special meeting of the Yacht Club, it was resolved that yachts competing for the Challenge Cup should continue to set one China sail only; and that in future Corinthian Races three members of the Club should be empowered to elect a member if necessary, at the time of the race, to ensure the completion of a crew.

The Chinese have circulated a rumour that one of the old Empresses had died; they even went so far as to fix the 28th day of the 2nd Moon (4th April) as the date of the occurrence. But this very precision seems enough to upset the report; for we have seven days later news from Peking, and no mention of such an incident. We put it down therefore as a *canard*.

The French Municipal elections have resulted in the election of Messrs. Seaman (172), Maignan (160), Scott (121), and Leroy (107); 172 electors voted out of 204 registered.

We hear that the *Modeste* is likely to leave for Hankow towards the end of the week.

We take the following from the *Celestial Empire*:—

We are informed from a source that is described to us as of very high authority, that the Chinese Government at Peking received early official information from Manwyne of the death of Mr. Margary; that the deed was reported by the mandarin by whose orders it was done; and that the said mandarin's despatch on the occurrence was in a tone of satisfaction, and even of exultation, as expecting praise and rewards for his action. This, if true, of course disposes at once of the question of responsibility; there can be no possible doubt that a central government is answerable for the actions of an officer whose notions of his duties to his superiors must have been the outcome of the general tenour of his instructions. We do not mean to assert that this particular act was expressly ordered from Peking, but the manner in which the provincial mandarins have been taught to regard foreigners, and the sort of proceedings which they therefore imagine will please the Peking ministry, are abundantly manifest, both in the assassination itself and in the manner in which the assassin has communicated the crime to those who he thinks will promote him for his boldness and patriotism. A correspondent writing from Nanking on the 14th April mentions that the murder of Mr. Margary was known in native quarters there for some weeks before any intimation of the event reached Shanghai. We are informed that the local mandarins expressed an opinion that the traveller would not succeed in getting through to India; and on finding that he had done so, and was on his way back, they spoke of his death as an accomplished fact several weeks before the news reached the ears of foreigners by any other channel.

We are given to understand that a memorial is being drawn up, addressed to the Treaty Consuls, on the subject of the overcrowding of the Chinese in the foreign settlement. A few weeks ago some wag set a rumour afloat that the Agra Bank was to be pulled down, and the vacant space covered with Chinese houses, and the dismay of those living in the immediate neighbourhood was comical in the extreme. But there is absolutely nothing to prevent this or any similar step being taken, as things are going on at present; there is no law against the grossest conceivable abuses being put in force, and the Municipal Council are simply powerless to stop the evil. We can only trust that the memorial in question will be extensively signed, and record our heartiest sympathy with the effort now put forward in the direction of reform. There are probably few persons in the settlement, not being personally interested in Chinese property, who do not share the feeling of dissatisfaction that we have so often expressed; and who are not conscious of some sense of indignation when they think of men living luxuriously in England on the proceeds of what is a pest and a danger to the entire community. But measures are now being taken of a more decided nature than any yet put forward, and we believe that a very few days more will see the memorial in circulation among the residents of Shanghai.

We have before us the Medical Reports for the half-year ending September 30, 1874, published by order of the Inspector-General of Customs, and forming the sixth part of the *Customs Gazette*. It is not, however, our intention to review it at length, as we cannot but consider its publication on the whole as a

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doubtful advantage. As a record of the health of the various foreign communities in China it is certainly valuable, and there are many particulars in it of public interest; but we may be permitted to question the expediency of scattering broadcast, for everybody in the place to read, the minutiæ of cases where the identity of the patients is nearly always patent to the reader. We don't know what members of the Customs staff think about the practice; but we are sure that there are very few members of this or any other service or community who really care to have all their ailments, and all the ailments of their wives and families, trotted out and expatiated upon in this unceremonious fashion, particularly in so small a place as Shanghai. There is a want of delicacy in the whole thing that shocks us. Such details as are gone into should clearly be reserved for the perusal of professional men, and their popularisation is, to our mind, an eminently unprofessional proceeding. While, however, we deprecate this especial feature in the reports, and record our objection, not to the analyses themselves, but only to their unlimited promulgation, there is much that may be studied with profit by all.

The Chinese have a report among themselves, said to be founded on a letter from Peking, that the Empress Dowager had handed over to Prince Kung what is practically the supreme power of the State. He will thus be, according to this account, the head of the Chiun Chi office, and will in future wield the *Vermilion Pencil*, which, with the exception of two years during which the late Emperor used it, has remained in the sole hands of her Majesty Tsze-An since the death of Hien-fung. The man who is invested with this power is to all intents and purposes Regent of the Empire; and it is said that other Princes and high Ministers at Peking are showing fear and jealousy. But it is quite possible that there may be nothing in the rumour after all, as there have been many almost equally startling current lately in Shanghai.

That amiable Che-hsien Yeh, so long the *præsidium et dulce decus* of the district of Shanghai, will not long distribute the favours of his mild sway among a a grateful people in this part of the world. His term of office is up, and we trust that bamboos, ancle-hammers, and thumbscrews may then have a period of rest. He has, it seems, bought the rank of Taoutai, and hopes soon to be appointed to a rule wider than that which he made so feared, if not respected, as our neighbour.

The meeting of the Shanghai and Honkew Wharf Company has been again postponed, and now stands for the 29th April.

A torch-light proccession of the Fire Brigade has been ordered to take place on the 27th April, at 9 P.M.

HONG KONG.

Our advices by the present mail extend to the 1st May; the P. and O. mail from London March 19 was received on the 26th April, and the overdue P. and O. mail of March 5—delayed by the breaking down of the steamer *Gwalior*—arrived on the 30th April. The following items of intelligence are from the *Hong Kong Daily Press*:—

A meeting of the shareholders in the Hong Kong, Canton, and Macao Steamboat Company (Limited) has been held at the office of the company. After discussion the following resolution was carried: "That the Board be authorised to appoint and discharge a paid secretary and agents at Macao and Canton; that the paid secretary, under the absolute control of the directors, be authorised to sign scrips, cheques, and other matters, that by the articles of association were formerly done by Messrs. Aug. Heard and Co., until the articles are altered legally; and that such secretary is not to have any connection with any firm in the colony."

At the adjourned Criminal Sessions before Chief Justice Smale, Captain William Hoseason, who had pleaded guilty to having libelled Captain Moss in an article which appeared in the *Hong Kong Times*, was brought up to receive sentence. An affidavit by the defendant, expressing his regret for having written the article, was read, after which the Chief Justice proceeded to pass sentence. The following is a summary of the judgment:—

I think it right now to repeat in substance what I said at the conclusion of this trial, that to the liberty of the press, by universal consent, the Anglo-Saxon race owes its political pre-eminence; but it is a dangerous liberty, ever tending to licentious excess, which would destroy all its advantages. Untruthful and malicious attacks even on public men must be restrained. Society would be unendurable if malicious attacks on private character should go unpunished. In the libel to the publication of which you have pleaded not guilty, and have pleaded an ill-conceived justification, there is malice demonstrated not only from the internal evidence of its tone but by the fact that Captain Moss had superseded you in the command of the *Imogen*, at which you were angry, about a month only before the publication of the libel;—malice accompanied by cowardice, in publishing the article at a time when you believed Captain Moss had left on a voyage which necessitated his absence for months from this colony. The mere publication of such statements as the libel contains, even if true, was in no respect for the public benefit. If Captain Moss had made fradulent insurances, or if he had fraudulently obtained an undue price for his property at Koti, or if he had so defrauded the Sultan there as to be liable to imprisonment, if you did anything you might have been justified in prosecuting Captain Moss, provided you could secure his conviction. Instead of attempting to do that, you in your anger invented a narrative, a tissue of lies and of unsupported imputations, and published it in a newspaper. I will not enlarge on the libel, but I am constrained to say that as to every charge in the libel, Captain Moss and Mr. Howard appear to me not only to be free from blame, but to have acted most honourably; and as to the winding-up of the Hong Kong, Singapore, and Borneo Company, their conduct is especially praiseworthy and honourable. The sentence of the Court on you, William Hoseason, is that you be imprisoned for the period of six weeks. I bear in mind that, for want of your being able to give security to answer the civil action for this libel, you have already been detained for a period exceeding one month. The conduct of the proceedings arising out of this libel reflects great credit on Captain Moss and his advisers, including their forbearance towards the proprietor of the *Hong Kong Times*.

The mail steamer *Gwalior* arrived on the 30th April, being towed in by the *Bombay*, and anchored off the West Point Patent Slip. It appears that she was, on the 16th April, ninety miles S.W. of Gap Rock and 100 miles from Hong Kong, when suddenly the high pressure cylinder cover smashed into six pieces. Sail was set to make for Hong Kong in all possible haste, but a strong wind was blowing at the time, and the vessel made no progress, but drifted to leeward. On the following day, on opening the circulating pump, the discharge valve got jammed open, and the engine room and stoke hole were immediately flooded with water, which put out the fires. The boats were at once got out and provisioned, and the passengers placed in them and sent to leeward of the vessel. The captain, officers, and engineers remained on board endeavouring to stop the leak. The discharge valve was closed in about an hour and a half, and the boats were then recalled alongside. The passengers were got on board and boats taken in, and the hand pumps set to work, all available hands assisting to bail her out. After a considerable time the water was so far got under as to enable the fires to be lighted under the donkey boiler, and steam having been got up she was pumped out by the donkey steam-engines. During this time the *Gwalior* was drifting in a high sea and strong wind from the N.E. Whilst the boats were out one of them swamped in a high sea, and a Lascar and a Chinaman were drowned, through, it is supposed, being over-weighted with dollars. The others were picked up by the remaining boats.

The *Gwalior* continued to drift, able to get up steam, till the evening of the 19th, when she anchored in thirty-five fathoms of water off Taya Islands, on the coast of Hainan. The next evening a boat was sent away manned by the second officer, Mr. Seymour, six Chinese boatmen and six Italian deck passengers, the latter volunteering their services to procure assistance from Macao or Hong Kong. Finding they had drifted to the westward amongst a fleet of junks, they accepted a tow astern of a junk, the people on board saying they were going to Macao. They had not been in tow long before two pirate vessels came bearing down on them, and asked where they were going, when the junk people replied that they were going to Macao. The pirate vessels then came alongside and cut the tow rope, and took the boat in tow themselves. The second officer, Mr. Seymour, sent on board to ask the pirates what they wanted, when they replied the $3,000 which they heard was on board. Notwithstanding that they were told there was no such amount on board, the pirates wanted to break open the air-tight compartments in the life-boat in search after the money. They took away all the spare clothing, a rifle, a revolver, and attempted to carry off the compass, sextant, and chronometer, but Mr. Seymour entreated that he might be allowed to retain these instruments. The pirates, however, took his watch, and having finished their search, still persisted in towing, but the officer declined their assistance, and pulled away for Macao, and subsequently came over to Hong Kong.

As soon as the lifeboat was despatched from the *Gwalior* to Macao, another boat was sent to one of the islands to endeavour to get provisions, but was unsuccessful. The steamship *Bombay* hove in sight on the morning of the 27th April, and took the *Gwalior* in tow. The Portuguese gunboat *Tejo* arrived two hours afterwards, and put back again, after ascertaining that assistance was not required. The *Bombay*, with the *Gwalior* in tow, having got under way, experienced fine weather for the first twelve hours, but nightfall brought strong winds from the N.E. and a high sea, which lasted till the evening of the 29th. During the strongest gusts the vessels made very little progress. We understand that the male passengers on board the *Gwalior* deserve considerable praise, as they seconded the praiseworthy efforts of the captain, officers, and engineers on board to save the vessel, by rendering valuable assistance at the pumping.

A disturbance broke out at the South Camp, near Foochow, on the 17th April. The tumult originated, we are informed, with some Northern soldiers, who attacked with stones and mud the foreign drilled troops under Mr. J. P. Macmahon. The officers on both sides successfully prevented the use of firearms, and finally, fresh troops arriving on the ground, the Northern men were moved off and locked up in a neighbouring Joss-house—to ruminate in sadness over their breach of discipline. It is to be regretted that these blustering sons of Mars are not promptly permitted to join the expedition against the Formosan aborigines; they would then have an opportunity, to say the

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least, of indulging to their heart's content in the tug of war. We suspect, however, that real fighting would be somewhat distasteful to their minds.

We regret to have to announce the very sudden death of Inspector Stroud, of the Colonial Police Force. The deceased was on duty on patrol, and whilst coming down Square-street he suddenly reeled and fell to the ground, where he expired a few minutes later. He had shown no signs of indisposition through the day. The funeral was attended by a large number of his comrades, by whom he was much liked and respected. The deceased was an efficient officer, and rendered valuable service during the time he was in charge of the water police.

The Pacific Mail Company's new steamer *City of Tokio* arrived on the 29th April. She left San Francisco on the 1st of April, thus having made the passage in twenty-nine days, which is a very good run. This big boat is an exact counterpart, in construction and fittings, of her sister ship, the *City of Peking*. Her length is 425 feet; beam, 48 feet; depth of hold, 38 feet; and registered tonnage 5,079. She is commanded by Captain J. Maury, and is a most valuable addition to the fine fleet of the Pacific Mail Company.

The members of the Choral Society have given an evening concert at the City Hall. The room was filled to its utmost capacity. Among those present were his Excellency the Administrator (the Hon. J. Gardiner Austin), Sir Brooke Robertson, Sir John Smale, Mr. Justice Snowden, the Bishop of Victoria, and a majority of the leading residents. The pieces set down in the programme were all given, with an additional solo by a highly popular lady amateur, which gave great and, because unexpected, additional gratification to the assembly.

Matters in Formosa have assumed a quieter aspect, although the native authorities at Foochow continue to send detachments of troops across to Taiwan.

A Customs' notification announces the commencement of a new lighthouse outside the Amoy harbour.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 8th May; the P. and O. mail from London 2nd April was received on the 2nd May. The following summary of news is from the *Straits Times*:—

The prison murder case came on for trial at the Supreme Court on the 3rd May, before a special jury, all the prisoners committed being arraigned. Previous to empannelling the jury, the prisoners were asked the usual question, whereupon eleven of them pleaded guilty to the charge, and were therefore ordered to sit down. The remainder pleaded not guilty. Mr. Phillipo, Attorney General, prosecuted for the Crown, the prisoners being defended by Mr. I. S. Bond, at the request of the Court. The trial will doubtless be long and tedious, there being a number of witnesses, who, in addition to giving their evidence through an interpreter, will be subjected to a searching cross-examination.

The Legislative Council has not yet been closed. The only question at present pressing for attention is a Bill for the Immigration of Coolies from India, and as the Indian Government imposes its own terms, which are ridiculously elaborate and strict, all the Council can do is to accept or reject the Bill, discussion being useless. There is also a Bill for the construction of a Sea Wall in Penang by Government on the same terms as Cavenagh Quay was constructed here, which will be doubtless passed in due course, without opposition or discussion. We are glad to learn that the seat in Council vacated by the retirement of Mr. W. H. Wood has been offered to and accepted by Mr. R. B. Read. Mr. Read is a very old resident, and represents the oldest mercantile firm in the colony, and he is, moreover, an essentially popular man. We understand that the seat was offered to Mr. J. R. MacArthur, but that gentleman signified his inability to accept the appointment. The representation of Penang will most probably again devolve upon Mr. Walter Scott, who will return from Europe about the end of the year, and would have been re-appointed by Sir Andrew Clarke had he remained as Governor of the Colony.

The trustees of the Raffles Institution have published their annual report, showing the school to be efficient in its work and flourishing in funds. In the latter respect the trustees are indebted in no small degree to the interest taken in the institution by Sir Andrew Clarke, who seems to have thoroughly entered into the views of Sir Stamford Raffles in founding it. Certainly during the short time of his Governorship he has done more to carry them out practically than any other Governor since Sir Stamford's departure. One of Sir Stamford's main objects was to educate the sons of Malay rajahs and chiefs. No steps have ever been taken to effect this somewhat delicate and difficult object, but now a new wing is to be added to the Institution-buildings for the special behoof of youthful rajahs, Ungkoos, and Panghulus. No wiser measure could be taken to make permanent the new order of things in the Peninsula—the reign of law, the security of life and property, and consequent material and moral prosperity.

The complaints of the cultivators and land tenants of Malacca, which have been urged upon the Government in various petitions for some time past, have been carefully and patiently considered by the Governor, who found the problem of how to remedy the discontent, while protecting the forests and the Government interests, extremely difficult of solution. H.E. has, however, at last succeeded in devising a compromise of the timber question, with which the petitioners express themselves perfectly satisfied.

The new order of things seems to be succeeding in all the Native States; labour and capital are flowing in, and the revenue is increasing. This is especially the case in Laroot and Perak. In Salangore progress seems to be slower, but this is not to be much wondered at considering the length of time during which anarchy prevailed there, and its bitterness. It takes time to restore confidence, but with tact and firmness on the part of the residents, prosperity is a matter of certainty in a short time through all the Peninsula.

Notice is given by the Dutch Vice-Consul here that the Governor General of Java has prohibited the import, export, and transit of arms, ammunition, and gunpowder, or any other implements of war, into, from, or in all such places or ports of Atchin and its dependencies as have acknowledged the supremacy of the Netherlands.

A Bill to amend the Contagious Diseases Ordinances of 1870 and 1873 is published, and the amendments appear to be two in number. A magistrate is in future to try in camerâ offences under this Ordinance instead of the Registering Officer; and all proceedings must be initiated at the instance, or with the sanction and approval, of the Registering Officer.

The Singapore Rifle Association have held another competition, which began on the 24th April and concluded on the 1st May. This last match differed materially from the previous ones, inasmuch as the contestants were divided into two classes; these who have won prizes or made twenty-five points and upwards at the last competition were entered in the first class, and those who had not won prizes, or had scored under twenty-five points, were classed as second-class shots.

Among our visitors has been the Hon. Sir Arthur Gordon, who arrived by the French mail on the 26th ult., on his way to take up his appointment of Governor of the Fiji Islands.

ENTERTAINMENT TO SIR ANDREW CLARKE.

Any doubt as to the feeling of the community towards Sir Andrew and Lady Clarke must have been instantly dispelled by a visit to the Town Hall on the occasion of the ball and supper given by the community in their honour, which took place on the 5th April. Notwithstanding the short time allowed for preparation the committee had done their work thoroughly, and admirably justified their selection by the perfection of their arrangements. Outside the hall all the approaches were brilliantly illuminated with various designs in gas, lighting up the roadway and the building itself as in a clear full moon. The sub-committee entrusted with the decorations called in the able assistance of Mr. Lawrence Niven, manager of the Botanical Gardens, who personally superintended all the details, and carried out his difficult and laborious task with consummate taste, converting the entire Town Hall into a lovely arbour of evergreens. The unsightly open space dividing the staircases was ingeniously hidden by a profusion of evergreens and flowers, and the half-way landing, front portico, side verandah, and ladies' dressing-room, were transformed into fairy boudoirs,—teeming with tasteful decorations and rate exotics, to which, besides supplies obtained from other sources, the gardens of some of our wealthy Chinese residents liberally contributed. The ball-room itself was very handsomely decorated. Festoons of evergreens and baskets of flowers adorned the walls on all sides, and the doorways were ornamented with tasteful designs, while over the central entrance door was affixed a tasteful monogram, embracing the letters "A. M. C.," being the initials of Sir Andrew and Lady Clarke. The band of the 1-10th Regiment, which was present on the occasion, was stationed in the gallery at the upper end of the room.

The lower room was fitted up as a supper room. Here were spread tables affording accommodation for all the ladies and the greater part of the vast company present, on which were displayed a great abundance of the most tempting viands, amply sufficient for all and to spare. Instead of entrusting the supplying of the table to one of the hotels, as has been customary on former occasions, we understand the committee this time supplied the table themselves, each contributing a share, only indenting upon other sources for such additions as were deemed necessary. The experiment proved remarkably successful, and the committee are to be complimented upon the result. There was a very large attendance, all classes of the community being represented. Sir Andrew and Lady Clarke arrived at nine o'clock, and were ushered up the staircase into the hall amid the enlivening strains of "God Save the Queen." Dancing commenced soon after, and was kept up without intermission until past midnight. when the company repaired to the lower hall for supper, which was served in excellent style.

After the table had been cleared, the Chairman, the Hon.

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Thomas Scott, M.L.C., rose and proposed the health of Her Majesty the Queen. The toast having been duly honoured, Mr. Scott again rose, and proposed the toast of the evening, in the following terms :—

You all know why we are met here to night, and in asking you to join in showing to his Excellency the Governor and Lady Clarke the high esteem and great regard in which they are held by all—by the cordial way in which you receive and respond to the toast which I have the honour to propose, I am conscious that any words of mine will be but a poor and feeble expression of your sentiments. The best testimony which can be presented to the Governor and Lady Clarke of their great popularity is the presence of you all here to do them honour. Sir, before you left England, you were entertained at a banquet by the merchants of the Straits Settlements ; and we are now met to endorse and confirm the very favourable opinion which was then formed of the manner in which the administration of the Government of the Straits Settlements would be conducted by your Excellency. At that banquet there would seem to have been shadowed forth what has been the distinguishing feature of your Governorship ;—your policy towards the Native States of the Malay Peninsula. The success which has followed the measures which, with great tact and ability, you took, has so far been most encouraging, and though it can scarcely be expected that no difficulties will ensue in the future, it is believed and hoped that the policy which you have so successfully inaugurated, if carried out with firmness and discretion, will secure that peace and protection for life and property which is so essential to the happiness of the people, and to the progress of these rich countries. Then, Sir, it cannot be doubted but that your success with the Malay princes and chiefs created such a favourable impression in surrounding countries, that it led to your friendly intervention being invited by their Majesties of Siam. In [this [most delicate negotiation you were singularly successful, and speedily overcame the difficulties which at one time threatened to have such serious consequences. To the interests of commerce you have been most watchful, and, as a merchant, I should be singularly wanting in duty if I failed specially to record the thanks of the mercantile community for the care and consideration you have given to questions influencing or affecting the commercial prosperity of the Settlements. The same could be said in regard to other matters which concern the welfare of the colony, but suffice it to say, that to everyone who has come in contact with you, you have been most frank and courteous, securing a feeling of mutual confidence which has given to the people of this colony a sense of peace and rest, and a freedom from agitation and disquiet, which has been most comforting and beneficial, and has made you popular in the best sense of the word. Lady Clarke's many quiet and unobtrusive acts of kindly friendship, while they have endeared her to all to whom they have been paid, have made all feel that in any trial they had one sincerely sympathising friend. All know with what grace and tact the liberal hospitalities of Government House have been dispensed.

Ladies and gentlemen, I ask you to drink the health and happiness of his Excellency our Governor and Lady Clarke, and with all the honours.

The toast was drunk with cheers three times three, the band playing "Auld Lang Syne." Sir Andrew Clarke, in replying, spoke substantially as follows :—

In replying to the kind expressions of your regard which I have just heard from the lips of your chairman, I cannot find words to express what I feel. The terms in which you have spoken of myself and my wife on this occasion will long be gratefully remembered by both of us, and we shall look back with pleasure and sincere regret to the happy days spent in this place. From the date of my first appointment to the administration of the affairs of this colony, from the kind and cordial greeting which I received from people connected with the Straits in London, to this hour, myself and my wife have experienced nothing but the most cordial kindness, proving beyond all question that it is possible, though they may hold different opinions and have different interests, to maintain unbroken good relations and the heartiest co-operation between the governing and the governed. You have been pleased to speak of what I have done, but I know and feel what I have *not* done ; and it is my great regret that in leaving you so soon, after a sojourn of only about eighteen months in the colony, I am unable to carry out many works which I had intended, and must leave unfinished others which I have undertaken. I ask you, on behalf of my successor, to extend to him that cordial co-operation and confidence that has been accorded to me. I assure you that we shall both carry with us to India, and to that quiet home in England which we hope for as the reward of long service, a grateful, a proud remembrance of the kindness, the honour, you have done to us this night, and shall always look back with pleasurable regret upon the happy days we have spent with you in Singapore. Ladies and gentlemen, on behalf of my wife and of myself, I sincerely thank you for the manner in which you have drunk our healths.

After supper dancing was resumed and continued until about three in the morning. Sir Andrew and Lady Clarke left about 2 o'clock, after which the ladies began one by one to retire, and ere long the ball-room was deserted. The ball will long be remembered as one of the pleasantest and most successful public entertainments ever given in Singapore.

THE Committee of the French National Assembly, to which the motion of M. GUICHARD to cancel the contract of the Government with the Messageries Maritimes was submitted, has reported in favour of the rejection of M. GUICHARD'S proposition.

THE appointment of Dr. ERNST BIEBER as German Consul at Singapore has been approved by the QUEEN.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to April 23, 1875	79932467	60729985	939115	20029908	161631475	43847
From June 1, 1873, to April 23, 1874	71693822	51751292	861188	16006637	139096964	47287

TO THE CONTINENT.

	Total lbs.	Bls. & Cases.
From June 1, 1874, to April 23, 1875	6357143	39488
Do. do. 1873, to April 23, 1874	6336418	26857

TO UNITED STATES OF AMERICA.

	Total lbs.	Bls. & Cases.
From June 1, 1874, to April 23, 1875	5486116	6958
Do. do. 1873, to April 23, 1874	4593954	6130

TO AUSTRALIA.

From June 1, 1874, to April 23, 1875	15,281,862
Do. do. 1873, to April 23, 1874	14,806,899

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 3⅛d. to 4s. 2⅛d.
Shanghai ,, ...	5s. 9d.	5s. 9¼d.	5s. 9⅛d.
Canton ,, ... / Hong Kong ,, ... / Macao ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅜d.
Singapore ,, ...	4s. 2⅛d.	4s. 2⅛d.	4s. 2⅜d. to 4s. 3d.
Manila ,, ...	4s. 1⅞d. to 4s. 1⅞d.	4s. 1⅞d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 305 to 306	223 to 224
,, Hong Kong	27⅛ to 27⅛ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 72.8.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $750 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $45 premium.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 72 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9⅛d. to 5s. 9⅜d., at Hong Kong 4s. 2⅝d., at Batavia F.11.85, at Manila 4s. 1⅞d., at Singapore 4s. 2⅝d.

THE MAILS.

—o—

PRESENT INWARD MAIL.—MARSEILLES, JUNE 8.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, arrived here yesterday at 8 P.M. She brings 108 passengers and a general cargo, including 17,549 packages of tea, 242 bales of silk, 299 packages of sundries, and £26,995 in gold, for London, which part of her cargo will be forwarded to its destination per the Company's steamer Indus, due in London on or about June 21.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, JUNE 11.—The P. and O. Company's steamer Khedive, with the homeward India, China, and Australia heavy mails, leaves here at 7 A.M. for Southampton, where she may be expected on the 15th inst.

INWARD MAIL DUE JULY 5.—GALLE, JUNE 11.—The P. and O. Company's steamer Lombardy, from China, arrived on the 7th, and the Golconda, from Australia, on the 8th inst., with the China and Australia mail. The Mongolia left for Suez yesterday. Australian gold for Europe, £480,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, JUNE 8.—The P. and O. Company's steamer Hydaspes (from Southampton, June 3), with the outward India, China, and Australian (heavy) mails, arrived here at 7, and left at 10 A.M., for Malta and Port Said. Experienced fine weather.

OUTWARD MAIL OF APRIL 30.—SHANGHAI, JUNE 9.—The P. and O. Company's steamer Nizam, with the London mails of the 30th April, arrived here to-day.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, &c., June 9, Achilles (str.).; from Cardiff, April 18, Grasmere; from Antwerp, Fyen (str.); from New York, 21, Messenger.

At HONG KONG.—From London, April 29, Russia (str.), Brærnar Castle (str.); June 10, Oxfordshire (str.); from San Francisco, Highlander.

At MANILA.—From Liverpool, April 18, Aurrera (str.).

At BATAVIA.—From Rotterdam, May 26, John Bramall (str.); 28, Hampton (str.).

At SINGAPORE.—From Liverpool, May 5, Johan Lang; from Cardiff, 1, Luigi C.; 4, Tecumseh, Ceres; 6, Glencora.

DEPARTURES.

From SHANGHAI.—For London, June 8, Gordon Castle (str.).

From HONG KONG.—For San Francisco, April 29, Ellen Munroe.

From MANILA.—For Liverpool April 14, Emiliano (str.); 17, Invincible, Estrella; for Channel, f.o., 14, Penrith; 22, Angostura; for San Francisco, 17, Annie M. Smull; 20, Sumner R. Mead.

From BATAVIA.—For Amsterdam, June 1, Prinses Amalia (str.).

From SINGAPORE.—For London, May 5, Windermere; June 11, Glenfalloch (str.); for Marseilles, 5, Hesperia; for Boston, 5, Juno.

TELEGRAMS FROM THE FAR EAST.

THE CHINA TELEGRAPH LINES.

SHANGHAI, JUNE 6.—The construction of a new land line of telegraph between Amoy and Foochow has commenced in virtue of the agreement lately concluded with the Chinese Government by the Great Northern Telegraph Company.

SIR DOUGLAS FORSYTH'S MISSION.

(TIMES' TELEGRAM.)

RANGOON, JUNE 8.—The Chinese General implicated in Mr. Margary's murder has been cordially received by the King. Sir D. Forsyth is instructed to demand an immediate explanation, and is detained on the frontier accordingly. The Burmese are cutting the telegraph lines.

THE FOOCHOW TEA MARKET.

HONG KONG, JUNE 10.—Grey Shirtings, 8¼lb., $2.55; 16-24 water twist, $112. Cotton—Fair medium Bengal, $13. The tea season closed with total exports to Great Britain, 162,000,000lb. Total exports from China and Japan to the United Kingdom from June 1, 1875, to date, 14,875,000lb. Exchange on London—six months' bank bills, 4s. 2⅞d. The Foochow tea market opened on the 4th inst.; 62,000 chests settled at 11¼d. Settling rates are Tls. 2 to 3 above last year's. Quality inferior to last season's. The Glenfinlas, the first steamer with new season's teas, left on the 7th inst.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 9, at Amsterdam, from Java, Telanak; 11, off Deal, from Manila, Benledi (str.); 10, at New York, from Foochow, Golden State; 10, at Queenstown, from Java, J. W. Settervall; 10, at Rotterdam, from Passaroeang, Otto.

DEPARTURES.—June 7, from Amsterdam, for Atchin, Bromo (str.); May 5, from Buenos Ayres, for Batavia, Christina; June 9, from Glasgow, for Batavia, County of Lancaster; June 11, from London, for China and Japan, Flintshire (str.).

SPOKEN.—Uranan (?), from Batavia to Amsterdam, May 7, 31 S., 15.12 E.; Q.C.M.L., from Cardiff to Hong Kong, April 21, 25 S., 101 E.; Content, from Sunderland to Java, April 20, 8 N., 21 W.; Schiehallion, from Moulmein, to Falmouth, March 26, 1.4 N., 89.41 E.; Hippolita, from Rangoon, to Falmouth, April 23, 32 S., 30 E.; Wiltshire, from Rangoon to Falmouth, April 26, 35 S., 24 E.; Richard, from Rangoon, to Bremen, April 26, 24.11 S., 4.46 E.

LAID ON.—At Liverpool, for Manila, Remus.

MISCELLANEOUS.—At St. Helena: Arrived May 6, Norma, from Hong Kong, for Hamburg; 7, Johanna, from Banjoewangie, for Middleburg; 8, Charles H. Southard, from Penang, for London; 9, Emma, from Tjilatjap, for Rotterdam; 10, Alblasserwaard, from Banjoewanjie, for Amsterdam; Bali, from Sourabaya, for Amsterdam; Bertha, from Nagasaki, for London; 13, Paul, from Colombo, for London; 17, Elizabeth, from Padang, for New York; Havilah, from Ilo Ilo, for Boston; Helena Anna, from Sourabaya, for Marseilles. Passed, May 3, Alnwick Castle, from Colombo, for London; 7, Agnes Muir, from Manila, for London; 16, Zenobia, from Singapore, for London.

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts. rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber; 10 tons horns, 25 m. Malacca canes, 27 tons tapioca. Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. St. Aubyn: 545 tons gambier, 60 tons sago flour, 5 tons white pepper, 8 tons gutta, 800 cwts. rattans, 14 tons horns, 35 m. Malacca canes, 185 cwts. mother-o'-pearls. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca. Coldinghame: 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 1,161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 70 tons gambier, 76 tons tin, 294 tons sago flour, 40 tons pearl sago, 312 tons black pepper, 73 tons white pepper, 16 tons coffee, 460 cwts. rattans, 195, tons sugar, 32 tons india-rubber, 55 tons tapioca. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Condor: 150 tons gambier, 210 tons pearl sago, 100 tons black pepper, 240 cwts. rattans, 10 m. malacca canes. Glenavon: 150 tons gambier, 10 tons tin, 455 tons sago flour, 85 tons pearl sago, 265 tons black pepper, 80 tons white pepper, 11 tons gutta, 500 cwts. rattans, 980 cwts. hides, 17 tons india-rubber, 4 tons horns, 63 m. Malacca canes, 80 tons tapioca. Caldew: 130 tons gambier, 115 tons sago flour, 10 tons pearl sago, 120 tons black pepper, 140 tons white pepper, 5 tons gutta, 60 cwts. rattans, 222 cwts. hides, 6 tons india-rubber, 10 tons horns, 21 m. Malacca canes, 27 tons tapioca. Ben Nevis: 30 tons tin, 207 tons black pepper, 6 tons white pepper, 160 cwts. rattans, 113 tons sugar, 2 tons horns. Proserpina: 100 tons gambier, 160 tons sago flour, 150 tons pearl sago, 24 tons black pepper, 240 cwts. rattans, 559 cwts. hides. Dewsberry: 100 tons gambier, 345 tons sago flour, 17 tons pearl sago, 3 tons white pepper, 180 cwts. rattans, 363 cwts. hides, 22 tons tapioca.

MANILA.

Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 442 tons sugar, 14 tons coffee, 550 tons hemp, 30 tons sapanwood, 305 cwts. mastic, 27 mil. cigars. Ornate: 600 tons sugar, 292 tons hemp, 10 tons sapanwood. Sea Nymph: 254 tons sugar, 100 tons hemp. Uli: 175 tons sugar, 277 tons hemp. Mikado: 405 tons sugar, 7 tons sapanwood. Sarah Nicholson: 600 tons sugar, 550 tons hemp. Canaan: 500 tons sugar, 445 tons hemp, 30 tons sapanwood, 1,140 cwts. mastic, 140 mil. cigars. Star of the West: 1,000 tons sugar, 480 tons hemp. Ben Ledi (str.): 1,300 tons sugar, 318 cwts. hides, 98 cwts. mother-o'-pearls, 70 mil. cigars. Monte Rosa: 25 tons sapanwood. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Marina: 700 tons sugar, 227 tons hemp, 16 tons sapanwood, 190 mil. cigars. France: 500 tons sugar, 262 tons hemp. Lyra: 406 tons sugar, 140 tons hemp, 6 tons sapanwood, 11 cwts. mother-o'-pearls. Emiliano (str.): 1,000 tons sugar, 33 tons coffee, 25 tons hemp, 25 tons sapanwood, 24 cwts. mother-o'-pearls, 216 mil. cigars. Estrella: 570 tons sugar, 230 tons hemp, 12 tons sapanwood. Invincible: 500 tons sugar, 356 tons hemp, 12 tons sapanwood, 240 mil. cigars. Araby Maid: 1,190 tons sugar. Angostura: 547 tons coffee: Penrith: 800 tons sugar.

Naval and Military.

It is announced that Sir Garnet Wolseley has decided that it will be quite unnecessary to land the battalion of Royal Marines from Japan at Natal, and the Adventure will bring the battalion to England forthwith. The Adventure arrived at Capetown on the 28th April.

The Elk, gunboat, arrived at Spithead on the 9th inst. from China, and has gone into Portsmouth harbour to be paid off. She was commissioned at Portsmouth in December, 1868.

Her Majesty's ships of war in harbour at Hong Hong on May 1 were the Audacious, Egeria, Charybdis, Hart, and Ringdove. Her Majesty's ship Hart arrived on the 26th of April. Her Majesty's ship Thalia left Yokohama for Hong Kong, *viâ* Nagasaki, on the 22nd of April. Captain Colomb and the officers of Her Majesty's ship Audacious gave an "at home" on board on the 29th of April.

The Board of Trade has ordered the Iron Duke, late flagship on the China station, to be surveyed, in order that proceedings may be taken against the Suez Canal Company to recover excessive dues which were levied on the vessel on her passage home, and paid under protest by the Admiral.

THE Victoria and Albert, Royal yacht, sailed from Portsmouth yesterday for Gravesend, where she will embark the Prince and Princess Louis of Hesse for Antwerp. The yacht has been renovated and redecorated at a cost of between £3,000 and £4,000.

A detachment of Royal Engineers, who had been serving in China with the 24th Company, arrived at the School of Military Engineering at Chatham on the 7th inst. These men have been absent from England more than ten years.

Captain C. J. Matthews, 57th Regiment, will shortly take up the duties of aide-de-camp to Major-General J. A. Street, C.B., commanding the troops in Ceylon.

The Dutch war despatch vessel Bromo, Captain Scholten, for Atchin *viâ* Gibraltar and Suez, has put into Plymouth to coal.

The Russian frigate, Bogatyr, Capt. Schaffroff, arrived at Falmouth on the 7th inst., from China.

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Literature.

n an Indian Institute. By FORBES WATSON. Allen and Co. 1875.

We notice that Dr. Forbes Watson has, at a very suitable moment, published a pamphlet, in which he advocates the establishment of an Indian Institute in connection with the India Museum and Library. An Indian Institute of this sort, it is argued, by the delivery of lectures, by stimulating inquiry, and by instruction given to classes, would do much to spread a taste for Oriental studies in England, and to promote higher education among the natives of India; while the difficult question of how best to train candidates for the Civil Service might thereby receive a practical solution. On this last subject Dr. Watson declares himself in favour of raising the age of candidates, so as to allow men who have already obtained a University degree to compete; and secondly, of assimilating the system of examination to that in use at the English Universities, so as to abandon mixed examinations in a variety of subjects, and award the appointments for special acquaintance with some particular subject, to one for classical, to another for mathematical knowledge, and so on. The raising of the age would in itself prove a most important change, for the men actually sent out to India would thus arrive there with minds and bodies more developed, and characters more formed, than sometimes happens under the existing rules. The young gentlemen who now reach India at the not very mature age of nineteen or twenty are hardly fit to be entrusted with arduous, responsible duties, on the efficient performance of which the welfare of many thousands may depend. The old theory was that it was essential to secure complete acclimatisation to send men out at an early age; but all recent experience makes against this notion, and it is found that the more mature a man is the stronger will be his resisting powers in an uncongenial climate.

Dr. Forbes Watson is further of opinion that so far as the natives of India are concerned our system of high education, which has been in operation in India for nearly twenty years, has not fulfilled all that was expected of it; its effects have been negative rather than positive; public spirit has not been awoke to any but an insignificant degree among the natives of rank and wealth; and there are some high authorities who share Dr. Watson's view, that we ought by some means to draw a much larger proportion of the upper-class youth from India to England, so that by residence among us they may discover how much public-spirited people are doing to benefit society and learn European modes of action, as well as European modes of thought. Towards these ends the proposed Indian Institute might render conspicuous service. Of course there is the question out of what funds the necessary buildings are to be erected, the chairs endowed, and the other expenditure met. Dr. Watson thinks with respect to this that too much should not be attempted at first; four lecturers might be appointed to begin with, and as the public perceives the advantages of such an institution generous men, with means at their back, will be sure to come forward with contributions. No pressing demand is made on the Chancellor of the Exchequer; at the same time when we remember what very large sums are annually voted for educational purposes it seems hard that some trifle should not be spared out of the superabundance to satisfy the claims of India. We cannot close this brief notice without a tribute to the energy and ability which Dr. Watson has displayed in the arrangement of the newly-opened India Museum. The South Kensington Galleries and the wooden cases in which the Collection is stored were neither of them specially built for the purposes for which they are now used; and therefore the greater credit is due to those who have made so much of the means supplied them. Defects there are, of course, some of which a little care will easily remedy; but on the whole there has been an immense improvement; we can at any rate see our national Oriental treasures now, which was more than we could do as we groped among the cock-lofts and cellars at the India-office.

Miscellaneous.

SALE OF CHINESE AND JAPANESE PORCELAIN.

On the 8th inst. Messrs. Christie, Manson, and Woods sold at their rooms, King-street, St. James's-square, the collection of objects of art formed by Mr. A. B. Mitford, formerly Second Secretary to the British Legation in Japan, and author of "Tales of Old Japan." Amongst the objects submitted were:—A set of three old Japan jars and a pair of vases, £25 4s. Chinese porcelain: A yellow basin and a crimson do., with arabesques in colours and landscapes, £25 4s.; a pair of fluted jars enamelled with female figures, £34; a pair of jars and covers, deep blue ground, ornamented with gold and enamelled with flowers in medallions, £82; a fine large cistern enamelled with dragons and waves, date Chêng Hwa, 1465-1488, £85; a pair of purple birds, £33 12s.; a pair of turquoise kylins of large size and brilliant colour, £199 10s.; a fine turquoise bottle, with ornaments and foliage in relief, £47 5s. Chinese enamels: A pair of circular boxes and covers, with birds, animals, and ornaments, in white and colours, on black ground, the cloissons of gold—very rare, £135; a pair of storks, of black and white enamel, with golden cloissons, £194 5s.; a large vase, with gilt dragon handles, turquoise ground, with butterflies in colours, and with birds in medallions, golden cloissons, £152 5s. The two last lots were given out of the Winter Palace by the Empress Mother to a favourite eunuch, from whom they were obtained by Mr. Mitford; they belong to the early years of the 17th century. A pair of wooden cabinets inlaid with slabs of enamel with dragons and ornaments in colours, £60 18s. Japan Lacquer: A tortoiseshell cabinet, with plants in gold and with silver-mounted door, enclosing drawers, £40 19s.; a beautiful screen, with large black and gold lacquer panel, a group of storks under a tree with Fujiyama, the peerless mountain in the background on one side, and a group of flowers and quails on the other side, £168. A number of nétsuké were sold at various prices, from £22 each and under. Nétsuké are buttons attached to the end of a string of silk used to keep the purse or the medicine box in the girdle. They are carved in ivory or wood with the most delicate workmanship, with illustrations of Japanese legends, and are much esteemed by Japanese dandies; and connoisseurs make large collections of them, giving high prices for the work of famous artists.

CHINESE COOLIES IN PERU.—A letter from Lima in the *Cologne Gazette* says:—It is known that the Portuguese Government, acting on the urgent representations of England, has forbidden the coolie traffic which formerly existed between the Potuguese colony of Macao and Peru. The Peruvian Indians, however, are so indolent that the land-owners are entirely dependent on Chinese workmen for the tillage of their fields, and there is reason to fear that when the existing contracts with the coolies have expired there will be no workmen left to cultivate the land. The efforts made at great expense by the Government to attract immigrants to Peru from Europe have totally failed. Even the Italians, who were given a free passage to Callao, refuse agricultural employment. An attempt is now to be made to induce an immigration from China, and the Government has proposed to Congress that an annual subvention of 150,000 soles should be granted to a society which is being formed for gratuitously conveying Chinese colonists from the Asiatic ports to Callao. It is certainly no advantage to the Peruvian nation that people of so different a race and religion, and sunk in superstition and ignorance, should settle down in such numbers among them; but they are driven to this measure by sheer necessity, and the Government promises to do its utmost to protect the Chinese against the abuses from which they suffered under the coolie system. The preparations for the election of a new President are going on without any disturbance of order, and the Government carefully avoids any interference in the matter. By far the most popular candidate is General Prado, who arrived from Chili on the 25th of April.

ANGLO-ORIENTAL SOCIETY FOR THE SUPPRESSION OF THE OPIUM TRADE.—The following circular has been issued:—Mr. Mark Stewart's notice that he "will call attention to the evidence given before the East India Finance Committee, 1871, with reference to the opium traffic, and move a resolution," stands second on the orders of the day for the 25th inst. Permit me, on behalf of this society, to urge that you should *at once* write to your representative in Parliament, and impress upon him your sense of the importance of this question, both to our national honour and the welfare of humanity; and your earnest hope that he will be in his place in the House on that night, to help to secure Mr. Stewart an audience. If you are able to bring influence to bear upon any other members of Parliament for the like object, either directly or through the medium of friends, I hope you will not fail to do so. Every effort should be made to ensure for this grave subject a candid and and patient hearing in our Legislature.—I am, &c., F. S. TURNER, Secretary.

THE CHINESE LANGUAGE.—Professor R. K. Douglas delivered a lecture last week at the Royal Institute on "The Chinese Language and Literature." He commenced with an allusion to the great interest shown by Englishmen in everything connected with China, and went on to say that the difficulty of learning the language had been greatly exaggerated. Chinese is the chief language of the monosyllabic group. It is unflexional; its substantives are undeclinable, and its verbs cannot be conjugated; moreover, it is without an alphabet. The language may be divided into two parts, the characters and the sounds. The character, originally hieroglyphic, became eventually ideographic, and ultimately phonetic. The composition of the characters is identical with that of the Egyptian ideophonetic and Assyrian cuneiform. The deficiency of its sounds is evidenced by the fact that there are only five hundred sounds to represent thirty thousand characters. The grammar is peculiar; a word may be a substantive, an adjective, a verb, or an adverb.

THE will, dated July 22, 1874, of Rear-Admiral Sherard Osborn, C.B., late of No. 33, Charles-street, Berkeley-square, who died on the 6th ult., was proved on the 24th ult. by Thomas Falkner Allison, James Hallet, and Henry Ashington, the nephew, the executors, the personal estate being sworn under £35,000. The testator gives legacies to his godchildren and others; settles £6,000 upon each of his daughters, Agnes Angela Mary Osborn and Helen Kate Georgiana Osborn, and leaves the residue to the daughters of his two sisters, Mrs. Frances Denton Ashington and Mrs. Eliza Fuller.

UNDER the auspices of the Gaelic Society of London, a meeting has been held to promote the establishment of a Celtic chair for Edinburgh University. The Marquis of Huntly, who presided, announced that the Queen had promised to contribute £200 towards the object in view; and a letter from Mr. Gladstone, expressing sympathy with the scheme, was read. Afterwards resolutions in favour of the cultivation of the Celtic language by the means proposed were adopted.

AT the monthly meeting of the National Bible Society of Scotland. Mr. Robert Lilley, agent at Chefoo, reported the completion of a journey of 133 days in Western China, during the course of which he had travelled 3,133 miles, and sold 4,766 volumes of the Scriptures. It was stated that Mr. Lilley is now on his way to Japan, with instructions to organise colportage there.

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MR. HART ON THE WOOSUNG BAR AND THE FUTURE OF SHANGHAI.

Mr. Hart's marvellous memorandum on the Woosung, Bar the Future of Shanghai, and other kindred topics, bearing date "Peking, March, 5, 1874," has just been unearthed and made public at Shanghai, after a hole-and-corner existence of more than a year. Of course it has long been known that such a document did exist, and, indeed, an elaborate and lengthy criticism of it, to which we shall allude presently, had been privately circulated, in the form of a counter memorandum, both in China and elsewhere, as far back as last September. Our Shanghai friends, now that they have this precious document of Mr. Hart's before them, and are free to comment on it, are not unnaturally loud in their complaints at having been so long kept in the dark, no less than at the dismal future prophesied for them by the Inspector-General of Customs; and in both respects we deeply sympathise with them in their righteous wrath and indignation at this, the severest snub which they have met with since their port was first opened to foreign trade.

Premising that the memorandum before us, considered as a whole, is almost beneath serious criticism, we proceed to glance, briefly at its leading features. Mr. Hart is of opinion that the Woosung Bar question may be viewed in two ways, (1), as it affects and is affected by the natural and artificial agencies that are working at the mouth of the Yangtsze; and (2) as a mere dredging operation. Viewed, he says, as affecting and affected by other agencies, the question calls for a consideration, of (1) the action of nature at the mouth of the Yangtsze; (2) the action of nature in the Shanghai river; (3) the results of the combined action and the future of the river; and (4) the future of trade. His remarks on "the mouth of the Yangtsze" are the corner-stone of the superstructure which he afterwards builds up, and of them it will be sufficient to say, in brief, that they are mainly based upon an astounding blunder. How a man in Mr. Hart's position, and with all the means and appliances at his disposal, could have been betrayed into stating that the channel to the north and east of Tsung-ming Island, in the estuary of the Yangtsze, has of late been used occasionally, and is spoken of with growing approval, probably only Mr. Hart himself can explain, for, as a pure matter of fact, the channel is not navigable at all except by small native craft! Surely the crass ignorance displayed on so vital a matter is of itself a good argument for the removal of the Inspectorate General of Customs from the cobwebs and intellectual fogs of Peking to the clearer and more practical atmosphere of Shanghai. It is, perhaps, needless to say that Mr. Hart blunders over a channel which does exist to the *south* of Tsung-ming Island, and which, in certain conditions of the tide, is sometimes used by steamers running between Shanghai and the northern ports. Having blocked up its present mouth to his own satisfaction, Mr. Hart proceeds to give us his views in regard to the Shanghai river, and they are of such a nature that, if they were sound, they would tend to depreciate very materially the value of property at Shanghai. Happily his views are not sound, and their fallacy is ably exposed in the counter-memorandum to which we have referred. Having satisfied himself that the conclusions at which he has arrived augur badly for the future of the Shanghai river, he asks sententiously, "What of another class of considerations—*e.g.* commercial?" and forthwith he takes up his parable on "the future of trade." The gist of this paragraph lies in his expectation that competition of a certain nature will tend to give foreign trade more and more to the steamers which do not call at Shanghai. "Even the P. and O. preference," he says, "for Shanghai will have to move on, and keener competition will weaken the influence of Shanghai's priority and vested rights. Add to all, the competition coming from the Chinese side, which, in ten or twenty years' time, will have swept the foreign flag from the coasting trade of China, and displayed the Chinese colours in the London and Liverpool docks. The highway of trade for Central and Northern China will be the Yangtsze. Teas will be shipped at Hankow and Kiukiang, and Shanghai silks and Ningpo teas at Chinkiang." Verily, this is the "most unkindest cut of all," that poor, despised Chinkiang is to supplant her giant rival! That Chinkiang has a prosperous future before it we do not doubt, but we are sceptical as to its ever taking the place of Shanghai. The produce just mentioned will be, we are further informed, "the return cargoes of the steamers which carry what China *may continue to demand from Europe.*" The words which we have placed in italics are so oracular in their nature that we cannot pretend to interpret their meaning.

Having thus drifted about in the realms of fancy and theory, and having had a final cruel fling about, "the means of making the last days of Shanghai a little more comfortable than they would otherwise be," Mr. Hart comes to the consideration of "the Woosung Bar, as a mere dredging operation." Can it be dredged, he asks? Of course it can, he replies. Can the channel, he further asks, be kept deep enough for such vessels as navigate the remainder of the river? Certainly, he replies. Then why, in the name of fortune, we ask, has not the one been done, and why is not the other being done? Cannot Mr. Hart and his Chinese superiors bring themselves to part with their hoarded reserve fund of unexpended tonnage dues? Let them set to work at once, and lose no more precious time in shilly-shallying. When dredging operations are once under way, there will be no fear for the channel of the Shanghai river; means will then be found for keeping it clear.

We have written rather more fully than we had intended on the subject of Mr. Hart's memorandum, and have left ourselves but little space to speak of Mr. Consul General Seward's memorandum upon it. Suffice it to say that, although it is, perhaps, a little too diffuse in its construction, it is a masterly refutation of all the statements and arguments put forward by Mr. Hart on behalf of his superiors. Mr. Seward makes an especially good point against the Chinese in regard to the conservation of harbours and fairways, and he expresses the very right and sensible opinion "that the situation and importance of Shanghai are such that no reasonable expenditure at Woosung could be misplaced."

RELIGION IN JAPAN.

(PALL MALL GAZETTE.)

The recent measures of the Japanese Government in regard to religion have been much misunderstood. The hostility shown to Butsŭ-dō or Buddhism has not amounted to a total disestablishment, but merely to what the Japanese apologists call a purification of the Kami or Shin-to shrines. This "purification" is found to mean that wherever the two religions existed together, corruption—that is, Buddhism—crept in, and that the Mikado, always the fountain of power, was bound, since his restoration to full executive, to remove the contamination and purge the shrines, as head of the Kami cult. No general edict has been issued against Buddhism, but it is indisputable that the present rulers of Japan discourage it as a dead thing, whose priests are a herd of able-bodied men living in idleness and only too often contravening the rules of their faith.

Travellers who touch at Yokohama generally visit Kamakura and Fujisawa on the tōkaido. At the former, where there was a mixture of the two religions, the temples have been purified and stripped of the Buddhist images, Shinto shrines taking their place; but at Fujisawa, where there was and is pure Buddhism, no change is visible in the great temple. In Satsuma, where an iron rule prevailed under an intensely military provincial Government, Buddhism was summarily abolished quite seven years ago, and the people were ordered to return to Shintoism, the religion of their forefathers. The temples, the number of which was small, were closed; some, among them that bombarded by our ships at Kagoshima in 1862, under the impression that it was a palace, were turned into schools, and the priests were sent back to their families in order that they might let their hair grow, marry, and enter upon other ways of life. They took gladly to a new and more active existence, and have since been quietly absorbed into the general population, who received this decree with apathy. Secret Buddhism no doubt still exists in Satsuma, but it is said to be confined to the powerful Monto sect, which has been prohibited in that province for three centuries because some of its priests betrayed the stronghold of the same Kagoshima to the famous Hideyoshi (1536-1598) in his war with the Shimadzu family in 1587. The Monto priests are learned and wealthy, and have been compared by Japanese, because of their social influence, to the Jesuits of the West; but they marry, and it is understood that the priesthood is hereditary. In other localities, where the measures were not, as the Mikado had commanded, taken with the concurrence of all concerned, both peasantry and priests, disturbances occurred, and the local authorities met with the severe censure of the Government. But, except where the Buddhists have clearly long had the upper hand, the ease with which the Japanese revert to their ancient cult is worthy of remark, especially when attested by such well-informed writers as Mr. Adams, the author of the "History of Japan" (published by Messrs. King and Co.), and Mr. Satow, probably the first living Western Japanese scholar.

"The amiable priest of the village of Miyagase, at whose house many foreign travellers have rested, was formerly of the Buddhist sect called Shingon, and celebrated its rites and preached its doctrines to the villagers. But after the restoration of the Mikado's power, his temple was shut up, the images were put into a godown, and the Buddhist priest, letting his hair grow, became the Kannushi, or Shinto minister of a shrine which had always existed in the village. The example of the pastor was followed by all his flock, who have since been content to restrict themselves to the worship of the Kami." After all, the Japanese have been very much accustomed to worship Buddhist and Shinto deities indiscriminately. This last statement could be supported from many sources. In the well-known moral discourses of Okuda Raioj, of the Shingaku sect, the Kami and the Hotoke, or Buddhist deities and saints, are constantly referred to indiscriminately as objects of prayer and worship, and a verse of poetry says:—

Hotoke ni mo
Kami ni mo hĭto wa
Naru mono wo
Nado adani
Motsŭ ono ga Kokono wo!

"While one may become a *Hotoke* (perfect Buddha) or a *Kami*, why think lightly of one's own heart?" A sentiment which will obtain illustration farther on. But there is nothing new in the present hostility to Buddhism in Japan. It is of old date, and has broken out from time to time. In the days of Nobunaga (1533-1582), Hideyoshi's celebrated leader, the Buddhist monasteries had become so wealthy and the number of their dependants so numerous, that they were enabled, when their interests required, to take the field and aid the cause of one or other of the military chieftains in the civil wars of the time. Nobunaga determined to arrest their arrogance, and in 1571 destroyed the most important of their establishments, Hiyeizyn, not far from Kioto, which was founded in the seventh century, and is said to have contained as

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many as 500 temples, which he burnt, putting to death all the priests. He favoured the Christian religion as a counterpoise to their extravagant pretensions (Francis Xavier had landed at Kagoshima in 1549), but his great successors Hideyoshi and Iyeyasu (1542-1616) found the Jesuits just as troublesome. All this clearly points to the fact that Buddhism has never, since its introduction from Corea in the sixth century, been fully and generally assimilated by the Japanese population. The place it might otherwise have attained was occupied by a more powerful sentiment, the Kami doctrine.

The origin of the Kami gods is bound up with the myths of the earliest cosmogony of Japan, which are highly interesting as comparative studies. So far as the writings of the native "fatheis" have been investigated, suggestions of the coincidence of phallic ceremonies with the production of Japan by the Kami, of the lingam, of the duality in unity of certain Kami, and the trinity in unity of one, together with the idea of an incarnate Kami, have been clearly traced. These cannot be pursued here, but we may give from a privately printed essay by Mr. Satow, the value of which it would be difficult to exaggerate, some brief sketch of the maxims, domestic ritual, and prayers of the religion :—

"Everything depends on the spirit of the gods of heaven and earth, and therefore the worship of the gods is a matter of primary importance. The gods who do harm are to be appeased, so that they may not punish those who have offended them, and all the gods are to be worshipped, so that they may be induced to increase their favours." "First serve the gods, and afterwards deliberate on matters of government." "At morning and evening the wise resolve to do honour to the gods is carried out with diligence." "According as all things arrive at maturity they shall be offered up first to the gods, but things shall not be presented by Buddhist monks and nuns, or persons under an interdict." "As the number of the gods who possess different functions is so great (a publication of the year 927 gives the names of 3,132 worshipped by the Mikado's Court, either personally or by envoy, in 2,861 temples) it will be convenient to worship by name only the most important, and to include the rest in a general petition." "In praying to the gods, the blessings which each has it in his power to bestow are to be mentioned in a few words, and they are not to be annoyed with greedy petitions; for the Mikado in his palace offers up petitions daily on behalf of his people, which are far more effectual than those of his subjects." "If you desire to practise true virtue, learn to stand in awe of the Unseen, and that will prevent you from doing wrong. Make a vow to the god who rules over the Unseen, and cultivate the conscience implanted in you, and then you will never wander from the way. You cannot hope to live more than a hundred years under the most favourable circumstances; but as you will go to the realm of the god of the Unseen after death, and be subject to his rule, learn betimes to bow down before him." "The spirits of the dead continue to exist in the unseen world which is everywhere about us, and they all become gods of varying character and influence. Some reside in temples built in their honour, others hover near their tombs, and they continue to render services to their prince, parents, wife, and children, as when in the body."

Every Japanese, with the exception of the more bigoted members of the Buddhist sects named Nichiren and Ikkō, has in his house a kamidana or shrine, in which are worshipped the Penates. It contains various tablets covered with paper, on which are printed the titles of the gods of Ise and others in whom the householder places his trust. Before these tablets are offered up at the new year, and on the 2nd, 15th, and 28th of the month, sake, rice, and the leafy twigs of cleyera japonica. Every evening a lighted wick floating in a saucer of oil is placed in the shrine. Then there is the shrine, a wooden cupboard, in which are deposited the monumental tablets of ancestors and deceased members of the family. Fresh flowers are offered up from time to time, and the first portion of the rice boiled for daily household use, besides a first portion of any fruit or cooked food which the deceased are known to be fond of. The tomb of a parent or other member of a family is visited every month on the date of the death. The home of the spirits of the dead is in the household shrine; but they are present wherever they are worshipped, being gods, and therefore ubiquitous. The origin of the worship of ancestors is carried back to the mythical period. It is the duty of a subject to be diligent in worshipping his ancestors, whose minister he should consider himself to be. Devotion to their memory is the mainspring of all virtues. No one who discharges his duty to them will ever be disrespectful to the gods or to his living parents. He will also be faithful to his prince, loyal to his friends, and kind and gentle with his wife and children. The essence of this devotion is, in truth, filial piety.

Among the ancient Shinto practices which have decended to the present day is the presentation of newborn infants to the local deity who is called the family god, the inhabitants of his district being the children of his family. On change of residence these family gods make arrangements between them for the transfer of their children, and it is proper to take leave of the old and to pay a visit to the temple of the new god as soon as possible after coming into his district. Mr. Satow gives from a work written in 1811 by the Shinto scholar, Hirata Atsutane, the ritual of prayers to be said. Those whose daily affairs are so multitudinous that they have not time to go through the whole of the morning prayers may content themselves with adoring the residence of the Emperor, the domestic gods, the spirits of their ancestors, the local deity or family god, and the god of their particular calling in life. Rising early in the morning, the face and hands should be washed, the mouth rinsed, and the body cleansed. Then turn towards the province of Yamato, strike the palms of the hands together twice and worship, bowing the head to the ground. The proper posture is kneeling on the heels as ordinarily assumed in saluting a superior. The first prayer is to the god and goddess of Wind :—

"From a distance I reverently worship with awe before the kamis to whom is consecrated the palace built with stout pillars in Yamato. I say with awe, deign to bless me by correcting the unwitting faults which, seen and heard by you, I have committed, by blowing off and clearing away the calamities which evil gods might inflict; by causing me to live long, like the hard and lasting rock; and by repeating to the gods of heavenly and earthly origin the petitions which I present every day, along with your breath, that they may hear with the sharpearedness of the forth-galloping colt."

The next prayer is to the gods who dwell in the Sun, and merely calls upon them by name. The lower classes seem to believe that the sun is actually a god, and on rising they may be seen turning towards it, placing their hands together and reciting prayers. Then there are prayers to the gods in the Moon, the gods of Ise and certain adjacent subordinate deities, the god of the Unseen, the goddess of long life, the gods who keep off pestilence, the god of wisdom, the goddess of happiness, the gods of harvest, of the gate and front court, of the kitchen fireplace, of the well, of learning—without, of course, forgetting the local deity, the domestic gods, and the spirits of ancestors. Altogether it is a very lengthy piece of devotion.

Mr. Satow's essay is of very great interest. It gives the plain results of the investigations of a really competent scholar into a subject which has hitherto been so obscure as to be chiefly matter for speculation, a subject which yet remains to be studied *au fond*, and one which will no doubt amply repay the comparative mythologist.

BURMAH AND WESTERN CHINA.

Mr. T. T. Cooper writes :—

Will you allow me to answer some observations, involving my name, made by Mr. J. Coryton in his paper on "Trade Routes between Burmah and Western China?" On page 234 of No. 4 of the proceedings of the Royal Geographical Society published April 30th, 1875, Mr. Coryton makes the following statement :—

"While at Ta-tsian-loo Mr. Cooper, writing to the editor of the *North China Daily News*, thus expressed himself as to the project in which Bhamo is considered the natural outlet for trade from the district of the Upper Yang-tse. The present trade, he observes, between Chungching and Yun-nan and Kwei-chew is only temporary, on account of the closure of the Bhamo and Tali route, and as soon as this route is opened so surely will Burmah take to herself the trade of these provinces, and if, as is probable, British merchants establish themselves at Ava, a rivalship for the trade of Sz-chuan between China and Burmah seems almost certain, the result telling probably in favour of the latter, both in exports and imports. Trade by this route has flourished before without European enterprise, and as soon as it is reopened the trade between Hankow and Chung-ching will be lessened one-third."

Now, Sir, when Mr. Coryton read this paper before the Society, he omitted this paragraph, and thus deprived me of the opportunity of replying on that occasion, a proceeding of which I think I have some right to complain, as Mr. Coryton must have been aware that since writing that letter eight years ago I have, from extended travel, and a fuller knowledge of the principles on which the Western China trade exists, entirely changed my views on the subject of Sz-chuan trade. The letter quoted by Mr. Coryton was written wholly from missionary information, which I had not then been enabled to verify by personal observation. Immediately on my return to Shanghai, in 1869, I stated publicly, before a meeting of the North China Branch of the Royal Asiatic Society, "that it was only necessary to open the upper ports of the Yang-tse to destroy the chance of Burmah taking the Sz-chuan trade," and during the last six years I have, before the Royal Geographical Society and various Chambers of Commerce in China and England, maintained that from certain economical causes Sz-chuan produce must always go to the Eastern provinces of China and not to Burmah. I have, also, in the same manner, contended that the want of population in Yunnan must necessarily delay the trade which will hereafter arise between that province and Burmah. Lastly, in the first chapter of my recent work, "The Mishmee Hills," I have combated the idea conveyed in my letter referred to by Mr. Coryton. I have only to add that members of the Chambers of Commerce have noticed the apparent discrepancy between my views expressed to them and those conveyed in the passage referred to, and this alone compels me to seek the publicity of your columns for my reply.

Mr. Coryton writes in reply :—

My paper read before the Geographical Society on the 22nd March was a long one, reviewing no less than thirteen separate outlets of S.W. China trade. I took the routes in order (from W. to E.), described them to the best of my ability, gave the history of their respective explorations, and what opinions on their merits I had been able to gather. Long before I had got through the paper, the chairman, Sir Henry Rawlinson, reminded me that time was running on, and that several speakers were anxious to take part in the discussion. I at once told the meeting what the Chairman had said, expressed my regret at having to pass over much interesting matter I had collected, and told them any such omission on my part would no doubt be made good by the gentlemen they would hear advocating the several routes. I then, resuming my paper, passed over with a few words the remaining details of the expedition on the Mékong, the routes of the Sonkoi and by way of Canton, and in conclusion referred very briefly to the enterprise of Mr. Margary on the Yang-tse and Mr. Cooper's bold attempt eight years ago to reach Burmah by way of the Thibetan mountains—the last of the routes in order. I quoted (or hoped I quoted) Mr. Cooper's opinion, written on the spot, to a China newspaper as to the prospects of that route. The extract (from the *North China Daily News*) I read to the meeting as I thought entire. Mr. Cooper says I did not, and that members of the Chambers of Commerce have noticed the apparent discrepancy between his views expressed to them and those conveyed in the passage referred to, *i.e.*, in his letter to the *North China Daily News*, which they now, I must infer, see for the first time in a print of my paper in the proceedings of the Geographical Society. In the discussion that ensued on my paper, several speakers were heard, and Mr. Cooper at some length. One would have thought that he would have taken that opportunity of

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stating his opinion or change of opinion, the meeting being held for the very purpose of eliciting opinion. I was by the lateness of the hour, I may remark, precluded from having—what I believe the reader of a paper usually has—the last word. It is fortunate perhaps for me, as matters, have fallen out, that I was. That my paper might contain only what I had actually read, it was returned to me, at my request, before it was printed. I went through it carefully and cut out (or rather, until I saw your issue of Saturday, thought I had cut out) everything except what I actually read. I hope Mr. Cooper will accept my assurance that I was not aware that he had "entirely changed his views on the subject of Sz-chuan trade," and will allow me to hope that if he entirely changes them again it will be for views in favour of the route through British Burmah.

OUR DIFFICULTY WITH BURMAH.

(THE TIMES.)

The progress of the Mission at the head of which is Sir Douglas Forsyth is for the moment stopped, and the Burmese Court must explain the welcome it gave to the Chinese General within whose jurisdiction lay the scene of Mr. Margary's assassination before the British Government will condescend to treat with it as a friendly Power. Even if this initial difficulty be overcome, the intelligence of Sir Douglas Forsyth's reception will be awaited with some anxiety, for the Monarch has a character for reckless and impulsive audacity, and the mob of his capital are turbulent and fanatical in their hatred of Europeans. Possibly it was with a view to the complications which might arise out of these conditions that the British Envoy has been provided with a military escort of eighty well-armed Sepoys. He will also be independent of Burmese hospitality, as he can continue to reside on board the British steamer which conveys him from Rangoon to Mandalay. If the Burmese were endowed with common prudence, there would be no necessity for such precautions; but experience has shown that neither the Government nor the people of Burmah have any adequate perception of proportion in politics. After the wars of 1824 and 1852 they ought to have learned how overwhelming was the strength of the British power in India when once aroused to action; but their language and their acts during the recent negotiations prove them to be as arrogant as though they had never been compelled to surrender Arracan or to submit to the annexation of Pegu. It is possible that the English in British Burmah, both officials and traders, do not look with any reluctance upon the prospect of war, and that, therefore, the reports which we receive of Burmese insolence and menaces and warlike preparations lose nothing in the transmission. It may be well, therefore, while the issue of Sir Douglas Forsyth's negotiations are still uncertain, to receive with some caution the rumours of the Burmese preparations for war. Nevertheless, it would be idle to deny that there are some very serious indications of trouble. Indeed, if a grave difficulty had not arisen, the Viceroy would not have given importance to the negotiations by the scale upon which Sir Douglas Forsyth's mission has been organised, and by the publicity which has been given to the fact that an *ultimatum* is to be presented to the Burmese Monarch.

The precise nature of Sir Douglas Forsyth's instructions was not known when the last mails left India; but it was believed that on the boundary question, at all events, he was to insist upon a decisive and immediate reply to his demands. The Government of India has made up its mind that the only way to put an end to the encroachments of the Burmese in the Karennee territory is to mark out anew the boundary line fixed by Lord Dalhousie's Treaty, and to forbid the Burmese to put forward any claims to the country lying south of that line. This is a very simple issue; and if the King is amenable to the advice of prudent counsellors, he will at once accept Sir Douglas Forsyth's terms. If not, the Envoy was to return from Mandalay immediately, and the British troops would, no doubt, receive instant orders to occupy the disputed territory. If the Karennee question were the only one at present dividing the Indian Government from the Burmese Court, a settlement might have been thought tolerably certain. There may be somewhat more doubt as to the King's submission to the condition imposed, as a preliminary to negotiations, that he must explain the studiously ceremonious reception given at Mandalay to the Chinese General who was in command in Yunnan when Colonel Browne's party was attacked and Mr. Margary murdered. The death of Mr. Margary created a very painful sensation in India, and though the case against the Court of Mandalay rests on nothing stronger than suspicion, so far, at least, as non-official information goes, that suspicion was reasonably deepened by the honours paid to Leeseetahi. The fact that the responsibility primarily rests with the Peking Government for a crime committed on what is claimed as Chinese territory is, indeed, as appears from this morning's letter from our Shanghai correspondent, in no way incompatible with a belief in a guilty collusion on the part of Burmah. But, besides the Manwyne affair, another possible ground for controversy has arisen between the British and the Burmese owing to the protection which Captain Cooke, our political agent at Bhamo, extended to some unfortunate Panthay refugees. The Burmese and Chinese are now on friendly terms—it may be, perhaps, on terms even too friendly—and the Woon of Bhamo, the Burmese Governor of the place, wished to arrest the Panthays, and to hand them over to the Chinese General. Captain Cooke, of course, refused to give up the fugitives, though he disarmed them; but, finding that they were not safe at Bhamo, he brought them down to Rangoon. Upon this the Burmese found a complaint against Captain Cooke, which they may endeavour to set off against Sir Douglas Forsyth's demands. The news of the murder of Colonel Hamilton, Inspector-General of Police in Pegu, by "dacoits," or gang-robbers, of whom our telegram from Rangoon last week spoke as "Burmans"—that is, we suppose, Burmese subjects—may furnish another subject for dispute. It is certain that these lawless banditti find shelter from British justice within the dominions of the Burmese Monarch; but that is what we have to expect wherever our territory is bordered by an uncivilised community. So, too, the disappearance of Mr. Porter, another officer in the Police Service, who had undertaken an exploring journey from Arracan to the Irrawaddy, as yet only excites apprehensions. None of these circumstances, however suspicious, are, in fact, incapable of explanation. It is the accumulation of them, and the manner in which the political atmosphere as soon as one cloud is dissipated generates another, which excites anxiety and alarm.

We have said that the King's disposition towards the English is generally believed to be dangerous to peace, but that the violence of his threats and the significance of his armaments may possibly be exaggerated by rumour. Caprice is the characteristic of Oriental despotism, and it seems impossible to form any accurate estimate of the King's intentions either from his ridiculous displays of military force or, on the other hand, from his smooth language to English officers. Lieutenant Adamson was sent on a few weeks ago to the Burmese capital to announce the approach of Sir Douglas Forsyth's Mission, and was introduced to the King in person by Captain Strover, the British Political Agent. At this interview the King declared himself for a pacific policy in this decided language:—"Strover, I am glad that the Viceroy has decided to send Sir Douglas Forsyth here, as it is well that no differences should exist between two such mighty Powers as the British and Burmese Governments." Unfortunately, the friendship of China sometimes seems to offer more powerful attractions to the capricious Prince, and the danger is that he may think he sees in a Chinese alliance the possibility of retrieving the disasters of 1824 and 1852. Among the Chinese traders who come into contact with our merchants in Burmah there seems to be an impression that the Government of Peking will send an army from Momien in case of war to help the Burmese against the British. This is extremely improbable. Mr. Wade appears from our Shanghai Correspondence of this morning to have been obliged to use threats before he could obtain compliance with his demands for a full and just inquiry on the spot; but he has prevailed, and the investigation is to be made. It is, however, quite consistent with Chinese policy to talk with a double tongue, and while Mr. Wade is receiving an abundance of fair words at Peking the Mandarins who now govern Yunnan may be filling the greedy ears of the Court at Mandalay with illusory promises of assistance. Thus the foolish Burmese may be tempted to their doom; for of the issue of a war, should war be unavoidable, there can be no doubt whatever. Half a European regiment and twice as many Sepoys, Sikh, or Madrassee, would enable Lord Northbrook, if he pleased, to carry out the menace of Lord Dalhouse's proclamation in 1852. Should Sir Douglas Forsyth be met with an unsatisfactory answer, or should he continue his journey to that capital and the Monarch or mob at Mandalay be daring enough to forget the respect which is due to an Ambassador, "the Governor-General in Council," to quote Lord Dalhousie's haughty words, "will again put forth the power he holds, and will visit with full retribution aggressions which, if they be persisted in, must of necessity lead to the total subversion of the Burmese State, and the ruin and exile of the King and his race."

The first step necessary was to institute inquiry on the spot, in order to fix the guilt upon the right shoulders. Passports were, therefore, asked for two foreign officials to proceed to Yunnan, accompanied by a Chinese official, to investigate the affair, and a guarantee from Prince Kung that no one accused of participation in the outrage shall be sentenced until the officers sent have had an opportunity of investigating the evidence. A threat of hauling down the flag induced compliance with this request, and I believe the mission will start about the end of April. It is wished here that Mr. Medhurst may be one of the officers selected. He has an intimate knowledge of the Chinese language and people, and the manner in which he carried out the objects of the Yangchow expedition stamps him as well fitted for the present purpose. Failing him, I suspect that Mr. Mayers, the Chinese Secretary of Legation at Peking, will very probably be the senior of the delegates from hence.

EDUCATION IN CHINA AND JAPAN.

(NEW YORK TIMES.)

For the first time in history public opinion in China is beginning to make itself heard in favour of a Western system of popular education. An influential appeal to the Government at Peking for the introduction of competitive examinations in branches of European knowledge in the case of youths seeking official appointments shows a marked advance in the progress of civilisation in that great Empire. A few steps further will suffice to bring it into closer communion than it has ever been brought before with the outside world. Then the vast natural resources of the country will become developed according to most advanced methods. Stores of historical riches, too, will be opened. And in due time the energies of a dense, active, and intelligent population will be brought into direct competition with that of foreign lands. Japan was once quite as exclusive in regard to foreigners as China has ever been. During the authority of the Taicuns, or, more correctly, the Sho-guns, the absolute exclusion of all foreign influences was an essential part of the public policy; and that authority, which begun in the twelfth century, was maintained, with some occasional changes of degree, down to the year 1868. With its fall a remarkable era of rapid progress began. In 1871 the feudal system was abolished. A Department of Public Education was established, and placed under the control of a native of singular ability and vigour. In 1872, by one of those sudden acts of which only a paternal and more or less despotic government is capable, 53,000 public schools were created throughout the Empire, and in all of these the same branches of knowledge as those which are being cultivated in the schools here and in England are now being studied with the most exemplary assiduity. It must be remarked that under the old system, the Japanese were never an uneducated people. Mr. W. E. Griffis, who was formerly connected with the Imperial Japanese College at Tokio, says that schools and colleges, literature and learning, flourished exceedingly under the Sho-gun regime. Nine-tenths of the people could read and write, books were cheap, and circulating libraries were to be found in every town. The soil, therefore, was well prepared for the introduction of a more complete system of education. But in China the same conditions exist, and as soon as Western ideas are once adopted, progress there will be hardly less rapid.

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The London & China Telegraph.

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THE NEW REGIME IN THE MALAY PENINSULA.

WE rejoice to see that the policy inaugurated by Sir ANDREW CLARKE in dealing with the petty States in the Malay Peninsula is on the whole working well; quiet has been restored to the various troubled districts, and the British agents appointed to assist each local chieftain in the business of orderly government, if open to criticism in some of their proceedings, cannot, at any rate, be charged with inactivity. Of course we have, for the present at least, to depend for information on the reports which these officials themselves supply to the Singapore Government; accounts which must of necessity be one-sided; but after all it is a great gain to get these long announcements—for long they are—direct from head-quarters; there is no obligation on the authorities to make them known, and much credit therefore is due to those who saw that our new and delicate relations with the Malay Princes will be grounded on the firmest basis, if public opinion be allowed its influence from the first, and the general approval of the mercantile community brought over to the side of those who have really a very complicated and difficult system to carry out.

Mr. SKINNER, who has recently made an official tour of inspection among those Malay States and river settlements over which our new treaty relations extend, comments on the altered bearing of both the rajahs and the ryots towards Europeans. "There was," he tells us, "no more of the "running away and hiding, or the anxious faces and ner- "vous manners I have always been accustomed to in out-of- "the-way places. None of the chiefs assumed what was for- "merly their usual tone, a sort of arrogant and sulky de- "meanour. . . . . I found much less difficulty in getting "information . . . . their habits of secrecy seem to be "giving way, and a new life and interest are plainly ap- "parent all along the coast." This is all very well; matters are improving—there was, indeed, much room for improvement—but while it would ill become us to be too sanguine, to place undue reliance on a hastily-prepared rose-coloured report, those who are actually charged with the work of developing each locality would do well to use circumspection. Extravagant expenditure, and a feverish eagerness to put everything straight all at once are alike to be avoided. Reforms and innovations if thrust down the throats of a timid ignorant people, who see no good in the changes, are apt in the end to create disorder and obstruct real progress. Difficult and complicated are the epithets we have applied to the new regime, and, indeed, it is obvious that the number and divided interests of the puny chieftains and little territorial dominions with which we have to deal render the case very different than it would be if the whole country had hitherto been under the government or mis-government of a single prince. We do not take absolute possession of the districts, and there are very good reasons why we have not adopted this course; but with a control necessarily incomplete, with many diverse races and creeds, European, Chinese, and Malay to deal with; with frontier lines intermixed; with treaties rarely identical; and with an altered set of circumstances applicable to each separate spot; with so many little shoals all round us and rocks ahead, careful steering and good pilotage will be required. Commerce, for example, cries out loudly for an energetic development of the tin mines; and beyond a doubt it is on account of its TIN that the Malay Peninsula possesses any special importance; but even in this matter caution must be used, progress must be deliberate, for the miners are Chinese, and though the Chinese clans keep the peace amongst themselves, there is always the risk of an outbreak between newly-arrived Celestials and the suspicious Malay. An influx of Chinamen into a district lately restored to order, where the native peasantry have only just begun to pick up confidence, and are returning, a family at a time, to their deserted plantations, might give much trouble to the local Malay chief and to the Assistant Resident—all inexperienced in his new functions—just at the time when harmony needs to be undisturbed that the wheels of State may run firmly and smoothly in their original ruts. Mining populations even in a strongly-governed country are always somewhat turbulently disposed. Chinese rulers know this well enough; that we believe to be the reason why they have hitherto been so jealously careful to restrict the working of iron and coal even by their own people in China. Agriculture should be encouraged simultaneously with mining enterprise, for agriculture pre-eminently increases population, and as population increases the general revenues enlarge themselves too. Mr. SKINNER describes his visit to the police-court in Larut, where he found the proceedings being conducted as in British settlements; "charges" (under the Indian Penal Code) being duly entered and disposed of daily by Mr. MARPLES, the magistrates. "The warrants run in the name of H.H. the "Sultan. There is a European officer of police in attend- "ance." Now this is just the sort of thing to be condemned. What kind of judicial training Mr. MARPLES has gone through, or by what means he got appointed to his present post, we are at a loss to discover; all we know of him is that he was formerly a bookkeeper to Messrs. ALMEIDA and SONS, and afterwards to the Tanjong Pagar Dock Company; but even if he were the most competent magistrate that ever sentenced a prisoner, we still regret to see justice administered British-fashion according to the penal code of Bengal, in an autonomous native State. How can the Malays learn their duties, and yield a willing obedience, when they find their own laws ignored, and a code in an unknown tongue with strange forms of procedure forced upon them by a foreigner unacquainted with their own wants and ways? We do not need to drag in a Statute-Book from India to enable us to keep things quiet in Larut, or maintain peace inside the borders of Perak. Moreover, besides the discontent which the importation of new-fangled laws and clumsy administrators is likely to create such a course is of all policies the most unsound. The petty chiefs and princelings if left totally unoccupied, if even the criminal jurisdiction over their own subjects be taken from them, if in fact they have no duties whatever to perform, will, assuredly, out of sheer idleness, take to plotting mischief; and when their revenues have accumulated under our careful supervision, they will grow weary of their merely sinecure offices, and seek by re-awakening disturbance to bring back those glorious times when squeezing, rapine, and pillage were their dear privileges and pastime.

The fact is, that, with the exception of Mr. DAVIDSON at Klang, the Residents seem hitherto to have totally misconceived the duties and functions imposed upon them; they are trying to govern, which is not wanted, and is sure to end in harm. Their proper business is to advise, instruct, suggest, assist, but not to take all the work on to their own shoulders. If they persist in their present course clouds of discontent will gradually gather together, and a little tropical tempest burst on them by-and-bye. The whole system established by Sir ANDREW CLARKE needs most careful pioneering, for it is open in principle to this objection, that the officers on whose moral influence the good government of each country virtually depends are not directly responsible should affairs go wrong. While fine weather prevails and every undertaking prospers, then the public cry out in praise of the system; but if by chance disturbances should arise, perhaps owing to the Residents' mismanagement, bad advice, or precipitate reforming zeal, then of course the blame is easily shifted upon "that wicked Rajah" and his unprincipled Minister, or to the Chinese head-men, or to any body, in fact, who has got a pair of shoulders to bear it. While, as for the British community,

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they will immediately lay their finger on the weak spot in the system, pronounce the thing a failure, and declare that it must be given up.

THE P. AND O. COMPANY.

THE P. and O. Company's meeting, which took place on the 8th inst., did not pass off without some complaints from the shareholders, who had been disappointed in not receiving an interim dividend. The absence of dividend is generally, and not unnaturally, a cause of complaint, and when this occurs in a company which has been looked upon as a certainty the disappointment is sure to find distinct utterance. But, as the Chairman very forcibly put it, there is really no great cause for complaint if a company which from its commencement to the present time has paid a dividend averaging 8½ per cent. per annum does not declare an *interim* dividend for one half year. It is not as though affairs were going on in all the old fashioned easy way, when the P. and O. Company had it all their own way. They have for years past had to take steps to face opposition and competition of no ordinary character; and it is evident from the details of the report and the explanations made at the meeting that they have been doing their best to meet the difficulties which have arisen upon the opening of the Suez Canal. A policy of retrenchment and economy is always a difficult one, and generally a very unpopular one; and it has also the special disadvantage, which unfortunately has become only too apparent in connection with the P. and O. Company, of raising up enemies among those who are no longer the recipients of the same favours as in former days. The P. and O. Company has been favoured by the energetic circulation of a variety of reports against its management—but these were disposed of successfully by Mr. SUTHERLAND at the meeting. It was shown to the satisfaction of the shareholders present that the efforts of the directors to meet the altered circumstances that have arisen have been unceasing, and that the affairs of the Company have been conducted upon a thoroughly sound basis. The enormous reduction which has taken place in freights and passage-money *viâ* the Suez Canal are too well known to need to be dilated upon; and the immense competition which the Company have had to face requires them to reorganise the whole system of working the service. Another cause which has militated against them was noticed at the meeting, and that is, that at the very time when this competition has had to be faced they have been compelled to expend large sums in increasing their fleet and making vessels suitable to the new conditions that have to be met, and similarly changes have had to be made in the repairing and other establishments in consequence of the opening of the Canal.

In point of fact the P. and O. Company have still to meet what is always most trying, that is a period of transition; as, although the changes resulting from the opening of the Canal were accomplished facts years ago, the alterations as to management, as to the nature and size of the vessels and numberless other details that have to be made by a large company must be a work of time, and can only be properly effected carefully and gradually. This is the policy which the directors have been steadily carrying out, and it is satisfactory that the shareholders have shown themselves confident in the management of their directors and have refused by a decided vote to entertain the idea of appointing a committee of investigation, or in any other way committing what could not fail to be the most serious blunder they could commit, that of showing any signs of want of confidence in the management at a critical time. Nothing could tend more directly to render the efforts which have been made abortive. It would deprive the directory of the energy necessary to carry out the policy they have inaugurated; as if the shareholders showed that they had in any way lost confidence in the directors, the directors would soon lose confidence in themselves. As matters are at present progressing, there is every reason to hope that the company will ere long be thoroughly organised, so as to meet the existing condition of the traffic, and will succeed if not actually as, at least proportionately as well under the new *regime* as it has done under the old and much easier state of things when the P. and O. Company had the whole of the overland traffic in their own hands.

OUR POSITION IN BURMAH.

VERY scant information has as yet reached the English public as to the misunderstandings which have sprung up between the King of BURMAH and ourselves, and which Sir DOUGLAS FORSYTH has been despatched on a mission of more than ordinary parade and ceremonial to adjust, if he can. According to the latest telegrams to hand (which we publish in another column), the King of BURMAH turns out to be much more obstructive than was at first supposed. He is, so rumour runs, backed up by the Chinese agents, who promise him the aid of the unwieldy Celestial Empire in the event of an actual rupture, and it is acknowledged that LEE SIE has reached Ava, the bearer of despatches from China. Things certainly look very ugly; and we can well imagine that the activity of trade must be declining, and that Europeans as well as natives must be getting rather uneasy. One leading London newspaper has already published letters from correspondents who fear a new territorial aggression, and urge the old argument against annexing a country in defiance of the wishes of its inhabitants; it is, therefore, only just to point out that the position of England towards independent Burmah stands on a very peculiar footing. We took part of the country, and left the rest; this conduct unsettled independent Burmah, and her people have dwelt in misery ever since. As a matter of abstract justice it is a question whether we ought not to consider the general happiness of the community, rather than the hereditary claims of a few great feudal chiefs to misgovern their people; but however opinions may differ on this point, what we wish here to dwell on is the evident likelihood of our hearing, some three months hence, that British troops have had to march up to the Burmese capital. It is, of course, almost incredible folly in the King of BURMAH to be so doggedly unyielding about a few miles of territory and a few savage Karen tribes—if these be really the subjects in dispute; but, after all, our experiences in Abyssynia, Ashantee, and elsewhere, may serve to show us how obstinately a pusillanimous, half-instructed despot will sometimes hold out, and it really looks as if, either from obstinacy such as this, or else at the instigation of bad advisers, the King of BURMAH were doing all he can to force us into an extension of our dominions. In the interests of all concerned, we say, the sooner the better.

IT has been rumoured that the postponement in the departure of Sir BROOKE ROBERTSON from Canton was owing to an intimation from the Foreign-office that he would be required to relieve Mr. WADE at Peking. We are in a position to state that Mr. FRASER, the Secretary of Legation, will take charge when Mr. WADE leaves, but that event is now quite uncertain, owing to the Western China and Burmah difficulty.

THE rumour that Sir HENRY BULWER, Governor of Labuan, now on leave, will be appointed Governor of Natal, has been revived, but no successor to Labuan has been named. The temporary appointments made by Sir ANDREW CLARKE at Singapore have not yet been confirmed by the Secretary of State for the Colonies.

THE latest telegrams from China do not report the departure of the members of the mission appointed to proceed to Talifoo to inquire into the authors of the murder of Mr. MARGARY. Colonel BROWNE was expected at Shanghai about the middle of June. Mr. ALLEN and Mr. NEY ELIAS are believed to be still in Burmah.

WE understand that the Rev. R. S. COPLESTON has been appointed Bishop of Colombo in succession to Dr. JERMYN. Mr. COPLESTON obtained a first class at Oxford in Classical Moderations in 1866, and a second class in the Classical Final School in 1868. He is now a Fellow and Tutor of St. John's College, Oxford.

WE are informed that the Admiralty have declined to produce copies of the report made by Captain BUCKLE on the Sooloo Archipelago. We understand that it contains full details of the arbitrary conduct of the Spanish Government.

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DR. S. WELLS WILLIAMS.

By the departure of Dr. S. Wells Williams, LL.D., for Europe and Ameria, the small foreign world of China loses, perhaps for ever, one of its greatest ornaments, and certainly one of its most learned members, if not its ripest scholar. His career in China during the past thirty-five years has been of a somewhat varied nature, but we cannot call to mind the name of any foreigner, be his nationality what it may, who has done more loyal service not only to his co-nationals, but to the interests of the foreign community at large, and we are sure that his loss will be sorely felt by all classes alike. If our memory serves us, Dr. (then Mr.) Wells Williams arrived in China as a missionary about the year 1840, at a period when the position and *status* of foreigners was, we need hardly observe, far different from what it is at the present time; then their operations, whether mercantile, missionary, or political, were confined to Canton and Macao, and migration to Peking and the far north seemed an impossible dream of the future. At the outset of his career Dr. Williams undertook the superintendence of the Mission Press first at Macao, and afterwards at Canton, and one of the earliest works which bore his imprint (Macao, 1841), and which he carried through the press in a most able manner, was Dr. E. C. Bridgman's "Chinese Chrestomathy in the Canton Dialect,"—a most valuable work, but one which has unfortunately long been out of print, and is now rarely to be met with. Indeed, he was not only the printer of the work in question, but aided very materially in drawing up the chapters on natural history, as well as some other minor portions, not to speak of the preparation of the whole of the elaborate index, which occupies some fifty quarto pages of small print. We mention this circumstance, which is probably known to very few of the present generation of residents in China, in order to show that the veteran scholar of whom we speak must have acquired a considerable proficiency in the Chinese language at a very early period of his career. Dr. Williams steadily pursued his vocation in the South of China, earning golden opinions on all sides for his industry, ability, and high literary attainments, and at the same time accumulating vast stores of learning for future use, in reference to the language and history, geography and government, manners and customs of the Chinese Empire, subjects which at that period were comparatively untouched by foreigners, and upon which he has at various times thrown so much light. As is well-known, Dr. Williams's career has been for many years, at any rate, partially diverted from the course which it is natural to suppose that he had in contemplation when he first set foot in China, but upon this matter it is not within our province to express any opinion. For some twenty-five years he has been more or less intimately connected with the United States Legation in China, and on nine different occasions he has acted as *Chargé d'Affaires*. In 1862 he went to Peking, to prepare the way for the late Mr. Burlingame's arrival, and personally superintended the conversion of a small *joss*, close to Dr. Lockhart's missionary hospital, into an official residence for the Minister of the United States at the Court of Peking. Since that time his services have been entirely at the disposal of his nation, and their great value has, we doubt not, been fully appreciated by his Government.

Apart from his labours as a missionary and a diplomatist, Dr. S. Wells Williams is best known to the outer world by his literary works, by which he will be long and gratefully remembered by many generations of students. His principal works are four in number, which may be placed in two classes of essentially different natures, the one more particularly valuable to the student of the Chinese language, and the other to the general reader. In the latter category are his "Middle Kingdom; a Survey of the Geography, Government, &c., of the Chinese Empire" (published at New York in 1848), and his "Commercial Guide to China and Japan" (a third edition of which was issued at Hong Kong in 1863), both works showing great research and much patient labour. Valuable, however, as these two books, especially the "Middle Kingdom," undoubtedly are, they are surpassed in value and importance by his two Chinese Dictionaries. Dr. Williams arrived in China at a time when a knowledge of the language was acquired under great difficulties, owing to the want of the assistance which students naturally feel the need of in attacking an unknown tongue, and people were beginning to recognise the defects and shortcomings of Dr. Morrison's great pioneer dictionary. Dr. Williams, no doubt, kept this pressing want steadily before him, and when, in 1856, he published his "Tonic Dictionary of the Chinese Language, in the Canton Dialect," he admittedly gave lexicography a new start in China. This work, though comparatively small in bulk, deals with very nearly eight thousand characters, and it has been found so exceedingly useful to the student of the prevailing dialect of Southern China, that Dr. Eitel, aided by a subvention from the Colonial Government of Hong Kong, is about to bring out a new and revised edition of it. Dr. Williams's residence at Peking soon convinced him of the great necessity for the publication of a more comprehensive and more generally available dictionary, which should not deal with a local dialect only, and at length in 1874 he published from the American Presbyterian Mission Press at Shanghai his great lexicographical achievement, "A Syllabic Dictionary of the Chinese Language, arranged according to the Wu-fang Yuen Yin, with the pronunciation of the characters as heard at Peking, Canton, Amoy, and Shanghai." This very important work is comprised in about 1,200 pages, and deals with upwards of 12,500 characters, classified under 522 syllables. It is, of course, to some extent based on the smaller dictionary before alluded to, but the materials contained therein have been greatly amplified and added to, and the labour expended on it will be better appreciated when we mention that for eleven years its author devoted to it the principal part of the leisure time left him by his official duties at Peking. This dictionary, though some of the critics in China have endeavoured to pick holes in it, and though it may possibly be susceptible of some improvements in a second edition, is universally acknowledged to be the best extant, and in it Dr. S. Wells Williams has most assuredly built up for himself what Horace calls "monumentum ære perennius." If it be only for the sake of the advancement of our knowledge of the Chinese language, it is to be hoped that the veteran and learned lexicographer may be induced to return to China at some future time; but should he decide otherwise, we heartily wish him all enjoyment of his well-earned repose in his own native land, after an honourable and eminently useful career in China, which has extended over no less than thirty-five years.

Correspondence.

THE MURDER OF MR. MARGARY.

(To the Editor of the *London and China Telegraph*.)

SIR,—The cruel murder of Mr. Margary (a British officer carrying an Imperial passport) continues to excite the horror and indignation of every Englishman, and I may say every foreigner resident in China. There is little doubt that this murder is attributable to orders from Peking to oppose the entry of the party into China. It is of a piece with the settled policy of the Chinese Government, which has ever been to prevent the entry of foreigners into the country. We all anxiously wait to see what action the English Government will take in the matter. British subjects in China have no confidence in Mr. Wade. This outrage on Margary may be looked upon as a just retribution on the English for their *disgraceful inaction* at the time of the Tientsin massacre. I, individually, always felt that that massacre if unavenged would lead to others. It would have done so at the time, but that foreigners at other places were on their guard and prepared to defend themselves. In Margary's case, he being unarmed, or defenceless, was killed, but the party following him were able to defend themselves, and so escaped the indiscriminate massacre intended. How long are we to endure this state of things? Dealing with a treacherous and semi-barbarous nation as if they were on a par with European nations, when even to their own countrymen they are a scourge and an abomination. This occasion, if made a proper use of by our Government, might lead to the real opening of China, and confer untold blessings on the down-trodden people. They would hail us as deliverers from a worse than Egyptian bondage. This is a country teeming with the products of the soil and man's labour, but the people meet at every point with such heavy exactions (squeezes) that they cannot carry their goods to market.

The idea seemingly entertained by our authorities, that the Chinese Government will punish the murderers of Margary, if they prove to be officials, is a most dangerous and fatal error. There is no instance on record where the Chinese have punished an official for any murder or outrage upon foreigners. In some instances they have under threats executed a few coolies or peasants, who in all probability had nothing to do with the matter. In the two most flagrant instances, viz., the murder of our officers and soldiers under a flag of truce near Peking, by Chinese authorities, and the Tientsin massacre committed within two hundred yards of the Yamen, no one was punished in either case. In the suppression of the mutiny in India the officers and men there did not consult the mawkish sentimentality of people at home, but read the mutineers such a lesson that they have not since forgotten. We want another Havelock here to avenge this cold-blooded murder. H.M. corvette *Modeste* is under sail for Hankow, and as the Admiral has come up here at the special request of Mr. Wade, it is rumoured that she is to go on to Ichang, which is too far from Yunan, where Margary was murdered, to be of much avail.

If the Chinese authorities who committed the murder are to be punished, we must punish them, as the Chinese will never do so; therefore the sooner we do so the better, unless we are prepared to eat dirt. We all here think that Disraeli will uphold the honour of his country, which is at stake. In this instance anything effectual must be done from the Burmese side, as we are too far to reach the culprits.—I am, Sir, your obedient servant,

Shanghai, April 24, 1875. SHANGHAI.

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THE HONG KONG AND SHANGHAI BANK.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your article of 27th Feb. on the Hong Kong and Shanghai Bank has, in my opinion, touched the right nail on the head. A Bank losing money can be understood; every Bank loses money sometimes: but a Bank continuing to lose money in large sums persistently for years demands and requires explanation. I think I can throw some light on the matter. When the *real* state of the Bank was first disclosed last year, all the English Directors resigned, fearful of incurring any further responsibility. The Sugar Company was a speculation of Kressor's, handed over to the Bank when it was found not to pay. Then there was the Pier and Godown Company, which the public did not want; and when the P. and O. or other steam company offered $90,000 for the concern, the Directors foolishly refused a good offer, and the P. and O. have since built a wharf of their own. The next cause of heavy losses to the Bank is the Managers opening credits for irresponsible people. This Bank has the largest local business, and with proper Directors and prudent Managers ought to do a good and remunerative business; but the system of loans without security is rapidly bringing the Bank to grief.

Quem Deus vult perdere priùs dementat.

The only plan, in my opinion, to restore the Bank to its former position, is to get rid of the present Directors and Managers, as they have shown their utter incompetence to manage the affairs of the Bank successfully. A catalogue of disasters is their legacy to the unfortunate shareholders who have placed their capital in the hands of such unworthy Managers. The shareholders can do nothing until next annual meeting, when they will have the power of excluding those Directors who have betrayed the trust reposed in them; but at the half-yearly meetings they surely can refuse to pass the accounts if not more satisfactory than those lately presented. The present Board of Directors has not a single Englishman upon it, certainly a suspicious circumstance for an English colony.—I am, Sir, your obedient servant,

A SHAREHOLDER.

Shanghai, April 20, 1875.

THE P. AND O. COMPANY'S MEETING.

The half-yearly meeting of the P. and O. Company was held at their office, Leadenhall-street, on the 8th inst.; P. D. HADOW, Esq., in the chair. The notice convening the meeting having been read, the CHAIRMAN suggested that the report (which we gave at length in our last issue) should be taken as read, and referring to its contents said it was not so satisfactory as their reports had generally been. An interim dividend was usual at that time of year, but it was not in his power to offer one on the present occasion. They might wish to hear the reasons he had to give to give in respect of not proposing any dividend. The operations of the company during the past half-year were less favourable than they had been for many years. After deducting from revenue the current expenditure, and making the usual reserves for depreciation and insurance, there remained a profit on the working account, but not enough to justify the directors in recommending the payment of an interim dividend. The causes that led to this diminished profit were, first, the reductions in the mail subsidies, which he had explained on a former occasion. The Australian subsidy was £40,000 per annum less than formerly, and the Imperial subsidy was £20,000 per annum less, besides being now subject to deductions for heavy penalties for delay arising from bad weather and other causes over which the company had no control, making £60,000 a year less. The result was a diminution under the head of "Subsidy" for the half-year ending the 31st of March last of £22,000 as compared with the corresponding period last year. There was a most serious falling off in the receipts for passengers and in the East Indian and China trades. The bulk of the Bombay trade, taking the outward as well as the homeward business, was compressed into the period from October to April, and during the other five months, from May to September, the shipments were limited.

Freights had been 20s. per ton less than at the corresponding period last year. Steamers had been leaving Liverpool for Bombay at 15s. and even 12s. per ton, and from these low receipts the Suez Canal dues and other charges had to be deducted. The freights which the Company had received, it was true, were not so low; but it was not surprising that under the circumstances they had not been able to make a profit such as would permit of their paying an *interim* dividend for the past half year. It would, no doubt, be a matter of disappointment to the proprietors that they would receive no dividend, and he, as a large shareholder himself, fully sympathised with them. In an enterprise of this kind people must take their shares subject to the vicissitudes of trade, and could not expect seven or eight per cent. for the year as a matter of course, otherwise there would be no one who would invest in the funds. He would, however, point out that the proprietors of the P. and O. had had a dividend of 8½ per cent. for the time of its existence; and there was nothing at present which could be fairly charged against the care and foresight of the management. They had, in fact, taken every possible means to meet the present altered state of affairs.

The shareholders would see from the report that under the head of "Home and Foreign Establishments" they had reduced expenses at Southampton by £12,000 a year. He mentioned the case of Mr. Lamb, who was not only the practical engineering superintendent at Southampton, but had a general charge for more than thirty years of that department of the company. The directors had granted him a retiring allowance of £500 a year, being at the rate of half the salary which he had received for many years. They promoted the second superintendent, to whom they paid £700 a year, to the office held by Mr. Lamb without increasing his salary. He would not trouble them with any further observations beyond assuring them that the directors where not unmindful of their interests, and that the desire to meet the changed circumstances was shared by all in the employ; those who had been asked to submit to some diminution in their salaries having accepted the necessity, in the spirit that became faithful servants. He was sure this spirit would be also followed by the proprietors at large, and would conclude by moving the adoption of the report.

Mr. GIBBINS, a shareholder, seconded the resolution for the adoption of the report. He had every confidence that the energy of the directors would enable them to meet every difficulty, and bring the affairs of the company before long into as prosperous a position as they were for many years past.

Mr. DAVIS said he considered that the report was very unsatisfactory. No doubt the subsidy was £450,000, and it was now reduced to £430,000, but they had £90,000 from the Australian colony for the mail service, and he thought with a subsidy of something like 19 per cent. on the company's capital they ought to be able to declare a dividend. He was prepared to prove that the saving at Southampton was no saving at all; they had to pay higher wages to the workmen and salaries to the officials in London.

Captain BAIN proposed the appointment of a committee of investigation to examine the accounts, and to report the result to a future meeting. He contended that the dividends since 1873 were paid principally out of capital.

Mr. JONES thought that the directors ought to institute law proceedings against Captain Bain for his allegations against the directors. If they had followed his advice they would have had a very inferior fleet at the present time. There had been a great change in the events of the world since the commencement of the company. He thought they should reduce their rates for freight as much as possible; they would have to pay 10s. per ton to go through the Suez Canal, and they might come down to something like 25s. per ton for freight from London to Bombay. Instead of paying other ships to carry coals for them to the East they should convey coals in their own ships, and thus get rid of so much competition to the company's ships on their homeward voyages.

Mr. T. SUTHERLAND, one of the managing directors, stated that one of their clerks in the office who had conducted himself very strangely for some time, and had in consequence had his services dispensed with, had written a pamphlet just before the meeting and circulated it among the shareholders. It was to the effect that in the course of two years about £100,000 was taken out of capital for revenue purposes. One item was for coal. He alleged that the price should be charged at 45s. instead of at 40s. per ton; the average cost of the coal in the Company's stores was about 37s., and the Company had charged for the service a little more; they had between 300 and 400 cargoes of coal in the year. They calculated the price of the other stores in a similar manner, according to the average price, so that in practice the prices were to a great extent equalised. The clerk contended that the price ought to be 45s. for coals instead of 40s.; the difference, he alleged, was taken out of capital, which was simply a mistake, they would show the accounts of the Company to any shareholder, and he could judge for himself. He then, at considerable length, stated the mistakes that Captain Bain had made in his statements and pamphlets as to the position of the Company. The balance at the credit of coals and stores account was £100,000. The great increase that had been made in the tonnage of the fleet for freight, from 25,900 tons in 1867 to 71,700 tons in 1874, and for which the directors only called for £800,000 capital from the shareholders, while £2,000,000 were expended on the fleet. The assertion that £30,000 was taken out of capital in 1872, £782,000 in 1873, and £94,000 in 1874, for revenue purposes, had no foundation whatever. He replied also to other observations.

Captain ENGLEDUE, Mr. HURST, Dr. MARRIELUZ, Mr. BADDERLEY, and others, having addressed the meeting, principally in defence of the policy of the board,

Sir T. DAKIN deprecated the appointment of any committee, and contended that the charges made against the board were brought in a most irregular and suspicious manner, instead of being made openly and in a manner which would fairly open a discussion of them. He knew the evil of committees of inquiry, and thought they might wait till the end of the year, when the whole of the company's accounts would be presented to them and every explanation given.

Mr. BUTLER-JOHNSTONE, M.P., deprecated in strong terms the course taken by Captain Bain and Mr. Miller, whom he likened to "those foolish, misguided, and unreasonable people who still believed in the Claimant." He would not sit on the direction of any company where such charges were brought by a shareholder unless he were allowed to bring an action against the authors of those charges, and he hoped that the chairman and directors of the Peninsular and Oriental would prosecute the discharged servants of the company who—with perhaps the very best intentions—had done so much injury to the general interests of the concern.

The CHAIRMAN, after replying to the questions which had been put by the shareholders, put the amendment, when there were only three hands held up for it, and the report of the directors was adopted by a very large majority. The motion suggested by Sir T. Dakin was adopted unanimously. The Chairman said the directors would work out the year as well as they could, and be prepared to give the shareholders as large a dividend as prudence would permit. The meeting then separated.

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CONSTITUTIONAL CHANGES IN JAPAN.

(THE TIMES CORRESPONDENT.)

YOKOHAMA, APRIL 30.

A great deal of speculation has been afloat for some time regarding a meeting, held at Osaka six weeks back, of several of the present and of he ex-members of the Council of State. It was well known that a strong desire existed among certain members of the Cabinet to procure the recall to office of two at least of the members who had resigned their portfolios while the discussions were pending which ultimately led to the Formosa Expedition. The meeting at Osaka had this for its chief object, and on the return of the Ministers who attended it, it was announced that Kido and Itagaki had been prevailed on to rejoin their former colleagues. Both had been opposed to the steps which led to the quarrel with China. Both were strong and trusted men; and it was hoped that not only would the equilibrium in the Cabinet be restored, but that certain measures would be passed calculated to enlarge the basis on which the Government of the country reposed. Itagaki was known to be in favour of some such measure, for the principal cause of his resignation was a proposal to assemble all the Provincial Governors—men elected and paid by the State—and to constitute of them a House of Assembly, as a response to the demands of the people for representative institutions, or something equivalent to them. It is said, and I think with reason, that Itagaki has of late somewhat modified the views he held in regard to a really popular form of government; and, if so, it is well, for the Japanese are in no sense fit for what we understand by the expression popular institutions. But, like all the reformers here, he is partly affected by the undoubted pressure caused by the expansion of the national mind, and is partly desirous of conforming as far as may be practicable, to those forms of government under which the civilisation of the Western nations has been developed. There is just at present a tendency to imagine that a modification of the old form of government will produce that spirit which in Europe was the cause, not the result, of such modification, and hence we see the native newspapers teeming with articles the refrain of which is that "a House of Commons is an excellent thing." Be the views of the lesser or leading men, however, what they may, a proclamation from the Mikado to the nation was issued on the 14th inst., which runs as follows:—

"On ascending the Imperial Throne we assembled the nobles and high officials of our realm, and took oath before the gods to maintain the five principles, to govern in harmony with public opinion, and to protect the rights of our people.

"Assisted by the sacred memory of the glorious line of our holy ancestors and by the union of our subjects, we have attained a slight measure of peace and tranquillity.

"So short a time, however, has elapsed since the late Restoration, that many essential reforms still remain to be effected in the administration of the affairs of the Empire.

"It is our desire not to restrict ourselves to the maintenance of the five principles which we swore to preserve, but to go still further and enlarge the circle of domestic reforms.

"With this view we now establish the *Gentro-in* to enact laws for the Empire, and the *Dai-shin-in* to consolidate the judicial authority of the Courts. By also assembling representatives from the various provinces of the Empire, the public mind will best be known and the public interest best consulted, and in this manner the wisest system of administration will be determined.

"We hope by these means to secure the happiness of our subjects and our own. And while they must necessarily abandon many of their former customs, yet must they not, on the other hand, yield too impulsively to a rash desire for reform.

"We desire to make you acquainted with our wishes, and to obtain your hearty co-operation in giving effect to them."

At the foot of this proclamation was a notification from the Prime Minister to the effect that the Sa-in and Ya-in were abolished, and the two Chambers named in the proclamation were founded. The Sa-in and Ya-in were special departments of the Government, the functions of which have never been thoroughly understood by foreigners. But, speaking generally, all new suggestions touching the advancement or the welfare of the Government were submitted to them, and pronounced upon before being sent on to the Council of State, or rejected at once without further reference. Their working was very mysterious, and, on the whole, unsatisfactory, and their abolition after a comparatively short existence proves them to have been unsuited to the exigencies they were instituted to meet.

The new institutions are explained by intelligent Japanese officials as constituting an approach to constitutional government, the nearest equivalent for which in their language is "the founding of laws." The *Gen-ro-in* will consist of a body of men of mature age and official experience, including some who may be remarkable outside the official circle for general acquirements and political knowledge. These will constitute a deliberative Assembly, and discuss matters affecting the welfare of the State, sending their resolutions up to the Council of State, whence, if approved, they will be sent down to the *Dai-shin-in*, to be by them thrown into the forms of law. This is the best explanation at present obtainable of the new institutions though I give it under the fullest reserve, and may have to modify it after further investigation. As the members of both the Chambers—and it is important not to allow the idea of representative institutions to cling to our use of these words in this case—are elected by the Government, it is difficult to see with what propriety the expression "constitutional form of government" is used by Japanese in explaining the new creations. But I am still inclined to believe that they are something more than mere forms, though your readers must be careful not to infer the establishment in Japan of anything answering to representative institutions. I should deem it necessary to offer an apology for so meagre and unsatisfactory an explanation of what will probably prove an important and organic change in the form of government of this country, but I am confident hait, at this moment, there is not a foreigner in Japan who could extla n them satisfactorily. The lapse of another fortnight may enable pme to pronounce more definitely on this subject.

THE MARRIAGE OF A CHINAMAN.—CAUTION TO LADIES.

The following report of a case tried in Paris is a fresh instance of the danger and unsuitableness of marriages betwen Europeans ladies and Chinese, which we have pointed out on several occasions. We trust this will act as a forcible caution to young ladies of European birth and education. Chinese and other Orientals are totally unsuited, from their habits and education, to become husbands, and in their cases such matches turn out disastrously:—

Tin-Tun-Ling, a Chinaman, was tried at the Assizes on a charge of marrying Caroline Liegeois, described as an English governess, while the wife he had left behind at Macao was still alive. Born in 1831, and baptised as a Christian in 1849, the accused was married at Macao, a native Christian priest performing or witnessing the ceremony, no register, however, being at that time kept. Another native priest became godfather to three of the four children of this marriage. In 1861 he accepted an engagement as secretary and interpreter to a M. Callery, of Paris, at f.150 a month, but on his arrival found he had to wash up dishes and black boots. On the death of his master, in 1862, he was ignorant of French and without resources, but a friend of Theophile Gauthier, happening to meet him, took him to dinner to his house, and Gauthier gave him a home to teach his daughters Chinese. In 1870 he was appointed assistant to M. D. Hervey St. Denis, Professor of Chinese at the College de France, but his hasty temper led him to tell his superior in the middle of a lecture that he knew nothing of the language, whereupon he was dismissed. During the siege he frequented the ramparts, creating amusement by his fund of drollery. For the first three months of his stay in Paris he sent money to his wife, but all communication between them then ceased. In 1872 Mdlle. Liegeois, according to the prisoner's version, became so enamoured of him that he could not resist her solicitations. A civi marriage was accordingly arranged. The French law, by the attestations and consents it requires, interposes so many obstacles to wedlock, that numbers of people in humble life cohabit without attempting to satisfy its exigencies; but the prisoner had a friend named Comte, who was rebuked by the presiding judge for the excessive complaisance which led him to swear to allegations respecting Tin's parentage and antecedents. He even styled him a Baron, which he could have had no means of proving. The marriage ceremony was peformed on the 6th February, 1872, but the bride left her husband the same night. They never cohabited, but she paid him several visits, the issue being that she preferred a charge of bigamy against him at the French Foreign-office. While the accusation was being investigated, however, she sailed for New York, and has not since been heard of. No question was raised as to the fact of the second marriage, and there was strong circumstantial evidence in proof of the first, for the two Chinese priests before mentioned had made depositions. The first wife's brother had also made a deposition that he regarded the prisoner as his brother-in-law, and Madame Callery stated that in his engagement with her husband he stipulated for the payment of a sum of money to his wife before he started for Paris. An interpreter was employed by the Court in the examination of the accused, though he understands French tolerably well, and declared this step unnecessary. The long, intricate, and argumentative questions of a French Judge must, however, be somewhat puzzling to a foreigner even with a mastery of the language, and there was some difficulty in ascertaining his line of defence. It appeared in the end, that having heard nothing of his wife for three years, he considered himself by the law of China released from the connection. His counsel, M. Bonnier Ortolan, dwelt on this plea, urging also that there was no proof of the validity of the first marriage, and that the bride was only a secondary wife, or concubine. He argued, also that, even assuming her to have been a real wife, there might have been a divorce, and he created some amusement by citing the reasons justifying this measure—namely, sterility, immodesty, disobedience to the husband's parents, loquacity or slander, theft, a jealous temper, or an incurable malady. Adultery, he said, necessitated a divorce; and the wife was now alleged to have four children, whereas she had only two when the prisoner left her. He also read—though this was not relevant to the case—a provision whereby a woman deserting her husband was liable to 100 lashes and be sold to any purchaser. He maintained likewise that Macao, though occupied by the Portuguese, was Chinese territory, having a native Governor, and that the Chinese law did not recognise marriages celebrated by priests, parents alone having the right of concluding marriages for their children, and there being no religious ceremony. The presiding judge having summed up, the jury, after retiring for five minutes, acquitted the prisoner.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

LAW - On the 21st April, at Pootung, Shanghai, the wife of W. C. Law, of a daughter.

PALMER—On the 11th June, at 6, Walterton-road, St. Peter's-park, W., the wife of the Rev. Robert Palmer, C.M.S., of Ningpo, of a daughter.

TAIT—On the 6th June, at Ko-lan-soo House, Portobello, the wife of James Tait, of a son.

MARRIAGES.

CALLENDER—WARRICK.—On the 9th June, at Claremont park, by the Rev. Wm Bolton, M.A., and Rev. John Kelman, M.A., Alexander Callender, Leith, to Elizabeth Muirhead, second daughter of William Warrick, Leith.

DEATHS.

FARR—On the 19th April, at Shanghai, Frederick Farr, a native of Gravesend, aged 53.

QUIN—On the 7th June, at Greenwich, William Quin, late Captain Superintendent of Police in the island of Hong Kong, China, aged 69.

RAPHAEL—On the 18th April, at Shanghai, the wife of R. S. Raphael, aged 24 years

SANFORD—On the 10th June, at Clifton-villa, Hayter-road, Brixton-hill, S.W., Alice Mary, third daughter of the late Beaums Sanford.

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THE MURDER OF MR. MARGARY.

The Shanghai correspondent of *The Times* writes as follows under date April 17:—

All interest is centered here at present on the recent events in Yunnan, and on the means to be taken for punishing the murderers of Mr. Margary. You will, of course, receive from Calcutta fuller details of the attack on Colonel Browne's party than have yet reached us. We have, as yet, only telegrams saying that Margary, with several of his servants, was murdered in the town of Manwein, and the remainder of the expedition attacked and obliged to retire. The intelligence has caused the most profound regret. Mr. Margary was well known to us all, and universally esteemed—by many as a warm friend, and by all as a high-minded gentleman and one of the most promising officials in the service. It is remarkable that, in a private letter from Bhamo of the 28th of January, Mr. Margary mentions Manwein as a place where he had passed a week with some pleasure while his Chinese servant went on to Bhamo to report his arrival to Colonel Browne. Yet this is the very place where on his return journey he is entrapped and murdered. I do not know whether the Chinese will venture to plead in this case the usual excuse of mob riot. If they do, the question why no hostility was shown on Mr. Margary's first visit will be a difficult one to answer. There seems really no doubt that the whole affair was instigated and carried out by the officials, and there appears reason to suppose collusion on the part of Burmah. It is to be hoped, however, that the suspicions which attach to the Court of Mandalay will not in any way obscure the graver responsibility which rests upon Peking. Mr. Margary was travelling with an Imperial passport, and was murdered in a Chinese town—it is even said within an official Yamen. The scene of the outrage is within the magistracy of Teng-Yueh, in the prefecture of Yung-chang—both places inscribed in the Chinese Civil List, so that no plea of want of jurisdiction can avail. Besides, it is said the attack was made by soldiers at the instigation of the local Governor. Of this, however, you know by this time more than we do. What you do not know is that the intention of the Chinese to oppose the mission is said to have reached the ears of the Roman Catholic missionaries at Hankow before the event, sufficiently conclusive evidence, it would appear, of pre-meditation and pre-arrangement. If this statement should prove true the responsibility will have to be laid far higher than on the local official of Manwein though he will none the less be guilty of the actual murder. Remembering the opposition shown to Mr. Cooper's two attempts to cross the Chinese frontier, I have litt'e doubt the attack was carefully pre-arranged, and if it should prove the Burmese Court were concerned, it is to be hoped a new era will dawn for Mandalay. If the English frontier were advanced to Bhamo, and made contiguous to that of China along the west of Yunnan, the gain would be as great politically to our influence here as territorially to our Indian Empire. There is every likelihood that France will soon establish a protectorate (which will be a real Sovereignty) over Tonquin, in which case she will touch the Chinese frontier on the south. It will be an immeasurable gain to our influence at Peking that China should feel the pressure of other European nations on her south and west as she has felt that of Russia in the north.

Monetary and Commercial.

The Globe Telegraph and Trust Company announce a second issue of £2,000,000 capital—divided into 100,000 6 per cent. Preference Shares of £10 each, and 100,000 ordinary shares of like amount—to rank equally with the existing shares and take dividend from the 18th April last. The directors are ready to receive tenders for these shares in the stocks and shares of existing dividend paying telegraph companies, reserving to themselves the right to accept or refuse the whole or any part of the stocks or shares tendered.

The Great Northern Telegraph Company's traffic receipts for the month of May were this year, f.366,423 ; last year, f.363,932. The total receipts from January 1 to May 31 were, this year, f.1,602,397 ; last year, f.1,689,998.

An extraordinary general meeting of the Eastern Extension Australasia and China Telegraph Company (Limited) was held on the 7th inst. to consider a recommendation of the directors for the extension of the telegraph system of the company from Australia to New Zealand, and to submit resolutions to sanction such extension and the doing of all necessary acts to effect it. The cost of the cable, &c., would be about £325,000, and it was proposed to raise the money by 6 per cent. debentures of the company. A discussion ensued and explanations were given, after which formal resolutions were agreed to, authorising the directors to enter into the necessary contracts and to raise the requisite capital for the purposes of the proposed extension.

At the half-yearly meeting of the P. and O. Company, an amendment to the adoption of the report was moved, advocating the nomination of a committee of investigation into the company's affairs. The report was, however, carried by a large majority.

The directors of the Universal Marine Insurance Company (Limited) have decided to pay the usual *ad interim* dividend of 5s. per share on the 1st July, being at the rate of 10 per cent. per annum.

With reference to the report as to the robbery effected by two clerks of the Yokohama branch of the Comptoir d'Escompte, we find that the ultimate loss to the bank is only £3,000. The directors continue their confidence in the manager of that branch.

In the Manchester Market the business has been of a very limited character, buyers holding aloof except for immediate necessities. There has been no quotable change in prices ; still, where offers have been put forward, small concessions have been accepted ; this, however, is mostly noticeable in cases where orders have run out ; where engagements still exist, full prices are held for as a rule.

Bar silver has been sold at 55½d. per oz., the lowest price yet touched. No Mexican dollars have been sold. The market is very quiet, and buyers are awaiting fresh telegrams from the East, before operating.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for May show that the improvement manifested in the April returns, so far as regards our exports, has not been maintained. The returns show once more a considerable falling off in the exports of British and Irish produce. The decrease in the exports is 14 per cent., the total value being £18,225,152, against £21,229,247 for the corresponding month of 1874 ; but there is an increase in the imports of 13¾ per cent., the total value being £32,346,107, against £28,453,786 last year. In the exports cotton yarn has decreased 5 per cent. in quantity, and 12½ per cent. in value ; cotton piece goods increased ¾ per cent. in quantity, and ¼ per cent. in value ; linen yarn decreased 10 per cent. in quantity, and 2 per cent. in value; linen piece goods increased ⅞ per cent. in quantity, but decreased 4 per cent. in value ; woollen yarn decreased 15 per cent. both in quantity and value ; woollen cloths decreased 10 per cent. in quantity, and the same in value ; worsted stuffs decreased 14¼ per cent. in quantity, and 17½ per cent. in value ; iron and steel decreased 11 per cent. in quantity, and 26 per cent. in value ; coal fuel, &c., increased 11 per cent. in quantity, but decreased 16½ per cent. in value. With regard to the imports, corn has increased 84½ per cent. in quantity, and 33 per cent. in value ; raw cotton increased 12 per cent. in quantity, and 11 per cent. in value ; flax decreased 70 per cent. in quantity, and 64 per cent. in value ; raw silk decreased 25 per cent. in quantity, and 35 per cent. in value ; wool increased 33 per cent. in quantity, and 43 per cent. in value ; tea decreased 7½ per cent. in the total value, and the quantity entered for home consumption increased ¾ per cent. Coffee increased in the total quantity and value 96½ and 91 per cent. respectively ; but the quantity entered for home consumption decreased 12 per cent.

The estimated value of the imports of principal articles of foreign and colonial produce for May amounted to £32,346,107, against £28,453,786 in the like month of 1874, and £34,385,907 in 1873. For the five months the figures stood—in 1873, £151,680,705 ; 1874, £152,369,711 ; and 1875, £151,895,261. The declared value of the principal articles of British and Irish produce exported in May was £18,225,152, as against £21,229,247 in the corresponding month of 1874, and £22,607,082 in 1873. For the five months the figures stood in 1873, £106,326,404 ; 1874, £9,846,360 ; and 1875 £91,507,221.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st May. 1873.	1874.	1875.
China and Hong Kong	lbs.	995,800 ...	1,204,000 ...	1,451,900
Japan...	,,	605,300 ...	441,500 ...	2,202,400
Straits Settlements ...	,,	193,650 ...	212,200 ...	272,000
Ceylon	,,	35,500 ...	32,000 ...	2,000
		For the Five Months ended 31st May.		
China and Hong Kong	lbs.	4,144,560 ..	6,078,900 ...	6,405,200
Japan...	,,	3,307,110 ...	3,019,900 ...	7,947,300
Straits Settlements ...	,,	933,810 ...	1,059,260 ...	922,500
Ceylon	,,	96,300 ...	143,300 ...	85,700

COTTON MANUFACTURES.

To		For the Month ended 31st May. 1873.	1874.	1875.
China and Hong Kong	yds.	33,125,000 ...	25,894,800 ...	37,198,200
Japan...	,,	1,642,100 ...	1,320,300 ...	3,749,900
Philippine Islands ...	,,	1,979,640 ...	1,000,600 ...	2,235,700
Java	,,	1,547,000 ...	4,581,200 ...	5,906,300
Straits Settlements ...	,,	5,162,400 ...	9,408,200 ...	6,784,300
Ceylon	,,	3,079,700 ...	3,263,100 ...	3,175,300
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	156,992,900 ...	190,392,340 ...	171,818,300
Japan	,,	9,964,047 ...	11,212,900 ...	17,509,100
Philippine Islands ...	,,	3,767,640 ...	4,724,340 ...	12,289,500
Java	,,	8,272,250 ...	15,457,100 ...	28,427,600
Straits Settlements ...	,,	20,565,400 ...	42,538,000 ...	36,004,800
Ceylon	,,	14,539,900 ...	16,870,500 ...	14,275,000

WORSTED STUFFS.

To		For the Month ended 31st May. 1873.	1874.	1875.
China and Hong Kong	yds.	1,982,750 ...	1,287,030 ...	1,353,100
Japan...	,,	168,670 ...	173,560 ...	683,500
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	7,203,970 ...	5,109,630 ...	6,229,400
Japan...	,,	963,850 ...	583,840 ...	2,960,000

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WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st May. 1873.	1874.	1875.
China and Hong Kong	yds.	247,340 ...	93,000 ...	118,900
Japan...	,,	139,700 ..	5,570 ...	42,900
To		**For the Five Months ended 31st May.**		
China and Hong Kong	yds.	1,001,680 ...	355,390 ...	701,500
Japan...	,,	395,200 ...	18,000 ...	58,800

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	281 ...	224 ...	269
For the five months	,,	1,031 ...	4,973 ...	3,714

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¾ to 9
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	21½ to 22½
20	City	10	13½ to 14
100	Colonial	30	61 to 63
500fr.	Comptoir D'Escompte de Paris... ...	All	585 fr.
Th.200	Deutsche	All	Th.160
£28½	Hong Kong and Shanghai	All	19 to 21
50	Imperial	15	18 to 19
50	London and County	20	64½ to 65½
50	London Joint-Stock	15	51½ to 52½
100	London and Westminster	20	74 to 76
25	Oriental	All	44½ to 45½
50	Union of London	15	45½ to 46½
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅝
10	Eastern Telegraph	All	6⅞ to 7⅛
10	Great Northern	All	10 to 10½
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	3 to 3½
12	Telegraph Construction Company .	All	25 to 26
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	10 to 11
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 6 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	50 to 52
20	British Indian	All	6½ to 7⅛
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4¼ to 5
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1⅝ to 2⅛
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6½ to 5⅝ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount	7½	8¼ to 8½
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1⅛ to ⅞ dis.
25	National Discount	5	10 to 10½
500fr.	Messageries Maritimes of France ...	All	580 fr.
£50	P. and O. Steam	All	42 to 44
50	Do. Do. 1867	10	7 to 5 dis
100	Royal Mail Steam...	60	65 to 68
402fr.	Suez Canal	—	666.25 fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	109 to 111
92½	Do. 7 per cent....	All	103 to 105

ARTICLES OF IMPORT.

In the Produce Markets there has been, with few important exceptions, an absence of animation, and as supplies of most of the leading articles continue fully equal, if not in excess of the demand, there is little disposition to speculate, and movements in prices have mostly been unfavourable to the importer.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—There has been more business done in our market during the past week, the low range of prices for common to fair red-leaf and black-leaf Congous having attracted the attention of buyers, and led to considerable purchases of these kinds from 10d. to 1s. 1d. per lb. ; other kinds show no material alteration, either in demand or value, with the exception of fair to good new season's Canton Congous, which, owing to large arrivals, have given way 1d. to 1½d. per lb., the finer kinds being, however, well maintained. The public sales have been small, comprising only 9,370 packages, which sold without reserve at about last week's rates, except for new season's Canton Congous, which went 1d. to 1½d. per lb. lower. The deliveries for the week, as compared with last year, are as follows, viz. :—

	1875. lbs.	1874. lbs.
Home Consumption	2,172,192	1,921,613
Coastwise	743,376	595,266
Exports	784,526	520,327
	3,700,094	3,037,206

Congous :—Red-leaf kinds : Siftings remain firm, there being none in first hands. Broken-leaf kinds have been saleable from 9½d. to 9¾d. per lb., fair common 10d. to 10½d. per lb., good common meeting with but little inquiry. Fair to good and fine Kaisows have been firm at last week's prices, but with few offering. Finest still sell slowly. Pak Lin kinds are without change. Black-leaf kinds : Common to fair common remain quoted at 10d. to 10½d., with only a moderate inquiry. Sales to some extent have been made in good common to fair kinds from 10¾d. to 1s. 0¾d. per lb., being about last week's rates ; other kinds show no material alteration. Some parcels from second hands have been sold at prices rather under those required by importers for similar kinds. Canton-make kinds : Common to fair of new season's have been difficult of sale from 1s. 0½d. to 1s. 2d. per lb., being 1d. to 1½d. per lb. lower. Good from 1s. 2½d. to 1s. 4d. also show a decline, but fine from 1s. 6d. to 1s. 8d. fully maintain previous rates. In Oolongs and Souchongs there has been nothing of interest to quote. *Scented Teas.*—Canton Capers : Notwithstanding that the quantity brought to auction has been moderate, prices show no improvement, the stocks being still heavy. A few of new seasons have arrived, but are wanting in scent. Orange Pekoes remain in limited demand. Foochow kinds : Capers are only saleable at low prices. Orange Pekoes : Common to fair are dull of sale, but good qualities in fair demand at rather better prices. *Green Teas.*—The demand remains moderate, and the prices at public sale show no change of importance this week.

SILK.

The Market continues quiet. China Silk finds buyers to a moderate extent at former rates. In Cantons and Bengals there is very little doing. Japan Silk attracts some attention, but there is no improvement in prices. Deliveries, 1st to 9th, inclusive :—China, 1,200 bales ; Canton, 324 bales ; Japan, 235 bales ; total, 1,759 bales.

LONDON QUOTATIONS—JUNE 10.

CHINA.	
Tsatlee, No. 1	20s. 6d. to 21s. 0d.
,, No. 2	19s. 6d. to 20s. 0d.
,, No. 3	17s. 6d. to 18s. 6d.
,, Red Peacock	14s. 6d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 16s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 19s. 0d.
Idah ... ... (none)	
Sodai... ... ... (none)	
Oshiu, Nos. 2 and 3	17s. 0d. to 19s. 0d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashita ... ... (none)	
Hatchoji ... ... (none)	

Messrs. Arles, Dufour and Co.'s Circular, dated Lyons, 5th inst., says :—As it was expected at the date of our advices of the 8th ult., very large orders in coloured Silks, fancy articles and ribbons for the autumn season have been placed throughout the month of May. Manufacturers are now, for the most part, entirely engaged for several months to come. The impulse given to transactions in raw Silk by the orders placed was greatly stimulated towards the middle of the month by unfavourable reports on the progress of the crop in Spain and in France, and our market has remained since in a state of remarkable activity. A rise of f.2 to f.3 is now established on classical European Silk, and Chinas are decidedly firmer, in spite of telegrams estimating the probable export from Shanghai at 80,000 bales. The chief interest is now concentrated upon the progress of the crop in Northern Italy, which forms the bulk of the European crop. All prospects are for a good outturn, but the worms being yet backward no decisive opinion can be given before another week. Should, as it is expected, prices of cocoons be about the same as last year, the cost of New Silk would be nevertheless higher, in consequence of the fall in the rate of exchange.

COFFEE.

Arrivals have continued upon an extensive scale, and the supplies brought to auction have been larger than for some time past, but the sales have gone off with more spirit than was expected. After several fluctuations the tendency in the value of Plantation Ceylon has been downwards, and prices close 1s. to 1s. 6d. lower, excepting bold, which has sold more readily at rather dearer rates ; middling coloury is now quoted 103s. to 105s. Native Ceylon continues scarce, and prices are 1s. dearer, good ordinary having been sold at 89s. to 89s. 6d. Closing prices are :—Plantation, triage and ordinary 80s. to 95s. 6d., grey to coloury, small 96s. to 101s., low middling grey 100s. 6d. to 102s. 6d., middling coloury 103s. to 105s., good middling to fine middling 105s. 6d. to 108s., good to fine bold 108s. 6d. to 113s., pea-berry at 120s. to 127s. 6d., native small 77s. to 80s., good ordinary 89s. to 89s. 6d., bold 94s. to 96s., pea-berry 100s. to 105s. 6d. The only sale of other East India has been 555 bags Manila at 95s. 6d. to 97s. 6d. for fine pale and yellowish, and 100s. to 101s. for superior yellow quality.

SUGAR.

During the past week a larger business was effected, almost entirely however in British West India, which checked the downward tendency, and imparted more firmness. Within the past two days unusually heavy arrivals of cargoes at ports of call have caused a quieter tone, and business on the spot has been moderate, but prices of refining kinds are well sustained, as are also fine cystallised and grocery kinds. Common brown kinds have been neglected throughout, and sales are therefore limited, but prices are steady. In the absence of demand for Manila, no sales are reported, and prices remain nominally unchanged. There has been a moderate demand for date Penang at

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the previous value of 16s. 6d. In auction 1,730 bags cane were bought in, brown at 19s. to 20s. 6d., yellow 21s. to 21s. 6d., also 3,188 bags native at 16s. 9d. to 17s. A floating cargo of Java for the United Kingdom, comprising the Royal Charlie, 1,350 tons No. 14, has been sold at 25s. 3d.

COCOANUT OIL.—Although the demand has continued limited prices have exhibited no material alteration, some fine Cochin has been sold at £43 10s., and Ceylon in pipes at £37 10s. In public sale of 525 casks Ceylon 53 hogsheads sold at £38, the remainder being withdrawn or bought in, pipes at £37 10s. to £37 15s., puncheons at £38, and hogsheads at £38 to £38 5s. per ton.

CHINA STRAW PLAIT.—At auction 351 bales were offered, but only about 70 bales found buyers, white at £10 to £10 2s. 6d., mottled £7 10s. to £8 15s., with better qualities at £13 12s. 6d. per bale.

CHINA MATTING.—At auction 168 rolls were chiefly sold, fancy check at 33s. to 46s. 6d., red ditto 34s. 6d. to 50s., white 37s. 6d. to 45s. 6d., mats at 54s. to 54s. 6d. per roll.

CUTCH.—At auction the large supply of 4,933 boxes 24 bags Pegue was offered, of which 2,000 boxes and the bags found buyers at and since at previous rates, Flag BB and Cock and other marks at 23s., Elephant mark at 23s. 6d. per cwt. Laudings, deliveries, and stocks for the first five months of the three years :—

	1875.	1874.	1873.
Landed ... ... tons	1,154	95	1,129
Delivered	1,127	1,566	1,006
Stock, May 31	2,941	3,386	4,134

CANES.—Of 272,750 Tonking offered about 50,000 sold at ⅝d., one lot ¾d., mouldy 5-16d. Of 68,500 Yellow Bamboo 30,000 sold at 1d. to 1⅛d. 4,260 Dragon partly sold at 1d., 820 Ground Rattans at 2½d. to 8¼d. Of 20,000 Whanghai one-half sold at ⅞d. to 1½d. each. 6,780 Fancy Rooted, 10,000 Partridge, and 7,860 Midgen withdrawn.

CAMPHOR.—The market for China has been quiet, and only about 300 boxes have changed hands at 70s. to 71s. 3d. per cwt. reweights, closing sellers at 70s.

CUBEBS have been steady but very quiet.

COIR GOODS.—Market quiet, and to sell a reduction would have to be submitted to. There have been no public sales since our last.

COTTON.—This market has remained in a very weak state throughout, prices on the spot are generally ⅛d. per lb. lower, whilst under the pressure to sell afloat prices have gradually receded, establishing a total decline of ¼d. to ⅜d. for the fortnight. The closing prices afloat are, good fair new Tinnivelly 5¼d. to 5 9-16d., good fair Western 5d., fair Coconada 5d., good fair Dhollera 5½d.

DRAGON'S-BLOOD is very firmly held and comparatively scarce ; 9 cases sold. Reed fair £10 17s. 6d. to £11 ; Lump dull £5 5s.

ESSENTIAL OILS.—*Anniseed* firmly held, and a few cases sold at 10s. to 10s. 6d. *Cassia* dull ; small sales at 4s. 4d. *Lemon Grass* steady ; of 60 cases, 10 sold, good at 2½d. *Nutmeg* quiet ; 6 cases bought in. *Cinnamon* dull, and supply abundant ; of 9 cases a small quantity sold at 4s. 3d. for fair. *Citronelle* quiet ; sales privately at 1⅝d.; and of 107 cases at auction half sold at same figure.

EBONY.—At auction 71 tons (308 logs) Ceylon of fresh import were all bought in, good quality at £13 10s. per ton.

FANS.—305 cases China were bought in at 1d. each.

GAMBIER has been in steady request at dearer rates, closing about 3s. per cwt. higher than a fortnight ago. On the spot 1,000 bales have been sold at 25s. 7½d. to 26s. ex-ship and ex-quay for whole bales. For arrival 50 tons have been sold at 25s. 9d., and 50 tons at 25s. 7½d. ex-ship all faults, also 50 tons July shipment at 26s. ex-ship. At auction 1,195 bags 460 bales cubes were bought in, fine free at 43s., pressed 35s. to 36s., except about 253 bags, &c., which sold, sea-damaged, 1st class free at 39s., Malacca kind 16s. 6d., blocky (sound) at 35s. 6d. per cwt. Imports, &c., in the first five months of the three years :—

	1875.	1874.	1873.
Landed ... ... tons	2,486	2,144	2,115
Delivered	2,280	2,527	2,310
Stock, May 31	516	850	345

GALLS.—China have been in better request, and 250 cases have been sold at 53s. per cwt. In auction of 277 cases China 50 cases good partly broken sold at 52s., the remainder bought in at 52s. 6d. to 53s. Movements of China and Japan Galls for the first 5 months of the three years—

	1875.	1874.	1873.
Landed ... ... boxes	3,604	3,749	4,257
Delivered	2,268	2,885	3,705
Stock, May 31	1,753	2,525	2,525

GUTTAPERCHA has been dull at unaltered prices.

GALANGAL ROOT is cheaper, the large quantity of 935 packages being offered, but only a few were sold at 20s. to 20s. 6d. per cwt. for fair quality.

GUMS.—*Benjamin* steady ; of 128 cases one-half sold, Sumatra seconds, good, £10 to £10 10s. ; thirds, low to good almondy, 44s. to 102s. 6d. ; Siam dark thirds, block, £8 10s. *Copal* unchanged ; large auctions this day. *Damar* quiet ; 206 cases retired. *Gamboge* again cheaper ; of 30 cases a small proportion sold at £9 to £10 15s. for fair to good pipe partly run.

HORNS.—At the periodical public sales held Thursday there was a good demand for all kinds, the result being that the whole of the moderate quantity offered was disposed of at a further general improvement. Ox and Cow sold at full rates ; Buffalo at steady prices for light to an advance of about 1s. per cwt. for heavy weights ; Deer at higher prices. The sales included 18,350 (11 tons) Ceylon and Cochin Buffalo all sold (including), average 1,782 to 1,542 horns at 27s. 6d. to 33s. 6d.; 4,120 (6 tons) Penang sold, average 742 to 686 horns at 38s. to 42s.; and 6,300 (10 tons) Rangoon average 636 to 542 horns at 43s. per cwt. 58,290 (26 tons) Ceylon and Cochin Deer were nearly all sold, average 1,684 to 2,174 horns at 48s. to 74s., with a few small lots from 79s. to 86s.

HEMP.—There has been a much better demand for Manila, and prices have gradually advanced, until a total recovery of about 40s. per ton has been established. Privately about 1,500 bales have been sold, mixed to fair at £30 10s. to £31 10s., good fair at £32. At the auctions the moderate supply met biddings at full rates, but owing to the firmness of holders only a small part was sold. Of 1,085 bales offered 280 bales sold, superior brown quality at £30 10s., chiefly damaged good roping at £32 5s. to £32 10s., the remainder sound good fair bought in at £33 per ton.

INDIA-RUBBER has been rather quieter ; 20 tons Borneo sold afloat at 1s. 4d. ; very little otherwise done ; 80 baskets Java at auction retired.

ISINGLASS.—No transactions.

JAPAN WAX.—The market continues very quiet ; of 72 cases offered a few lots only were sold at 51s. per cwt. for good hard squares.

MUSK.—Market steady ; of 41 caddies Tonquin Pod offered the bulk sold ; fair to very good dry selected pods at 38s. to 45s.; rough and bally very good 29s.; ditto part false packed, part inferior 13s. to 15s. 6d.; 3 caddies Assam sold at 12s. 6d. to 13s. 6d., and 12 tins Cabardine were retired.

PLUMBAGO.—The good supply of 1,711 barrels Ceylon mostly new import at auction went off slowly, and only 350 barrels found buyers at about previous prices, middling to fair lump 13s. 6d. to 16s. 6d., fair to fine chips 10s. to 11s., dust 8s. 6d. to 9s., chips 9s. 6d., the remainder bought in, good to selected lump at 18s. 6d. to 21s. 90 barrels 171 bags sea-damaged saved from the wreck of the Border Chieftain, offered without reserve, sold, chiefly lump at 11s. 6d. to 15s., dust, &c., 7s. to 9s. 3d. per cwt.

PEPPER.—*Black* remains quiet, and is ⅛d. per lb. lower ; a small trade has been done at 5½d. to 5⅝d. for greyish to good Singapore and 4⅝d. fair Penang, and of over 10,000 bags offered at auction a very few only sold. Afloat it offers freely. Singapore at 5¼d., Penang 4½d., on which small sales have been reported. *White* has declined ¼d. per lb., and there are no buyers in quantity. At auction of about 1,350 bags one-fourth sold. One lot very fine bold 8⅛d.; good bright 7½d. to 7⅝d.; fair, 7⅛d.; closing dull.

RHUBARB.—China is quiet, but very firmly held ; of 156 chests brought forward only one fourth sold ; fine bold 4s. 5d.; good 3s.; fair 1s. 4d. to 1s. 9d.; wormy 8½d. to 9d.; low dark 5¼d. to 5½d. per lb.

RATTANS.—At auction 1,660 bundles Penang sea, &c., damaged were bought in at £24 to £26 per ton.

RICE.—The market has continued in a dull state, and although prices of floating cargoes have further declined fully 1½d. per cwt., there has been little disposition to buy ; the closing quotations are 8s. 0¾d. to 8s. 1½d. for Rangoon, and 7s. 9d. for Necransie. On the spot there has been more demand for soft grain early in the fortnight, and rather dearer rates were obtained, but there has since been less demand ; hard grain sorts have been slow of sale throughout. The sales on the spot comprise good to fine white Bengal at 11s. 3d. to 12s. 6d., Japan at 8s. 7½d. to 8s. 8¼d., Madras at 9s. 1½d., new Rangoon at 9s., old ditto at 8s. 3d. to 8s. 9d., old Bassein (the landed cargo per Turkestan) at 8s. 4½d., Necransie at 8s. to 8s. 3d., and old Burmah from Calcutta (famine rice) at 8s. 1½d. to 8s. 4½d.

STICKLAC.—The market continues quiet. At auction 480 cases Siam were offered, of which about 60 cases sold at £5 12s. 6d. for fine free, the remaindre being bought in at £5 7s. 6d for old, to £5 10s. for fresh import. Landings, &c., for the first five months of the three years :—

	1875.	1874.	1873.
Landed ... ... boxes	923	3,137	1,746
Delivered	1,585	1,949	1,677
Stock, May 21	2,509	2,584	1,156

SPICES.—*Cassia :* 20 cases Japan bark sold at 27s. to 28s. *Cassia Lignea :* Of 1,010 cases unworked about 400 cases sold at 54s. to 56s., being easier. *Cassia Vera :* 20 bundles Padang bought in at 50s. *Cassia Buds :* 69 boxes of old import bought in at £5 15s. *Mace* dull, and of 36 cases, half sold ; good at 2s. 7d. to 2s. 9d., broken 1s. 4d. to 1s. 5d. *Nutmegs* rather easier and quiet, but some trade done privately ; of 160 cases and casks offered, half sold ; 62's at 4s. 4d., 77's to 80's at 3s. 7d. to 3s. 6d., ordinary defective limed 10d. to 10½d.

SAPANWOOD is in request ; of 15 tons new Ceylon 9 tons sold at £12 10s.

STAR ANNISEEDS.—No business done.

SOY.—Market steady but quiet ; 14 cases Japan chiefly bought in at 16s. per dozen bottles.

SAGO.—At auction of 2,130 bags about 1,200 bags sold, small at firm rates, large and medium unchanged, ordinary small pearl at 16s. 6d., fair to good at 17s. to 18s., good medium at 16s. 6d., good large at 17s. *Flour :* 2,169 bags Singapore met few offers and were all bought in at 13s. 3d. to 13s. 6d., except 110 bags damaged, which sold at 9s. 6d. to 9s. 9d.

TAPIOCA.—Of 482 bags extra fine white Penang 320 bags sold steadily at 2⅞d., 2,007 bags Singapore went off slowly and only 500 bags sold at former rates, good to fine white at 2⅛d. to 2¼d., fine bold Malacca at 2⅜d., the remainder bought in at 2⅛d. to 2¼d., old at 2⅛d. Since the sale 200 bags fine Malacca have been sold at 2⅛d., and 160 bags fine Penang at 2⅜d. *Pearl Tapioca :* The large supply of 1,254 bags went off flatly, and only 300 bags sold at again easier rates, good and fine medium at 19s. 6d. to 20s., bullets at 20s. 6d., the remainder bought in, chiefly medium at 20s. to 21s. *Flour :* 50 bags Singapore bought in at 2¼d.

TIN.—There have been some slight fluctuations, up to £85 having been paid for Straits, but the market closes quiet at the subjoined quotations :—Straits on the spot £83 10s., afloat £83 ; Banca £88 to £88 10s., Billiton £83 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh : Rails, £7 ; Bars, £8 5s. to £8 10s. ; Staffordshire Best : Bars, £9 to £10; Nail Rods, £9 5s. to £10 ; Hoop, £10 10s. to £12 ; Sheets, £12 to £13 10s.; Scotch Pig, No. 1 £3 to £3 7s. ; Swedes, Bars, Hammered, £17 to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

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YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d.; Sheathing and Rods, 7¾d. to 8d. per lb.

TIN.—English Refined, £91. Tin Plates: Charcoal IC, per box, 30s. to 34s.; Coke, 24s. to 26s.

LEAD.—WB, £23 15s.; do., other brands, £22 5s. to £22 10s.; Spanish soft, ex ship, £21 10s. to £21 12s. 6d.; Sheet, £23 5s. to £23 10s.; Shot (kegs extra), £26 10s.; White do., £29; Red do., £25.

SPELTER.—Silesian, £24 to £25.

QUICKSILVER.—In bottles of 75 lbs. each, £12.

Messrs. French and Smith's Circular says:—The Metal Market the past week was quiet. Iron is wituout change, and business in it is limited. Copper is dull, and price is easier. Tin Plates are again easier. Lead has been quiet, and the price closes steady, but without animation. The only demand of moment at present for exportation is for Russia. In other Metals nothing to notice.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 2	Stavers	Freath	Batavia	Greenock
2	Henry S. Sanford	Johnson	Ilo Ilo	New York
5	Patroclus (s.)	Drenning	China	London
4	Torrington (s.)	Blacklin	Batavia	Rotterdam
6	Amarapoora (s.)	Stuart	Rangoon	Liverpool
3	Hope	Robson	Colombo	New York
5	Royal Charlie	Sinclair	Java	Bristol
5	Noach III	Looyen	Batavia	Nieuwe Diep
5	Voorwaarts (s.)	—	Do.	Do.
5	Bayswater	Angier	Samarang	Falmouth
6	Index	Davies	Maulmain	Do.
7	Cornelis Smit	Disper	Passaroeang	Rotterdam
7	Nestor	Maasdyk	Banjoewangie	Amsterdam
9	Rajpoot	Andrew	Colombo	London
9	Laurel	Davies	Yokohama	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 26	Taitsing	Wilson	Shanghai	New York
26	Robert Kelly	—	Yokohama	Do.
June 2	Friesland (s.)	Bik	Java	Southampton
2	Liberaal	Wierickx	Batavia	Rotterdam
1	Dupuy de Lome	Aubert	Do.	Bordeaux
3	John C. Munro	Crane	Hong Kong	London
3	Menelaus (s.)	Paxton	China	Liverpool
2	Timour	Henderson	Singapore	Shields
2	Ferdinand and Lois	Otto	Samarang	Amsterdam
3	Coomassie	—	Java	Shields
2	Christine	Haig	Macassar	Amsterdam
3	America	Holdt	Hong Kong	Hamburg
5	Rona	Trunks	Manila	Liverpool
5	Grenada	Wyman	Java	Greenock
5	Madeleine	Pateau	Singapore	Bordeaux
5	Merani (s.)	Tromp	Atchin	Rotterdam
4	Bell Justine	Amic	Saigon	Marseilles
9	Buenaventura (s.)	Ysquiza	Manila	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Paraguay, Timor. For Singapore, Hong Kong, and Shanghai: Quang-se.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Mikado, Titania, Albert Victor. For Hong Kong: Chusan, Coldstream, Birker. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk, George Croshaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ulysses (str.), Hector (str.), Diomed (str.), Stentor (str.). For Hong Kong: Carolus Magnus, Beemah. For Batavia: Martha P. Tucker. For Singapore: Eastern Monarch, Banian.

At GLASGOW.—For Manila, Olano, Aurora.

At GREENOCK.—For Anjer: Crested Wave. For Batavia: Sourabaya.

SPOKEN.

ANNA ADAMSON, Sunderland to Anjer, April 27, 55.8 S., 4.30 E.
BESTEVAER, Amsterdam to Samarang, May 23, 39.45 N., 12.40 W.
COULNAKYLE, London to Yokohama, May 27, 21 N., 24 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight, 50s. to 55s. meast. To Hiogo: 60s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 47s. 6d. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 47s. 6d. weight, 40s. meast. To Singapore: 47s. 6d. weight, 40s. meast. To Penang: 47s. 6d. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 35s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 23s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

The Blair Athol, for Java, in getting under way at Cape Town, on May 9, owing to the anchor not holding, drifted on to the rocks, but was subsequently towed off by the Florence (str.), for £101. Damage believed to be slight.

MISCELLANEOUS.

The Glenroy (str.), from London for China, arrived at Malta on the 8th inst., and left on the 9th.

The Priam (str.), from Liverpool, for China, arrived at Port Said June —.

From Port Elizabeth we learn that the wreck and cargo of the Jupiter T., from Singapore to New York, ashore east of Point Padrone, were sold, April 30, for £9,500. As the vessel still holds together it is expected that a considerable portion of her cargo will be recovered. The Pioneer and the G. T. Kemp are on the spot to take in the cargo salved.

Advices from Rio Janeiro, May 9, state that the Eliza Shaw, from London for Shanghai, which put in March 27, with damage, after collision, has discharged and sold her cargo of coals, and is repairing.

The surveyor of the Viking (str.), from London, which arrived at Hong Kong April 18, after being aground, reports seven reverse frames cracked and six frames cracked and broken on the starboard side, and eight reverse frames broken, five floor heads broken, and twelve frames broken and cracked on the port side.

LAUNCHES, &c.

On the 3rd inst. an iron sailing ship was launched from the yard of Messrs. Richardson, Duck, and Co., South Stockton-on-Tees, of the following dimensions:—Length over all 220 feet; breadth, 35 feet; depth of hold, 21 feet 9 inches; tonnage, o.m., 1,166 tons; gross, n.m., 1,094 tons. She is classed 100 A at Lloyd's, and has been built under special survey, to the order of E. H. Capper, Esq., Cardiff; is intended for the India and China trade, and will be commanded by Captain Llewelyn Evans. As the vessel left the ways she was named the Abercarne, by Mr. Higgins, of London.

On the 7th inst. there was launched from the yard of Messrs. Scott and Co., Cartsdyke, a screw steamship of 2,000 tons, for Mr. Alfred Holt, Liverpool, for the China trade. Her dimensions are:—Length, 311 feet; breadth, 35 feet; depth, 26, feet. The engines, which are 250-horse power, were made by the Greenock Foundry Company. On leaving the ways she was named Orestes.

From the yard of Messrs. Henry Murray and Co., of Port Glasgow, was launched on the 9th inst. a finely-modelled screw-steamer for the Borneo Company, for trading in the East. On leaving the ways she was named the Rajah. She was towed to Greenock, where she will be supplied with compound engines of 70 h.p. nominal, by Messrs. Kincaid, Donald and Co.

Messrs. Norris and Joyner write us that the Flintshire is not taking out 150 tons gunpowder, as stated in our last.

SUNDRIES PER "UGO," FROM NEW YORK, FOR YOKOHAMA AND HIOGO, MAY 18.

25 cs. sarsaparilla	25 doz.	400 cs. clocks	
475 pkgs. glassware		10 pkgs. hardware	
37 bls. duck		1005 bxs. manufactured iron	
459 cs. slates			100,500 lbs.
5 pkgs. drugs		175 cs. chairs	175 doz.
50 cs. chalk		12500 do. oil	125,000 gls.

SUNDRIES PER "TAITSING," FROM NEW YORK, FOR SHANGHAI, MAY 24.

15000 cs. oil	150,000 gls.	16 ¼-bbls. provisions	
75 do. milk	300 doz.	2 cs. wick	
15 do. mnfd. tobacco	2,580 lbs.	3 do. brushes	122 doz.
50 kegs nails		11 do. carriage goods	
212 stoves		4 do. aquariums	
27 pkgs. stoves and fixtures		2 do. machinery	
7 cs. canned fruits	14 doz.	36 planks	1,017 ft.
363 tons coal		500 bxs. perfumery	
3 cs. hardware	3 doz. castings	25 brls. pitch	
1 do. pump hose	60 ft.	4 cs. ink and mucilage	
41 do. oil cloth	1,817 yds.	250 oars	
10 do. slates	120 doz.	6 cs. extracts	
1 do. slate pencils	10,000 doz.	155 pkgs. glassware	
1 do. cabs		200 bls. sheetings	160,000 yds.
3 do. personal effects		250 do. cotton domestics	
30 kits fish			150,040 yds.
10 do. tongues and sounds		20 bxs. cherry pectoral	

SUNDRIES PER "ROBERT KELLY," FROM NEW YORK, FOR HIOGO AND YOKOHAMA, MAY 25.

25112 cs. oil	251,120 gls.	2 cs. crayons	
95 tons coal		2 do. carriages and fixtures	
2 organs		60 do. drugs	
1 cs. effects		8 pkgs. billiard tables	
25 coils Manila rope	4,269 lbs.	150 do. glassware	
242 cs. slates			

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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BANKERS—London and County Bank.
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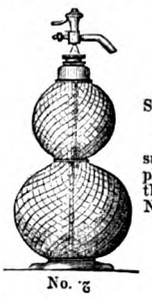

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Fig. 39.

GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.

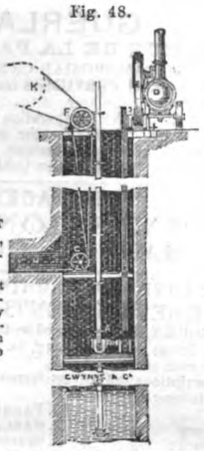

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Fig. 100.

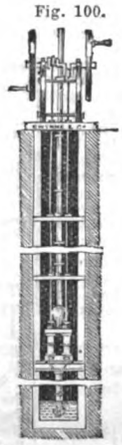

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Fig. 86.

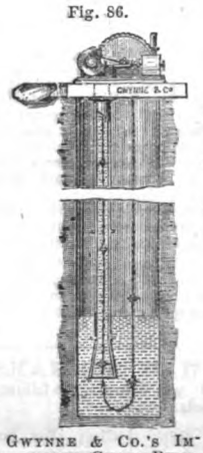

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Fig. 146.

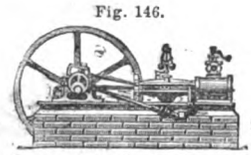

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Fig. 154.

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Fig. 142.

GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.
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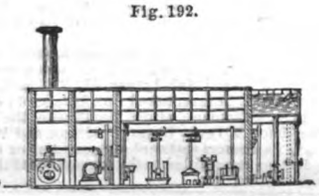
From 2½ to 30-horse power

Fig. 192.



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The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

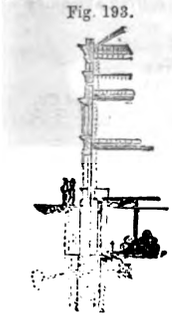

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Fig. 121.

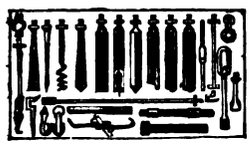

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Fig. 31.

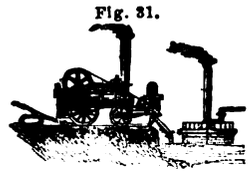

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Fig. 105.

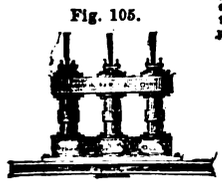

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Fig. 207.

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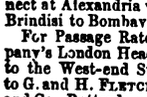

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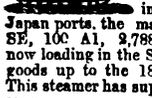

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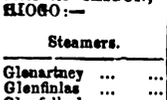

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THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 616.] LONDON, MONDAY, JUNE 21, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 21.
JAPAN—Yokohama	Feb. 26	April 15	April 28
Yedo			
Osaka and Hiogo	—	—	„ 24
Hakodadi			
Nagasaki	—	—	„ 26
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 24
New-chwang	—	—	„ 19
Hankow	—	—	„ 27
Kiu-kiang	—	—	„ 26
Chin-kiang	—	—	„ 28
Shanghai	Mar. 12	„ 29	May 2
Ningpo	—	—	April 30
Foochow	„ 12	„ 29	May 2
Formosa			April 19
Amoy	—	—	May 3
Swatow	—	—	„ 6
Hong Kong	„ 26	May 6	„ 8
Canton	—	—	„ 6
Macao	—	—	„ 7
PHILIPPINES—Manila	„ 12	April 19	April 27
COCHIN-CHINA—Saigon	—	—	May 6
SIAM — Bangkok	—	—	„ 9
BORNEO—Labuan	—	—	„ 9
Sarawak	—	—	„ 1
JAVA — Batavia	April 2	May 6	„ 10
Samarang	—	—	„ 7
Sourabaya	—	—	„ 9
MALACCA STRAITS—Singapore	„ 16	„ 15	„ 15
Penang	„ 16	„ 13	„ 17
CEYLON—Galle	„ 30	„ 21	„ 27
Colombo	„ 30	„ 22	„ 25

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices Yokohama 5th, Shanghai 9th, Hong Kong 15th, Singapore 24th May, which is due, *via* Marseilles, on Monday next, the 28th inst., left Suez on the 18th inst., three days early, and may be expected on Friday or Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived June 18.—From Penang: Colonel W. W. Grove. To Venice, arrived June 21.—From Singapore: Mr. G. C. Close, Mr. Runnpeaby, Mr. O. Eschke. From Penang: Mr. J. E. Bowes.

To Southampton, per P. and O. steamer *Thibet*, expected to arrive June 28.—From Hong Kong: Commander Cameron, Lieut. T. W. Webster, Mr. P. J. Isaakenn, Misses Hutton, Mr. A. Kopp. From Singapore: Mr. Bing, Mr. Beale, Mr. W. Muir, Mr. H. Peblers, Mr. G. Ward, Mr. Lott. From Galle: Captain Fenderwich, Mr. McLaren.

PASSENGERS OUTWARD.

Per French steamer *Peiho*, from Marseilles, June 20.—To Yokohama: Mr. Matzno, Mr. Wakagawa. To Saigon: Mr. Speidel. To Batavia: Mr. J. Duret, Mr. Van Germs, Mr. Van Starkenborgh, Mr. Proux, Mrs. Girandeau. To Singapore: Mr. Lemache, Captain H. Walsh, Mr. and Mrs. Rawson, Mr. Vidal, Mr. Koller, Mr. Daboine. To Galle: Mr. Maggiolini.

Per French steamer *Meikong*, from Marseilles, July 4.—To Batavia: Mr. Bombouts.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Chapsal.

Per French steamer *Sindh*, from Marseilles, August 1.—To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. van der Erb.

Per French steamer *Tigre*, from Marseilles, Sept. 12.—To Saigon: Mr. Andrew Spooner.

Per French steamer *Hoogly*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie.

Per P. and O. steamer *Pekin*, from Southampton, June 17.—To Hong Kong: Lieut. F. H. Chapman, Commander G. Stopford, Mr. W. McMicken. To Singapore: Miss M. Douglas.

Per P. and O. steamer *Baroda*, from Brindisi, June 28.—To Singapore: Mr. T. C. Easton. To Ceylon: Mr. Birch, Mr. and Mrs. C. H. Scott.

Per P. and O. steamer *Mirzapore*, from Southampton, July 1.—To Yokohama: Mrs. Christenson. To Ceylon: Miss Vanderspar, Miss L. Vanderspar.

Per steamer *Ulysses* (Holt's line), from Liverpool, June 15.—To Singapore: Mr. Stewart, Mr. Husband, Miss Niven.

Per Nederland Company's steamer *Koning der Nederlanden*, from Nieuwe Diep, June 12.—To Batavia: Mr. and Mrs. van den Bor, Messrs. H. van Oven, Storer, T. H. Fuchter, H. P. M. van Altena, F. D. van Genderen, W. Faubel, A. F. Hilje, Mrs. Ramees, Mrs. Kerkhoff, Mrs. Soekias, Mrs. Schusler, Mrs. Koot, three Misses Votaresses, Mr. and Mrs. T. T. Volkert, Messrs. L. Volkert, F. Muller, V. Wellenstein, Mrs. Zwang, Messrs. Kaiser, F. B. van Leeuwen, Mrs. M. A. Ermerins, Messrs. T. S. Ballot, C. Donker, J. E. Matthies, H. A. Alofsen, F. de Lannoy, M. W. Mortier, Mr. and Mrs. C. J. H. Meyer, eight subaltern officers, 167 soldiers.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are only two days later than those by the Pacific mail, which was received, *via* San Francisco, on the 5th inst.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

Li Hung-chang seems to be specially active in military preparations at Tientsin. Besides massing troops and erecting numerous forts, he is said to be about erecting a line of telegraph between the chief forts—we presume those of Sinching, Taku, and Peitang. He has also imported from Europe a number of torpedoes, which, with their charges, are now stored at the Taku forts. These tremendous preparations at Taku remind us of the Taeping complaint at Quinsan. The rebels had strongly fortified the approach from Soonkiong, but Gordon meanly took them in the rear. Perhaps Li Hung-chang may some day realise the same sensation.

In the *Peking Gazette* of the 8th April there is an announcement that Wan-seang, the celebrated Chinese statesman, had memorialised the Throne, praying the Regents to allow him to retire from his public duties on account of continued ill-health. And further on, in the same *Gazette*, we find an Imperial Rescript on the subject of the memorial, commanding that Wan-seang, on account of his continued ill-health, shall be released from the duties of his rank as Major-General of the Manchow White Banner, and that he will not be required to attend to the transaction of business connected with the Board of Works, and the office of the Foreign-trained Legion at Peking; but that he will still be retained in his positions as a Privy Councillor, a Minister of State in the Cabinet, and a member of the Tsungli Yamen. In the *Gazette* of the following day, the 9th of April, it is announced that Wan-seang had presented a special memorial to the Regents, thanking them for the favour of exempting him from certain duties.

On the 19th April the annual meeting of the landrenters of the British settlement at Tientsin was held at H.B.M.'s Consulate, Mr. Mongan, Her Majesty's Consul, as usual on the occasion, presiding. Mr. Mongan opened proceedings by calling upon Mr. E. A. Solomon, the chairman of the Municipal Council, to lay his statement before the meeting. Mr. Solomon thereupon addressed the landrenters by first referring, in a general way, to the labours of the Council during the past year, and afterwards to the satisfactory condition of the funds on the closing of the year, as the statement of accounts which had been laid before the landrenters testified. He concluded by laying before the landrenters an estimate of the probable expenditure, which will be likely incurred by the new Council for the twelve months ending the 31st March, 1876. The accounts for the previous year were then, with complete unanimity, passed by the meeting, as also the estimates of the probable expenditure for the following year. Mr. Solomon after that read letters which had been lately addressed to him by members of the community regarding the purchasing of a fire-engine; the annoyance suffered

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by certain residents in the settlement by the firing of salutes from vessels of war lying in proximity to their dwellings; and the blocking up of the thoroughfare by goods placed on the bund, arising from the negligence of the police in not preserving an open space. These matters were accordingly all fully discussed and arranged. The business of the past year being then brought to an end, voting papers were handed to the landrenters by Her Majesty's Consul, that they might proceed to ballot for a new Council; and the subsequent examination of them, after being filled up, showed that Messrs. Cordes, Forbes, Moore, Hatch, and Meadows were duly elected councillors for the next twelve months. Her Majesty's Consul after that brought to the notice of the landrenters three local matters, which imperatively demanded rectification. This the new Council promised they would promptly carry out. The thanks of the meeting were then unanimously given to Mr. Solomon, the chairman of the late Council, for the able manner in which he had discharged his duties as the representative of the Council while in office. The business of the meeting concluded by a vote of thanks to Mr. Mongan for presiding over it on the occasion.

There has been a meeting of the stewards of the Race Committee, for the purpose of drawing up the programme of our approaching Spring Races, which will come off on the 13th, 14th, and 15th day of May. I may state generally that the prospects for a satisfactory meeting are very favourable. The Peking Races will come off on the 26th and 27th April, and three of our sporting men have started for Peking, to ride at the races, where we trust they will keep up the fame of the Tientsin Turf.

General Raasloff, the Danish Envoy, arrived at Tientsin on the 22nd April, in the S. S. N. Co.'s steamer *Shantung*. Immediately after his arrival he called upon the Governor-General; and subsequently he and his suite took their departure, on horseback, for the capital, hoping to reach Peking in the forenoon of the 26th April, in time to see the first day's races.

Herr von Brandt, the German Envoy, has arrived at Tientsin from Peking. He subsequently called on Li Hung-chang, the Imperial Commissioner for Foreign Affairs; and the Commissioner returned the call at the German Consulate. His Excellency will not at present proceed to the South of China, but will in a day or two return to Peking.

On the 20th April, Mr. Robert Hart, Inspector-General of Customs, arrived at Tientsin from Peking, and is staying at the residence of the Commissioner of Customs. Since his arrival, he has visited Li Hung-chang. It is stated that he will remain for some days to transact business with that official.

SHANGHAI.

The present mail brings advices from this port to the 2nd May; the French mail from London, March 12, was received on the 29th April. The following summary of news is from the *North China Herald*:—

A meeting of shareholders in the Gas Company has been held. The accounts showed a net profit of Tls. 23,120. A dividend has been declared at the rate of 11 per cent. A new gas-holder which is in course of erection constitutes a present drain upon the funds, as its cost is being met out of income; hence the reduction of 1 per cent. from the usual rate of dividend. A slight increase has taken place in the quantity of gas consumed. Sir E. Hornby and Messrs. Purdon, Hogg, and Hitch were re-elected directors. The fee to the Chairman for attending directors' meetings was raised to Tls. 20; that to the other directors remaining at Tls. 10 as before.

The adjourned meeting of shareholders in the Shanghai and Hongkew Wharf Company has been held, to receive amended proposals with reference to the amalgamation of Hunt's and Heard's wharves with the Hongkew wharf. After two amendments had been rejected the original motion for the amalgamation was carried, subject to the alteration of certain articles of the deed of settlement of the Hongkew Wharf Company, to be submitted and approved of by another meeting, of which thirty days' notice must be given.

An extraordinary meeting of members of the Shanghai Race Club has been held, Mr. C. J. King in the chair. The meeting was called in accordance with a resolution passed at the annual meeting, to take into consideration the correspondence between the Club and the Recreation Fund Trustees. The following resolution, proposed by the Chairman, and seconded by Mr. F. D. Hitch, was carried unanimously:—

That the secretary of the Shanghai Race Club shall address the chairman of the Trustees of the Recreation Fund, to the effect that the members of the Shanghai Race Club respectfully decline the proposals contained in his letter to Mr. John Dent, of the 18th of August, 1874; as the club is desirous of reserving its independent action in the purchase of the privately held shares in the race course, as well as to retain the control of the race course and the grand stand enclosures in the hands of the appointed officers.

Dr. Williams has issued a circular to the Protestant missionaries in China, inviting their attention to Rule X. of the Regulations for the Philadelphia Exhibition, and suggesting that they should interest themselves under it. Department X. under this rule is for "objects illustrating efforts for the improvement of the physical, intellectual, and moral condition of man," and is subdivided again into separate groups, of which one, headed "Religious organisations and systems," is an appropriate place for a missionary collection. Mr. Drew has suggested that a collection be made of everything which will form a full representation of the benevolent work done in China by Protestant missionaries since the arrival of Robert Morrison at Canton in 1807; and Dr. Williams thinks such an exhibition would be full of attraction and instruction to the people of the United States. The collection would of course comprise books written or translated by missionaries; statistics of number of missionaries engaged now and from the beginning; number of churches, of communicants, missionary schools, hospitals, &c. The proposal is a new one, and no doubt a collection of seventy years' work would make a formidable display. Dr. Williams suggests that the missionaries at the several stations should hold meetings, apportion the work of collecting, and appoint some one to correspond with a general committee which has been formed at Shanghai.

A case of considerable local interest has been heard at the Supreme Court. The parties were Butterfield and Swire *v.* Little and Co. The plaintiffs claimed a sum of about £60, as the difference between the amount of freight paid by them to the defendants in July last, for teas shipped on board the s.s. *Pleiades*, and what the freight would have amounted to at rates paid subsequently by other parties for teas shipped by the same steamer; alleging that it is a custom of universal practice in Shanghai to make a return of such difference to the shipper, in case cargo is subsequently taken at a rate lower than that first fixed. The defendants denied the existence of any such established custom. At the close of the first day's proceedings, the Court intimated that the evidence adduced in support of alleged custom did not satisfy it, and the plaintiffs decided, after consideration, to submit to a nonsuit.

The Chief Judge has given an important decision in regard to the proceedings of lekin runners in the Settlement, on a rehearing of the case Walker *v.* Malcolm, which was tried before the magistrate on the 5th April. Sir Edmund Hornby holds that the treaty, while giving free right to the Chinese to deal with opium as they choose, on its passage into the interior, does not give them a right to levy any tax beyond the import duty while it is still in the "port"; and, while not defining the port, implies that it has certainly not left the port while it is in the town of Shanghai. We argued to this effect in writing on the subject in the *N.-C Herald* of the 25th February last, and are glad to find our opinion confirmed. The purport of the Chief Judge's decision is of course that the action of the opium runners is illegal, and should be opposed by the Foreign Representatives.

We fancy our Tientsin correspondent has arrived at a right conclusion, though from somewhat mistaken premises, in blaming so severely as he has done the appointment of Sung Pao-hwa to the Yunnan Commission. Sung Pao-hwa is not a member of the Commission, nor will he take a part in the business of inquiry. He is only going as escort to the delegates sent by Mr. Wade. Even for this office, however, we do not hesitate to say that he is an unsuitable person. The escort of a man so small in rank is directly calculated to lower the importance of the mission in the eyes of the Chinese, and our effort should be to give it every importance that circumstance can invest it with. The appointment should be insisted on of a special commissioner ranking at least as high as a Taoutai, and nominated by the Tsung li-yamen instead of by the Viceroy of Chihli. It is all very well to recognise Li Hung-chang as Commissioner of Foreign Affairs in matters of routine, but he should be allowed no independent say in such a matter as this. The official appointed to escort the foreign delegates should be appointed directly by the Government, so that the officials and people along the route may know his mission emanates from the Court itself.

The account which has reached us from Burmah, of the attack on Colonel Browne's party removes any possible surmise that it had the character of a riot. The whole affair was clearly premeditated, and comes home more closely than ever to the Governor of Momein. As we had learned before, Mr. Margary had gone on ahead of his party to try to overcome some opposition which was shown. He seems to have been persuaded that he had done so, and sent back word to Colonel Browne to that effect. We learn from the *Rangoon Gazette* that this messenger returned to Mr. Margary after delivering his message, and was one of those killed. A groom only seems to have escaped; and it is from him, we presume, that the information comes that Mr. Margary was speared while mounting his horse in response to the Tsaubwah's invitation to visit some hot springs in the neighbourhood. His head was carried to Momein and exposed on the walls of that city. In the meantime, Colonel Browne's party, deceived by the deception practised on Margary, was advancing into the trap. He also rode on ahead, and was politely received; while the attacking party were gathering round. It soon became evident, however, that treachery was intended, and the timely arrival of his escort appears to have been his salvation. They commenced a retreat, were at once attacked, and a brisk fight ensued, during

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which a leader of the assailants, wearing a Chinese military mandarin's uniform, was shot.

It is disappointing to learn from Reuter's telegram that the Government are still awaiting further information in regard to the case. We had hoped that sufficiently full details would have long since reached them by telegrams from Calcutta to enable them to see their way clearly. That they may elect to wait for a detailed report before taking into their own hands measures to punish offenders we can understand. But they must know enough to be able to tell Parliament what investigatory steps are to be taken; or are they awaiting the result of Colonel Browne's conference with Mr. Wade? The delay in the arrival of the *Gvalior* is doubly unfortunate, as he and Mr. Allen are on board.

The steamer *Ocean* has been arrested at the suit of the owners of the *Fusing*, for the sum of Tls. 200,000, at which the latter have laid a claim for damages sustained by the collision. We hear that there has been a good deal of difficulty as to the form in which this claim should be raised. The Chinese claimed that it should be tried before the Consul and Taoutai under Art. XVII. of the Treaty of Tientsin. But the difficulty then arose that the Consular, or Mixed, Court so constituted is said to have no power of arresting the steamer. The C.M.S.N. Company appear to have ultimately resolved on trying the case before the Supreme Court. The Chinese take immense interest in the case, from the fact that a number of mandarins were drowned by the accident, and are said to be seriously inclined to treat the accident as a set-off against the murder of Mr. Margary in Yunnan! averring that damages may be as reasonably claimed for the (accidental) death of so many mandarins, as for the (wilful) murder of a British official.

We regret to hear of another death by drowning in the Hwangpoo. The steamer *Yung Ning* had arrived from Hankow, and was being berthed alongside the C.M.S.N. Company's wharf, when Mr. W. H. Stanley, the chief officer, who was on the pontoon superintending the mooring of the vessel, walked over the end in the darkness, and before any assistance could be rendered him was sucked under by the strong ebb tide running, and drowned. Mr. Stanley was an old resident in Shanghai, and was much respected, both by his shipmates and employers. This death would have been prevented had there been any protection round the pontoons, and we trust that measures will be at once taken to erect guards.

The body of a Chinaman has been found lying on the Pootung shore. The body had been some time in the water, and was much cut about the head. It is supposed to be that of the sampan man missing from a boat found by the police on the river, unoccupied, a short time ago. The body, which was almost past identification, has been handed over to the Lifeboat Association. A Chinaman has committed suicide by cutting his throat with a chopper, in the suburbs of the French Concession.

A special meeting of land renters was held at Chinkiang on the 24th April, to discuss the question of repairing the Bund. A professional survey had been had, and it appeared that the river was eating in seriously into the bank. Mr. Kingsmill advised sinking vessels loaded with stone for a distance of 800 feet along the foreshore, as a foundation for the necessary works. The Chinese authorities wish the Foreign Community to share the expense of the works. The latter decline. Temporary repairs to the Concession Bund will be made at the discretion of the Council.

The Shanghai Taoutai has issued a Circular to the native merchants here, very much in the sense of the Customs' Taoutai's late effort at Tientsin; and we are told that it has been similarly met—by a threat to close business unless it is withdrawn; but for this we cannot vouch.

The Viceroy of Nanking is expected here, to inspect the Arsenal. A number of soldiers, intended, we believe, as his guard, have been encamped on the bank of the Soochow creek, and have made themselves a nuisance by crowding into the gardens of foreign bungalows there.

Admiral Ryder has reviewed a large body of seamen and marines from the British men-of-war in harbour on the Race Course. It is understood that Admiral Ryder intends going up to Hankow shortly with the *Vigilant* and *Modeste*. We hope that he will go on to Ichang. It will do the Chinese good to see the British flag some distance up the Yangtsze.

M. Godeaux, Consul-General for France, has left for Europe on furlough. He is replaced temporarily by M. Lemaire until the arrival of Count de Chappedelaine.

A torch-light procession of the Fire Brigade has been held, and came off successfully.

ATTACK UPON FOREIGNERS NEAR QUINSAN.

A serious attack has been made on some foreign sportsmen in the neighbourhood of Quinsan. The *Herald* gives the subjoined particulars of the affair:—

Mr. W. Cooper and Mr. F. M. Hague had gone up on a shooting excursion, and in shooting at a snipe Mr. Cooper unfortunately wounded a Chinaman. The latter was hidden among some barley, weeding or doing something of the kind, and must have risen as the shots passed him. He was, however, very slightly hurt, only a few pellets having struck his face and shoulder, which they barely entered skin deep. Mr. Cooper took him back to the boat, dressed the hurt, gave him some money, and sent him away contented. Shortly afterwards, however, he was carried back by a crowd, who demanded $50, and would listen to no other proposal. Mr. Cooper offered to go with them to the magistrate at Quinsan, or Shanghai, but they would listen to nothing but $50. He had not sufficient money, but to pacify them promised to obtain it, if a foreign boat came by; they cut the sail rope and eventually went away, but a large boat containing some twenty men armed with cutlasses and matchlocks remained alongside, and stayed the night to prevent the foreigners moving. This boat went away at 5 A.M., and shortly afterwards the Tepao came down and renewed the request for $50. Not having it the foreigners could not give it, and pushed off into mid channel out of the way of the people who were beginning to assemble. The Tepao shouted that he could not get the money, and the crowd ordered the lowdah to put in shore. He instead tried to scull away—the damage done to the ropes prevented sailing—when the people got into little boats, boarded the house boat, took forcible possession, and brought her ashore. They knocked the lowdah overboard and struck him severely while he was in the water. They tried to drag Mr. Cooper out of the cabin, having run ropes with nooses at the end over the house, with the object of strangling him if they could get one over his head. Planting his foot against the steps, however, he was able to resist their efforts for a time, Mr. Hague in the meantime guarding the back entrance.

How all this would have ended can be easily surmised. Two men could not long resist such a crowd. But there was fortunately another houseboat about two miles off, and Mr. Cooper had sent off two coolies to alarm the occupants at the beginning of the row. The latter had, however, heard the yelling, and joining two foreigners from another boat which passed during the riot, the four set out with several of their coolies (fortunately dressed in European sailors' dress, which imposed on the crowd), all armed with guns, to the rescue. Directly on their approach the crowd dispersed. Two of the latter, however, were arrested; and hereupon a general alarm was sounded with gongs throughout the neighbourhood; and another threatening advance was made. Two other foreign boats, however, had come up in the meantime, and the foreigners were now strong enough to land whereon the Chinese appear to have thought discretion the better part of valour, and held back. The prisoners were shipped; and the whole party went on board, leaving the houseboat which had been the first object of attack in a wrecked condition, on the spot. The denouement upset the calculations of the Chinese terribly. Instead of murdering a foreigner, they had lost two of their own number, who were likely to be punished severely, and instead of $50 they had a boat which they had themselves smashed left on their hands as evidence of their guilt. The Tepao sent messengers along the banks for two miles, asking to exchange the boat for the prisoners; but the offer was declined. Two of the boats, which were bound for Shanghai, returned by way of Tsingpoo, and the others pursued their excursion to the Si-ta lake. The former has arrived in Shanghai, and the prisoners were handed over. The matter has been placed in the hands of H.B.M. Consul.

HONG KONG.

Our advices by the present mail extend to the 8th May; the French mail from London March 26 was received on the 6th May. The following items of intelligence are from the *China Mail*:—

At the Police Magistrates' Court on the 4th May, Mr. A. F. Chambers, clerk at Messrs. Jardine, Matheson and Co.'s, who had been arrested on a warrant issued on the information of the Hon. James Whittall, was charged with embezzlement. The charges were as follow:—(1) With unlawfully obtaining the sum of $43,000 or thereabouts, the money of complainant (the Hon. J. Whittall), during July 1873, and at different times thereafter; and (2) with feloniously embezzling at various times during 1873, 1874, and 1875, the sum of $17,850 the property of Messrs. Jardine, Matheson and Co., managers of the Canton Insurance Company. After the evidence had been taken, the defendant was committed for trial at the Supreme Court on both charges. Bail was refused.

The returns of births and deaths for the first quarter of 1875, forwarded by the Acting Registrar-General, are published in the *Gazette*. He says:—"During that period a total of 411 births and 694 deaths has been registered in Victoria and the four districts of Shau-ki, Wan, Stanley, Aberdeen, and Kowloon. Of this number, 35 births, being those of 20 boys and 15 girls, occurred amongst persons other than Chinese. The deaths in this class number 39, of whom 15 were non-residents. The death rate for the quarter amongst the British and foreign community is 24·29, and amongst the Chinese 22·67 annually for every thousand persons living. For the whole population of the colony the rate is 22·85 for every thousand persons. If the deaths of the non-residents be deducted, the death rate of the resident British and foreign community is only 20·91 for every thousand annually."

A large number of our readers will observe with sincere regret the news by telegraph of the death of Mr. George B. Falconer. The fact that he has been taken away within three weeks of his wedding-day will increase the regret on the part of his more personal friends. But Mr. Falconer, by his long residence here and his intimate identification with the commercial and other interests of the Colony, had come to be regarded as one of the most enthusiastic and staunchest members of the community. His sudden death will sever many a link in the older associations of Hong Kong, though he has been cut off at his prime, and his

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absence will leave a blank amongst the fast-thinning ranks of our older residents.

A very pleasant theatrical performance has been given on board H.M.S. *Princess Charlotte*, the pieces chosen being *Mrs. Green's Snug Little Business* and the long established favourite *Box and Cox*. The stage was most tastefully got up, and everything went off most satisfactorily. Mrs. Green was scarcely audible enough, but looked and acted her part to perfection. Rapps, the policeman, was admirable, and Joe, Mrs. Green's "boy," was as mischievous a young scamp as could be desired. The other parts were very fairly taken. *Box and Cox* was, however, a far more complete success, Mrs. Bouncer, the Printer and Hatter being as perfect actors as are often seen on amateur boards. Altogether the troup may be congratulated on their success, and we regret that space does not permit us a longer notice. The band of the *Audacious* performed in capital style during the evening.

On the 15th May any wealthy resident, desirous of benefiting a public institution, of vindicating a local appreciation of art, and of perpetuating his name in "imperishable marble" in our local collection, will have a chance afforded him. A costly life-size statue of Venus in white marble will be sold at the auction of Messrs. Heard and Co.'s furniture on the day named. The City Hall has no funds wherewith to secure it for the building, but it is to be hoped that some one of sufficient generosity will be found to present it to the institution.

A Chinese soldier has been paraded through the streets of Canton with a cangue on his neck. He was ascertained to have been a member of the Viceroy's body guard. The culprit was found to have been tyrannising over peaceable hawkers and using violence to them, thinking no doubt that his position as the guard of the highest mandarin in the Province would secure him from consequences. But he was mistaken, for when H.E. heard of his peccadilloes, he ordered him to be taken before the Namhoi magistrate at once, who ordered him to be flogged 150 blows, and to be paraded through the streets with a cangue, as a warning to the other soldiers.

Mr. F. W. Mitchell left per *Brisbane* on the 24th April, and Mr. A. Lister commences his duties as Postmaster-General. The colony has lost a very efficient public servant in Mr. Mitchell, but Mr. Lister will, it may be hoped, prove a capable successor. Experience of course goes for something, and in this Mr. Lister will necessarily improve day by day. Meantime his past career justifies every hope that his appointment will prove a benefit to the colony.

A very interesting case, Chun Chew *v.* Emil Vogel, has been brought before the Courts. Plaintiff sues for damages for false imprisonment at Canton. It is probable that further proceedings will arise in connection with the action.

Mr. H. Nicaise (manager at this port of the Borneo Company, Limited,) has joined the Board of the Hong Kong and Shanghai Banking Corporation.

The sale of Messrs. Augustine Heard and Co.'s furniture is announced for Saturday, the 8th May.

The subjoined items of intelligence are from the *Overland Trade Report*:—

A meeting of the shareholders of the Victoria Fire Insurance Company of Hong Kong (Limited), called by circular, was held yesterday to provide for the future management of the company. It lasted only a few minutes, and, on the motion of the chairman, was adjourned *sine die*, it being agreed that the directors should continue to work the office until the extraordinary meeting, called for the 24th inst., for the purpose of winding up the company.

The steamer *Killarney* (Captain H. O'Neill) has made a remarkably quick voyage to Singapore, Saigon and back. She was chartered by Mr. Hop Kee, and left Hong Kong on the 5th April, at 3 P.M., for Singapore, with 560 passengers and 1,500 tons cargo on board, and arrived at that port at 7 A.M. on the 11th, achieving the passage in five days thirteen hours. She left Singapore on the 13th at 3 P.M., arrived at Saigon at 8 A.M. on the 16th, left that port at noon on the 19th, with 32,000 piculs of rice and 50 passengers on board, and anchored in Hong Kong at 11 P.M. of the 23rd, making the voyage in 18 days 9 hours. She had light winds down to Singapore, and fresh northerly winds from Saigon to this port.

An inspection of the troops in garrison at Foochow was appointed to take place on or about the 25th April, but did not come off—owing to the official mourning consequent on the death of the late Emperor's widow. A further period of twenty-seven days' mourning is now ordained.

The s.s. *Hailoong* having been chartered by the Chinese Government to convey 1,500 troops from Foochow to Taiwanfoo, sailed on the 28th April with the last batch—in completion of her charter.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 15th May; the French mail from London 9th April was received on the 8th May, and the following P. and O. mail of 16th April arrived out on the 15th May. The following summary of news is from the *Straits Times*:—

The prolonged session of the Legislative Council, which began early in 1874, was formally closed on the 7th May at the Town Hall, at which, after Sir Andrew Clarke's closing speech, he was presented with an address by the members of the Council. The last Bill passed was that for the protection of Indian immigrants, as amended to suit the views of the Indian Government. In order that the Province Wellesley planting interest, which will be mainly affected by this law, might be represented in the Council during its consideration, advantage was taken of the presence here of Mr. J. M. B. Vermont to invite him temporarily to accept the vacant seat for Penang in the Council, and give the n the benefit of his experience in regard to coolies and the pro'bable working of the law.

At the meeting of Council on the 6th May, the report of the Select Committee of officials and merchants recently appointed to inquire into the working of the civil Establishments was presented, but its consideration was deferred till the ensuing session. It appears that the duty assigned to the Committee was merely to examine into the capacity and claims for advancement of the Government clerks, who have petitioned for increase of salaries. It was generally supposed their inquiries would extend to the heads of departments as well, so far as the alleged increased cost of living is concerned, and that the nature of the work and the system of conducting business would be keenly scrutinised, and suggestions offered whereby it might be simplified. The Report does not enter into these questions at all, but merely recommends some few changes in the clerical department, of no public interest or importance. As a great deal more was expected from the Committee, the report has been productive of no little disappointment. The Council have given effect to the representations of the unofficial Justices, and voted the employment of a second Police Magistrate, whereby the Bench of Justices will be relieved from further police-court duty, which was a serious draft upon their time, and often occasioned much inconvenience.

Sir William Jervois, the new Governor of this colony, arrived by the French mail steamer on the 8th May, and was sworn in by the Chief Justice at the Town Hall on the 10th. The ceremony, at which the community were fully represented, was presided over by Sir Andrew Clarke until Sir William Jervois' commission had been read, when he vacated the chair in favour of his successor. After the oaths had been administered, the new and the retiring Governors were lustily cheered, and Sir William Jervois, thanking the public for the warm reception given him, promised to use his best endeavours worthily to follow in the footsteps of his predecessor in office,—an assurance that was received with much satisfaction. His Excellency in a *Government Gazette* Extraordinary published the same day issued a notification desiring that all the honours due to Governors of colonies continue to be paid to Sir Andrew Clarke during his stay in the colony, in all respects as if he still continued to be Governor.

The Hon. C. B. Plunket has been appointed Acting Lieutenant-Governor of Malacca, and has proceeded to that Settlement in the *Pluto*. Captain Dunlop is appointed Inspector-General of Police. Captain B. Douglas, R.N.R., is appointed Second Police Magistrate, though still sitting in the first police court in place of Captain Walshe, absent on leave. The Rev. J. Aberigh Mackay is appointed Acting Chaplain of Penang, and Mr. Edward Sinclair to be a Justice of the Peace and Magistrate of Police and Coroner for Province Wellesley. Mr. C. Baumgarten, for more than eighteen years Registrar of the Sugreme Court, has resigned, and gone into private practice. Mr. C. E. Velge, late Deputy Registrar, is appointed Registrar, and Mr. J. C. Mitchell, Senior Sworn Clerk, has been appointed Deputy Registrar.

The grievances of the Malacca resident tenants of Government land and the Malay woodcutters, who petitioned Sir Andrew Clarke against indiscriminate taxation and unfair valuation by the Land Revenue Collectors, have been adjusted, by abolishing the system of tenths on land to which the tenants can prove a prescriptive right, and permitting them to obtain renewable twenty years' leases on payment of a merely nominal fee; and allowing the woodcutters to cut wood for their houses, fences, and fuel free of charge, on condition of their reserving valuable timber and fruit trees. The Dinding territory ceded at Pulo Pangkor by the Sultan of Perak in January last has, by proclamation of Sir Andrew Clarke, been annexed to Province Wellesley.

Sir William Jervois, as if to lose no time in following in the footsteps of Sir Andrew Clarke with respect to his dealings with the Native States, has despatched Mr. Swettenham to visit the Bandahara of Pahang, and invite him to Singapore to attend a conference at which the boundaries of the Native States may be definitely settled. This is a question of great importance, the early adjustment of which may prevent serious misunderstandings, and will remove a fruitful source of disagreement between some of the native rulers.

The great prison mutiny murder trial, has been concluded. There were forty-two prisoners in all, arraigned upon two indictments for the murder of Henry Digby Dent, Superintendent of Prisons, on the 13th February last, during the mutiny in the criminal prison. At the outset eleven of the prisoners pleaded guilty, each in turn declaring he had wilfully

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done the deed. The other thirty-one were put upon their trial before a special jury, who found seven of them guilty on the capital charge, eleven guilty on the lesser counts of the indictment, and acquitted thirteen. The eleven who pleaded guilty and the seven found guilty by the jury were sentenced to death, the other prisoners were remanded until the 17th May, when sentence will be passed upon them.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN.—Latest advices report a fair general business at somewhat unprofitable rates, but T-Cloths and English Sheetings are said to leave a margin on Shanghai prices.

HANKOW.—The market for Grey Cottons had been active, but the demand for Fancy Cottons and Woollens was slight.

CHINKIANG.—Messrs. Spencer and Wolff write on the 28th April :—We have again to report a most unsatisfactory week; business in Cotton Goods has been almost entirely suspended, and, although we have advices from Shanghai of an improved tone existing there, our market remains dull and inanimate.

SHANGHAI.—Cottons: There had been a fair amount of business in Plain Cottons during the fortnight, and where any change had taken place in price it had been in advance of last quotations. 7 lbs. and 8¼ lbs. Grey Shirtings had been sold to a moderate extent at firmer rates, one parcel of 1,000 pieces of the best goods of the latter weight bringing Tls. 2; Heavy Shirtings were freely enquired for at an advance of about 5 candareens. White Shirtings: The stock of good 72 reed being small, an advance of 5 cands. had occurred in this quality. In common chops there had been little change, with a small business. English Drills: There had been an active demand for these goods at about previous rates, the market closing strong. English Jeans: Small business. English Sheetings: Stock nearly exhausted, readily saleable. Dutch Drills: Limited business at former prices. T-Cloths: Ordinary 6 lbs. T-Cloths would be easy of sale if in stock; ordinary 7 lbs. had improved, with good enquiry; some purchases for arrival were reported at 3 to 4 cands. below current rates. 6 lbs. Mexicans were not much sought after, but ordinary 7 lbs. Mexicans were in request at rather firmer rates. 8 to 8¼ lbs. goods were also quoted at an advance. In Fancy Cottons there was little alteration. Woollens and Worsteds.—Rather more enquiry reported. The market for Long Ells, though quiet, had shown a fair business. English Camlets were 1 to 2 mace higher. A large business had been done in Figured Orleans, without establishing any change in rates.

HONG KONG.—The arrivals during the interval, besides mail steamers, had been the s.s. Russia, Deucalion, and Glenearn, bringing full supplies of manufactured goods for this market and the north. There had been very little change in the market. Most of the dealers had returned from the country, but they showed no anxiety to resume business, and complained of the difficulty they experienced in moving their late purchases. What little inquiry existed was still confined to the low makes of both Shirtings and T-Cloths, stocks of which were in moderate compass, and importers were in consequence firm in their demands.

CANTON.—Lead of ordinary brand had been sold at $8.35 for cargo on the spot, and $8.20 for arrival. W.B. was quoted $8.40 to 8.45 per picul.—Quicksilver was declining in value, and there were no buyers at $130 per picul.

BATAVIA.—The market had continued very quiet, and there were no signs of a revival of activity.

SINGAPORE.—The market had remained extremely inactive during the fortnight—a general dullness had prevailed, greater than had been experienced for some months past; prices of Cotton manufactures were lower, and had a declining tendency; holders were less firm in consequence of the limited demand, and influenced by drooping values in Manchester.

PENANG.—The business of the fortnight had been small and prices showed little, if any, alteration. In Grey Goods 6 lbs. and 7 lbs. T-Cloths were the only staples which had been in any demand. White goods were very dull and business had been trifling at unchanged rates.

EXPORTS.

TEA.

HANKOW.—Advices from the nearest districts speak of picking being general, under favourable circumstances, the weather being fine and everything that could be desired. In Yeong Lan Toong, Yeong Lan See and Sung Yang purchases of new leaf had been made at a reduction of about 10 per cent. on last year's prices. Quality of the new Tea from all these districts was spoken of as being very good. Musters were expected to be received from the country about the 11th or 12th May—two or three days earlier than had hitherto been expected.

SHANGHAI.—Black: The market was closed for the season. Green: The only transaction during the fortnight had been the settlement of 305 half-chests common Moyune at Tls. 18. The stock consisted of 242 half-chests country tea, 1,268 half-chests Pingsuey, and 454 half-chests local packed.

FOOCHOW.—Messrs. Olyphant and Co.'s Circular says:—Picking of the new crop Tea-leaf has been going on actively for the greater part of the past fortnight, and from some of the nearer districts we hear of the opening of the markets. The prices paid for first pickings of Congou leaf average, according to the native reports, about two taels above last year's cost; in the case of Scented Tea leaf rates show similar advance; but Oolong leaf is said to have been bought at a reduction of some two taels. Up to the time of the despatch of these reports from the country the weather was reported as favourable, but in the Pakling district, in the immediate neighbourhood of Foochow, there has been rain for several days past. The market there has not been opened, though a small amount of leaf has already come into the city for preparation as "contract" chops. In our next advices we shall doubtless report the opening of the markets in those districts from which no news has yet been received. The quality of the leaf has been spoken of by natives as good, but the weather which may have prevailed since country advices were written will have had much influence on the outturn. We hope to hear later that it has been favourable. Statistics of New Season's Congous (contracts included) season 1874 to 1875 :—

	chests.		chests.
Arrivals...	738,500	To same date last season...	645,200
Settlements	736,275	„ „ ...	644,009

Of Ooloong :—

	half-chests.		half-chests.
Arrivals...	104,000	To same date last season...	123,170
Settlements	104,000	„ „ ...	123,170

CANTON.—Messrs. Deacon and Co.'s Report says: In continuing our Tea advices from the 22nd April, we have now to announce the opening of the new season for Scented Teas, and the prices for the few purchases made on market are, if correctly reported, much above what would appear to be warranted by the intrinsic merit of the Teas, keeping in view the present currency in London for such descriptions. As far as an opinion can be formed from the various musters shown on market, the present crop of Scented Teas is decidedly inferior. The Orange Pekoes are in every respect deficient in merit, and there is an undoubted scarcity of fine. Capers are nearly all more or less mixed with old leaf, wanting in scent, and in appearance and style very defective. The weather for the past ten days has been very unfavourable for the scenting flower, and subsequent musters may in course show an improvement in the scenting. Congous: A few small settlements have been made, chiefly in fair to medium class, at about Tls. 20 per picul, being a slight decline. From Macao shipments continue to go forward to some extent, and prices are much the same as last mail. Scented Teas: Orange Pekoes have been purchased at Tls. 25 to 30 per picul for medium to fine long leaf, and up to Tls. 18 for "new make" sorts with rather broken stalky leaf. For Capers extravagantly high prices are said to have been paid, say Tls. 25 for medium quality, nearly half old leaf, with scarcely any scent, but such a basis of value cannot be maintained. The bulk of the settlements given below is composed of Contract Teas, so with such a small business the range of prices can scarcely yet be said to be established. The following is a summary of the fortnight's business: Congou, 2,500 boxes, at Tls. 20 to 27 per picul; Scented Orange Pekoe, 5,300 boxes, at Tls. 16 to 30; Scented Caper, 4,500 boxes, at Tls. 23 to 26; Young Hyson, 500 packages, at Tls. 11 to 12; Pouchong, 200 half-chests, at Tls. 13.

AMOY.—The native teamen had gone up country to make purchases, and it was stated that the prices paid had been from $6 to $8 per picul under last year's rates for fine Oolongs, and $2 to $2½ per picul for Congou. The crop it was stated on native authority would be a good one, as the weather had been favourable for the growth of the leaf, and also for the picking and firing operations. There would probably be a very small crop of Ooloong, but a larger one of Congous than last season.

SWATOW.—Reports from the interior about the new crop were favourable, and in about a fortnight the first musters of Green Tea would be brought down.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to April 23, 1875	79932467	60729985	939115	20029908	161631475	43347
From June 1, 1873, to April 23, 1874	71893822	51751292	361183	16006637	139096964	47287

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to April 23, 1875	6357143	39488
Do. do. 1873, to April 23, 1874	8338419	26857

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to April 23, 1875	54864116	6958
Do. do. 1873, to April 23, 1874	45939540	6130

TO AUSTRALIA.

From June 1, 1874, to April 23, 1875	...15,281,862
Do. do. 1873, to April 23, 1874	...14,806,899

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1873	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,263	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2¼d.	4s. 2⅜d.	4s. 3⅛d. to 4s. 2⅛d
Shanghai „	5s. 9¼d.	5s. 9⅜d.	5s. 9⅛d.
Canton „			
Hong Kong „	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅜d.
Macao „			
Singapore „	4s. 2¼d.	4s. 2⅛d. to 4s. 2⅜d.	4s. 2⅛d. to 4s. 3d
Manila „	4s. 1⅞d. to 4s. 1⅝d.	4s. 1⅞d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306 to 307½	223 to 224
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	„ 72.8.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 23 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $750 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 9 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $39 premium.
Victoria Fire Insurance Company, $55 premium.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 70 per share.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lb
May 21	Glenartney	Hankow	2,250,000
„ 21	Deucalion	„	2,500,000
„ 23	Bengal	„	2,150,000
„ 25	Fleurs Castle	„	3,200,000
„ 21	Nestor	Shanghai	2,000,000
„ 27	Glencarn	Hankow	2,200,000
„ 27	Lotus	„	3,200,000
June 2	Glenfalloch	„	3,300,000
„ 7	Hankow	„	3,000,000
„ 7	Braemar Castle	Foochow	2,500,000

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 25, Cawdor Castle (str.); 28, Ægean (str.).; from Liverpool, 24, Nestor (str.); from Cardiff, Mestri; from London, &c., June 19, Glaucus (str.).

At HONG KONG and CANTON.—From London, May 4, Calabar (str.); June —, Kaisow; from Liverpool, April 30, Deucalion (str.); from Shields, June 12, Cilurnum.

At BATAVIA.—From Glasgow, April 26, County of Elgin; from Nieuwe Diep, 27, Nieuwe Waterweg I.; June 11, Egeron (str.), Amstelstrom; 12, Celebes (str.).

At SINGAPORE.—From Liverpool, May 14, Yrurac Bat (str.); from Cardiff, 8, Nicholas Boynton; from Monte Video, 10, Gesina; from London, &c., June 16, Galley of Lorne (str.).

At PENANG.—None.

DEPARTURES.

From SHANGHAI.—For London, June 17, Venice (str.).

From HONG KONG and CANTON.—For San Francisco, May 6, Atlantic; for New York, 4, Countess of Errol.

From BATAVIA.—For Nieuwe Diep, April 30, Madura (str.); May 27, Sumatra (str.).

From SINGAPORE.—For New York, May 11, Our Annie; for London, &c., June 13, Glenfinlas (str.); 17, Bræmar Castle (str.); Gordon Castle (str.); 18, State of Virginia (str.)

From PENANG.—None.

VESSELS LOADING.

At SHANGHAI.—For New York, Sir Lancelot, Grasmere.

At HONG KONG and CANTON.—For New York, Pyrmont.

At BATAVIA.—For Holland, Sumatra (str.).

At SINGAPORE.—For London, Eastern Province; for Liverpool, Tecumseh; for Marseilles, Luigi C., Maximos; for New York, Ivalo.

At PENANG.—For London, Brisbane, Pauline, Glenisla, Cotherstone.

FREIGHTS AND CHARTERS.

From HANKOW.—To London, per steamer, £4 (by telegraph).

From SHANGHAI.—To London, per steamer, £3 10s. per 40 cubic feet; to New York, by sailing vessel, £3 per ton of 40 cubic feet; to London, per steamer, £3 to £3 10s. (by telegraph).

From FOOCHOW.—To London, per steamer, £3 10s. (by telegraph).

From HONG KONG and CANTON.—To London, per steamer, £3 15s. per ton of 40 cubic feet; to New York, by sailing vessel, £3 15s.

From BATAVIA.—To Channel, f.o., molasses sugar, £3 5s.; to New York, sugar £3, coffee £3 5s., light freight £3 10s.; to Amsterdam, sugar f.65, tobacco f.52, gum damar f.70.

From SINGAPORE.—To London, by steamer, tin £2, sago £3 10s., coffee £4, measurement £4 10s.; by sailing vessel, for dead weight £2 7s. 6d., light freight £2 17s. 6d.; to Liverpool, by sailing vessel, £2 5s. to £2 10s. dead weight, for light freight £2 15s.; to Marseilles, per sailing vessel, gambier £2 12s. 6d., pepper £3 5s.

From PENANG.—To London, by steamer, tin £3, measurement goods £5; by sailing vessel, bag sugar, £2 12s. 6d., basket sugar, £2 15s.; black pepper, £3 5s.; hides, £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
April 20	Zuid Holland	Batavia	Rotterdam
„ 22	Idella Berry	Samarang	Channel, f.o.
„ 23	Forward Ho	London	Shanghai
„ —	Glenavon	Singapore	London
„ 25	County of Elgin	Glasgow	Batavia
„ —	Schiedam	Rotterdam	Samarang
„ —	Mindoro	Boston	Manila
„ —	Nieuwe Waterweg I.	Nieuwe Diep	Batavia
„ —	Stanfield	Singapore	New York
„ —	Lady Cecilia	Do.	Gibraltar
„ 27	Anna	Hamburg	Hong Kong
„ 29	Min	London	Do.
„ —	Maria Sarah	Singapore	Marseilles

TELEGRAMS FROM THE FAR EAST.

ENCOUNTER WITH PIRATES.

SINGAPORE, JUNE 11.—The Austrian corvette *Erzherzog Friederich* had an encounter on the 7th of May with Dajak pirates in the Timboku river. Two of the Austrian crew were killed and one severely wounded.

SIR DOUGLAS FORSYTH'S MISSION.

RANGOON, JUNE 14.—The British mission, under Sir Douglas Forsyth, has arrived at Mandalay. No official information has been received with regard to its reception, or the result of the negotiations.

MANDALAY, JUNE 15.—The King of Burmah received Sir Douglas Forsyth and the members of the Burmah mission with full State ceremony in this city to-day.

THE LATE GOVERNOR OF SINGAPORE.

SIMLA, JUNE 15.—Sir Andrew Clarke took his seat in the Governor-General's Council to-day as member for the Public Works Department.

SEIZURE OF A BRITISH STEAMER.

HONG KONG JUNE 15.—It is reported that the *Carisbrooke* (British trading steamer), bound from Singapore to Hong Kong, with a general cargo and native passengers, has been seized and taken into Canton by Chinese Custom House authorities, being suspected of carrying on a contraband trade with Hainan.

HONG KONG, JUNE 17.—The news of a Chinese gunboat having fired upon and seized the steamer *Carisbrooke*, on suspicion of being engaged in smuggling, is confirmed.

REPORTED MOVEMENTS OF CHINESE TROOPS.

RANGOON, JUNE 18.—Reports have reached this place that large numbers of Chinese troops are being concentrated at Manwyne.

DISTURBANCES AT CHINKIANG.

SHANGHAI, JUNE 18.—Some native soldiers at Chinkiang having insulted the American Consul and his wife, two of them were arrested, and temporarily confined in the British Consulate, which was shortly surrounded by Chinese soldiers and a mob, endeavouring to force the release of the prisoners. The foreign residents at once proceeded to the Consulate to assist in repelling the assault. The Chinese authorities, however, ultimately succeeded in quieting the mob. The British and American Consuls have left Shanghai for Chinkiang. The British corvette *Thalia* and the American war vessel *Palos* follow.

RANGOON, JUNE 19.—The negotiations at Mandalay between Sir Douglas Forsyth and the King of Burmah are proceeding quietly. Nothing is yet known of the result.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 16, at New York, from Shanghai, Northampton; at Antwerp, from Maulmain, Gladys (str.); 18, at New York, from Manila, Lizzie H. Babson; from Singapore, Verona; 21, at London, from Singapore, St. Aubin; 19, at New York, from Manila, Hamilton, from Batavia, Dahlkarlsa.

DEPARTURES.—June 17, from London, for Yokohama, Cathaya; 15, from Greenock, for Anjer, Crested Wave; 17, from Liverpool, for Hong Kong, Eastern Monarch; from Cardiff, for Singapore, Queen of the Age; from Cardiff, for Galle, Unison; 18, from London, for Yokohama, Cathaya; from Cardiff, for Singapore, St. Bernard; for Java, Reichstag; 19, from Liverpool, for Singapore, Estrella de Chile; 17, from Greenock, for Rangoon, Martaban (str.); from Liverpool, for Hong Kong, Beemah.

LAID ON.—At London, for Hong Kong, Gryfe, Marina; for Penang, Lorne (str.).

SPOKEN.—Johannes, from Amsterdam, to Batavia, June 1, 23 N., 22.59 W.; Rona, from Liverpool, to Manila, 49.20 N., 6.50 W.

MISCELLANEOUS.—Manila, June 8: The wreck of the Camiguin (str.) has been sold for $1,501. Malta, June 13: Passed, Madura (str.), from Batavia, for Nieuwe Diep. Port Said, June 18: Arrived, Menelaus, from Liverpool, for China. Suez, arrived June 13: Conrad, from Batavia, for Nieuwe Diep.

MISCELLANEOUS.—Suez, arrived June 20, Nestor, from Shanghai for London; 21, Glenartney, from Shanghai for London.

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THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JUNE 18.—The P. and O. Company's steamer Malta, with the homeward India, and China mail, arrived at 2.30, and the mail left at 5.30 P.M. for London.

NEXT INWARD MAIL.—SUEZ, JUNE 15.—The Messageries Maritimes Company's steamer Sindh, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 23rd inst.

INWARD MAIL DUE JULY 12.—GALLE, JUNE 15.—The Messageries Maritimes Company's steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Aden.

HEAVY PORTION OF NEXT OUTWARD P. AND O. MAIL.—SOUTHAMPTON, JUNE 18.—The P. and O. Company's steamship Pekin, Captain W. Woolcott, sailed to-day, with the heavy India and China mails, a full cargo, £147,873 in specie, and jewellery value £960. She takes out 50 passengers, and 25 proceed by the corresponding steamer from Venice and Brindisi, making a total of 75. The Pekin goes through the Suez Canal to Calcutta, passengers for Bombay changing ships at Suez.

OUTWARD MAIL OF MAY 21.—GALLE, JUNE 15.—The Messageries Maritimes steamer Hoogly, from Marseilles 23rd ult., left here to-day for Singapore.

LAST OUTWARD P. AND O. MAIL.—SUEZ, JUNE 18.—The P. and O. Company's steamers Delhi and the Hydaspes left at 11 A.M., for Bombay and Calcutta respectively.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, JUNE 14.—The Java Company's steamship Holland, carrying Dutch mails, sailed to-day with passengers and a full cargo of general merchandise for Batavia, Samarang, and Sourabaya.—SOUTHAMPTON, JUNE 15.—The Nederland Steamship Company's steamer Koning der Nederlander sailed to-day for Penang, Batavia, &c., with a full cargo, 35 cabin passengers, 175 troops, and Dutch mails and specie.

Literature.

The Imperial Russian Geographical Society has had tidings of M. Miklucho Maklay, in the shape of a letter from that traveller dated Singapore, April 13. He states that his researches after a race of Papuan extraction in the Malay Peninsula lasted for two months, and at the outset, the rainy season being barely at an end, he was obliged to wade through inundated plains and forests, while he also suffered great discomfort from attacks of insects and reptiles. In the Semang type, a primitive and nomad race who are gradually disappearing before Malay and Chinese civilisation, M. Maklay considers he has clearly proved the existence of a non-Malayan element. He now proposes, after being absent from Russia for some years, to return thither for the purpose of publishing the results of his travels in New Guinea and other parts of the East Indies.

Naval and Military.

The work of completing the great ironclad ship Alexandra, in the basin at Chatham Dockyard, is making good progress. The armour-plates are being attached as rapidly as possible, the great sheers erected on the side of the basin being used for the purpose of lifting them into position. As soon as possible the vessel will be put into dock for her fitments to be completed. One of the large docks at the dockyard extension is being specially prepared for her use, and a tramway has been placed round it, on which will run two powerful cranes, to lift heavy weights to be placed in the ship.

The Channel Squadron, now in the Mediterranean, after an unusually protracted absence will return to England in the middle of July. The Agincourt and Northumberland, the two largest ironclads, will be paid off into reserve, their boilers, especially the Agincourt's, being quite unsound, and needing entirely new ones. The Monitor will then become Admiral Seymour's flagship, and the Black Prince that of Admiral Sir John Hay, and they will then, with the Monarch, Resistance, and Triumph go on a cruise round the coasts of Great Britain, calling at the chief ports.

To provide the troopships of the Navy with such boat accommodation as will approach that required by the Merchant Shipping Acts Amendment Bill, it has been decided to introduce on board the Orontes for trial a launching lifeboat bridge and an additional lifeboat 40 feet in length.

Lieut. James F. Bedford (1874) is appointed to the Audacious, on the China station, for surveying duties.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BRADBERY—On the 13th May, at Singapore, Mrs. Edward Bradbery, of a son.

DONNER—On the 17th June, at Champion hill, S.E., the wife of Julius Donner, of a son.

NICHOLL—On the 6th June, at Streatham, the wife of R. Corrington Nicholl, of a daughter.

SMITH—On the 13th May, at Singapore, the wife of W. Buchanan Smith, of a daughter.

MARRIAGES.

HORNBY—ROBERTS.—On the 29th April, at Trinity Church, Shanghai, by the Rev. Canon Butcher, Sir Edmund Hornby, Kt., Chief Judge of H.B. Majesty's Supreme Court for China and Japan, to Emily Augusta, eldest daughter of John P. Roberts.

TAYLOR—REID.—On 24th April, at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain, Joseph Morison Taylor, of Shanghai, to Isabelle, only daughter of Captain David Reid, of Peterhead, Scotland.

DEATHS.

VANDERSPAR—On the 8th June, at Cambridge-terrace, Hyde-park, Henry Richard Vanderspar, of Galle.

THE WOOSUNG BAR.

(To the Editor of the *London and China Telegraph.*)

SIR,—I read in the *London and China Telegraph* of June 14, in your article on "Mr. Hart on the Woosung Bar and the Future of Shanghai," the following:—"His remarks on 'The Mouth of the Yangtsze' are the corner-stone of the superstructure which he afterwards builds up, and of them it will be sufficient to say, in brief, that they are mainly based upon an astounding blunder. How a man in Mr. Hart's position, and with all the means and appliances at his disposal, could have been betrayed into stating that the channel to the north and east of Tsung-ming Island, in the estuary of the Yangtsze, has of late been used occasionally, and is spoken of with growing approval, probably only Mr. Hart himself can explain, for, as a pure matter of fact, the channel is not navigable at all, except by small native craft! Surely the crass ignorance displayed on so vital a matter is of itself a good argument for the removal of the Inspectorate General of Customs from the cobwebs and intellectual fogs of Peking to the clearer and more practical atmosphere of Shanghai. It is, perhaps, needless to say that Mr. Hart blunders over a channel which does exist to the south of Tsung-ming Island, and which, in certain conditions of the tide, is sometimes used by steamers running between Shanghai and the northern ports. Having blocked up its present mouth to his own satisfaction, Mr. Hart proceeds to give us his views in regard to the Shanghai river, and they are of such a nature that if they were sound they would tend to depreciate very materially the value of property in Shanghai. Happily his views are not sound, and their fallacy is ably exposed in the counter-memorandum to which we have referred," &c.

Now, what will the writer of the above article think when he is told that there *is* a channel to the north and east of Tsung-ming Island in the estuary of the Yangtsze, *which has been of late used occasionally by foreign owned steamers.* Whether spoken of with growing approval or not I am not in a position to say. You are wrong in saying the channel is not navigable at all except by small native craft. *I have three times navigated (as passenger) the channel to the north and east of Tsung-ming Island*, and had in this channel about seven fathoms of water throughout, if my memory serves me aright. The channel was surveyed by the Harbour-master's Department, and by Captain Steele, of the *Manchu*, in Messrs. Russell and Co.'s employ (between Shanghai and the north ports). The Customs steamer was placed at the disposal of the surveyor. *A chart was made of the channel, and I was presented with a copy of this chart by the surveyors.* True, the whole river to the north and east of Tsung-ming was not surveyed, and as it is not buoyed one might get ashore on a shoal patch, as we did, but we got off with little or no difficulty on the rise of the tide.

The channel at the *end* of *Bush* Island I believe has been filled up for many a day; junks or small native vessels used to use this channel at the end of Bush Island many years ago, but when passing up or down of late I have not seen native vessels using it. The north bank is rapidly extending, and at no distant day there will be one continuous island from the head (north-west) of Tsung-ming and down to the entrance to the river.

Let us look at the changes we may expect to see at Hankow if the river is open up to Ichang, or above it; will not the cargo come direct by the river steamer? Look, again, at Tientsin; once it has got its coal and iron at work, it will increase rapidly in every way that tends to make a city and port great and powerful. The now closed ports during three months in winter may be made an *open* port all the year round, except may be during a short space of time in *extra* severe winters, which only numbers three out of the last fifteen years.

Foreigners need not blink these things—to those who reside in the country and watch affairs there they are plain. Changes *are* coming fast in many ways. It will be, ere long, *China for the Chinese*, and Li Hung Chang—notwithstanding his faults—seems to be the right man in the right place for carrying out these changes.—I am, Sir, your obedient servant,

OLD SHANGHAI.

Glasgow, June 14, 1875.

THE NEW SEASON'S TEA.

From advices relative to the new season's Congou we gather that the shipments to date reach over 40,000,000lb., and for the first month of the season will without doubt go over 50,000,000lbs. This enormous export, at prices equal to a range never exceeded (if telegraphic reports are true, that prices paid are the same as last year, which were the highest ever reached), is proof, by the willingness of the Chinese to sell, of the splendid profits they have realised, precluding all chance of profit to the buyers, for it is quite evident the day has passed for the high prices here of the past few seasons, due warning of which we gave in our issue of 22nd March. The heavy shipments reported indicate an increase in first crop leaf from Hankow of at least 5,000,000lbs., as it is well known that the Chinese are largely extending the area of cultivation near Kiu-kiang, that is, where the Ningchow Congou is produced, which has given such large returns to the producers, since Hankow was opened to foreign trade and enterprise. To save importers of the just 40,000,000lb. (new season's new make Congous are losing 8 to 12 per cent.) of country Congous, season 1875-76, from disastrous losses, there should be a total cessation of shipments, for it is simply impossible for those connected either with the selling or buying on this side to carry on the business with judgment or satisfaction to the owners of property, depreciated by the recklessness in which it has been eagerly competed for at the ports of shipment, and it is to be regretted that a magnificent trade, representing an annual value of over £12,000,000 sterling, should be carried on with such unsatisfactory results. The first steamer, either the *Glenartney* or *Bengal*, may be expected about 7th July.

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PARLIAMENT.

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OCEAN POSTAL CONTRACTS.

(June 15.) Mr. JOHN HOLMS asked the Postmaster General what ocean postal contracts are terminable in 1876, and if the requisite notice has been given for their conclusion; and, if so, whether, having regard to the fact that shipowners competent to enter upon such contracts must have time given to them for preparation, it is the intention of Her Majesty Government to call for tenders for the fulfilment of these services.—And, whether, seeing that steamers depart almost daily for the United States of America Her Majesty's Government are prepared to avail themselves, so far as practicable, of any eligible vessel, and give no further subsidies for the conveyance of mails to that country.

Lord J. MANNERS stated that three ocean postal contracts expired next year, and that the requisite notice had been given for their termination. The contracts for the carrying of mails between this country and the United States had still a considerable time to run. Before they expired the Government would consider whether any better arrangement than the existing one could be made; but at present it would be unwise to discuss the matter.

COOLIE LABOUR.

(15th.) Sir CHARLES DILKE asked the Under Secretary of State for Foreign Affairs whether Her Majesty's Government have received the recommendations made by the French Labour Laws Commissioners for securing more efficient protection to Indian coolies who are taken to Réunion, Guadaloupe, Martinique, and Cayenne; and, if so, whether there is any objection to lay upon the table a copy of such recommendations and of the draft of any new legislation on the subject which the French Government may have announced its intention to propose.

Mr. BOURKE said Her Majesty's Government have only received extracts affecting Indian emigration to the French colonies from the French Labour Laws Commission's Report, and there is no objection to laying these papers on the table of the House; but with regard to the draft of any new legislation which the French Government may propose on the subject, we have only got a "Projet de Loi," which may or may not become law, and which we have no objection also to lay on the table. Perhaps, therefore, the best course will be for the hon. gentleman to move for these papers, and if he will privately communicate with me I will arrange with him the form of the return.

NOTICES OF MOTIONS.

Mr. Mark Stewart.—To call attention to the evidence given before the East India Finance Committee, 1871, with reference to the Opium Traffic; and to move, that this House is of opinion that the Imperial policy regulating the Opiun traffic between India and China should be carefully considered by Her Majesty's Government with a view to the gradual withdrawal of the Government of India from the cultivation and manufacture of Opium.

Mr. John Holms.—Army and Navy Expenditure (Audit).—That, in the opinion of this House, in order to secure the due appropriation of army and navy expenditure to the purposes intended by Parliament, it is expedient that the system of independent audit which, since the passing of the Exchequer and Audit Departments Act, 1866, has been successfully applied to the accounts of the annual grants for the miscellaneous Civil Services, should be extended, in its leading principles, to the grants for Military and Naval Services.

Sir George Campbell.—East India (Military Service).—To call the attention of the House to the difficulties which must arise if a system adapted to this country is carried further without at the same time making adequate provision, in connection with the recruiting arrangements, for the Military Service of India and the distant colonies, in which the greater part of the Line of the British Army is employed; and to move a resolution.

Mr. Thomas Brassey.—On the Navy Estimates, to call attention to the altered conditions of naval warfare, and to the expediency of constructing armoured vessels of more moderate dimensions than those recently adopted; and to move the following resolutions:—"That the efficiency of our fleet for the protection of British interests abroad depends on the number no less than the individual power of our ships; and that for such services it is desirable to build many vessels of moderate speed rather than a few ships of extreme speed." "That, as it is impossible by means of armour to resist submarine attack or the fire of heavy guns, it is expedient to adopt more moderate dimensions for our ships of war, and to make a proportionate increase in the number built."

Sir Charles Dilke.—To ask the Under Secretary of State for Foreign Affairs whether he has any information as to the Russian expedition to Hissar, and if he knows whether the men of science named for it are to be accompanied by a military escort.

Mr. Hanbury-Tracy.—Ordnance Select Committee.—To call attention to the present description of heavy guns as supplied for the navy and for fortifications, and to move that, in the opinion of this House, it is advisable the Government should reappoint the Ordnance Select Committee.

Mr. Baillie Cochrane.—Central Asia.—To call the attention of the House to the extension of Russian territory and power in Central Asia, and to move an address for Papers.

In the course of a discussion in the House of Lords upon the Bill having reference to the adulteration of Food and Drugs Lord Cottesloe moved to omit Clause twenty-nine, which proposed to throw the duty of inspecting all packages and samples of tea, as imported, upon the Customs, which he said would not only require an army of officers, but would be a very costly proceeding indeed. Inspection could very well be performed by the merchants and dock companies themselves. The Duke of Richmond, however, dissented, and said that the clause had been introduced expressly to prevent adulteration by the Chinese, and Lord Cottesloe's motion was rejected.

Miscellaneous.

THE AUSTRIAN MINISTER IN BANGKOK.

The *Augsburg Gazette* has received the following account of the reception at Bangkok of Herr Von Schaeffer:—Herr Von Schaeffer presented his credentials to the First King on the 12th March last. The presentation took place with much display at Bangkok, in the new apartments of the First King's Palace, which had been decorated by Chinese and Siamese hands, after European models. The First King gave in honour of the Austrian Envoy a dinner in the Palace, to which all the Royal Princes and the Ministers were invited. The walls of the dinner-hall were decorated with beautiful paintings, and with the arms of the Treaty Powers. In the middle, over the entrance, the Austrian coat of arms was set up, with the German and French arms on each side of it. During the dinner two Siamese orchestras performed alternately; one of them playing with great precision the Austrian National Hymn.

The conversation was carried on mostly in the English tongue, which the King speaks fluently. After the usual questions about the various members of the Imperial Family of Austria, the conversation turned on the progress of civilisation in Japan and other Asiatic countries. The King appeared very much pleased to learn that European opinions followed attentively the development of civilisation in the Far East. He pointed out all the difficulties that stand in the path of reform, and claimed credit for his great share in the work done in that direction. The decline of polygamy in the higher classes of the country, the disbanding of the Corps of Amazones, and the gradual decrease of the nasty habit of betel-chewing, have been mainly brought out by his personal influence. At the close, King Chulalongkom gave to the Austrian Minister a written answer for the Emperor of Austria.

Before leaving for Hong Kong, Herr von Schaeffer presented himself to the Second King of Siam; the latter lives in the old Palace of Bangkok, the appearance of which exhibits in the strongest light the contrast between decaying and rising Siam. In the great Hall of Columns, where the Austrian mission was received by the Minister for Foreign Affairs of this shadow of a King, the old Chino-Siamese paintings had vanished into patches of undistinguishable colour, cobwebs played the part of hangings to the colossal windows, and bats flew to and fro over the heads of visitors. The Audience Chamber proper was better kept; there the Second King, dressed in European fashion, received missions in private audience, with the simplest of Siamese ceremonials. He did not sit on the throne erected in the middle of the room, and which was nothing else than a modern gilt arm chair, but he met half way the members of the mission, and took a seat with them at a round table behind the throne. His conversation was mainly about the health of the predecessor of Herr Von Schaeffer, and of several members of the Austrian mission in the East, whose names happened to occur to the King. A conspicuous figure was that of the Royal swordbearer, who during all the time of the audience immovably held over the head of the King a naked sword, richly gilt and set with precious stones.

THE GEOGRAPHICAL SOCIETY.

At a meeting of the Royal Geographical Society Major-General Sir H. C. Rawlinson in the chair—Admiral Sir Leopold M'Clintock read a paper on Arctic sledge travelling, which he said had been unknown to English seamen till the second and third voyages of Parry and the second voyage of Sir John Ross, but was not extensively made use of till the search expeditions for Sir John Franklin. He himself had been highly successful in sledge travelling, which can only be accomplished during the spring months. The ice is covered with snow, at first dry and hard, through which, as through sand, the runners of the sledge sink for an inch or so, and as the spring advances fresh snow falls, and sledging is more laborious; later it melts, and then fair progress can be made through the water overlying the ice, but the men are drenched with the ice cold water, and after this water has drained off the ice becomes unsafe for travelling. He described the tents and sledges, the latter having runners three inches broad, and raising the load about a foot above the ice. It is drawn by seven men. The food is tea, chocolate, biscuit, and pemican, or dried meat mixed with fat. The clothing consists of soft warm woollen articles, under a cloth impenetrable to the wind, and the entire weighs from 16 lb. to 21 lb. No furs are used. In the expedition just departed, dogs are to be made use of so far as practicable. In conclusion, Sir Leopold said—To sledging we are indebted for almost all our modern Arctic achievements. To it we confidently look as a means of escape where neither ships nor boats would avail. And here permit me to quote from a paper which I wrote some years ago:—"It is now a comparatively easy matter to start with six or eight men, and six or seven weeks' provisions, and to travel some 600 miles across snowy wastes and frozen seas, from which no sustenance can be obtained. There is now no known position, however remote, that a well-equipped crew could not make their escape from by their own unaided efforts." I had the great gratification of learning from Lieutenant Payer, when he recently visited this country, that these words of mine afforded very great encouragement to him and his companions, when their ship became inextricably beset, and when she was finally abandoned in the eightieth parallel of latitude. The public mind, perhaps unaware of the formidable difficulties which surround it, points to the crowning glory of reaching the North Pole—that goal of so much ambition and endeavour. However, what has been done will be done again, if the state of the ice is at all similar; but of this we are, of course, uncertain. This is a grave uncertainty. We know that an open sea has been found at no great distance off the Siberian coast, and that it rendered nugatory all Wrangell's attempts to sledge northwards. Yet it is worthy of remark that Wrangell was one of the first, if not the very first person, to suggest an attempt to reach the Pole from Smith Sound. Captain Nares has this advantage over Wrangell, that he is provided with boats fit to navigate a partially iceless sea, should his sledging be interrupted by water. We know full well that ordinary obstructions will but strengthen their determination to solve the great geographical problem committed

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to them; and we have the satisfaction of knowing that this national undertaking could not be placed in abler hands. They will carry with them the assurance that they have not only our heartiest wishes for their success, but our entire confidence in their resolute endeavours to deserve it.

Admiral Sir R. Collinson said he had proved the value of dogs in drawing a sledge. He stated that Mr. Allen Young, who was taking out the *Pandora* as far as Disco, purposed, after depositing the letters for the expedition, to push westward either by the route taken by the *Fox*, or by that followed by the *Erebus* and *Terror*. He saw no good reason why the *Pandora* should not make her way down to the American coast, and along it to Behring's Straits, in one season.

Dr. Rae said he differed with Admiral M'Clintock as to the form of the sledge; he thought a flat sledge on low steel runners the best kind. He was also glad that snow houses were to be used, as this would save the weight of tents.

Admiral Ommanney thought the expedition, if unable to reach the Pole, might be able to go round the north of Greenland and return to the east of it. As to snow huts, they were very good things where they could be made, but for part of the time there was no snow to make them of.

Admiral Richards said the men had to leave the ships for three or four months, and must carry all necessaries. They could not take two or three kinds of sledges, and must take the one most generally useful, which experience had shown to be the runner sledge. They must carry tents, for snow houses were impossible for part of the time.

Sir L. M'Clintock said Admiral Richards had replied to Dr. Rae. The flat sledge would not suit on hummocky ice, and he might say that experience had been gained by some 50,000 miles of Arctic sledging; combining the men and having long sledges was found the best plan. The expedition has sledges 16ft long for crossing cracks in glaciers, sledges 14ft. long to carry boats, 11ft. long for seven men to draw, 8ft. long for dogs, and 6ft. sledges, charming little things on which a geologist might draw his own specimens. (Laughter.) Sixty dogs were to be taken out. Snow huts would be used where possible, but the whole weight of the tent being but 40lb. was not of much account.

The President announced that an extra meeting would be held on Monday, the 28th inst., when the Sultan of Zanzibar, one of the honorary members of the society, would be present.

COAL MINES IN CHINA.

The following is the report which we allude to in another column:—Wang Chang Yung visited Barnsley and the district as a special Commissioner of the Imperial Government, to obtain information as to the best machinery and appliances that can be obtained for working collieries, as well as to the best mode of sinking. He was accompanied by Mr. Bourne, C.E., London, who has been appointed Consulting Engineer to the Chinese Government, and by Mr. Siemens. On arriving at Barnsley the party visited the foundry of Messrs. Needham, Qualters, and Hall, where they were shown some drawing cages, about the largest in England, for the Cortonwood Colliery, the diameter of the shafts of which was no less than 20 feet inside the tubing. They then visited the Dodworth Silkstone Colliery, which they descended, and the Commissioner appeared to be very much pleased with what he had seen in the workings. Returning, they proceeded to the Monk Bretton Colliery, where they were shown a pair of horizontal engines for drawing, about the largest yet made. The Commissioner then expressed a desire to see a colliery in course of sinking where a very large body of water had to be encountered. A drive of eight miles took the three gentlemen, together with Mr. Peacock, mining engineer, to the Wath Main Colliery, which has been in course of sinking nearly three years, and where about 120,000 gallons of water had to be overcome. The pumping operations were very closely scrutinised by the Commissioner, who took copious notes of all he saw. A visit was then paid to the new sinking at Hoyland, where they are going down to the Silkstone coal; another to the extensive ironworks of the Messrs. Dawes, at Milton, near Barnsley. The party then proceeded to Sheffield, and went over the works of Sir J. Brown and Co. (Limited), and those of Cammell and Co., where they saw the heavy plate mill as well as the *Bessemer* convertors at work, and expressed themselves much pleased with all they had witnessed. It is said that considerable orders for machinery were given, and, as there are vast deposits of coal in China, it is evident that the Imperial Government intend developing them in the best and most economical manner.

SIR DOUGLAS FORSYTH'S MISSION.

The country (says *The Times*) is waiting with some impatience for news from Burmah. Our telegraphic intelligence states that Sir Douglas Forsyth has reached Mandalay, although he had been forbidden to begin negotiations until the King should explain why a cordial welcome had been given to the Chinese General, Leeseetahi, who is believed to be responsible for the murder of Mr. Margary. Plausible explanations come so glibly from the lips of an Eastern potentate that the King can easily have offered such excuses as would permit Sir Douglas to execute his mission, even if it should not have satisfied himself. In the peremptory language which is a first necessity of Eastern diplomacy, our Envoy may have already told his Majesty that we will permit no change to be made in the boundary line which Lord Dalhousie drew between British and Burmese territory. He will also have asked for more precise explanations touching the assassination of Mr. Margary. The King will be requested to account for the obstacles which his subjects threw in the way of Colonel Browne's party, for the aid which they gave to the Chinese, for the order which was issued in the King's own name to hinder the Expedition, and for the welcome which has been given to the General who is supposed to be guilty of the crime. Sir Douglas Forsyth may also have insisted that our Political Agents, both at Mandalay and Bhamo, shall be allowed such escorts as to place them above the risks of the King's caprice and his subjects' savage passions.

THE LATE ADMIRAL SHERARD OSBORN.—The sale of the effects of the late Admiral Sherard Osborn has taken place at the deceased's residence, Charles-street, Berkeley-square. The catalogue embraced nearly 500 lots, and in addition to the furniture, there were upwards of 100 articles, ornaments, and other effects, the greater portion of which had been collected abroad during the admiral's travels. For these articles there was a very spirited competition, and many of them fetched double, and in some cases three and four times their real value. They included a large number of cabinets, boxes, bowls, and other articles of Japanese and Chinese manufacture, and also specimens of Indian and other Oriental manufacture. There were also several telescopes used by the deceased on his different voyages, and these also realised high prices, more especially one with a coloured diagram of naval signals on the exterior, which was sold for upwards of £100. The paintings consisted, among others, of several of our ships of war, including the *Hercules*, *Minotaur*, *Northumberland*, *Monarch*, *Bellerophon*, *Sultan*, *Agincourt*, *Pioneer*, and *Topaze*, together with two of the *Great Eastern*. They included upwards of forty portraits of naval characters, amongst whom were those of Nelson, Sir John Franklin, and other distinguished officers. The books were upwards of 400 in number, and consisted chiefly of works on voyages and discovery, together with others on our relations with Russia, China, Japan, and other foreign countries.

CHINESE COINS.—At the *soirée* of the Numismatical Society, held on the 17th of June, Mr. Giles, of H.M.'s China Consular Service, exhibited a very large and valuable collection of Chinese coins, ranging from the earliest specimens of "lump" and "knife" money down to the common cash of the present day. It will suffice to say that there were 899 different coins, and that they have been examined by Dr. Birch and Mr. Poole, of the British Museum, who have pronounced them to be "unquestionably genuine," to show at once the extent and value of the collection. Negotiations are going on, which it is hoped will result in their ultimate transfer to the coin department of the British Museum.

MR. FITZJAMES STEPHEN, Q.C., and Mr. Benjamin Shaw have given separate, but generally concurrent opinions on the series of questions submitted to them by the Hon. and Rev. W. H. Fremantle, touching the right of Church of England clergymen to officiate in Nonconformist places of worship. Mr. Stephen thinks such action clearly illegal, not by statute law, but by "the King's Ecclesiastical Law." Clerical attendance at Nonconformist charitable meetings held elsewhere than in licensed places of Dissenting worship the learned counsel thinks legal, as he also does orthodox preaching by Anglican clergymen in any place of worship in Ireland, Scotland, the Colonies, or foreign countries.

A BAZAAR in aid of the "French Works of Charity," Leicester-square, has been held, by permission of M. Gavard, at the French Embassy, Albert-gate. The sale was under the patronage of the Duchess of Edinburgh, and the stallholders included the Baroness de Bulow, the Countess De La Warr, the Countess of Shannon, the Viscountess Grey de Wilton, Lady Alexander Gordon Lennox, Lady de Clifford, Lady Howard of Glossop, the Comtesse de Florian, and other ladies of title and position.

MR. EDGAR WILLIAMS has painted, in his usual forcible style, a whole length portrait of Sir Harry St. George Ord, C.B., R.E., in the uniform of the Royal Engineers, of which corps he was lieut.-colonel. The portrait has been commissioned by the Chinese inhabitants of Singapore to be placed in their Council-chamber, as a memorial of Sir Harry's administration of the government of those settlements for nearly seven years. The memorial picture is on view at Messrs. Graves and Co., Pall Mall.

THE 174th anniversary of the Society for the Propagation of the Gospel in Foreign Parts was observed on the 16th inst. in St. Paul's Cathedral with a celebration of Holy Communion, in which the Archbishop of Canterbury and the Bishops of London, Rochester, Hereford, Carlisle, Bangor, and Labuan participated. At the close of the Communion Office the annual sermon on behalf of the society's funds was preached by the Bishop of Hereford.

AN official notification has been published in Berlin to the effect that the German Minister at Peking, Herr Von Brandt, is empowered under the laws of 5th of May, 1870, and 6th of February, 1875, to perform the ceremonies of civil marriage, on behalf of German subjects or persons under German protectorate in the territory of his diplomatic jurisdiction. Also to register births, marriages, and deaths of German subjects or German *protégés*.

THE Lord Chancellor has granted the dignity of Queen's Counsel to the following gentlemen:—Mr. J. O. Griffits, Mr. James Motteram, Mr. L. W. Cave, Mr. J. W. Mellor, Mr. T. Campbell-Foster, Mr. T. H. Baylis, Mr. J. E. Gorst, M.P., and Mr. B. T. Williams, of the Common Law Bar; and Mr. Locock Webb, Mr. Heming, Mr. M. H. Cookson, Mr. H. Davey, Mr. H. B. Ince, Mr. Graham Hastings, and Mr. Robinson, of the Chancery Bar.

SIR EDWARD S. CREASY, Chief Justice of Ceylon, has read a paper on "The Facility of Administering Law which includes Equity" to the members of the Law Amendment Society, at the rooms of the Society of Arts, Adelphi, Lord O'Hagan, ex-Lord Chancellor for Ireland, occupying the chair.

CONSULAR JURISDICTION IN EGYPT.—The Court of Aix, to which the National Assembly had referred the question of judicial reform in Egypt, has decided that it is necessary to maintain the capitulations and Consular jurisdiction in that country.

THE Spanish Government has granted an amnesty to the working men transported to the Philippine Islands for political causes.

A BLUE-BOOK has just been issued, containing Consular reports from Saigon, &c., which we shall notice in our next issue.

CAPTAIN WALSHE, superintendent of police, Singapore, proceeded by last mail.

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THE RUSSIAN ADVANCE IN CENTRAL ASIA.

With extracts from Schuyler's report on Turkestan, and a map pointing out the projected railway lines from Russia through Siberia to Peking, through Central Asia to Hankow, and through Tiflis and Teheran towards India. Read at the Society of Arts by the Rev. James Long :—

No question of the day is of deeper interest to England than this Central Asian question in the following aspects :—The British Empire will have, ere ten years elapse, a great semi-oriental Empire stretching 9,000 miles from the Black Sea to the Sea of Japan, backed with two millions of bayonets, placed close to its Indian frontier, and separated only by barriers easily passed. When the English people talk of the difficulty of invading India, they ignore the thirty invasions of India that have already taken place from Central Asia (the Hindu-Kush has nineteen passes through it) ; and that the Afghans ruled Northern India for centuries. As to the physical difficulties of marching troops, they are not to be exceeded by what Diebitsch encountered in the Balkans, Kauffman at Khiva, and England in Abyssinia. Russia is an Empire looked up to with ignorant admiration by millions of discontented natives in India, and is embarrassing a peaceful policy there ; Russian influence is creeping down through the Hindu-Kush, and the frontiers of Kashmir, and it may soon be a question—Is Afghanistan to be Russian or English ? for the figment of a neutral zone is vanishing into thin air.

As the rules of this Society prohibit the discussion of political questions—though this Central Asia problem is not one of party politics – happily the distinctions of Whig, Tory, and Radical are not introduced on Indian subjects which relate to the very existence and stability of the British Empire, I will merely state a few points without discussing them.

1. If Russia occupies Merv should England not occupy Herat and Kandahar ? Russia's position on the Oxus removes the chief physical difficulties in an invasion of India, giving a secure basis of operations.

2. Should not England have English agents in Afghanistan to represent her interests, exercise a proper influence, and remove the very unsatisfactory state of things at present, where, to use the language of Sir H. Rawlinson, "The British agent at Cabul does not occupy that position of independence and authority to which he is entitled as the representative of the Government of India, being unable, as it is believed, either to obtain or communicate any trustworthy information of a confidential character ?" The *Quarterly Review*, in a late excellent article on the Central Asia question, states—"British agents and representatives are excluded as completely from Afghanistan as they ever were from Japan or China, and we can neither make out what is passing in the Amir's mind nor give him a definite impression of what is passing in ours."

3. Should England not take the responsibility of preventing incursions on Russian territory from Afghanistan, otherwise Russia must interfere in Afghanistan, for whose good order she holds England responsible ?

4. The recent advance of Russia may require 20,000 additional English troops in India. How are the men and money to be supplied ?

5. The disturbing effect of Russia's approach to India among a population of 250,000,000, many of whom, especially the Moslems, exceeding 40,000,000 in number, are bitterly opposed to English rule. How is this to be met ?

The question of the military aspect of the Russian advance is not within the scope of this paper, and it has been treated ably in various works by Green, Goldsmid, Trench, Vambery, the latest and best of which is Sir H. Rawlinson's "England and Russia in the East." Fully master of the subject, Sir Henry has produced a series of most valuable and authentic statements which will appear like revelations of the unseen to a numerous portion of the British public, and ought to rouse them from the extraordinary indifference in which they are regarding the security of an Empire in which England has such a stake, moral and material. If England is apathetic, the natives of the East are not, and the conviction is unfortunately increasing among them that the English lion, growing old and careless, is practically yielding the superiority to Russia in Asia.

THE RUSSIAN ADVANCE IN CENTRAL ASIA.

Russia's advance in Central Asia since 1847 has been like an increasing tide, noiseless, ceaseless, but effective ; during that period our north-west frontier in India has also been greatly extended, the Punjab and Oude have been annexed, but Russia has gone ahead of England, for she has acquired a territory equal in size to Great Britain, France, Germany, and Turkey in Europe united, though the population is not larger than that of London. The wave rolls on, and, as the Emperor Nicholas used to say, Russia has no boundary in Central Asia. Within a quarter of a century Russia has moved down from the north of the Caspian 500 miles south and 1,400 miles east, until she is now within 250 miles of Peshawar, with her influence extending where her arms have not reached, as Sir H. Rawlinson, in his recent work, "England and Russia in the East," states :—"Instead of two empires divided by half the continent of Asia, as of old, there is now intervening between their political frontiers a narrow strip of territory a few hundred miles across, occupied either by tribes torn by internecine war or nationalities in the lowest stage of decrepitude, and traversed by military roads in all directions." To this we may add his most suggestive remark, "India is a country where a certain amount of discontent must be ever smouldering, which can be fanned into a conflagration by the contiguity of a rival power." The recent conquest of Khiva gives Russia the Oxus, with its navigable stream and fertile banks, in a position with regard to Afghanistan like that of the Rhine to France, or the Indus on our north-west frontier. The wave may roll on south until it reaches the Persian Gulf or Indian Ocean, for in Oriental nations there is no capacity of resisting a European power. As a Russian general said to me at St. Petersburg, "Native states are like a pack of cards, knock one down and the whole go."

One of the causes of this Russian advance lies in the commercial influences which are leading to the occupation of new territory as a field free from European competition ; but there are others, for as soon as Russia began to recover from the Tartar invasion she directed her attention to the East. As early as 1560, when England had not a foot of land in India, and did not even dream of it, Russia received at Moscow an Embassy from Bokhara and Samarkand. Russia was subsequently taught by the Crimean war a bitter lesson, and she has profited by it ; instead of entangling herself, as she did for a century, in European politics, she followed the slope to the East for which she is so well adapted from her geographical position and semi-Orientalism. What Count Gerowski, one of her ablest writers, said twenty years ago is becoming realised :—"The Slav and Russian current will undoubtedly turn towards Asia. There in those vast spaces is the immense field opening for their action, and no other nation or race can fulfil this mission. If mankind is to form in the future a harmonious whole, the solitudes of Asia must be stirred up, vivified, and the death-like quiet prevailing there must be broken. Culture and civilised treatment must dispel the atrophy north as well as south of the Himalaya." The crusading religious element is strong with the Russian people, whose land was for three centuries desolated by Moslem hordes. What the "No Popery" cry has been in England the "No Moslem" has been in Russia ; its people cannot forget that Timur sacked Moscow, and that Russian Grand Dukes held the stirrups of the horses of Islam chiefs.

THE COMMERCIAL ASPECTS OF THE RUSSIAN ADVANCE.

Serf emancipation, and the various and great reforms in operation in Russia, have woke up the national energies which had long been pent up by despotism and a bureaucracy ; they have been directed in the way of trade, in which nobles as well as people share ; this has led to covering Russia with a network of some 10,000 miles of railway, and to numerous societies for trade, banking, &c. I will give an illustration of this new spirit in the history of the Russian Steam Navigation Company—a Company composed entirely of Russians. It was formed in 1857, when the Black Sea fleet was destroyed ; it was largely subsidised by the Government, and gave employment to the officers and sailors of the late fleet ; it has been a great success, its original shares of 150 roubles have risen to 650, and are not to be bought. It pays 15 per cent. dividend and employs eighty-seven steamers, which touch at all the ports of the Black and Caspian Seas, as well as to the chief ports from Constantinople along Asia Minor and Palestine, to the Canal of Suez, and ply regularly between Odessa and London. They have opened out the Black Sea to Russia ; in 1859 they cut through the jungle at Poti to make the beginning of a great harbour ; they encountered terrible obstructions in the old *tchinovnik*, or bureaucratic system of Russia, but they have overcome them. The mines on the Black Sea have been utilised by them, and they use at present 100,000 tons annually of anthracite coal. They own also 600 miles of the Odessa railway ; they opened out steam communication between Odessa and Bombay, but it did not succeed, as they could not compete with foreign steamers.

The commercial development of Russia in the East has been greatly hindered by the dearness and difficulty of communication ; water and iron are both necessary—the water way and the iron way; hence the railway system so rapidly developed in European Russia is now stretching its arms into Asia, as a prop of the protective system which is strong in Russia, as Moscow, like Manchester, requires foreign vents ; but the protection interests have made the Caspian a *mare clausum* and English tea and cloth are declared contraband in Central Asia, though they were exported from Bokhara to Samarkand and Tashkend, for Manchester could send goods cheaper to Eastern Turkestan than Russia could from Moscow.

As a step to her commerce, colonisation is encouraged ; already Russians find their way to Badakshan, and beyond Lake Issikul. At Vernoe a military agricultural colony for veteran soldiers has been established to give solidity to the frontier towns ; some 5,000 were settled there a few years ago, and these numbers have been since much increased. David Ker, in an article in the *Geographical Magazine* on the mineral wealth of Central Asia, states :—"On my way up the Syr Daria I saw caravan after caravan of Russian peasants plodding eastwards, drafted from the villages to the wild regions lying between Lake Balkish and the Chinese border, and the same fiat which sent them thither can at any moment people the mines and factories of Turkestan with the artisans of Central Russia." England may learn something from this as to the question of European colonies in the Himalayas.

CENTRAL ASIA AND COMMERCE.

Russia's possession of the valley of the Oxus, like her conquest of the Caucasus, is not an ultimate point, it is only a resting-place or stage in advance. She considers it important politically in enabling her to check English interference with Russia on the Bosphorus by counter interference with England on the Indus, and in gaining access to the Hindu-Kush with its nineteen passes. A country like Turkestan, whose population is only 3,000,000, and the majority nomads, and whose wants are few, and mode of life simple, cannot be the main prize coveted. On this subject, considerable attention has been lately directed by the English and Russian authorities to a report on Khiva, written by Dr. Schuyler, the *attaché* to the American Embassy at St. Petersburg, and published by the American Government ; Dr. Schuyler's official position and freedom from prejudice against Russia have attached great importance to his observations ; he states, regarding the Russian trade in Turkestan :—"It is falling off, rather than increasing during the last eight years. The population of Central Asia is not large, its wants are few, very little can be exported there with any advantage except prints, cotton goods, clothes, and tea. The only goods imported from Central Asia are cotton (very bad in quality), silk, and a few fine sheepskins. The communications are so bad as to render trading very difficult." He represents the country as burdened with a great number of officials. The deficits in the budget for 1873 were 7,000,000 roubles. Turkestan is not, then, the El Dorado or Promised Land that some fancied.

Russia's great object lies in China with its 300,000,000, which could be tapped from Kashgar. Russia will gain wealth in China that Tur-

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kestan can never yield. Elias, in his tour, states that the coal fields of China cover 400,000 square miles, yet its mines are unworked, and there are no railroads. Here is a region where, not losing, like as with the anarchical tribes of Turkestan, Russia will realise solid cash. Yakab Beg, whose rule extends 1,300 miles to Tarfan, has pacified the country; but if China, whose dominion once extended to the Hindu-Kush, should attack him, he may have to become a feudatory of Russia in order to get the means of resistance.

RUSSIA'S CENTRAL ASIA AND CHINA RAIL.—A RIVAL SCHEME TO THE SUEZ CANAL.

While Germany and Italy are rivals in trade to England—the former in particular, German merchants competing successfully with English in Calcutta, Bombay, and China—Russia is coming forward with another grand scheme of competition, and as the Suez Canal is superseding the Cape route, so Russia sets up a rival to the Suez Canal, and is going back to the old lines by which, ere Turkish barbarism had desolated the fairest regions, Constantinople and Peking were connected by a line of caravan routes which came along Mongolia, the Oxus, the Caucasus, and the Black Sea, making Constantinople the centre of convergence and distribution to Central Europe and the shores of the Mediterranean. The great Slavonic race will by this new route be afforded a wide field in those regions, for ages given over to Moslem fanaticism and Chinese immobility; the iron road which will unite the Baltic to the Pacific will also bring Russia into contact with the Anglo-Saxon race, which, filling up the solitudes of the American Continent, will meet on the Pacific slope, to which they will be joined by the Dominion and Californian Railways, that will link the Pacific and the Atlantic, and while 100,000,000 of the Slav race will occupy Eastern Europe and the plains of Asia, Coleridge's dream of America will be realised, "100,000,000 freed men living there under the laws of Alfred, speaking the language of Shakespeare and Milton," having the old country on the East, but Australia, India, the Russian Empire, and China on the West.

Russia has immense territories on the Amur, a country as large as France, but now nearly useless for commercial or colonial purposes, owing to the difficulty and dearness of communication. It must be welded on to Russia by the rail, and gives Russia a deep stake in the Chinese Empire.

This project to connect Peking and Petersburg by rail is not a visionary one, for a communication between China and the Western World from the most ancient times was maintained by Armenians, Buddhists, and Persians. There were two caravan routes across Central Asia, one by Bokhara and Samarkand, over the Terek Pass to Kashgar; the other leading up the valley of the Oxus, by Balkh and Faizabad, in Badakshan, by several routes to the table land of Pamir, and so on through Kashgar to Hasni and Hankow.

The Romans were acquainted with the geography of Khiva and Bokhara, and there was a trade in silk between China and Rome in the days of Augustus, carried on to Peking through Central Asia by way of Asoph, and Astrakhan. It took eight months going and returning, and was quite secure even for single travellers with a couple of interpreters and a servant. The country must have been subsequently consolidated when Jenghis Khan founded an empire that extended from China to Russia, through which the Mongolian wave of conquest rolled along to Western and Southern Asia from the Yellow Sea to the Danube, and when even Breslau and Hungary were attacked.

THE RUSSIAN MOVE TOWARDS KASHGAR IN CONNECTION WITH THE RUSSO-CHINESE RAILROAD.

The Russian movements to the north-east of Kashgar have been going on steadily for years; it has appeared to many a mystery why Russia has spent so much time and money in such apparently barren conquests; but the following will be the solution: as the conquest of the Caucasus has opened out the trade route to Persia and ultimately to India, so will the territorial acquisitions north of Kashgar and Yarkund lead to the great trade and caravan route to China, traversed for 2,000 years, on which a rail will ultimately be placed. The subject has been much discussed in the Russian journals, and an expedition has been sent out to survey the route.

The caravans from India to China always halted at Kashgar, and were there reorganised. In 1403 Bernard Goez, the Jesuit traveller, found Kashgar to be a mart of great note; here, as it is to the present day, all the roads, from the Khanates of Central Asia, converage; from thence they continued on the traffic route to China. Baron Richtofen has written on the facilities for constructing a railway between Kuldja and the centre of China, through a country with easy gradients and supplied with coal; the coal exists abundantly along the trade road from Kansu through the fertile oasis of Hami to Barkul, along a steppe-like country, studded with wells, to Kuldja, a town annexed to Russia in 1872; from Kansu through Shenshi or Honan to Singafu, the gate to Central Asia, and great capital of North-West China, with its population of 1,000,000, the Lower Hoango-Ho, and Yangst, the railroad would have a cheap and abundant support; its construction, with scarcely any large river to cross except the Upper Hoango-Ho, and no mountain range to pass over, would be comparatively cheap. To the north, where the Hoango-Ho breaks out from its mountain cradle, between the Pamir range and the Altai mountains, which edge the southern coasts of Lake Baikul, there is a natural pass from the most ancient times, as Humboldt shows, and numberless migrations have been made through it in the direction of the Caspian Sea; it was only the caravan route, and was followed by the celebrated traveller Hiouen Thsiang. The railroad from Hami and Kansu will bridge over those deserts and steppes of Central Asia, which have kept races apart for thousands of years, and have contributed powerfully to the long isolation of the Chinese.

Thus, while Peter the Great's object was to extend Russian trade from the Baltic to the Black and Caspian Seas, and so on to India, his successor aims at a higher flight, to link the Baltic to the Pacific by the iron horse. This may restore Constantinople to some of its palmy days, when it was the centre of trade between Europe and Asia.

While England proposes opening out a new and short route south-west between China and India, *vid* Burmah, Russia is penetrating China from the north-west, through Siberia as well as Central Asia; thus the vast abyss between Chinese and European civilisation will be bridged over, and Western ideas will flow into the very centre of China from both Russian and English founts. The solitudes of Russia may hereafter be populated with Chinese emigrants who might do in Siberia what they are doing in California, as they are industrious, practical, and particularly suited for agriculture.

How, then, these two great Empires of England and Russia can be in contact without collision is the great problem of the future; their shock would be an irreparable injury to Christian civilisation in the East, as well as to the cause of religion, humanity, and trade in both countries, while the savage tribes of the desert, the bigoted Moslem and idolatrous fanatics, would exult seeing two Christian Empires destroying each other.

THE SIBERIAN AND PACIFIC RAILWAY.

The Amur district, respecting which so much was hoped, has proved an utter failure, either as regards commerce or colonisation, mainly because it is not connected overland with Russia; the Siberian rail would be its salvation, and trade would spring up along the Pacific seaboard. What the overland route is to India, the overland must be, *cæteris paribus*, to the Amur.

But the great impulse for the Siberian railroad comes from the tea merchants of Moscow. The statistics of the fair at Nijni show that the trade overland from Peking, *vid* Siberia to Russia, is on the decline, and, notwithstanding the high protective duty, cannot stand the competition with the Russian Steam Navigation Company, which brings the tea direct by sea from Hankow to Odessa; from Odessa it is sent to Nijni, and sold for less than the land-borne tea. It is only the high-priced fine sorts that can stand the competition; the coarse sorts, taking a twelvemonth or more in their overland transit, have to give way to the sea-borne tea, which comes in six weeks from China to Odessa. The only chance is the Siberian rail, which will reduce the time of transit from twelve months to a fortnight.

There is much discussion as to the line; the one which finds most favour is to go from Nijni and Ekaterinburg by Tiumen across the Uralian mountains to Omsk, Tomsk, Irkutsk, Kiachta, and so on to Peking; it goes, however, over a thinly populated country (Siberia has only six inhabitants to a square mile), has to cross many large streams, and little coal is to be found; and when a rail shall connect the tea districts of Central China with Russia, *vid* Mongolia and Central Asia, the tea trade may take the latter route in preference to the one by Northern China and Siberia.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JUNE 16.

Politics have come to a complete standstill, and the papers are now discussing the results of the elections, which are, as I stated in my former letter, satisfactory for the Liberals, who have not lost in numbers, and still more satisfactory for the anti-revolutionists, who have won two seats by defeating the Liberals who have hitherto held them. The loss of Mr. Tak in Middelburg is indeed a very heavy blow for our Whigs, and they are lamenting greatly thereabout. It is already evident that the position of the Cabinet has become very insecure, inasmuch that they are no longer backed by a certain majority.

Mr. Loudon, ex Governor-General of Java, arrived the day before yesterday at the Hague. He was received at the railway terminus by several officials; amongst them by General Van Swieten. Mr. Loudon will stay only a few days at the Hague before returning to Lausanne, where his family resides.

Some anxiety has been caused here by the news, published from a private source by the *Vaderland*, that some revolutionary demonstrations have occurred in Tagal, the people being greatly dissatisfied with the behaviour of the Resident, whom the Governor-General declined to dismiss. It was feared—so it is stated—that military intervention would become necessary.

Leyden has again held its festival, the students having celebrated the 300 years' existence of the Academy by a splendid masquerade, representing all the illustrious persons who have studied in that town, or who have visited it. The fête was a complete success.

The shareholders of the International Credit and Trading Company "Rotterdam" have held their annual meeting, when the managers had the pleasure to state that the operations of the company had been so successful last year that a dividend of 22 per cent., that is f. 13.75 per share, could be declared. From the report I derive the following facts:—The profits reached the sum of f. 949,281.13½, from which had to be deducted general expenditure, f. 218,108.94; dividend to the managers in Java, f. 83,996.85; debts written off, f. 224,051.91; income-tax, f. 7,040—so that the net profit amounted to f. 42,306.57½; of which sum f. 70,833.23½ had been added to the reserve fund. The business had increased enormously, and a commission of f. 110,961.92 had accrued from consignments. The profits from the operations on the company's own account in Java had amounted to f. 170,773.25. The report was approved of unanimously.

Commercial and financial affairs continue extremely quiet.

AMSTERDAM, JUNE 17.

To-day the meeting of shareholders of the Dutch India Trading Bank was held here. According to the report, a nett profit had been made of f. 729,045, from which sum a dividend of 10 per cent. was announced. The profits earned in Java amounted to f. 541,019. In my next letter I will give further particulars.

General Verspyck will next week insert in the *Vaderland* three articles under the title "Loudon and Atjeh—a Protest."

Mr. H. A. Des Amorie van der Hoeven, formerly editor of the *Bataviaasch Handelsblad*, and who, after having repatriated, has been received into the Catholic Church, has become a candidate for Breda. His election is regarded as quite certain.

H.M. steamer *Valk* has started from Nieuwe Diep for Rotterdam, to convey the Queen to England.

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KASHGAR.

A PECULIARLY characteristic piece of Oriental rhodomontade has just come under our notice, which, although it possesses no great political importance, deserves a passing remark. It has been known for some time past that YAKOOB KHAN, Ameer of Kashgar, was on the look-out for supporters and allies in view of possible contingencies, and, indeed, there was a rumour that he contemplated despatching a special envoy to London for some mysterious purpose, but probably the strangest quarter for him to turn to for assistance was Constantinople. In January last we published two telegrams from St. Petersburg and Berlin respectively, the former of which showed that the Ameer was already getting *aux petits soins* with the Commander of the Faithful, for we were told that, in return for the Sultan's recognising him as Khan, he was coining silver money with the name and insignia of ABD-UL-AZIZ, as though he were a vassal and tributary of the Porte. The second telegram, however, showed in even a stronger light the importance which YAKOOB KHAN attached to the protecting influence of Turkey, for it informed us that he had again sent SEIT MAGASCHER YAKOOB to Constantinople to tighten his relations with the Sultan, whose suzerainty over all Mohammedan Tartars he apparently acknowledges. The Ameer of Kashgar has evidently gained his wish, for a telegram from Vienna, dated June 15, states that the Turkish Embassy for Kashgar has left Constantinople with money, presents, and a promise of the Sultan that he will protect Kashgar for all time. How happy YAKOOB KHAN ought to feel at this assurance! All his troubles and fears put an end to for all time! But hard-headed and practical people may be disposed to cavil at the soundness of the guarantee, and to doubt whether the Sick Man will be able to do much for his vassal and tributary in the hour of need. In view of the distance of Constantinople from Kashgar, and of the unsubstantial nature of Turkish finances, not to speak of other trifling considerations, we would certainly hope that the Ameer, for his own sake, will not place too much reliance on the fair promises of the SULTAN, if he wants any assistance in his coming struggle with China, and still less if he should unfortunately happen to get entangled in any serious difficulty with Russia. In the latter case, at any rate, it would be worse than ridiculous for him to hope for the slightest assistance or even countenance on the part of the SULTAN, for the Sick Man's relations with Russia are already of a quite sufficiently ticklish nature to make him keep clear of further complications in that quarter. Whilst speaking of Central Asian matters, it will not be out of place to call attention to a St. Petersburg telegram, also of June 15, to the effect that, according to reliable information, there is no truth in the news published by some journals of negotiations between England and Russia having been carried on in London, and of a Convention having been concluded there whereby a neutral zone in Central Asia is arranged between the two countries. Mindful of the old adage about the non-existence of smoke without fire, we must presume that the Central Asian question has recently been under discussion, and that Lord DERBY and Count SCHOUVALOFF have been able to arrive at a more satisfactory arrangement than has hitherto been deemed practicable.

SIGNS OF THE TIMES IN CHINA.

OF late years the Chinese have tacitly recognised the great superiority of foreign nations in the art of war by the zeal with which they have wasted money over arsenals, dockyards, &c., in their vain endeavour to put themselves on a par with the outer world in that respect, when, as we have before pointed out, they had far better have employed the millions of taels thus squandered for other purposes of a more peaceful and profitable nature. If any reliance, however, can be placed on the statement advanced by the writer of an article in a recent number of the *Wan Kwo Kung Pau*,—and it certainly has some show of probability on the face of it,—it seems not unlikely that they may ere long take a far more important step in the right direction. The statement to which we allude is to the effect that LI HUNG-CHANG has memorialised the Throne, asking that foreign learning and the sciences may be placed on an equal footing with the standard subjects in the literary examinations of the Empire. A rumour is already current that the prayer of the memorial will be granted; but this seems premature, to say the least of it, if not almost too good to be true; for, doubtless, if entertained at all, the proposition will require long and anxious consideration at the hands of the Powers that be. But if any man in the Empire can induce the Central Government to adopt this bold step, it is undoubtedly the powerful and far-seeing Governor-General of Chihli; and if it be adopted, and courageously and honestly carried out against the storm of opposition which it will be sure to provoke amongst the obstructionist party, it will be impossible to over-estimate the enormous advantages that will accrue to the Chinese Empire from this startling innovation, which at one stroke will upset the cherished traditions of centuries. When once the educated classes get thoroughly familiarised with "foreign learning and the sciences," the rest will be easy, and the regeneration of China will commence; Fêng-Shui and such like nonsense will disappear; railways and telegraph lines will traverse the country in all directions; and its vast resources will be rapidly developed. The great change here foreshadowed will not be effected by a mere stroke of the Vermilion Pencil, although it will result from it, and even if LI HUNG-CHANG succeed in attaining his object, it will be many years before the full benefit will be reaped. A plan somewhat similar to that suggested to the Government of China is believed to be working well in Japan; and there is no reason why, if it be allowed a fair trial, it should not do the same in China; it will probably take much longer to get into working order, for, independently of the greater extent of the country, the character of the Chinese is more solid, and less susceptible of sudden changes than that of the Japanese. When, however, the new system of education is once fairly under way, this very stolidity of character will stand the Chinese in good stead, and give them a considerable advantage over their more volatile neighbours.

THE OPIUM TRADE.

AS mentioned in our last issue, the subject of the Opium Trade is to come forward for discussion in the House of Commons on the 25th inst. For some time past, the "Anglo-Oriental Society for the Suppression of the Opium Trade" has been unceasing in their endeavours to raise up sufficient public opinion to induce a full discussion of the subject, and, in consequence of their endeavours, Mr. MARK STEWART has given notice that he will call attention to the evidence given before the East India Finance Committee in 1871 with reference to the Opium traffic, and move a resolution. The secretary of the Society sets forth in the circular which he has issued that the object in view is to obtain a candid and impartial hearing on the subject in the Legislature, and there is no question that the matter is one of so much importance that the responsibility of fairly discussing it cannot be blinked. At the same time, it is to be feared that the Society aim at too broad a result to meet with the full support of the House at the present time. No doubt there is much to be said upon both sides of the question, and, however much those who desire to see an end put to the consumption of Opium in China deserve our sympathy in their benevolent object, there are practical

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difficulties in the way of a suppression of the traffic, which will unquestionably prevent the Government from pledging themselves to such a course. The revenue obtained by the Indian Government, amounting to about eight millions, is, of course, the chief obstacle. However, the discussion of the subject is likely to lead to good results, as it is always desirable with regard to a matter of this kind that there should be as much light brought to bear upon it as possible, and if the movement of the Society do not succeed at the moment, their labours will not have been lost, if they succeed in some degree in again calling the attention of the Government and of the country to the question. We learn from Peking that the Chinese Government are directing their attention again to the matter. It appears that at the beginning of each reign the Chinese have a custom that the high officers sit in conclave for eight days (holding, in fact, a kind of Privy Council), and discuss all the important questions which press for solution; and the Opium question was among the subjects then considered. Our correspondent states that the Cuban question is still pending, and the difficulty with regard to the murder of Mr. MARGARY had thrown everything into the shade. The Chinese Government, it appears, express themselves willing and anxious to move in the matter of the suppression of the Opium traffic, but they find their hands tied by an empty exchequer, foreign treaties, and by internal misrule and corruption, which always make it a matter of so much difficulty to introduce any reform into the Celestial Empire. It will be thus seen that there are difficulties in the way of the question on all sides. The total suppression of the Opium traffic, which is the aim of the Society, would be a matter involving large considerations of revenue in India, and which could not be effected at a moment's notice. It is therefore open to doubt whether, under existing circumstances, anything can in reality be done in the matter; and it is to be recollected that when the subject was brought forward on the last occasion, that is after the report of the Committee of 1871 was published, Mr. GLADSTONE, who was then Prime Minister, declared his opinion very definitely against taking any steps with regard to it.

IN another place we extract from *The Times* some very pertinent remarks with reference to the state of the India and China trade, to which we have repeatedly drawn attentention. The point at which it has been unsatisfactory for years past is exactly touched in the remarks which are made, and we can only hope that attention being called to the matter at home may induce some improvement. The profits of the trade have been steadily diminishing, or to speak more accurately, the losses have been increasing. The shipments of Manchester goods to China during the first five months of this year have fallen off as compared with last year, but up to that time for years past we had had precisely the same state of things which is noticed as existing in the India trade at the present time, namely, a constant increase in quantity with an equally constant decrease in profit. With this lamentable fact staring them in the face, merchants in China have for years past been apprehensive as to the results which are now beginning to be felt, and we can only trust that the failure of Messrs. COLLIE and Co. may not prove as disastrous as is naturally apprehended at first blush. At the same time, it is impossible to ignore that the present state of affairs gives ground for grave apprehension.

SOME exaggerated paragraphs have appeared in the daily papers in reference to the visit of WANGCHENG, who has been described as a mandarin, or Chinese commissioner, &c., empowered by the Chinese Government to visit our engineering yards and make purchases for shipment to China for the working of the coal mines there. It is further stated that Mr. BOURNE, who accompanied him on a visit to some of the collieries in the north, has been appointed Consulting Engineer to the Chinese Government. The facts of the case are simply that WANG has made a visit to this country for the purpose of prospecting our appliances, but is not giving any orders. Mr. BOURNE, who is acting as agent for the Exhibition of European wares at Shanghai, has not been appointed Consulting Engineer, but proffered his services to accompany WANG. Mr. JAMES HENDERSON is progressing with his work, and in due course we shall announce his departure with his staff. Our readers must understand that it is the custom for any one who obtains an order for goods from a Chinese official, to consider himself as acting for the Chinese Government.

WE understand that M. GRIGORIEFF, the President of the Russian Committee of the International Congress of Orientalists, has written to the English Committee to propose that the third session of the Congress, which was to have been held at St. Petersburg in September of this year, should be postponed until the autumn of 1876. As this change would involve an alteration of the *statuts definitus* of the Congress, a meeting of the English Committee was held to consider M. GRIGORIEFF'S letter, and a resolution was then carried in favour of adhering to the annual meetings. We believe that communications are passing between the English and foreign committees with a view to arriving at a concurrence of opinion on this subject.

WE noticed at the time of the Vienna Exhibition the establishment of an Oriental Museum as an offshoot of that institution, which, we are glad to say, is doing well. We have received the fifth number of an interesting periodical published in connection with it, namely, the Austrian *Monatsschrift fur den Orient*. The paper will, doubtless, be of value to all who are concerned in the Far East, and will be acceptable to many of our German readers in India, the Straits, and China. The present number contains articles upon the late Famine in India, Railways in Turkey, the Sanitary Condition of the Levant, with Notes on China-grass, Japanese Finance, and other kindred subjects.

IN reference to the difficulty we noticed some time since with regard to the appointment of Mr. GARDINER AUSTIN, the Colonial Secretary, as Acting Governor of Hong Kong during the absence of Sir ARTHUR KENNEDY, we are glad to state, on the best authority, that no slight was intended to General COLBORNE. It appears that the Colonial-office had decided on a change from the practice of appointing the Commander of the Forces, previous to the arrival of General COLBORNE. The blame, therefore, must rest with the authorities at the War-office.

WE understand that a telegram has been received announcing the appointment of SHEN-PAOU-CHEN, the Imperial Commissioner of Formosa, and Director-General of the Arsenal at Foochow, as Governor-General of the Two Klangs, with residence at Nanking. This appointment also includes that of Superintendent of Foreign Trade.

M. GIQUEL, whose arrival with five Chinese from Foochow we lately reported, is now on a visit to London, and has placed two at the Royal Naval College, Gosport, two at an engineering establishment at Havre, and one at an academy in Paris.

WE lately noticed the appointment of M. SKATSCHKOFF as Consul General at Shanghai for Russia. We understand that he proceeds to his destination this week, *viâ* New York and San Francisco.

WE are glad to announce that the Royal Geographical Society will send two delegates to the Paris International Congress of Geography.

THE consecration of the newly-appointed Bishop of COLOMBO will, we understand, not take place until the end of the year.

THE CONSULAR SUPERANNUATION ACT.

THIS is a short Act, which has been passed to amend the Superannuation Act of 1859, so far as relates to the superannuation allowances to be granted to civil servants who have served in an established capacity in an unhealthy climate. The present Act consists of four sections only, and may be summarised as follows:—(1.) The Commissioners of the Treasury are empowered to declare that any

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country or place named by them in an order or warrant shall be deemed to be unhealthy for the purposes of the Superannuation Act, 1859, and this Act; all such orders and warrants must, however, be laid before Parliament, as ordered by the old Act. (2.) When a person who has served in an established capacity in the permanent civil service of the State is entitled to any superannuation, gratuity, &c., under the provisions of the Act of 1859, two years' service by him in an unhealthy place shall be reckoned as service for three years, and service for any greater or less period than two years shall be reckoned in the like proportion. (This will, no doubt, be justly considered as a great boon by the Civil Service, but the next sentence, which we give *verbatim*, detracts much from its value). "But nothing in this Act contained shall alter "or affect the second section of the Superannuation Act, "1859, so far as it requires a service of ten years before "a person becomes entitled to any annual superannuation "allowance." Consequently, if a man has served nine years in the most pestiferous climate in the world he will not be entitled to any pension at all, though his time of service ought, in all fairness, to be allowed to reckon as thirteen years and a half; however much his health may be ruined, he must think himself lucky if he has a small gratuity awarded him). (3.) It must be borne in mind that this Act is not retrospective beyond the 17th of last February, and only applies to persons who have retired from the public service since that time. (4.) This section merely prescribes the short title of the Act, and ordains that it shall be construed as one with the Superannuation Act, 1859.

A Treasury Minute has now been issued under the authority of this Act, from which we learn that "My "Lords read again a letter from the Foreign office, dated "17th July, 1874, transmitting a list of places which, in "the opinion of the Earl of DERBY, may be considered as "unhealthy, and stating that the list in question had "been prepared after due inquiry and communication "with Her MAJESTY'S representatives in the various "countries in which the unhealthy places are situated." "My Lords" concur in Lord DERBY'S recommendation, and accordingly declare that the following places shall be deemed to be unhealthy places for the purposes of this Act, viz. :—

Fernando Po.	Tananarivo.	Chefoo.
Loanda.	Surinam.	Newchwang.
Rio de Janeiro.	Callao.	Hankow.
Pará.	Poti.	Kiukiang.
Pernambuco.	Havana.	Shanghai.
Bahia.	Puerto Rico.	Ningpo.
Santos.	Soulina.	Foochowfoo.
Greytown.		Pagoda Island.
Cartagena.	FAR EAST PORTS.	Amoy.
Santa Martha.		Swatow.
Panama.	Bangkok.	Taiwan.
St. Thomas.	Manila.	Canton.
Cayenne.	Bruni.	Whampoa.
Réunion.	Peking.	Kiungchow.
Port-au-Prince.	Taku.	

In defiance of geographical considerations, we suppose that Chinkiang is officially looked upon as part of Shanghai, but why are Tientsin and Tamsuy omitted from the list? We can hardly fancy that they are excluded from the benefit of the Act on the ground of their exceptional healthiness, for in that case Chefoo would have been included. Again, we must ask why is Saigon, (Cochin-China), Sarawak (Borneo), and the ports of Java excluded? It is true that hitherto we have only employed merchant Consuls at these places, who are not entitled to pensions, but it is pretty certain that before long we shall have Foreign-office Consuls at some of them, and there can be no doubt of their equal claims to unhealthiness with the ports included in the Act. We can only conclude that the omission is one of those inexplicable official mistakes which occur occasionally, to the mortification of the heads of departments. We presume in this case it falls not on the Treasury, but on the Foreign-office, who must have advised the ports to be included.

THE MINT AND THE FAR EAST.

The Fifth Annual Report of the Deputy Master of the Mint, which has just been issued, contains a somewhat unusual amount of matter relating to the Far East, a part of which is of considerable interest and importance to the mercantile community in that quarter.

The amount of old copper coin withdrawn from circulation in the Colonies during the year 1874 was £22,134, of which the greater portion was received from Ceylon, and since the beginning of the present year further consignments have been sent home by that Colony. In consequence of representations from the Colonial-office that there is still a considerable quantity of copper coin in circulation in the Colonies, the Deputy Master of the Mint has recommended to the Treasury that the time for receiving that coin at the Mint at its full nominal value should be extended to the 30th June, 1876, but this arrangement applies to the Colonies only.

Numerous Colonial coinages have been required during the year, but, owing to the other demands upon the Mint, they were, with one exception (that for Newfoundland), entrusted to Messrs. Heaton and Sons, of Birmingham, and were executed, as usual, under the supervision of an officer of the Department. Among these coinages were a silver one of twenty-cent, ten-cent, and five-cent pieces, of the nominal value of £5,000, for the Government of Hong Kong; another of the same denominations, of the nominal value of £6,250, for the Straits Settlements; and a copper coinage of one-cent pieces, of the nominal value of £20,833, for the last-named Colony. Besides these, a silver coinage for Hong Kong, of the same subsidiary pieces as those already supplied, and of the nominal value of £10,000, was in progress at the close of 1874.

"A question of great interest," remarks Mr. Fremantle, "has again been raised during the year by a despatch from the Governor of Hong Kong, calling the attention of the Imperial Government, at the instance of the Hong Kong Chamber of Commerce, to the present condition of the currency of that Colony. The silver pieces mentioned above as having been recently coined for Hong Kong are merely subsidiary token coins for use within the island itself, the standard coin of the Colony being the Mexican Dollar; and their Lordships [*i. e.*, at the Treasury] have on several occasions been led to consider how far it was desirable that a British trading community should be to so great an extent dependent in its commercial transactions upon a foreign coin. The despatch of the Governor, with its enclosures, was referred to me by their Lordships' directions, and I was desired to report on several points connected with the subject, which appeared to deserve their consideration." Copies of the Treasury letter and Mr. Fremantle's reply are given in the appendix, and we shall refer to them presently.

The value of the specie packed during the year for the Treasury Chests abroad was £650,041, as against £475,000 in 1873, but it did not exceed the average of late years of the sum named; £316,541 consisted of Mexican dollars shipped to Hong Kong and the Straits Settlements.

Mr. Fremantle mentions that he has received the report of Dr. Linderman, Director of the United States Mint, for the year ending June 30, 1874, which contains full details as to the proceedings of the American Mints during that period, and, in addition to much other information of interest, gives an account of the progress made by the newly coined *trade dollar* in commercial transactions in China. The coinage of these dollars in the year amounted to $8,588,900, and it was hoped that as soon as coinage operations could be commenced at the new mint at San Francisco there would be no difficulty in meeting the large demand for them which exists in the China trade.

With regard to the Japan Mint, Mr. Fremantle makes the following observations :—Two reports have been received from Major Kinder as to the proceedings of the Japan Mint; one, his Third Annual Report for the year ending 31st July, 1874, and the other, his Fourth and last Report for the half year ending 31st January last [recently alluded to in our columns], on the termination of his engagement with the Japanese Government as Director of the Mint. During this period of eighteen months there had been a marked falling off in the amount of the gold coinage, and it was not considered probable that for the present any necessity for a large coinage of gold would again arise. A change was made during the year 1874 in the design of the silver "yen" or dollar, the value being now clearly indicated on the coin, and a considerable number of these pieces were issued for circulation. The new coin was recognised as legal tender by the Government of the Straits Settlements, and at several places on the coast of China, including Canton, but not by the Government of Hong Kong. Objections had, however, been raised to the weight of the "yen," 416 grains, as not corresponding with that of the American "trade dollar," which is 420 grains, and the Japanese Government had under consideration a proposal for raising its weight to that of the latter coin. The coinage of silver had been chiefly confined to that of the smaller denominations of pieces, and the issue of this part of the coinage was likely to continue. The coinage of copper had progressed steadily during the year 1874, and had amounted in August last to 36,000,000 pieces, but it was expected that many years would elapse before the full amount of copper coin required throughout the country could be produced. In December last, and again in the course of the present month, assays have been made in this department of the

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portions of "pyx" coins of gold and silver and of "test ingots" taken from the coinage of the Japan Mint during the year ending the 31st of July, and the half-year ending the 31st of January last, respectively, which had been forwarded to this country by the Japanese Government for examination under their lordships' directions. The result, as in 1873, proved that the operations of the coinage had been conducted with great care and accuracy.

By a return showing the amount and destination of gold coin exported from Victoria, attached to the 1874 Report of the Deputy Master of the Melbourne Mint, and printed in the Appendix to Mr. Fremantle's Report, we find that during the year £390,922 were exported to Galle and £2,340 to Hong Kong.

The Appendix closes with the correspondence respecting the currency of Hong Kong, which consists of the letter of the Treasury to the Mint and the Deputy Master's reply, the two covering five pages and a-half of small print; the correspondence forwarded for Mr. Fremantle's consideration was found to be too voluminous for publication with his Report. In the Treasury letter "My Lords" consider four distinct proposals, viz. (1), That the Japanese yen, and (2) that the American trade-dollar be proclaimed legal tender. (3) That a new Hong Kong dollar be coined in England to circulate as legal tender at Hong Kong. (4) That clean dollars only be accepted as legal tender. "My Lords" think it might be practicable to proclaim the Yen legal tender as a silver dollar of equivalent value to the Mexican; but still, "in the presence of the unanimous recommendation of the consulted Banks that the yen should not be accepted, at least for the present, and of the fact that the Chamber of Commerce declined to make any recommendation in favour of the yen, 'My Lords' are of opinion that it would not be desirable to entertain that part of Mr. Cameron's application." They do not see how the Governor could proclaim "the American trade dollar as a silver dollar of equivalent value with the Mexican dollar, when it is notorious that it is about 1 per cent. superior in value thereto;" but at the same time they think "a question may remain whether the American dollar might be rated for concurrent circulation." Upon these points and the other two, in regard to which they do not say very much, "My Lords" desire a full report from the Deputy Master of the Mint. Having considered the matter carefully in all its bearings for some seven weeks, Mr. Fremantle forwarded an elaborate reply on Nov. 28, 1874. Space will not admit of our following him through all his lucid observations on the points raised for his consideration, but we extract his remarks respecting the Japanese yen and the American trade dollar. Having spoken of the weight and fineness of the yen and the Mexican dollar, he proceeds thus :—

I submit, therefore, that there can be no question as to the power of the Governor to give legal currency to the "yen," under the Order in Council above mentioned; but, as the commercial community are decidedly opposed to its admission, at least for the present, as a legal coin, it is perhaps unnecessary to consider whether the Japanese Government has as yet had sufficient opportunity of proving its determination to coin with accuracy, or of possessing that stability which can alone guarantee that its coinage will not hereafter be tampered with. The American "trade-dollar," on the other hand, is clearly not a "dollar of equivalent value" to the Mexican. It would appear to have been made heavier than the latter with the idea of rendering it more acceptable, as, although its fineness is the same, viz., 900 parts of silver in 1,000, its weight is four grains more, being 420 grains, as against 416.

Mr. Fremantle doubts whether the peculiar position of Hong Kong does not render it impossible to establish a separate currency for that Colony, and he points out that if a special dollar were coined in England for Hong Kong, it could not be laid down there under a charge of *three per cent.*, viz., two per cent. for coinage, and one per cent. for freight and insurance. For these and other reasons detailed he considers the project impracticable. We cite the concluding portion of Mr. Fremantle's letter *in extenso*, as it is of great general interest :—

There are two remaining points raised in their lordships' communication upon which it is difficult in this country to form an opinion, and both of which their lordships intimate it would in any case be necessary to reserve for further reference to the colony, namely (1), whether the American "trade dollar" might be admitted to concurrent circulation with the Mexican, though not at the same rate, and (2) whether it would be possible to introduce the much-needed reform, that only clean dollars shall be legal tender in Hong Kong.

The first point would appear to turn almost entirely upon the question how far the inconvenience which would probably be caused in ordinary transactions by the circulation side by side of two dollars of slightly different values would be counterbalanced by the additional facilities which would be acquired of obtaining, in times of sudden or rapid expansion of trade, an earlier supply of coin than can be had at present.

As regards the second point, namely, the possibility of excluding all but clean dollars from circulation, I would remark that it is at present the practice of the native Chinese merchants to "chop" every dollar imported as it comes into their hands, and that the ordinary currency of Hong Kong consists chiefly of "chopped" coins. It is clear, therefore, that as no proclamation issued in Hong Kong could directly compel the native merchants to abandon the practice of marking their dollars with their "chop" or sign, the effect of excluding "chopped" coin from legal circulation in Hong Kong would be to interfere seriously with the trade of that Colony with Chinese ports. This remark applies only to the southern ports, as in Shanghai and throughout the north of China the old Mexican dollar, clean, is the only coin accepted.

THE FOREIGN RELATIONS OF THE UNITED STATES.

In the volume of "Papers relating to the Foreign Relations of the United States, transmitted to Congress, with the Annual Message of the President, December 7, 1874," the China correspondence consists of forty-four despatches, comprising twenty-eight from the U.S. Legation at Peking, the Consul-General at Shanghai, and the Consul at Amoy to the Department of State, and sixteen from the authorities at Washington to the Legation and Consulates in China. Of this total of forty-four despatches no less than twenty have their origin in the difficulty between China and Japan, four of them being devoted entirely to General Le Gendre's case. The concluding despatch of the series is one from the Department of State to Mr. Seward, dated Nov. 2, 1874, dealing at some length with the proceedings against General Le Gendre and disapproving of them; the writer sums up in these words :—"For all these reasons and upon the facts as reported, the Department is forced to the conclusion that the arrest of General Le Gendre was without warrant of law, and cannot receive its approval. Had the arrest been the act of a foreign Power it is apprehended that the arrest would have been the ground for energetic action on the part of the United States." After this, we should fancy that Mr. Seward and Mr. Henderson, the Consul at Amoy, will be very chary of arresting Generals with roving commissions. Mr. Henderson also receives a severe rebuff on account of the terms of a neutrality proclamation, of a one-sided nature, which he took upon himself to issue, forgetful of the fact that such power appertains only to a Minister, and not to a Consul. One of this series of despatches gives the identical note addressed by the Treaty Power Consuls at Shanghai to their respective superiors at Peking "in regard to the neutrality of the foreign settlements in China and Japan in case of war, and to the immunity of commerce," and in another Mr. Henderson describes his visit to Liang-kiau Bay, Formosa, in the U.S. war-steamer *Monocacy*. Several of the other despatches are simply of a formal nature. Two of the earliest despatches in this volume give cover to correspondence respecting the Peruvian mission to China, and two others relate to the difference between the Spanish Chargé d' Affaires and the Tsungli Yamun respecting the prohibition of coolie emigration to Spanish colonies. On Nov. 18, 1873, Dr. Williams reports the disastrous inundations in Manchuria, and the brigandage arising from the consequent distress, and he forwards a lengthy communication on the subject from Mr. F. P. Knight, U.S. Consul at Neuchwang. On February 12, 1874, he advises the Department of State of the capture of Suh-chau in Kansuh, the last stronghold of the Mohammedan rebels, and he forwards a translation of a very voluminous memorial from Tso Tsung-tang, reporting the same. In concluding his letter, Dr. Williams observes :—"The Mohammedans rose in array in the south-west and north-west, where they set the Imperialists at defiance for ten years or more, but are now no longer formidable, and the few chiefs who may have escaped with a small following will not be able to gather head in those devastated districts. The manner in which orderly government, trade, and rebuilding of ruined towns has revived in those departments in the Valley of the Yang-tsze, which were left almost like a wilderness in 1865, leads me to hope for a similar reviving in the western provinces." The next despatch (March 30, 1874) states that "A Roman Catholic Bishop, whose diocese comprises a part of Manchuria and the region contiguous to Korea, has lately reached Peking from Newchwang, and brings an account of an entire change in the Government of Korea within the last three months, and the removal of the ruler who has usurped the authority during the past fifteen years. The principal facts, as he reports them, tally very well with some statements made years ago, and bear the appearance of authenticity, though many details remain to be supplied." Although Mr. Hart's notable memorandum on the Woosung Bar and the Future of Shanghai must, from its date, have been in the hands of the United States Charge d'Affaires in this month of March, no despatch is reproduced relating to it, but in a long despatch, dated July 20, 1874, and forwarding correspondence respecting the dredging of the Woosung Bar, there occurs this passage :—"The minute from Mr. Hart, in relation to the topography and physics of the *embouchure* of the Yang-tsze, and its connection with the Hwangpu River (inclosure 7), contains many facts and deductions bearing upon the utility or otherwise of the present scheme. The impotence of human efforts to guide or restrain the action of such mighty rivers in depositing their silt makes it desirable to collect and scrutinise all such data bearing on a plan like this; and the even flow of the Yang-tsze and the uniformity of its deposits make it safer to estimate results in this case than in some other rivers. The only thing now asked of this Government is to take measures to increase the depth of water on the bar so as

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to allow vessels drawing four fathoms to cross at high tide; and this has been shown to be practicable, and its immediate execution a great necessity." It is a very noticeable fact that there are two *lacunæ* in this despatch as given in the volume before us, and that none of its enclosures are printed. The riot at Shanghai is reported at great length, one enclosure to the despatch on the subject being a voluminous extract from the *Evening Courier*. The despatch notifying the trial and sentence of persons concerned in an attack on the Rev. H. Corbett, an American missionary, at Chi-mi, in the Chefoo Consular district, is exceedingly full, and occupies no less than twenty-three pages, most of which are printed in very small type. Four despatches relate to the case of Walter Jackson, charged with piracy and an assault with intent to commit murder on board the British bark *Satsuma*. The correspondence arose out of an application made to Mr. Consul-General Seward for the man's arrest by the Colonial Government of Hong Kong. The matter eventually fell through, as, of course, the extradition treaty between Great Britain and the United States could not be held applicable to Shanghai, but it appears to us that a grave miscarriage of justice would have been avoided had it been remembered that the man, being borne on the articles of a British vessel, was, until discharged from his service, to all intents and purposes, practically a British subject, and should have been dealt with as such. Various matters connected with the operations of the Great Northern Telegraph Company occupy four despatches and a portion of another. Mr. Consul-General Seward's "general efforts and the general efforts of the Consuls of the United States in China to promote the establishment of telegraph lines and the general policy of inducing the authorities to favour and not to oppose such work," meet with hearty approval from the department of State. Finally, we may mention that one of Dr. Williams's earlier despatches encloses a very voluminous correspondence with the Consul at Tientsin respecting the purchase of the premises of the American Southern Presbyterian Mission at Hangchow.

The Japan correspondence comprises forty-seven despatches, thirty from the United States Legation and seventeen from the Department of State. Two despatches relate to "an inquiry made by one Captain Benjamin Pease under what governmental protection the residents of the Bonin Islands are;" Mr. Fish declines to have anything to do with them, saying that, if American citizens take up their abode there, "by resorting to such remote spots on the globe's service, they may fairly be held to have deliberately abandoned the United States without a purpose of returning, and therefore to have relinquished the rights as well as the duties of citizens." Some queries by Mr. W. H. Doyle as to the rights and privileges of American residents in Japan give rise to two despatches. Mr. Doyle is told that "as an American he cannot alter treaties existing between the two countries, but he can expatriate himself, if he wishes so to do." He does not appear to have gained much information of a novel nature in reply to the inquiries which he propounded to Mr. de Long. Seven despatches, commencing as far back as June 2, 1873, relate to proposed modifications of Japanese hunting regulations to govern foreign residents, and eight others are connected in different ways with the Japanese expedition to Formosa. In the last Mr. Secretary Fish discusses the attitude of Japan towards China, and instructs Mr. Bingham to exercise vigilance in protecting the rights of American citizens, and in maintaining the neutrality of the United States in case of war. The last three published despatches, addressed by Mr. de Long to the Department of State, treat of (1) the entertainment of the Duke of Genoa by the Emperor of Japan; (2) the release of a Japanese, who had been arrested for becoming a Christian; (3) a joint note, addressed by the diplomatic corps, to the Japanese Government, and transmitting a draft code of regulations for the government of foreigners travelling or doing business in the interior of Japan. Two later despatches from Mr. Bingham on this matter, which are not published, were read by Mr. Fish "with interest and general approval," and "his general views on the subject commend themselves to the Department, and make it unnecessary to give detailed instructions." In one of his despatches Mr. Bingham forwards a long abstract of a report by Mr. D. W. Ap Jones, "upon the adaptation of certain districts in Japan to the growth of cattle and sheep." Mr. Bingham expresses an opinion that "the material is in Japan to give profitable employment to one hundred million people, instead of the twenty-five, or at most thirty million, who now reside here, one half of whom are without remunerative occupation and in poverty;" and "notwithstanding the published reports to the contrary," he is "also fully satisfied that the undeveloped mineral resources of Japan, in coal, iron, copper, gold, lead, and silver, are very great," and he further thinks that "the opening of the country under proper regulations and restrictions would be attended with advantageous results to Japan and to the United States." Two despatches passed between Mr. Bingham and Mr. Fish in regard to an American citizen, who had transgressed the treaty limits in Yesso, and went into the interior without the permission of the Japanese authorities. The action of Mr. Consul Hawes, at Hakodate, in the matter is substantially approved. One of Mr. Fish's later despatches treats of the coperative policy of the United States in Japan. It was written in consequence of Mr. Bingham's deeming it his duty to withhold his name from a joint note of Sir Harry Parkes and his colleagues to the Japanese Government on a certain matter. Mr. Fish conditionally approves Mr. Bingham's proceeding, but remarks that "it is not deemed wise at present to depart from a policy [*sc.* of co-operation] which has thus far, in the main, proved serviceable." At the conclusion of his communication he further adds that "it is deemed especially important that, in all cases of ill-treatment of foreigners, or of any restriction, or limitation, or denial of the rights guaranteed to them by treaty, or of any infringement of treaty rights, whether personal or of property, the united influence of the foreign representatives in Japan should assert the inviolability of the treaties, and the full protection of all citizens or subjects of the Treaty Powers," which doctrine is most essential to the well-being of the foreign communities in a country like Japan. Seven despatches passed between the United States' Legation in Japan and the Department of State at Washington in regard to the Simonoseki indemnity, and in the last of them, which closes the correspondence, Mr. Fish acknowledges the receipt in full of the amount due by the Japanese Government to the United States on that account.

Besides the China and Japan correspondence, properly so called, there are three despatches bearing on the coolie traffic. In the first Mr. R. G. Watson, British Chargé d'Affaires at Washington, alludes to a conversation he had had on Sept. 3, 1874, with Mr. Fish "on the subject of the recent suppression of the coolie trade at Macao, and the suspicions which, in consequence of the subsequent increase of the Chinese emigration to San Francisco, are entertained lest a portion of this emigration should surreptitiously be diverted to Peru or Cuba," and at the same time transmits, for that gentleman's information, copies of a despatch and its enclosure on that subject from Sir A. E. Kennedy, Governor of Hong Kong, to Lord Carnarvon. Sir Arthur regards the matter with grave suspicion, and directs attention to the fact that in less than five months 8,802 coolies had thus been shipped from Hong Kong to San Francisco. In the second of these despatches the U.S. Minister in Peru reports to Mr. Fish that a committee of seven respectable Chinese residents at Lima had asked him to help them to open communication with the Government of China, their object being to make known "the true condition and treatment of the coolies in Peru," and thus to "counteract attempts which have been made, and were to be continued, to inculcate the belief in China that the coolie trade ought to be encouraged, and to induce the Chinese Government to make the diplomatic representative of Portugal, near the Government of Peru, the medium of communication between the Chinese Government and its subjects in Peru." Lastly, General Sickles, at Madrid, refers to the commission which had been appointed by the Peking Government to visit Cuba, "and investigate the condition and treatment of the Chinamen held there in a sort of bondage, represented to be even worse than slavery;" and he informs Mr. Fish that the fact of an American being placed on the commission is "regarded as offensive to Spanish dignity, and loud protests have come from Cuba against what is called an American intrigue to deprive the planters of Chinese labourers by means of an unfavourable report to be made by the investigating committee." The Spaniards seem to have shown themselves unnecessarily thin-skinned in this matter, for the "American" objected to would seemingly be Mr. A. Macpherson, of the Chinese Customs, a most undoubted British subject.

PAPER MANUFACTURE FROM BAMBOO.

In a former issue we noticed an invention by which the refuse of the sugar cane, after the extraction of the juice, can be utilised as a material for paper making. We are now able to place before our readers the fact of the utilisation of the tender shoots of the bamboo for a similar purpose. The rapidity with which the bamboo grows in suitable localities and congenial climates, and the vast area over which it can be produced in most eastern countries, render the announcement of the conversion of a hitherto but little regarded vegetable product into a commercial commodity a matter of considerable importance to such countries as Ceylon, Mauritius, Penang, Burmah, Java, &c. To the paper trade of the world this invention cannot fail to prove of the utmost advantage. So great has been the expansion of this manufacture during the last dozen years, that notwithstanding the utilisation of many materials hitherto unused in the composition of paper, it is found that the cost of production is steadily augmenting. The advent therefore of a material capable of being supplied in unlimited quantities and at a low rate of cost cannot fail to mark a new era in the history of paper manufacture. The abolition of the paper duty and of the newspaper stamp led to an enormous expansion of trade in all waste materials capable of being converted into paper. In addition to this there has been a steady increase in the demand for all varieties of paper employed in trades and manufactures, until at length it became necessary to look about for new materials accessible readily and at a low cost. The aloe, the plantain, and many barks of trees, as well as soft woods, have been tried, but with incomplete success. In 1861 the Sparta grass was intro-

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duced to the notice of the British paper makers by Mr Thomas Routledge, who found it growing over a vast tract of Spanish territory. After repeated experiments and a large outlay of capital, this enterprising gentleman took out a patent for its utilisation as a paper material, but owing to British prejudice did not finally succeed in establishing it until the outbreak of the American war caused serious apprehensions as to the future supplies of cotton and cotton waste. The imports of Sparta grass from Spain and Algeria amount at the present time to 140,000 tons yearly, but, unfortunately, owing to a variety of causes, the price of this article has increased from £5 to £10 per ton, and inasmuch as not more than 45 per cent. of the raw material is capable of being converted into paper the actual advance to the manufacturer has been at the rate of £10 per ton on the portion utilised. The necessity that exists for obtaining cheap descriptions of paper for low priced journals has induced Mr. Routledge to look elsewhere for a raw fibrous material at a low cost that might supplant the Spanish grass, and this he appears to have found in the half-developed shoots of the bamboo, a plant which thrives in the poorest soil, demanding nothing better than abundance of moisture and heat.

The manufacture of paper from the bamboo is not an entirely new idea; the Chinese and Japanese have from time immemorial produced a very thin transparent paper from the matured bamboo, but necessarily by a process which renders the article valueless in a commercial point of view. By working up the shoots at an age when they have matured their fibrous development, but before the formation of any woody texture, that is, at about the age of six months, Mr. Routledge is enabled to deal with the article as readily as with any other product under a process which he has protected by patent. The process thus protected consists in passing the shoots of the bamboo through heavy crushing rollers in order to split and flatten them. The stems thus crushed are then passed through a second series of rollers in order to further split them into ribbons, which being cut by a guilloitine knife, are delivered by an automatic feeder direct to the boiling pans. As the stems contain 60 to 70 per cent. of watery mucilaginous matter much of this is expressed by the crushing, while at the same time the fibrous mass being partially disintegrated is more readily acted upon during its treatment by caustic alkali, which is carried on for many hours in a battery of iron vessels, sixteen or twenty in number, after which it is thoroughly washed in hot and cold water. After these processes, which effectually remove all mucilagiuous and resinous matters, the bamboo is pressed free from water, passed through a devil or teaser, where it is torn into a tow-like substance, and finally dried and baled.

It is estimated that an acre of suitable land in a moist situation would produce forty tons of green bamboo per annum, or ten tons dry fibrous material, yielding 60 per cent. of paper stock, or six tons per acre. This it is believed could be delivered to the paper makers at two-thirds the present cost of Sparta stock, leaving a very handsome profit to the producer. We need not remind readers in the East with what rapidity the young shoots of the bamboo grow; they have been known to make a growth of nine inches in a single night. Even in England the bamboo in the glass house at the Duke of Northumberland's garden at Kew has made remarkable progress in a few weeks. How readily the poorer classes of cultivators in the East could attend to this new branch of industry we need not say, it could be followed in localities and on grounds suitable for no other article of commercial value, and now that an ever-increasing population demands fresh fields for its labour, this new paper material appears to be precisely that which is wanted. There is no fear of the market being overdone with it, provided the producers do not become exacting in their demands, for each year sees the wants of the paper trade increase for raw material at a low price.

Monetary and Commercial.

The failure is announced of Messrs. Alex. Collie and Co., of London and Manchester, merchants, commission agents, and manufacturers. The firm has for some years held a leading position in Lancashire, but has made heavy losses on shipments to the East, and also, it is understood, on imports from that quarter. Messrs. Turquand, Youngs, and Co. are preparing a statement of affairs to be submitted to a meeting of creditors as soon as practicable. It is estimated the gross liabilities will amount to about £3,000,000, a considerable portion of which will ultimately run off. As to the probable result of the liquidation, it is at present impossible to form any accurate estimate. In commenting upon the failure *The Times* says :—

It has caused much surprise, except among those who have had to struggle against the continuous losses which have resulted from East India shipments of Manchester goods during at least the last four years, and who are aware of the large increase of those shipments for the first five months of the present year. The increase in that period amounts to about sixty-three million yards, or nearly 15 per cent. over the total of the corresponding period of last year. The firm has enjoyed good credit and a reputation of being possessed of ample means, but an impression has been gaining ground for some little time past that the business has been of too speculative a nature. The liquidation of the liabilities will depend, as a matter of course, upon the character of the firms upon which Messrs. Collie and Co. have been in the habit of drawing, for the custom in this trade is for large houses of this class to pay cash for what they buy at Manchester every other Friday, and to draw upon the firms in London or elsewhere for whose account they buy for shipment to the East or otherwise. Mr. George Yule was, it appears, in the firm, but in 1870, by effluxion of time, the partnership expired, and the business has since been carried on by Alexander Collie and William Collie. The position of the East Indian and China trade has for some time been bad. Not only have shipments of goods from this side been made very often at serious loss, but the return trade has yielded no compensating profit. The trade in silk has for a long time been unsatisfactory, and tea has been oversupplied to the markets of Europe. It is said, also, that the trade in opium, on which in former years enormous fortunes were made, has not been paying those engaged in it. The Government of India has made a very heavy profit, and the Chinese have contrived to get something out of it, but the middlemen have not. As an article of exchange it is sometimes shipped at Calcutta at a higher price than is ruling in the market of Hong Kong. Losses have, therefore, been steady and severe, and, one after another, the older houses have been either succumbing or retiring from the trade. This, of course, has affected Manchester very severely, and the more so that raw materials have been keeping well up in price, while manufacturers' prices have been falling. There has, no doubt, been much forced business going on as well. Heavy consignments of goods have been sent out in the belief that they were sure to sell, and, once there, they have had to be thrown on a dull market for what they would fetch.

In connection with this failure the bills have been returned of Messrs. Shand and Co., East India merchants, Rood-lane, Fenchurch-street. The liabilities are estimated at about £250,000. Messrs. Rainbow, Holberton, and Co., of St. Helen's-place, Bishopsgate-street, have also suspended their payments. Messrs. Turquand, Youngs, and Co., have been instructed to prepare a statement of affairs, which will be submitted to a meeting of the creditors as soon as possible. The liabilities are reported at about £75,000. Messrs. Alexander, Son, and Co., East India merchants, of Great Winchester-street, have been compelled to suspend payment. The firm was of long standing, and held in good repute. The liabilities are estimated at £300,000.

The well-known firm of J. P. Westhead and Co., of Manchester, merchants, engaged in the home trade has suspended payment, with liabilities estimated at over £200,000. The cause of the stoppage was the use of accommodation bills between Alexander Collie and Co. and Messrs. Westhead and Co., amounting to £110,000, which by the failure of the former rank against the estate of the latter. This is a more serious failure as affecting Manchester than that of Collie and Co., as the bulk of the losses by the stoppage fell outside Manchester; but in the case of Westhead and Co. the liabilities fall chiefly upon the manufacturers and agents of Lancashire and Yorkshire.

Messrs. Young, Borthwick, and Co., bill brokers, of Lombard-street, have stopped payment, with liabilities on bills bearing their guarantee of about £2,500,000, including £700,000 to £800,000 on the drafts of Messrs. Collie and Co. The firm was established in 1867, and has occupied a respectable position in the London discount market. The failure may be considered as entirely due to that of Collie and Co., and the liquidation, of course, depends upon the extent of the dividend to be paid by that house.

The bills of Messrs. Robert Benson and Co., merchants, have been returned. It is understood that their liabilities, which are about £750,000, are in some measure due to their connection with the Aberdare Iron Works, which recently failed. The house was the agent of the Illinois Central and other American railway companies.

The following are other failures arising out of Messrs. Collie's, with the amount of liabilities in each case :—Messrs. John Anderson and Co., of Philpot-lane, estimated liabilities £200,000; Messrs. Malcolm, Hudson, and Co., Japan merchants, of Crosby-square, the financial agents of the Japanese Government, and agents of two lines of steamers. Their liabilities are stated to be about £150,000, but nothing is known as to the ussets. Messrs. Henry Adamson and Sons, of 75, Mark-lane, liabilities not estimated, but understood to be small; Messrs. John Strachan and Co., East India merchants, 121, Bishopsgate-street, liabilities about £200,000; Mr. J. C. Fowlie, of 78, Leadenhall-street, liabilities about £100,000. The assets in almost all cases will depend upon the outturn of consignments.

Very little business has been attempted on the Manchester Exchange, the failure of Messrs. A. Collie and Co. and its possible effects engrossing conversation and attention, and the prices of yarns and goods have remained untested by much inquiry. On the other hand, sellers refrain from pushing their goods in the slightest degree, and are more afraid of a possible glut on the market than of temporary stagnation. The general feeling on the market is rather one of anxiety than of excitement.

Advices from Montreal report the failure of Messrs. Henry Davis and Co., of Montreal, with liabilities amounting to £270,000, of which £140,000 is unsecured. This firm has been chiefly engaged in importing woollen goods, so that a large por-

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tion of their liabilities fall on Leeds, Dewsbury, Huddersfield, and the woollen manufacturers of Germany. The holders of the £130,000 secured are chiefly bankers. This is the largest failure that has ever taken place in Canada on dry goods. Consequent on this failure, Messrs. Empey Johnson and Co. have suspended, with liabilities of considerable extent in Manchester and Yorkshire. Messrs. Henry Davis and Co. are indebted to Messrs. Empey Johnson and Co. to the extent of £35,000. Messrs. John Armstrong and Co., St. John's, N.B., are also involved with Messrs. Henry Davis and Co., and have likewise suspended.

At a meeting of the creditors of Messrs. J. C. im Thurn and Co. it was resolved to accept a composition of 5s. in the pound, payable in a month, and the liquidation of the estate was left in the hands of three trustees, who undertake to realise the assets and pay over the proceeds to the creditors. The statement showed that the unsecured liabilities had finally been diminished to £513,806, against which the total estimated assets amount to £431,104, including £37,366 cash and about £200,000 of bills receivable and book debts considered good. The losses of the firm during the last nine years have, it is stated, averaged about £46,000 per annum, but the results of some years were extremely adverse, the loss of 1873 having been £90,000, and of 1874 about £370,000.

The Oriental Bank Corporation notify that the coupons of the Japan Seven per Cent. Loan of 1873, due the 1st July, and also the bonds drawn 1st April, amounting to £48,000, will be payable at their office after the 1st proximo.

It is announced that the half-yearly meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China will be held on the 19th October.

The quantity of tea delivered from the bonded warehouses in London last week amounted to 2,885,105lb., of which 2,012,358lb. was home consumption, 626,281lb. was removed coastwise, 183,188lb. was exported, 58,818lb. was sent coastwise for immediate export, and 4,460lb. was for ships' stores. The duty paid was £50,309, being 16½ per cent. less than in the preceding week.

The average time occupied in the transit of outward messages between London and India by the Indo-European Telegraph Company, *via* Teheran, including the messages for Penang, Singapore, China, Japan, Java, and Australia, during the week ending 11th inst., was one hour nineteen minutes.

Bar silver has become somewhat firmer, and may now be quoted 55⅝d. per oz. Mexican Dollars have been sold at 55⅛d. per oz., showing a decline of ⅛d., the demand for China not being at all good; it is, however, doubtful whether even this rate can be obtained for the large amount (about £170,000) now on the Market from the West India and French steamers.

The amount of bullion per P. and O. steamer *Peking*, from Southampton on the 17th inst., was :—In silver, to Singapore, £64,530; to Hong Kong, £23,229; to Shanghai, £3,750; to Yokohama, £2,067; total £93,576.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, Robert Benson and Co., agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

During the past week business has again been extremely quiet, and the tendency of prices is still downward. A slight decline has occurred in Tea, Coffee, Pepper, and Sago. On the other hand, there has been an improvement in Tin.

TEA.

The market during the past week has not been affected by the failures in connection with the China trade, for with the continuous decline in value since last January, and the decreasing stocks held by importers, there has been a very limited quantity offering. The losses, with isolated exceptions, now range from 15 to 18 per cent. on import cost for Congou and Scented, and 20 to 25 per cent. on Green Teas. Dealers complain of a scarcity of good and medium quality Congou at 1s. 3d. to 1s. 5d. per lb., but appear to have overlooked the fact that these grades have been selling the past month at 11d. to 1s. 2d. per lb.

Messrs. Arthur Capel and Co.'s Circular says :—Our market, as is usual at this time of the year, has been generally quiet, but further sales to some extent have been made in common to fair black-leaf Congous and new make Canton kinds, the former at last week's rates, but the latter showing a further decline of ½d. per lb. In all other kinds there is no alteration in prices to notice. In public sales 13,344 packages have been brought forward, the whole of which have been sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	1,975,292	1,898,986
Coastwise	617,841	568,891
Exports	278,536	585,335
	2,871,669	3,053,212

Congous.—Red-leaf kinds: Siftings show no change. Broken-leaf kinds remain firm, also fair common to good common, rather dusty, at 10d. to 10½d. per lb.; free from dust, at 11d. to 11½d. per lb., being only in moderate demand. Fair to good and fine Kaisows are scarce, and previous prices have been fully supported, finest still selling slowly. Pak Lin kinds from second hands have sold at public auction at rather lower prices. Black-leaf kinds: Common to fair common have sold from 9½d. to 10½d., good common at 11d. Fair kinds at 11½d. to 1s. 1d. Good medium to fine have been wanted at from 1s. 4d. to 1s. 7d. per lb. Finest have sold at last week's decline. Canton-make kinds: Further large sales have been made at ½d. per lb. reduction, common to fair realising 1s. to 1s. 1d., good 1s. 1½d. to 1s. 4d., fine showing no change. Oolongs: Common have sold at auction from 8½d. to 9½d.; privately there is but little if any demand. Souchongs are only in limited request. Some Flowery Pekoes have sold at public sale from 1s. 1d. to 1s. 1½d. per lb., being a low range of prices. *Scented Teas:* Canton Capers show no improvement; sales have been made to some extent from 8¾d. per lb. to 10½d. for common to good quality. Orange Pekoes show no material alteration. Foochow Capers are only saleable at low prices. Orange Pekoes: Common kinds are dull of sale; good to fine in fair demand, prices remaining much as before. *Green Teas:* There is but little change to notice in these kinds; the quantity brought to auction has been sufficient for the wants of buyers, and prices for the week show no change.

SILK.

There is nothing new to report of the market; pending the public sales, which are fixed to commence on the 22nd inst., the trade are buying less, but consumption continues on a good scale, and prices are unaltered. Chinas still continue in much favour. Deliveries from 1st to 17th inst. :—

	1875.	1874.
China	2,112	1,621
Canton	577	300
Japan	374	468
Bengal	135	124
Total	3,198	2,513

COFFEE.—Considerable supplies of Plantation Ceylon have been brought to auction during the week, and the demand having been active the sales have gone off heavily at a decline of about one shilling per cwt. The closing prices are small greyish 97s. to 99s., low middling 100s. to 101s., middling to good middling 103s. to 105s., and bold 107s. 6d. to 110s. 6d., peas 125s. to 126s., triage 85s. to 88s. per cwt. No business in Native has been reported.

CHINA MATTING.—At auction 131 rolls offered were bought in, 6 by 4 red at 40s. to 42s. and 5 by 4 at 35s., 4 by 4 white stained at 58s., and 4 by 4 red at 52s. per roll; 158 rolls sold without reserve, 4 by 4 white at 16s. to 17s., ditto more or less mildewed at 12s. 6d., and 4 by 4 red at 16s. 6d. per roll.

COIR GOODS.—The public sales comprised 546 bales 69,268 dholls 781 ballots 65 tons Yarn, 585 bales 5,244 dholls 2,727 ballots Fibre, 117 bales Bristle, 40 bundles Kitool, 21,359 coils Rope. Yarn mostly sold; Ceylon bales, common to medium at £22 to £30, good medium to fine

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at £35 to £40; dholls, common to medium at £20 to £31 10s., good at £39 10s., fine at £45 to £49; ballots at £34 15s. to £40 5s. Fibre sold at £18 10s. to £22 10s., low at £10 to £11 15s. Bristle, £27 to £50. Kitool was taken out. Rope partly sold, 5 to 5½ in. at £30 5s., 4 in. at £30, and 1½ to 4½ in. at £29 15s. per ton.

COCOANUT OIL.—The market has been very quiet. Ceylon is quoted £37 10s. for old and £37 15s. for new in pipes. Cochin offers at £42 to £43 10s.

CHINA GALLS.—187 cases in auction were bought in at 53s. per cwt.

CUTCH.—A parcel of 128 boxes Calcutta (J.S. and Co., S. in diamond) was bought in at 25s. per cwt., and 300 boxes good Pegu sold at 23s. per cwt.

COTTON.—The market has been quiet; sales have been made on the spot at steady prices, but arrivals are slightly in favour of buyers. Prices are, on the spot:—Tinnivelly 5⅝d. to 5¾d., Western Madras 4 13-16d. to 5⅛d., Northern 5⅛d., Coconada 5 3-16d., Bengal 3¼d. to 4⅜d., Northern 5 9-16d., landing, good fair.

PEPPER.—Black, in auction, has not supported private contract rates, 364 bags Penang selling chiefly at 4⅝d. per lb. for good quality; 937 bags Singapore were offered at 5½d., without finding buyers. *White* is about ½d. per lb. lower, and of 612 bags offered 360 bags sold, ordinary brown Singapore at 7d. to 7⅛d., fair at 7⅜d. to 7½d., good at 7⅝d. The Penang was bought in at 7⅛d. per lb.

RICE.—The market has been extremely quiet on the spot. Floating cargoes have met with some little inquiry, but little business has resulted. By auction, 50 bags 40 barrels Cleaned Java were bought in at 28s. per cwt. 7,000 bags famine Rice (ex Bates Family), just arrived sold, at 8s., ex ship. The following floating cargoes have been placed:—Sirrah, 865 tons Bassein, March sailing, at 8s. 1½d., open charter; Pelligra Figaro, 853 tons, April sailing, at a price said to be 7s. 11½d., open charter; one of 840 tons Rangoon, at 8s. 3d.; one of 1,000 tons, at 8s. 1½d.; and one of 1,000 tons, also at 8s. 1½d.

SUGAR.—The market has continued dull throughout, and not a single sale of East India descriptions has occurred during the week.

SAGO is rather cheaper, 159 bags goods medium grain selling at 16s. 3d. per cwt. In another sale 100 bags were bought in at 17s. 6d. per cwt. *Flour*: Of 360 bags Singapore, the sound was bought in, good white at 14s.; the damaged (150 bags) sold at 10s. 3d. to 12s. 3d.

SPICES have been quiet. *Cassia Vera*: 75 bales Padang thin quill bought in at 45s. to 48s. per cwt. *Cinnamon*: In auction, 17 bales bought in, firsts at 2s. 7d. to 3s. per lb. In other Spices no transactions have occurred.

STICKLAC.—In auction 16 boxes Siam were bought in at £5 10s. per cwt.

SAPANWOOD.—In auction 20 tons Batavia were bought in at £14 10s. per ton.

TAPIOCA.—In auction 521 bags Singapore were offered, and about 200 bags sold, fair at 2¼d. to 2⅝d., dull small at 2d. to 2¼d. Of 700 bags Penang 300 bags sold, fine bright Alma mark at 2⅝d. per lb.

TIN has been fairly active, and quotations have slightly advanced. Straits now rules at £84 10s. on the spot and £84 afloat, Banca at £88 to £88 10s., and Billiton at £83 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 9	Telanak	Lusink	Banjoewangie	Amsterdam
10	Golden State	Delano	Foochow	New York
10	J. W. Settervall	Lofqvist	Java	Queenstown
10	Otto	Zwanenburg	Passaroesng	Rotterdam
12	Ornate	Doughty	Manila	Liverpool
11	Prior (s.)	Tate	Maulmain	Antwerp
14	Orconera	Kerkt	Colombo	London
14	Psyche	Stavers	Samarang, for Amstdm	Falmouth
14	John Milton	Murphy	Hong Kong	New York
14	Tamesa	Green	Do.	Do.
13	Hendrika	Bus	Tjilatjap	Rotterdam
15	Marina	Jean	Manila	London
17	Lorns (s.)	—	Rangoon	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 5	Christina	Delmar	Batavia	Buenos Ayres
June 9	County of Lancaster	Fordyce	Do.	Glasgow
11	Flintshire (s.)	Sturrock	China and Japan	London
9	s'Gravenhage	De Vries	Batavia	Antwerp
13	Holland (s.)	V. den Sprenkel	Do.	Southampton
13	Mikado	Ilbery	Shanghai	London
11	Elizabeth	Hilton	Batavia	Amsterdam
12	Bellona (s.)	Dose	Shanghai	Hamburg
14	Chusan	Thickell	Hong Kong	London
14	Laura R. Burnham	Philipps	Singapore	Cardiff
15	Ulysses (s.)	Byrne	China	Liverpool
12	Noordzee Kanaal	Bron	Sourabaya	Amsterdam
2	Caprera	Randell	Hong Kong	Philadelphia

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Paraguay, Timor. For Singapore, Hong Kong, and Shanghai: Quang-se.

SAILING VESSELS.—For Yokohama and Hiogo: Flying Spur, Albuera, Western Chief. For Shanghai: Titania, Albert Victor, Windhover. For Hong Kong: Coldstream, Birker. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk, George Croshaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Diomed (str.), Stentor (str.). For Hong Kong: Carolus Magnus, Beemah. For Manila: Remus. For Batavia: Martha P. Tucker. For Singapore: Banian, Estrella de Chile, Amsterdam.

At GLASGOW.—For Manila, Olano, Aurora.

At GREENOCK.—For Anjer: Crested Wave. For Batavia: Sourabaya.

SPOKEN.

KOSMOPOLIET III., from Rotterdam to Batavia, May 5, 2 N., 26 W.
Q.C.M.L., from Cardiff to Hong Kong, April 21, 25 S., 101 E.
CONTENT, from Sunderland to Java, April 20, 8 N., 21 W.
HIPPOLITA, from Rangoon to Falmouth, April 23, 32 S., 30 E.
WILTSHIRE, from Rangoon to Falmouth, April 26, 35 S., 24 E.
RICHARDS, from Rangoon to Bremen, April 26, 24.11 S., 44.6 E.
ESCORT, from New York to Anjer, April 27, 5 S., 24 W.
ARVIO, from Cardiff to Singapore, May 6, 3.19 N., 22.4 W.
CHALLENGE, from Cardiff to Shanghai, April 25, 12 S., 29.40 W.
AMADINE, from London to Hong Kong, April 20, 24 S., 28 W.
STAR OF THE SOUTH, from Singapore to London, May 11, 3 N., 23 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight, 50s. to 55s. meast. To Hiogo: 60s. weight, 60s. meast. To Nagasaki: 75s. weight, 70s. meast. To Shanghai: 47s. 6d. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 47s. 6d. weight, 40s. meast. To Singapore: 47s. 6d. weight, 40s. meast. To Penang: 47s. 6d. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 35s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £35. To Shanghai: £35. To Hong Kong: £26. To Singapore: £23. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 30s. To Hong Kong: 28s. To Singapore: 28s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

SAN FRANCISCO—(BY TELEGRAPH).—The Ango, French barque, from Saigon for Valparaiso (rice), has put into Papeete with all her cargo supposed to be damaged.

MISCELLANEOUS.

ADEN.—Passed, June 11, Conrad (str.), from Batavia, for Nieuwe Diep.

PORT SAID.—Arrived June 7, Madura, from Batavia, and left on the following day for Nieuwe Diep; 11, J. B. Walker, from Southampton, and left for Batavia; 12, Gaelic, from Liverpool, for China and Japan; Glenroy, from London, for China, and both sailed on the following day.

ST. HELENA.—Arrived May 6, Norma, from Hong Kong, for Hamburg; 7, Johanna, from Banjoewangie, for Middleburg; 8, Charles H. Southard, from Penang, for London; 9, Emma, from Tjilatjap, for Rotterdam; 10, Alblasserwaard, from Banjoewanjie, for Amsterdam; Bali, from Sourabaya, for Amsterdam; Bertha, from Nagasaki, for London; 13, Paul, from Colombo, for London; 17, Elizabeth, from Padang, for New York; Havilah, from Ilo Ilo, for Boston; Helena Anna, from Sourabaya, for Marseilles.

PASSED.—May 3, Alnwick Castle, from Colombo, for London; 7, Agnes Muir, from Manila, for London; 16, Zenobia, from Singapore, for London.

THE PYAH PEKHET (STR.).—A telegram received in Greenock on the 11th inst. states that this vessel has arrived at Penang from the Clyde, after a passage of forty-three days, including stoppages at Malta, Port Said, Suez, Aden, and Galle.

NOTICE TO MARINERS.

China—East Coast—Hong Kong.—Fixed Light on Cape D'Aguilar (Tylong Head).—The Colonial Government of Hong Kong has given notice that from the 16th April, 1875, a light would be exhibited from a lighthouse recently erected on Cape D'Aguilar (Tylong Head), south-east extreme of Hong Kong Island. The light is a *fixed* white light, visible as follows, viz.:—1. Visible between the bearings of S.W. and N.W. ¾ W., excepting where the Ninepin and Waglan Islands intervene. 2. Obscured between the bearings of N.W. ¾ W. and N.W. ¼ N. by Soon Kong Island. 3. Visible between the bearings of N.W. ¼ N. and N.N.W. 4. Obscured between the bearings of N.N.W. and N.E. by N., by the Lochow, Pootoy, and the Lema Islands. 5. Visible between the bearings of N.E. by N. and E. by N., ⅛ N., except to vessels when south-westward of the Samoun group. 6. Visible over Tathong Channel, with the exception of a small portion obscured by Shicko Head. It is elevated 198 feet above the level of high water, and in clear weather should be seen from a distance of twenty-three miles. The illuminating apparatus is dioptric or by lenses of the first order. The tower, 57 feet high, is built of stone; the dwellings and boundary wall are painted white. Position, lat. 22° 12′ 15″ N., lon. 114° 15′ 45″ E. —Hydrographic-office, Admiralty, June, 1875.

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ENGLISH GOODS, PER STEAMERS, AT CHEAPEST RATES.

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Special advantages to Hotel Keepers and Regimental Messes.

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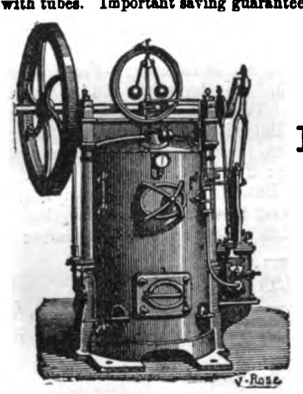
TERMS—NOT LESS THAN 25 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE DRAWN FOR AT THIRTY OR SIXTY DAYS' SIGHT.

Price Lists may be had of WHEATLEY AND CO., Bombay, or Office of *Calcutta Englishman*, Calcutta.

SPECIAL MANUFACTURE OF VERTICAL STEAM ENGINES,

Pumps with Plunge Pistons moved by Vertical Steam Engines.

Vertical Engines from 1 to 20-horse power. Boilers with tubes. Important saving guaranteed.



GOLD MEDAL

AT THE

EXHIBITIONS OF

ALTONA and SANTIAGO, 1869.

DIPLOMA OF HONOUR,

GOLD MEDAL, & LARGE GOLD MEDAL

AT THE

EXHIBITIONS OF

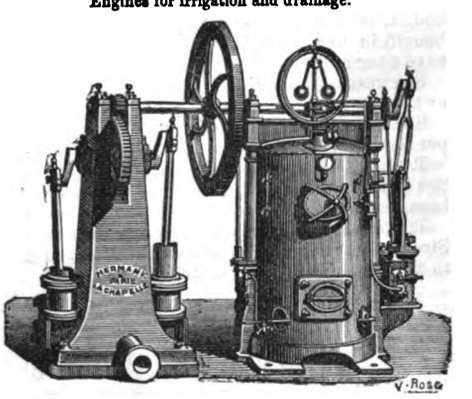
LYONS and MOSCOW, 1872.

MEDAL OF IMPROVEMENT

(EQUAL TO THE LARGE GOLD MEDAL)

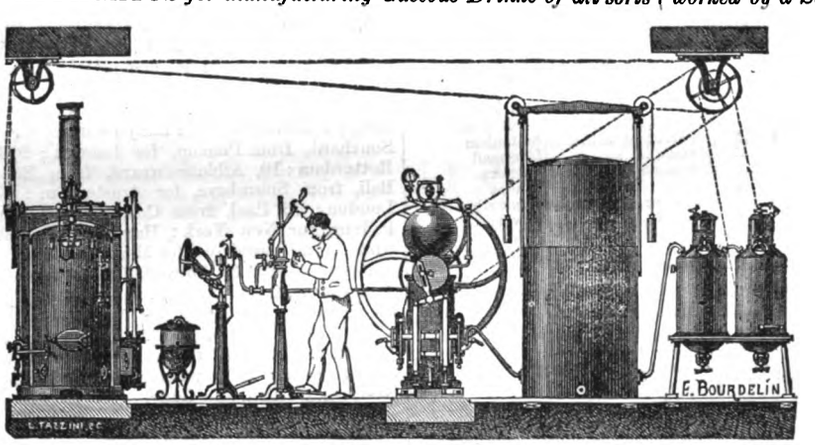
at VIENNA, 1873.

Pumps with plunge piston, moved by Vertical Steam Engines for irrigation and drainage.



CONTINUOUS APPARATUS for manufacturing Gaseous Drinks of all sorts (worked by a Steam Engine).

This apparatus, with mechanical compression and continuous action, is able to produce from 25 to 10,000 bottles of all kinds of aerated drinks per day. It is the only one which complies with all the requirements of the Committees of Health and Safety. The only one which has undergone, before leaving the workshops, the proofs required for any apparatus which has to work at high pressure. The only one adapted to working this branch of industry practically.

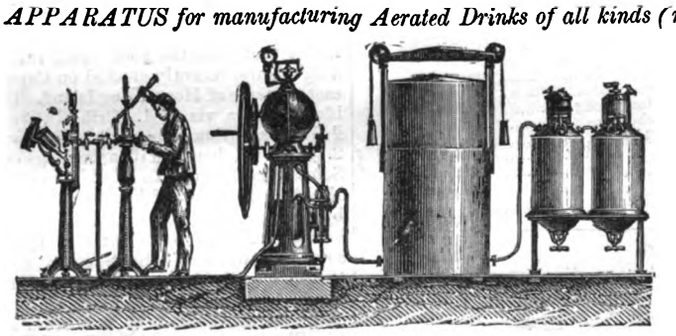


J. Hermann-Lachapelle's Syphons are also very remarkable. Their mechanism is very carefully made, and the decanters are in crystal glass of the best quality. The top of these Syphons is plain, without ornament, and easy to clean, which is an advantage.

COMPLETE APPARATUS for manufacturing Aerated Drinks of all kinds (moved by hand).

SYPHONS.

Large Lever, f.2.25.



SYPHONS.

Small Lever, f.2.15.

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15,000,000 Thalers (£2,250,000).

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Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

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Recognised by the International Convention of 30th April, 1862.

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MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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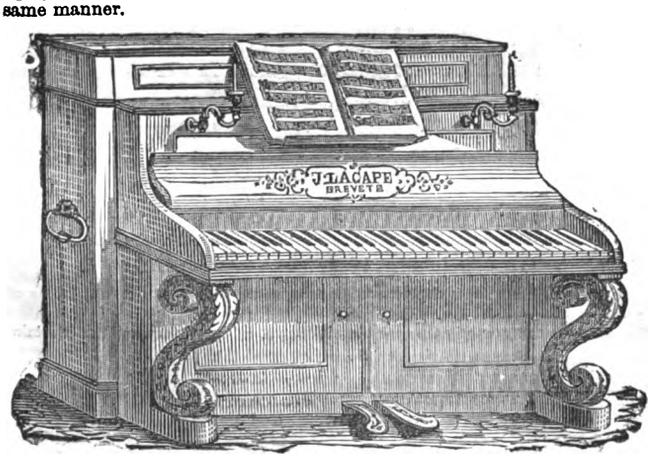
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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TABLE GLASS OF ALL KINDS.

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GRATEFUL—COMFORTING.

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

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YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each. Trade mark—Willow-pattern plate.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL BACKHOUSE & CO., LEEDS

A CURE FOR ALL !!!

HOLLOWAY'S OINTMENT

Possessed of this REMEDY, Every Man may be his own Doctor. It may be rubbed into the System, so as to reach any internal Complaint, by these means, it cures Sores or Ulcers in the THROAT, STOMACH, LIVER, SPINE, or other Parts. It is an infallible remedy for BAD LEGS, BAD BREASTS, Contracted or Stiff Joints, GOUT, RHEUMATISM, and all Skin Diseases.

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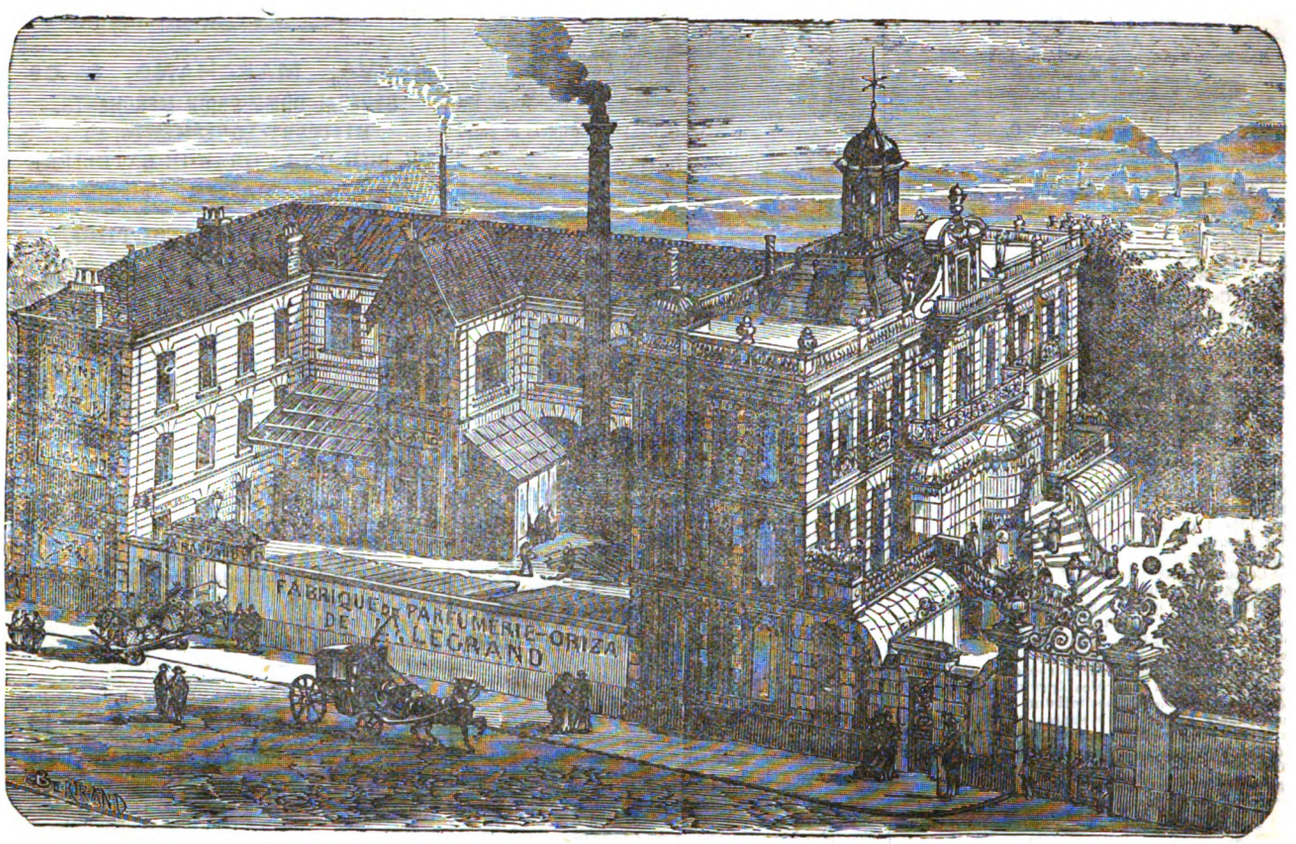
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief, without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off.
This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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GWYNNE and Co., Hydraulic and Mechanical Engineers,

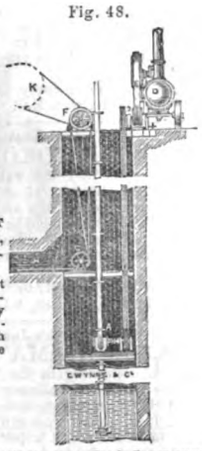
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.

GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.

The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

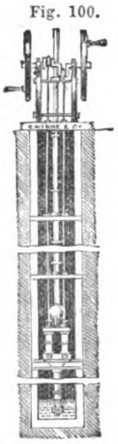
Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.

Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

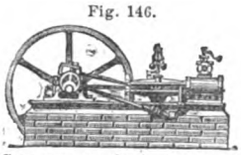
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.

These Pumps work without valves or packing, and raise a considerable quantity of mud, or grit without choking, water. They will lift sand, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.

With or without Expansion Gear, for economical working.

From 4 to 100-horse power

Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

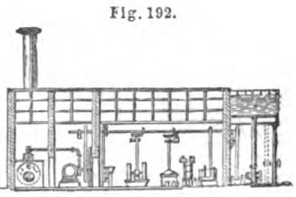
Fig. 142.

GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.

Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.

From 2½ to 30-horse power

Fig. 192.



GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.

The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

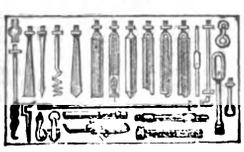
Fig. 193.

GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.

Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

Prices on application.

Fig. 121.

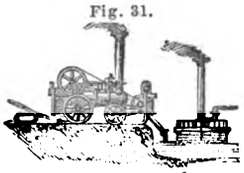


GWYNNE & CO.'S BORING TOOLS.

Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.

G. & Co. can confidently recommend these as the best in the market.

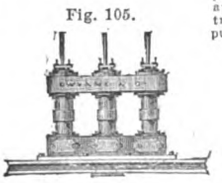
Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.

In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

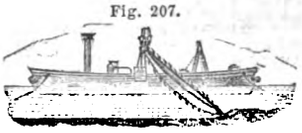
Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.

These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.



GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.

The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

LEVEL FRERES (late NEWELL).

PARIS, 5, RUE MARTEL.

Manufactory, with steam works, for all kinds of envelopes of English and French sizes Papers of all sorts, thick, cream laid, *quadrille*, and ruled for writing.

Copying Books of various binding and qualities. Account Books of all sorts.

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List of prices and specimens of goods to be found at, and orders received by the Agents of the China and Japan Agency.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

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QUENTIN'S VANILLA.

The most pleasant purgative. May be taken in tea, water, wine, or other liquid. Recommended by the medical profession.

VERMIFUGE VANILLA.

An infallible specific against worms.

QUENTIN, Chemist,

22, PLACE DES VOSGES, PARIS.

Agencies in the Far East:—Shanghai: The Shanghai Dispensary. Hong Kong: Mr. Watson. Singapore; The Singapore Dispensary. Saigon: M. Cardy.

Orders through the China and Japan Agency.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business

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GILT JEWELLERY

(FRENCH DOUBLE),

Awarded at the Vienna Exhibition with a

PRIZE MEDAL.

MANUFACTURER OF

Chains of all descriptions, Gentlemen's Chains Ladies' Chains, Necklaces, Lockets, &c.

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K. de PIOTROWSKI,

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HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express.*

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Peshawur	3 78	400	June 24	Mediterranean, Aden, Bombay.
*Mirzapre.	3,765	600	July 1	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Khedive..	3,742	600	July 8	Mediterranean, Aden, Bombay.
*Khiva ...	2,609	450	July 15	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
*Thibet ...	2,593	400	July 22	
*Bokhara..	2,933	450	July 29	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for conveyance of H.M.'s Mails.—The PENINSULAR AND ORIENTAL COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, for Gibraltar, Malta, Port Said, Suez, Aden, and Bombay.

Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Mei Kong ...	July 4	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	July 18		
Sinah ...	Aug. 1		
Anadyr ...	Aug. 15		
Djemnah ...	Aug. 29		

The Steamers of the 4th July, 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

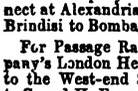
The Steamers of the 18th July, and 15th August connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

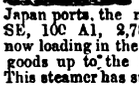
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



GLEN LINE OF STEAM PACKETS.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan ports, the magnificent, Clyde-built s.s. QUANGSE, 100 A1, 2,788 tons register, 400-h.p. nominal; now loading in the South West India Dock. Will receive goods up to the 23rd June, sailing the following day. This steamer has superior accommodation for saloon passengers.

Apply to M'GREGOR, GOW, and Co., No. 1, East India-avenue, London, E.C.

N.B. Shippers are requested to send in their bills of lading before sailing of the steamer.



GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	July —
Glenfinlas	100 A1	—	—	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., H.K. Shang and Japan...	Naples ...	100 A1	2200	V.L.D.	June 24
Pen., Sing., Hg. K., and Japan	Lorne	100 A1	1614	V.L.D.	June 30
Pen., Sing., Hg. K., and Shanghai ...	Teviot.....	100 A1	1946	V.L.D.	July 5

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal; last shipping day, 24th June

FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO. The splendid screw steam ship NAPLES, 100 A1, 1,440 tons register, 2,209 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; Victoria Docks. This fine steamer was built this year expressly for the India and China trade.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 29th June

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 5th July

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid screw steamship TEVIOT, 100 A1, 1,262 tons register, 1 946 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; W. C. NISBET, Commander; Victoria Docks. This fine high-classed steamer is well known in the India and China trades for her rapid passages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 24th June, the favourite full-powered screw-steamer PARAGUAY, 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register, WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

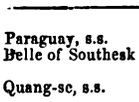
For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

CHINA

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



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Oriental Bank Corporation,
40, Threadneedle-street,
June 14, 1875.

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THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 617.] LONDON, MONDAY, JUNE 28, 1875. [Price 9d.—Subscription, £2 2s. per annum,-Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 24.
JAPAN—Yokohama	Mar. 19	May 4	May 5
Yedo			
Osaka and Hiogo	—	—	„ 1
Hakodadi			
Nagasaki	—	—	„ 3
CHINA—Peking	—	—	„ 1
Tien-tsin	—	—	„ 4
Chefoo	—	—	„ 2
New-chwang			
Hankow	Feb. 26	April 26	„ 4
Kiu-kiang	—	—	„ 4
Chin-kiang	—	—	„ 5
Shanghai	Mar. 19	May 3	„ 9
Ningpo	—	—	„ 7
Foochow	„ 19	„ 3	„ 9
Formosa			„ 11
Amoy	—	—	„ 12
Swatow	—	—	„ 13
Hong Kong	April 2	„ 9	„ 15
Canton	—	—	„ 13
Macao	—	—	„ 14
PHILIPPINES—			
Manila	Mar. 26	„ 5	„ 11
COCHIN-CHINA			
Saigon	April 9	„ 12	„ 20
SIAM — Bangkok	—	—	„ 14
BORNEO —			
Labuan	—	—	„ 13
Sarawak	—	—	„ 15
JAVA — Batavia	„ 16	„ 19	„ 20
Samarang	—	—	„ 18
Sourabaya	-	—	„ 15
MALACCA STRAITS—			
Singapore	„ 16	„ 15	„ 23
Penang	„ 16	„ 13	„ 17
CEYLON—			
Galle	May 7	„ 30	„ 30
Colombo	April 30	„ 22	„ 29

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 24th inst., being four days early. The next inward (P. and O.) mail, with advices Yokohama 12th, Shanghai 16th, Hong Kong 22nd, Singapore 30th May, which is due, *via* Brindisi, on Monday next, the 5th prox., left Galle on its due date, the 10th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*, arrived June 22.—From Yokohama: Mr. Katsoura (attache to the Japanese Legation in Berlin). From Shanghai: Messrs. Kendall, Mitchell, Relpot, Pereira, Teillot, De Rosalis, Voight. From Hong Kong: Messrs. MacLean, De Coster, Schleppel, Kleczkowski, D'Avila, Joly. From Saigon: Messrs. Hauss, Lousteau, Fricot, Brecard, Moty, Mdlle. Floret. From Singapore: Mr. and Mrs. Armstrong, Mr. and Mrs. Cotello, Mr. and Mrs. Brown, Mr. and Mrs. Percival, Mr. and Mrs. Rome, Mr. and Mrs. Jansen, Mr. and Mrs. De Rochemont, Mr. and Mrs. Leetjens, Mr. and Mrs Guerini, the Baroness Von Reede, Mdme. De Almeida, Messrs. Garcia, Martinez, Mazetti, Celestini, Montanez, Barrachina, Brinck, Crommelin, Balfour, Genslius, MacIntyre, Tromp, Bruyn, Baretry, Hartung, Mounnier, Champlon, Isemonger, Neave, Zamacois, Elie, Pickham, Chabert, Fife. From Galle: Mr. Fraser, Mr. Atkins.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Brindisi, June 28.—To Singapore: Mr. T. C. Easton. To Ceylon: Mr. Birch, Mr. and Mrs. C. H. Scott.

Per P. and O. steamer *Mirzapore*, from Southampton, July 1.—To Yokohama: Mrs. C. Christenson. To Hong Kong: Lieut. J. F. Bedford. To Ceylon: Miss Vanderspar, Miss L. Vanderspar.

Per French steamer *Meikong*, from Marseilles, July 4.—To Batavia: Mr. Rombouts.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Chapsal. To Galle: Mr. Hassanaer.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. van der Erb.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Saigon: Mr. Andrew Spooner.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Singapore: Mr. and Mrs. Goldie.

Per steamer *Quang-Se*, from London June 24.—To Singapore: Mr. C. G. Graham.

Per steamer *Naples*, from London June 28.—To Singapore: Capt. Gutsmiths. To Hong Kong: Capt. Patterson.

Per steamer *Stentor* (Holt's line), from Liverpool June 25.—To Singapore: Mr. Willan; To Shanghai: Mrs. Simpson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port by the present mail extend to the 5th May; the P. and O. mail from London March 19 arrived out on the 4th May.

The *Japan Gazette* says:—Within a fortnight of the consummation of a series of embezzlements, involving the loss to the local branch of the Comptoir d'Escompte de Paris of a very large sum of money, another and identically similar fraud has been perpetrated in this Settlement, and although the sum appropriated is, as far as is at present known, not so large as in the former case, it is large enough to render the matter a serious one, to cause outsiders to indulge in speculations as to whether the system of conducting the business of banking in the Far East is a sound one. In the case of the French Bank the defaulters were Europeans, men who, up to the time of the discovery of their misdeeds, had moved in good society, and had been really "above suspicion." The Deutsche Bank, which is about closing up its business here, is now the victim, and the defaulter, a Chinaman named King Yao, who has for some years been employed by that corporation in the responsible position of compradore. The amount deficient is $28,000, which loss will probably be total, as of the two men (Chinamen) who first became sureties for him, one is dead, and the other has left for China. The total amount guaranteed, we are informed (but not officially), was only $4,000. The defaulter, probably thinking that, the bank being about to close operations here, discovery was imminent, voluntarily acknowledged his crime to the cashier, Mr. Hubner. It is surmised that he has been for some time past speculating in exchange, and has made heavy losses, and that he has only recently appropriated the sum deficient. A Japanese employed on the bank premises saw him burning a lot of papers, but the manager found a book belonging to him, detailing the several amounts taken. They represent the appropriations as having extended over a considerable period of time, and this is what is supposed to cast a doubt on the genuineness of the entries. Immediately on the acknowledgment of his guilt the matter was communicated to the German Consul, and two officials of the Saibansho having been sent to the bank, the culprit was bound with cords and taken to jail. It appears that he had already served a term of fifteen years in Hong Kong, for the embezzlement of no less a sum than $60,000 from a leading firm there, and that immediately on his release he came to Yokohama. How, under such circumstances, he succeeded in obtaining so responsible a position here, seems, in the face of it, strange indeed. We believe he has a son employed as compradore in the French Bank.

The following items of news are from the *Japan Mail*:—

The following story is curious, but seems to require confirmation:—On the 30th March, a small steam-vessel of "ordinary size" made its appearance at a village in the district of Amakusa in Shirakawa *ken*, and without introductory parley fired some five or six times at the undefended houses. One of the shots struck the house of a certain Kawakami Sekichi, and the villagers, greatly alarmed, sought for the help of the police. Pending their arrival, however, the vessel had disappeared. Intimation of the event was duly conveyed to the heads of the *ken*, the Naimusho and to the Naval Department, but the *Nisshin Shinjisshi*, from which we translate the story, does not tell us the result of of their investigation.

The preliminary investigation into the recent French Bank robbery has resulted in Adds, through whom Swaby and Cantelli purchased the schooner *Iris*, and who accompanied them in

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their attempted escape, being committed for trial as an accomplice. Captain Withers, who commanded the vessel, was acquitted. The total sum embezzled was stated by M. Vouillemont, the agent of the bank, at $67,775, of which about $47,000 will, it is hoped, be recovered.

A correspondent of the *Hochi Shimbun*, at Kobe, gives a lamentable account of the decaying prosperity of the southern settlement. Trade, he says, is declining just as at Yokohama, and many of those who were attracted to the port by its early success are now returning to their former homes in the interior. Unoccupied houses are but too common, and it is unsatisfactory to learn that the only public works in course of construction are the jail buildings.

A new newspaper enterprise, the *Eiri Shimbun* (Illustrated News), has been brought to light at Yedo. The proprietors are actors, and the paper is therefore likely to receive the patronage of the fair sex.

The police of Yedo is apparently resolved to suppress not only the traffic in rabbits but also the domestication of these animals. Several persons have been recently punished for having them in their possession.

(LATER ADVICES BY PACIFIC MAIL.)

The Pacific Mail Company's steamer *City of Tokio* arrived at San Francisco on the 9th inst., with advices from Yokohama to the 23rd May, and the following summary has been telegraphed to the New York press :—

Within the last month several additional defalcations have been discovered in leading Yokohama houses, mostly committed by Chinese. The Deutsche bank suffered to the extent of $28,000, and Walsh, Hall, and Co. $6,000.

The Japanese financial estimates for the first half of the current year show a surplus of some $1,000,000.

A library of 20,000 foreign volumes has just been established in Yedo by the Educational Department.

The general supervision of contributions to the Philadelphia Centennial has been placed in the hands of the Minister of the Interior.

New and valuable lead mines have just been discovered in the province of Satsuma.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows :—

There is no interesting news in the late Peking *Gazettes*, and I have heard of nothing particular going on. I am in receipt of a letter dated April 30, in which the writer says:—"I hear that the Chinese were rude to the foreigners at the races at Peking." As the Yunnan affair, as we all know here, is at present being much talked about both by the higher and the lower classes of Chinese, as well at Peking as at Tientsin, and as the late and still continuing exodus of a number of families from the Legations in Peking has led the populace of both places naturally to jump to the idea that the foreigners of the capital are leaving Peking because they are apprehensive of troubles with the central Government, it does not surprise me in the least that we should now hear the lower orders of people at Peking have manifested their dislike to foreigners at the Peking races.

H. E. Sun-tze-ta has furnished each of the Consulates here with a Chinese chart of the Peiho, showing the places where the grain junks will moor and anchor while in the port. Marks have been put up at the extremities of the different places as a guide to the junks to place themselves. The Taoutai deserves considerable praise for his exertions in this matter, the arranging of which was much required to prevent collisions between the steamers and junks while navigating this narrow river.

On the 30th April Herr von Brandt, the German Envoy, left here for Peking. Mr. Waeber, the Russian Consul, and Mr. Hart, Inspector-General of Customs, have also left for Peking. Mr. Mayers, Her Majesty's Chinese Secretary of Legation, with his family, has reached here from Peking, and proceeds on to Chefoo.

The weather has been extremely boisterous. On the evening of the 28th April, at the end of a day's dust storm, we had a violent thunder storm with rain ; and as at this season of the year we naturally look for having, after any rain, calm, fine weather, we were much disappointed in having during the whole of the 29th a furious gale from the north, with another dense dust storm. On the morning of the 28th I saw a flock of some thirty wild geese flying south.

KIUKIANG.

A serious riot occurred at Kiukiang on the 1st May. A mob attacked the American Mission premises and completely smashed the contents. No harm was done to individuals, nor does any ill-will seem to have been shown to the missionaries by the respectable inhabitants. A correspondent of the *Celestial Empire* gives the following narrative of the occurrence :—

There has been a serious assault upon the Methodist Episcopal Chapel in the city. The chapel is situated on the main street of the city, about half-a-mile inside of the West Gate, and is a good substantial building, erected about two years ago on land purchased by the Mission. The chapel with its fittings cost somewhere near two thousand dollars, besides which there were, at the back of the edifice, rooms for the native preacher and his family, rooms for two day-schools for boys, the members' class-room, and the chapel-keeper's room, in fact, a well-fitted Mission station. So you can form a pretty good idea of the value of the property, and the importance of the position in the principal thoroughfare of the city. After the preaching and schools were over about 4 P.M., a man who lives next door to the chapel looked into the chapel-keeper's room, and asked if his son was there? No, replied the chapel-keeper, he is not here, neither have I seen him. The man was not satisfied, but persisted in saying his son was there, and he knew they had him, and that the foreigners wanted to take the boy's heart and eyes out, to make medicine. This seems to have aroused the chapel-keeper's ire, for he replied with indignation that foreigners did nothing of the sort, and wondered that the man could be such a fool as to think so. While the two men were arguing the matter, a large crowd gathered in the narrow street, the man shouting at the top of his voice that his son was in the foreign chapel, and that they wanted the boy's heart and eyes for medicine. At the same time the two men took to the last resort of kings, and fought in the narrow street just in front of the chapel ; and the crowd began throwing stones at the doors and windows, finally smashing in both, and pouring into the chapel, where in a very short time stools, benches, pulpit, railing, and chairs were reduced to firewood ; from thence into the school-rooms, one after the other, then into the class rooms, making a clean sweep of desks, tables, stools, chairs, &c.,—finally cleaning out the preacher's room, and taking his bed, bedding, clothes, furniture, and everything belonging to him ; but the preacher himself got into the settlement, with his wife and child safely. I hear that the Er-foo (Deputy magistrate) was on the spot with the runners from his yamên, but could do (?) or at least did—nothing to quell the disturbance, which must have been known at all the yamêns, none but the Chen-tai's yamên being more than five minutes' walk from the chapel. I visited the chapel next morning, and found doors, windows and internal fittings all broken ; a large crowd was in the street, but nothing uncivil was said.

I have learned since that the Taoutai has been energetic in hunting up the vagabonds who gutted the Mission Chapel ; the Yamên runners have caught a good many of them, and on being taken to the Yamên, they received a pretty severe thrashing. The Che-hsien has issued a proclamation, in which he informs the people he will deal severely with anyone found creating a disturbance, or spreading false reports.

SHANGHAI.

The present mail brings advices from this port to the 9th May; the P. and O. mail from London, March 19, was received on the 3rd May, and the overdue mail of 5th March, delayed by the breaking down of the P. and O. steamer *Gwalior*, was received on the 5th May. The following summary of news is from the *North China Herald* :—

We have seen a translation of the Taoutai's circular to the native merchants, which we referred to last week in our news summary. The move appears to be very similar to that of the Customs Taoutai at Tientsin, and is not a happy inauguration of the Taoutai's reign. A defence tax was imposed in Shanghai during the days of the rebellion, and has never been abandoned, although the collection has been materially relaxed. The Taoutai now insists on its full payment, and the *Shunpao* very pertinently asks why Shanghai of all places should be subjected to such an impost? For it seems to be peculiar to Shanghai ; and the *Shunpao* might have remarked that Shanghai has always been indebted for its defence—even during the rebel times when the tax was instituted—to the protection of foreigners. It is a common remark among Chinese at the present day, in case of any trouble here—"If foreigners are driven from Shanghai, there will be no safe place in China."

We understand that the Chinese have resolved to ship no more sugar and chow-chow cargo until the matter is settled, and so far they have carried out the intention. We are told that the Taoutai is beginning to feel his position untenable, and that a retreat on his part will probably soon complete the resemblance to the Tientsin episode. In the meantime the measures taken by his emissaries appear calculated to give the greatest amount of irritation. Two cases which occurred a few days ago have given great offence. While two native hongmen were taking delivery of cargo with their cargo books in their hands, these were snatched away by the tax-collectors, and were lodged in Court before the Taoutai. One man was fined Tls. 630, and the other Tls. 450. We cannot but think the present opportunity might be taken to make a strong move for the abolition of such an anomaly as the Defence Tax altogether.

Three days have been monopolised by our Spring Race Meeting, which took place under the happiest auspices as regards weather, and afforded good sport. That it should have been so is matter for congratulation both for the sake of men interested in the sports and of those who look on race week as an opportunity to go away for a trip. The number of house-boats which went away on the 1st May shows that the exodus up-country was not less than usual ; but we do not hear of so many people going to the Snowy Valley. A rumour which has got abroad

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that the quarters there are going to grief probably deterred some. The priests collected some money among foreigners not long ago, for the avowed purpose of repairing the dwelling-rooms at the Temple; but the design does not appear to have been carried out. The fine weather which so luckily prevailed on the three race days broke up altogether on the night of the 6th May. Heavy rain during the night and throughout the next morning effectually stopped further sport, and the stewards wisely postponed the fourth day till the 10th.

During the ensuing week we are likely to be busy on Municipal matters, the 11th May being the day fixed for the Ratepayers' meeting. There is a report that the meeting is likely to be posponed till the 18th, in consequence of the non-readiness of the printed documents that have to be circulated beforehand. But we are without official announcement. As yet, only the Estimates for 1875 have been so circulated; and even if the Report can be sent round in reasonable time, there will remain the revised Land Regulations which ought certainly to be in the hands of the ratepayers several days before the meeting. The combined business will hardly be got through in one day.

From the documents appended to the minutes of the French Council meeting we observe that the arbitrators have recommended that the Yank-king-pang bund shall remain as it is They decide against the encroachment on principle, both as to its interference with navigation, and as possibly prejudicing the rights of riverine proprietors. "Every isolated construction which encroaches on a narrow and usually encumbered canal must more or less diminish the facilities of navigation, if it is not executed on scientific principles and conformably to a plan conceived with the object of ameliorating the course of the water way; and consequently it may prejudice more or less the interests of riverine proprietors on the opposite bank." As regards the question raised by the French, whether the English Council has not also encroached, the arbitrators have no sufficient data to decide. "But as the jetties built on this (North) bank are isolated works, they must, if they depass the original banks, be regarded as encroachments," and as more or less affecting free navigation, and liable, therefore, more or less, to prejudice the interests of riverine proprietors on the other side. That, of course, is clear; the question is whether they are encroachments at all. However this may be, the arbitrators recommend that matters be left as they are, and that an undertaking be come to between the two Councils as to the future. The effect of this decision seems to be to confirm an admitted encroachment, which the arbitrators admit is a prejudicial one. To quote the words of the English statement, "the creek is narrowed some twelve to fourteen feet; and this (English) Municipality, instead of enjoying the advantage of a water-course fifty feet wide as originally intended, will only have one thirty-six to thirty-eight feet, and the French Municipality become possessed of land to which they are in no wise entitled."

We mentioned last week that two of the men concerned in the attack on Mr. Cooper near Quinsan had been captured and brought down to Shanghai. One of them is said to be the cousin to the man who was wounded; but the lowdahs say all he did was to retake a bamboo which had been wrested from the assailants by the foreigners, and handed over to one of the boatmen. Otherwise he was fairly quiet. The second man, however, is declared to have taken an active part in chopping the boat's sail and rigging, and otherwise leading on the mob. It is fortunate so prominent a culprit has been caught. We understand that H.B.M. Consul has claimed from the Taoutai a formal investigation, and has signified his intention to be present at the hearing, either in person or by deputy, no matter whether the case is heard at Quinsan or in Shanghai. The two Chinamen are still in the hands of the police, awaiting the decision of the Consul and Taoutai as to their disposal.

Two heavy fires have occurred in the English Settlement; one in the Maloo, between the Shanse and Fohkien-roads, burned down sixteen houses; a second, originating in Fohkien-road, spread to Taiwan-road, and destroyed 116 houses. About four o'clock on the morning of the 2nd May several bamboo huts near the Broadway, Hongkew, tenanted by coolies, were burnt down; and at about the same hour on the afternoon of the 4th five others, on the bank of the Soochow Creek, were destroyed in like manner.

Some documents have been made public which throw strong light on the origin of the outrage upon Mr. Margary. It is quite likely, as Indian papers affirm, that the King of Burmah may have had an active finger in the pie; but these documents bring the direct guilt very startlingly home to the Chinese. There are four documents, of which two give distinct evidence of the advent of a large force from Momein, with the object of attacking the English. One letter predicts the day of the attack, and warns a Burmese official in the English camp to quit it for his life, adding that the warning is given by order of the Chinese. Another mentions the arrival of the Momein force at Manwein, under the command of one Shoon—a nephew of the Li-su of whom we heard so much in connection with Major Sladen's expedition. Li seems to have been at that time a sort of partisan leader, fighting for the Imperialists; he now holds the rank of Colonel, and is military commandant of the district. The inference clearly is that the attack was organised directly by him, quite possibly in collusion with the King of Burmah. Mr. Allen, of the Consular Service, and who accompanied Colonel Browne's expedition to Burmah, has arrived. We learn that Colonel Browne will be shortly on his way here.

We are glad to find that it is proposed to collect a memorial fund in honour of the late Mr. Margary. The subscription is limited to $5, but any sum from $1 up to that amount will be received. The subscription sheet lies at the Shanghai Club, and has already received a numerous list of names. It is proposed that the form of memorial shall be left to the subscribers. A memorial window or a tablet has been proposed. Possibly, if the sum subscribed be large, some other and better idea might be entertained.

On the 3rd May H.M. corvette *Modeste* got up steam and proceeded down the river *en voyage* to Hankow. Later in the day H.M. despatch-boat *Vigilant*, having on board his Excellency T. F. Wade, C.B., and Admiral Ryder, Commander-in-Chief on the China Station, also left the harbour for the same destination.

Shanghai has been thoroughly beaten in the Nagasaki regatta. A private telegram has been received, running: "Kobé first, Nagasaki second, Shanghai 100 yards behind. Our class of boat no use against theirs. Weather rough; raining hard. Sculling races postponed till to-morrow."

The C.M.S.S. *Fei Yuen* is in dock, having the finishing touches put upon the extensive alterations she has been undergoing for some weeks past—preparatory, it is said, for a voyage to England.

On the site of the old Hermitage at Sicawei has been erected a new and more imposing building as a place of entertainment, to celebrate the opening of which a *bal masque* is announced to take place this evening.

HONG KONG.

Our advices by the present mail extend to the 15th May; the P. and O. mail from London April 2 was received on the 9th May. The following items of intelligence are from the *Daily Press*:—

H.E. Shen Pao Chen—Imperial Commissioner at the Arsenal—is, says the *Foochow Herald*, hourly expected from Formosa. His Excellency is the official specially charged with the investigation and settlement of the Great Northern Telegraph Company's claims. During the absence of his Excellency from Foochow, his powers were delegated to certain officers of the Provincial Government, who having already arrived at a decision (favourable, we believe, to the Company) now only await the Commissioner's return, to make known the result of their deliberations.

We understand that the subscription lists for the erection of the new Swimming Bath of the Victoria Recreation Club are now lying at the Hong Kong and German Clubs, at Messrs. Lane, Crawford, and Co.'s, and at the Victoria Recreation Club Buildings. It is hoped that a sufficient sum will soon be subscribed to enable the committee to erect the building.

While one of Messrs. Hook, Son, and Co.'s cargo boats was discharging cargo opposite Messrs. Schellhass and Co.'s premises, the aft mast gave way, breaking right in the middle. One of the coolies employed on board was struck on the back, and sustained such injuries as necessitated his removal to the hospital.

We understand that the Chinese Government intend to introduce the quinine, gutta-percha, and india-rubber plants for cultivation in Formosa; and M. Giquel, who has recently gone home, has, we believe, been commissioned to make the necessary inquiries to this end.

A Court of Inquiry was held in Hong Kong on the 13th May, at the request of the captain himself, into the circumstances attending the grounding of the British steamer *Viking*, Captain Tannock, on the Bombay Shoal, at 2.33 A.M. on the 14th April, on the voyage from Singapore to Hong Kong. Five hundred tons of cargo were thrown overboard, and endeavours made to get the ship off, by means of kedges over each quarter, and driving the engines full speed astern; she was got off at 11.15 A.M. of the 16th April, having been fifty-seven hours aground. After getting afloat the ship made three inches of water per hour in the fore compartment. The only cargo damaged was some iron. After the evidence had been concluded, Mr. Brereton, who appeared as counsel for Captain Tannock, desired to address the Court in behalf of his client, to which the Court objected, as it had not been permitted on previous occasions; Mr. Brereton desired to have the question of his right to address the Court definitely settled, and the inquiry was therefore adjourned in order to obtain the opinion of the Attorney-General on this point.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 23rd May; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

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We have received the report of the Sub-Committee of the Legislative Council on the question of establishing Savings Banks in the colony, laid before that body on the 4th May. Though the Committee have unanimously signed the Report, some of them are in doubt as to the financial success of the institution, and the rate of interest to be allowed ; it is recommended that the experiment be tried first in Singapore, in connection with the Post-office, and should the result be encouraging, to extend it to the other settlements afterwards. The object is undoubtedly good, but as no such institution has ever been in existence here, it is not at all probable that during the first year the natives will sufficiently appreciate the benefits of the establishment to patronise it to any extent, and it will take two or three years at least to give them confidence in the concern. If the Bank is to be given a trial at all we think the Government should determine to maintain it for at least two years, whether patronised or not ; for a hasty abandonment would doubtless justify, to the native mind, their hesitation to avail of this means for hoarding their savings.

A numerously attended meeting has been held in the Exchange, for the purpose of organising the proper measures to carry out the resolution come to some time ago, to present Sir Andrew Clarke with a piece of plate in appreciation of his services as Governor of these Settlements. The Hon. Thomas Scott was voted into the chair. After some discussion the following resolution was proposed by Mr. R. I. Harper, seconded by Mr. R. Campbell, and carried unanimously :—

That a subscription list be opened for the purpose of procuring a piece of plate for presentation to H.E. Sir Andrew Clarke, and for obtaining his portrait to be placed in the Town Hall, in token of the eminent services rendered by him as Governor of the Straits Settlements during his tenure of office.

The following gentlemen were appointed to act as a Committee to carry out the above resolution :—

The Honourables Dr. Little, T. Scott, and Whampoa ; Messrs. R. Campbell, Almeida, Brasier, Brissell, Suhl, Vaughan, Mulholland, Harper, Baumgarten, Bishop, Henderson, Cachick, Moses, Edgar, Kim Ching, Seng Poh, Cheang Hong Lim, Syed Ismail, Syed Mahomed Alsagoff, Rahman Chitty, and Postajee Pestonjee.

Mr. R. I. Harper was appointed honorary secretary and treasurer, and requested to communicate with Penang and Malacca, inviting the co-operation of the residents in those two Settlements.

We are informed that the Official members of the community purpose entertaining at dinner Sir Andrew Clarke previous to his departure, and his Excellency having accepted their invitation, the dinner will come off in the Singapore Club, the use of which has been readily granted by the members.

The following Address has been presented to Sir Andrew Clarke by the Chinese inhabitants of Penang :—

That we the undersigned Chinese inhabitants of Penang being aware of the eve of your Excellency's departure from the shores of the Straits Settlements, probably for ever, to assume a more important office in India, feel anxious to give expression to the feeling which exists among us created by our observation of the manner in which your Excellency has discharged the duties of your high and sublime office of Governor of the said Settlements during the period of your Excellency's Governorship, since November 1873, until now.

The people, who had during your Excellency's Government, appealed and sought redress from your Excellency, were principally, we may say, ourselves, who by our business connections in trade at Perak and Laroot were very frequently compelled to appeal to your Excellency, anent the injustice we suffered from the hands of the Native Chiefs of these places, but through the superior, searching, and exhaustive way in which your Excellency has undertaken to restore those territories to tranquillity, they now assume a very probable and propitious aspect of flourishing again with respect to trade. The efforts and achievements of your Excellency's labour in this matter cannot therefore be too highly appreciated by us, as well as that done by your Excellency at Siam and Klang.

Feeling anxious that your Excellency should take away from our shores a token of the real respect, esteem, and good feeling, in which we the undersigned Chinese inhabitants of Penang hold you, among whom you have administered with such remarkable impartiality, independence, and good judgment which has obtained for your decisions the respect and esteem of the public in general, we now present your Excellency with this address, and hope that it may now and again remind your Excellency of our shores, with lively and kind feelings of the time spent by your Excellency as Governor among its people.

We now with regret beg to take leave of your Excellency, with fervent wishes for the prosperity and happiness of your Excellency and your Excellency's family, and we subscribe ourselves at Penang on this eighth day of May, A.D., 1875.

The prisoners found guilty on the lighter counts of the indictment in the great prison murder case have been brought up before the Court, when the Chief Justice passed the following sentences upon them :—Four to be kept to rigorous imprisonment for the term of three years respectively, such sentence to commence at the expiry of their present terms of imprisonment; two to rigorous imprisonment for two years, after the expiry of their previous terms of imprisonment ; and five being life prisoners, the Court had no power to inflict further punishment, and they were remitted to prison to undergo their sentences.

A fatal accident, through the careless handling of firearms, resulting in the death of a European seaman, has occurred on board the Swedish barque *Orienten*, Captain Stoel. This vessel cleared on the 18th May for Bangkok, and had got out nearly as far as Rhio Straits when the accident occurred. The facts, as nearly as we can gather them, are as follows. The cabin of the vessel opens aft, near the wheel, there being a passage-way along the deck on each side of the cabin for the crew to pass along. The second mate had a revolver in his berth, and deeming it unsafe to leave it loaded, he came out of the cabin to fire it off, but instead of going to the ship's side he stood near the door and fired. Just as he pulled the trigger, one of the sailors, on his way to relieve the man at the wheel, emerged from the passage-way beside the house, and received the ball in the corner of his forehead, just beside the temple, and fell mortally wounded. The captain immediately put back to Singapore, and summoned Dr. Keiser to the wounded man. Dr. Keiser brought him ashore to the hospital, where he died shortly afterwards. A coroner's inquest was held. The captain and seamen stated that there had been no ill-feeling between the second officer and the deceased, but that they were on good terms ; and the second mate declared he did not even know that the revolver was loaded. The jury returned a verdict of accidental death.

The Supreme Court has been occupied with the case of Mahomed Bhanjee, charged under Penal Code by Chan Ah Seng with cheating, in having, on the 22nd August last, obtained delivery from the prosecutor of twenty-five cases, containing 400 boxes of tea, under fraudulent representations, he promising to pay cash therefor. This case was postponed from last assizes, on the ground that material witnesses for the defence were absent. It was first tried in April, when the jury returned a verdict of guilty by a majority of five against two, which the Chief Justice declined to receive, directing the case to be retried. At the present trial, after hearing the evidence, the jury unanimously returned a verdict of guilty, and the judge concurring, the prisoner was sentenced to twelve months' rigorous imprisonment. This being the last case remaining on the calendar, the jury were dismissed.

The *Government Gazette* notifies that the Hon. C. J. Irving, having returned from leave, assumed office as Acting Colonial Secretary, Straits Settlements, on the 14th May. The Hon. E. A. Irving will continue to act as Auditor-General, and Mr. Arthur Knight will act as Assistant Colonial Secretary. The Hon. H. Plunket, Superintendent of Police, Penang, is appointed Registrar of Births and Deaths, Penang, and Mr. W. E. Maxwell to be Deputy-Registrar of Births and Deaths, Province Wellesley. Mr. R. W. Maxwell is appointed a Superintendent of Police for the Straits Settlements, the object being that he may be detailed by the Inspector-General for duty in any of the three Settlements. Formerly the superintendents were appointed to particular Settlements, whereas under the new system they are appointed merely as superintendents of the police force of the colony, and may be shifted from one Settlement to another without the necessity for a fresh appointment.

We think we do not intrude upon the privacy of private grief if we notice in a few words the death of Charles Brown Waller, Esq., so long and so favourably known here in connection with the direction of our police and the superintendence of the jail under the new regulations. Mr. Waller had many warm friends in the three Settlements, and there are few but must have been surprised to learn of the "strong man" being so swiftly and so relentlessly stricken down by a fell disease, constitutional and hitherto incurable. Able, energetic, and conscientious in the discharge of his official duties ; amiable, warm-hearted, and simple-minded in private life, Mr. Waller's death will be mourned by many beyond his own circle and regretted by all.

At about midnight on Thursday, the 6th May, a fire broke out in Laroot, in the village of the Taipengs. An alarm, consisting of three guns in succession, was fired from the flagstaff hill, and Captain Speedy, the Assistant Resident, hastened to the scene of the conflagration with a posse of police, and with their assistance was successful in speedily extinguishing the fire, which, but for his timely assistance and able measures, would soon have gained such headway that the whole village would inevitably have been destroyed.

We understand that negotiations are in progress between the Governments of India and the Straits to establish a money-order system between this colony and India,—a public convenience that would undoubtedly be largely availed of by the natives of India resident here for the remittance of small sums of money.

The five survivors of the boat's crew of the *Euxine*, after spending considerable time in jail here, are to be sent home by the *Nestor*, nominally to be tried there, the Court here having no jurisdiction over them ; but in reality, we presume, to have the question of their amenableness to trial settled in England.

A CORRESPONDENT at Shanghai advises us that the visit of Mr. WADE and Admiral RYDER to Hankow will probably be extended to Ichang, to gain some information as to the murder of Mr. MARGARY from the French missionaries and others.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to May 7, 1875	80089796	60739985	939115	20029908	161788804	43734
From June 1, 1873, to May 7, 1874	71935622	51751292	361183	16006637	139139764	48007

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1874, to May 7, 1875	6357143	40036
Do. do. 1873, to May 7, 1874	8338418	27114

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1874, to May 7, 1875	55040787	6965
Do. do. 1873, to May 7, 1874	46331098	6200

TO AUSTRALIA.

From June 1, 1874, to May 7, 1875	...15,281,862
Do. do. 1873, to May 7, 1874	...14,806,899

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bale China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅜d.	4s. 3⅛d. to 4s. 2⅛d
Shanghai ,, ...	5s. 9¼d. to 5s. 9½d.	5s. 9⅜d.	5s. 9⅛d. to 5s. 9⅜d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅛d.	4s. 2⅛d.
Manila ,, ...	4s. 1⅞d. to 4s. 2d.	4s. 2⅛d. to 4s. 2⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306½ to 307½	223 to 223½
,, Hong Kong	27⅛ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	9⅛ prem.
Mexican dollars	,, 73.1.25	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 22 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $900 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 8 premium.
Hong Kong Fire Insurance Company, $280 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $42 premium.
Victoria Fire Insurance Company, $55 premium.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 70 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9⅛d., at Hong Kong 4s. 2⅝d., at Batavia F.11.90, at Manila 4s. 1⅞d., at Singapore 4s. 2⅝d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	139 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	73 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$480	$51 p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	Tls.300 ...	
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$555	...7½ p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	—	$150 p.sh.
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.80 ...	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$155 ...	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	142 ...	6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.98 ...	1 p.c.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, June 24, Lord of the Isles (str.), Venetia (str.); from Liverpool, Ajax (str.).

At HONG KONG.—From London, May 12, Craigforth (str.); from Liverpool, Agamemnon (str.); from Sunderland, 14, Horriang (str.); from Antwerp 11, Sophie; from Liverpool, &c., June 21, Belgic (str.).

At MANILA.—From San Francisco, May 4, Florida.

At SAIGON.—From Monte Video, May 3, Marie Felicite.

At BATAVIA.—From Glasgow, June 21, County of Ayr; from Southampton, Thomas Sorby (str.). ; 22, from Nieuwe Diep, Prince Hendrik (str.).

At SINGAPORE.—From Hamburg, May 16, Brema; from London, &c., June, Erl King (str.), Glengyle (str.), Sarpedon (str.), East Lomond.

DEPARTURES.

From SHANGHAI.—For London, May 6, Nestor (str.); June 12, Cutty Sark.

From HONG KONG.—For London, May 14, Nestor (str.); for San Francisco, 13, Her Majesty.

From MANILA.—For London, May 4, Belted Will; for Liverpool, 1, Saint Kilda; 4, Monte Rosa; for Cadiz, 2, Loyala; for Santander, April 26, Saleta; for New York, Surprise; 28, W. Woodbury, Sonora; for San Francisco, 27, Two Brothers.

From SAIGON.—For Valparaiso, April 30, Hindoostan; for Rio Janeiro, May 10, Penseur.

From BATAVIA.—None.

From SINGAPORE.—For London, May 18, Eastern Province; 22, Nestor (str.); for Marseilles, Maximos; for New York, 21, Ivalo.

TELEGRAMS FROM THE FAR EAST.

SIR DOUGLAS FORSYTH'S MISSION.

RANGOON, JUNE 21.—The report that the King of Burmah had yielded on all points to the demands of Sir Douglas Forsyth is premature. The negotiations are still pending.

SIMLA, JUNE 22.—An official despatch announces that the King of Burmah has given explanations to Sir Douglas Forsyth respecting the honourable reception accorded by him to the Chinese General Leeseetahi. The King has also executed an agreement guaranteeing the independence of Western Karennee. Hostilities with Burmah are now considered improbable. Sir Douglas Forsyth remains in Burmah pending receipt of further instructions from the Indian Government.

RANGOON, JUNE 24.—In addition to the agreement guaranteeing the independence of Western Karennee, the King of Burmah grants permission for the passage of British troops through his dominions at any time.

RANGOON, JUNE 25.—A rebellion is reported to have broken out in Upper Burmah.

RANGOON, JUNE 25.—The King of Burmah's seal has been affixed to the treaty negotiated by Sir Douglas Forsyth, and the British Mission leaves Mandalay to-day.

THE DISTURBANCES AT CHINKIANG.

SHANGHAI, JUNE 22.—Chin Kiang is now quiet. The Chinese authorities have partially satisfied the demands for reparation made by the British and American Consuls in consequence of the late outrage.

INDIA AND BURMAH.

(TIMES' TELEGRAM.)

CALCUTTA, JUNE 22.—The report of the assembling of a large Chinese army at Manwyne has caused great depression in the Money and Stock Markets here.

THE SEIZURE OF THE "CARISBROOKE."

HONG KONG, JUNE 25.—The steamer *Carisbrooke*, which was seized by a Chinese gunboat off the Hainan coast, on suspicion of being engaged in smuggling, is reported to have been released, security being given to the value of the ship and cargo—viz., $340,000—pending reference to Peking.

RUSSIA AND JAPAN.

ST. PETERSBURG, JUNE 25.—The *Golos* says that advices from Eastern Siberia announce that the cession to Russia of the Japanese portion of the Island of Saghalien in exchange for the Kurile Islands has been accomplished. The Russian Government is stated to have already appointed two commissioners to take possession of the ceded territory.

CHINA MARKET REPORT.

HONG KONG, JUNE 24.—Grey shirtings, 8¼ lbs., Dewhursts' Eagle chop, $2.55; 16-24, water twist, $108. Cotton, fair medium Bengal, $13½. Tea, at Canton, easier; at Foochow, active. Exchange on London: six months' bank bills, 4s. 2⅝d.

The contract for the New South Wales, New Zealand, and San Francisco mail service has been concluded between Sir Daniel Cooper, acting on behalf of the Government of New South Wales, and Mr. Thomas Russell, acting on behalf of the Government of New Zealand, with the Pacific Mail Steamship Company of New York, Messrs. John Elder and Co., of Glasgow, and Mr. Macgregor, M.P. The service is to commence in November next, and is to be for a period of eight years.

Mr. W. Schmidt, late secretary of the China and Japan Marine Insurance Company, Shanghai, notifies that, under instructions from the directors, he has taken over charge from Messrs. Robert Benson and Co., of the company's agency in this City, the offices remaining temporarily at Messrs. Robert Benson and Co.'s, No. 10, King's Arms-yard, Moorgate-street.

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THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JUNE 22.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, arrived here to-day at 4 P.M. She brings 94 passengers and a general cargo, including 170 bales of silk, 25,050 packages of tea, 420 packages of sundries, and specie, value £72,719, for London, which part of her cargo will be forwarded to its destination per Company's steamer Gange, due in London on or about the 5th of July.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, JUNE 23.—The P. and O. Company's steamer Thibet, with the India and China heavy mails, leaves at 4 P.M. for Southampton, where she may be expected on the 28th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, JUNE 21.—The P. and O. Company's steamer Pekin (from Southampton, on the 17th of June), arrived at 8 P.M., and left at midnight for Malta and Port Said.

OUTWARD MAIL OF MAY 14.—SHANGHAI, JUNE 23.—The P. and O. Company's steamer Venetia, with the London mails, of the 14th May, has arrived here.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 19, at Amsterdam, from Batavia, Noach III.; 23, at New York, from Colombo, Egbert; 24, at Plymouth, from Colombo, Europe; at Falmouth, from Rangoon, Argonauta; 25, at Queenstown, from Manila, Uli.

DEPARTURES.—June 23, from London, for Rangoon, Shun Lee; for Singapore, Belle of Southesk; from Cardiff, for Singapore, Sumatra; 24, from Liverpool, for China, Stentor (str.); from London, for Shanghai, Quang Se (str.).

LAID ON.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai, Patroclus (str.); for Hong Kong, Carrick Castle; for Galle, Liverpool, J. P. Smith; at Glasgow, for Singapore, Douglas Castle.

SPOKEN.—J. M. Joshua, from Cardiff, to Galle, May 19, 1 N., 26.40 W.; Zephir, from Macassar, to Rotterdam, June 9, 37 N., 34 W.; Henriette Adriana, from Banjoewanjie, to Rotterdam, June 2, 14 S., 8 W.; D. H. Watjen, from Newcastle to Singapore, June 6, 39 N., 17 W.; France, from Manila to London, June 13, 39 N., 39 W.

CASUALTIES.—Singapore, June 25.—The Sybele (str.), from London, for China and Japan, is ashore outside here, cargo being discharged into lighters; no apparent damage.

MISCELLANEOUS.—Passed Gibraltar, June 19, Madura (str.), from Batavia, for Nieuwe Diep; 20, Koning der Nederlanden, from Nieuwe Diep, for Batavia. Port Said, June 19, arrived, Conrad, from Batavia, and left on the 20th for Naples and Nieuwe Diep.

Naval and Military.

The command of the 2nd Battalion 10th Regiment, vacant by the retirement of Colonel Annesley on half-pay, is to be given to Major and Brevet Lieut.-Colonel Joseph P. H. Crowe, V.C., from the 1st Battalion at Singapore. Colonel Crowe joined the army in October 1846, and was awarded the Victoria Cross for distinguished and gallant conduct during the Indian Mutiny. He served with Havelock's column from its first taking the field in 1857, and was wounded at the storming of Lucknow. His Indian services were rewarded with the Brevet of Major, the grant of a year's service for Lucknow, and the medals and clasps for India and Persia.

THE CHINA FLEET.

HONG KONG, May 13.—"The Charybdis left 10th for Japan. The Hornet, Lieut. J. G. Jones, late of the Charybdis, in command, left on the 12th for Amoy and Foochow; on arrival at the Kestrel will return to Hong Kong. The Ringdove went for a cruise on the 11th to examine the Bokhara buoy; the Colonial Government having no steamer the services of men-of-war are repeatedly asked for on similar occasions. The Vigilant, having on board his Excellency T. F. Wade C.B., the British Minister in China, and Admiral Ryder, Commander-in-Chief on the China station, left Shanghai on the 4th of May for Hankow. Deputy Surgeon-General T. Moorhead, M.D., principal medical officer in China, has two months' leave of absence, and left on the 10th inst. for Shanghai and Japan. The foreign men-of-war in Hong Kong are the American frigate Hartford, and the corvette Said, and the German frigate Ariadne. The American corvette Yantie left on the 9th for the north."

The Elk, 4, screw gunboat, Commander R. H. Harris, which arrived at Portsmouth from the China station on the 9th inst., was paid off on the 22nd inst. She was commissioned at Hong Kong on the 8th November, 1871, where she remained until the 5th of April, when she was ordered to proceed to Tungao Roads, in order to salve the s.s. Hai Loong, which was most successfully accomplished, after five days' very trying work. On the 5th of August she left Hong Kong for Amoy, to relieve the Dwarf. On this station she remained twelve months, visiting Takow monthly, and occasionally Swatow and Amping. The Elk then proceeded to Nagasaki to join the Admiral, and was fortunate enough to be ordered to carry the mails for the squadron to Russian Tartary, visiting the ports and harbours of Possiette, Vladivostock, Wrangel Bay, Olga Bay, and Barracouta harbour, at all of which places the officers and men thoroughly enjoyed themselves shooting and fishing. From this cruise, after calling in at Hakodado, Yokohama, and proceeding through the Inland Sea, she reached Shanghai, and was then ordered to winter at Tientsin. During the long and severe winter at this place the Elks made themselves thoroughly at home, hunting, shooting, and skating being the order of the day, while the evenings were whiled away by theatricals, Christy Minstrels, and general conviviality. It was with deep regret the Elks left this place for Shanghai, where they arrived in time to assist in quelling the riots on the 3rd of May, 1874. She then visited Ningpo (where a week was spent) and Amoy on the way to Hong Kong. It was there discovered that her boilers were getting weak. This necessitated her speedy return to the old country. The Elk left Hong Kong homeward bound on the 2nd of January, 1875, and after calling at Manila, Labuan, Singapore, Trincomalee, Point de Galle, Aden, Jeddah, Suez, Ismalia, Port Said, Malta, Gibraltar, and Corcubion, arrived at Plymouth on the evening of the 7th June. During the commission she has been most comfortable and healthy, not a single death having occurred, and only two men invalided.

The Magpie, double screw gun vessel, Commander Henry Salmon, arrived at Portsmouth on the 22nd inst. from the East India station, *via* the Suez Canal. She left Bombay on the 30th of April, arrived at Malta on the 24th of May, having been towed through the Red Sea by Her Majesty's ship Volage, and left Gibraltar on the 8th inst. Among the places visited by the Magpie during her cruise were Bombay, Zanzibar, the Mozambique and the Seychelles, Mahe, the Andaman Islands, Rangoon, Calcutta, and Trincomalee. Her present commander commissioned her on the 14th of March, 1874.

The iron corvette Volage, Captain Henry Fairfax, arrived at Spithead on the 17th inst. from Malta. She has been employed on special service in connection with the Kerguelen observations of the transit of Venus. The Volage arrived at Malta from Bombay on the 23rd ult., having towed the Magpie through the Red Sea to the Gulf of Suez. She left Malta for England on the 29th ult. The astronomers returned to England overland.

The Emperor of Germany has notified his desire to confer upon Captain Fellowes, R.N., C.B., Superintendent of Chatham Dockyard, the order of the Red Eagle of Prussia, on account of the hospitality and attention shown by him to German subjects who have visited Chatham yard.

The Vestal, in charge of Lieutenant Douglas, late navigating officer of the Avon, is now nearly ready for commission at Portsmouth. It is said that Commander Hand, who served as a midshipman throughout the last China war, will be appointed to this vessel.

At a recent meeting of the Royal Humane Society, its vellum testimonial was voted to J. Davies, able seaman, and G. Davies, ordinary seaman, of the Ringdove, for gallantly jumping overboard at Shanghai to save life.

The Pert, 4, double-screw, composite gun-vessel, will be commissioned on the 1st prox. by Commander Aitchinson, with a complement of seventy-three men, for North America and the West Indies.

Captain Bosanquet, at present on the Torpedo Committee, and who has seen much service in China, has been nominated to the command of the Diamond, about to be commissioned at Sheerness.

Captain P. Sharpe, formerly of the Magicienne in China, has joined the Crocodile at Portsmouth, vice Captain Townsend, late of the Icarus in China, whose period of service has expired.

Captain W. Arthur, late of the Iron Duke, visited Portsmouth on the 22nd inst., and was present at the torpedo experiments on board the Shah at, Spithead, on the following day.

A letter appears in *The Times*, dated Yokohama, April 11, from a correspondent on board the Challenger, descriptive of the voyage of that vessel from Zamboangan to Yokohama.

The Vestal, 11, screw sloop, will be commissioned by Commander Hands in the course of next month for service in the Pacific. Her armament has been materially increased.

Sub-Lieutenants F. S. Ommaney and A. R. M. Creagh (of the Audacious, flagship on the China station) have volunteered to return home to qualify in navigation and pilotage.

The Naval Marine Battalion from Japan arrived at St. Vincent, Cape de Verdes, on the 15th inst., all well, in the Adventure, which was to leave the day following for England.

Admiral Sir A. L. Kuper, G.C.B., whose last command was the China station, will retire in September next, as he will then have been ten years unemployed.

Deputy-Commissary G. T. Pett (of the Control Department) has been transferred from Woolwich to Ceylon.

Miscellaneous.

THE PRIVATE ARCTIC EXPEDITION.

On the 23rd inst. the screw sloop *Pandora* left the docks at Southampton bound for the Arctic Regions. The *Pandora* is thoroughly equipped for service in the Polar seas. Every rope and bolt is new, while the masts, three in number, have been newly spliced, and the yards shortened and re-sailed. Athough she has been strengthened in every part, and although she is so heavily laden that she draws ten and a half feet of water, her whole appearance as she glided out of port suggested symmetry and delicacy of outline. She has been used in times past as a despatch boat, and her smart and tidy build are sufficient criterions to the eye that she did her work rapidly. The usual commander's cabin has been divided for the accommodation of Captain Young and Lieutenant Lillingston. In each cabin is a well-stocked library, and on the walls are photographs and landscapes. Amongst the other articles put on board the yacht were a quantity of scientific instruments and books sent down from London, and an organ which has a somewhat remarkable history. In one of the early Franklin search expeditions this organ, a gift of the late Prince Consort, was first taken away to an

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Arctic latitude; since that time it has done duty in four other Arctic expeditions, including the voyage of the *Fox*. A silver plate has now been fixed upon it which tells of its adventures, and its musical properties have been renovated at a large outlay by Captain Young for this expedition. Outside the captain's cabin, the mess room of the *Pandora* is situated, and from the four sides of this chamber are constructed cabins for the members of the scientific staff. The *Pandora* has shipped among other necessaries, six strong boats, two whale boats, Snider rifles for seal-hunting, ice condenser, and the now orthodox crow's nest. All round her upper deck are barrels which contain fresh water, and over 100 tons of coals are stored in the bunks. She will carry thirty-two souls, all told, including amongst that number, besides Captain Allen Young, the following officers:—Lieut. Lillingston and Dr. Horner, M.R.C.S.—the latter goes not only as a medical officer, but also as meteorologist; he took a prominent part in the ambulance service of the Franco-German war. Lieut. Pirie, of our navy, and Lieut. Baynan, of the Dutch navy. The last named goes out as a scientific officer, it being intended that botanical and marine research shall form a prominent duty in the mission. This officer won some distinction in the Atchin War. The only other officer is Mr. Toms, who served under Captain Young in the yacht *Fox*. Probably the most remarkable man among the petty officers is "Esquimaux Joe," who sailed with Hall in the *Polaris* expedition; he has been specially brought over from America to act as interpreter on board the *Pandora*.

The *Pandora* is commanded by Lieut. Allen Young, R.N.R., and Lieut. Lillingston, R.N. Mr. Young entered the merchant service in 1846. He commanded the *Marlborough*, East Indiaman (1,500 tons), twice round the world in 1853-4, and the *Addaide*, steam troop-ship, during the Crimean war. He was also sailing-master of the *Fox*, under M'Clintock, from 1857-59. He commenced his travelling work by laying out a depot, between Feb. 15 and March 3, in a gale of wind, and with the thermometer averaging forty to forty-eight below zero. The mercury was frozen all the time. On his return, he started for Fury Beach to get some stores which had been left by Parry, and was absent from March 18 to the 28th. He was attacked with snow blindness. Starting on April 7, he traced the south and west shores of Prince of Wales's Sound. Provisions running short after thirty-eight days, he was compelled to send the men and tent back, but proceeded with one man and the dogs for forty days longer, sleeping each night in a hole in the snow. He attempted to cross the M'Clintock Channel, and went about forty miles from the land, the ice being frightfully heavy. He reached the ship on June 7, after an absence of seventy-eight days. He next went to explore Peel Sound, from June 10 to the 28th. He then connected Osborn's with Browne's furthest, and discovered 380 miles of new coast-line. On Feb. 24, 1862, he became a lieutenant of the Naval Reserve. Lieutenant Young also commanded the *Fox* in the North Atlantic Telegraph Expedition in 1862, proceeding to Faroe Islands, Iceland, and Greenland. He also commanded the *Quantung* gun-boat, belonging to the European Chinese Navy, 1862-4, and was a commissioner to the Maritime Congress at Naples in 1871. He gave his name to Allen Young Point, lying to the extreme south-west of Prince of Wales's Land.

THE STABILITY OF SHIPS OF WAR.

Captain Pim, M.P., has obtained a Parliamentary return which supplies information relating to what certain people would call "unseaworthy ships" of Her Majesty's navy. This paper gives the names of all the ships in the Royal navy built during the last eight years, of 700 tons and upwards, which have had to be ballasted, either to ensure their safety or to regulate their trim. The first four on the list are the *Audacious*, *Invincible*, *Vanguard*, and *Iron Duke*, each having a displacement of 6,034 tons. These ships were designed by Mr. Reed, and it was found necessary, after the foundering of the *Captain* had shown the insecurity attending double bottoms, to diminish their inclination to turn over by placing 360 tons of iron and cement in the hollow cavities below the flooring. This addition to the weight of the hulls has brought them down 5 inches in draught, and, consequently, the lower gun ports are to that extent so much nearer the water. The next two are the *Swiftsure* and *Triumph*, of 6,600 tons, also designed by Mr. Reed, and these ships have had 360 tons of small pig-iron and cement placed in their double bottoms, with 30 tons immediately before and 10 tons abaft the same. The extra 400 tons has increased their immersion 4½ inches. The *Sultan*, of 9,286 tons displacement, has had 335 tons let in to the double bottoms, besides 100 tons before and 25 tons abaft, which has caused her to draw 12 inches more water; but this ought to be taken in conjunction with 188 tons of extra weight added to her equipment, and not contemplated in the draught as designed by Mr. Reed. The *Raleigh*, 5,190 tons displacement, was slightly altered while building, but this deviation from the original design, coupled with an increase in her equipment equal to 108 tons, and the insertion of 180 tons of scrap iron and cement between the frames in the bilges, has led to her draught being augmented by 16 inches. The *Raleigh* is one of Mr. Reed's ships. The *Inconstant*, 5,782 tons, of the same class, had her immersion increased 7½ inches by 180 tons of pig ballast being placed along her vertical keel. The *Shah*, 6,040 tons, had her equipment increased by 105 tons, and this, together with 90 tons of iron in the hold, increased her draught of water by 11 inches. The *Volage*, of 3,090 tons, turned out to be more buoyant than contemplated; though her equipment was increased by 13 tons, and 70 tons of pig iron were placed in her shaft passage, she drew 9 inches less than estimated. The *Active*, of 3,070 tons, had 50 tons of iron ballast placed in her shaft passage, and her equipment was increased by 13 tons, and yet her draught was decreased by 10½ inches. The *Volage* and *Active* were designed by Mr. Reed, as also the *Thalia*. The latter ship is 2,266 tons, and 80 tons of pig iron in her bilges, without any addition to her weight of equipment, increased her displacement by 5 inches when compared with the estimated draught. Mr. Reed's ship, the *Juno*, had 30 tons of ballast placed under the tanks in the forehold and under the provisions abaft, and the difference in her draught is 2 inches, which for a vessel of 2,216 tons displacement is of no material consequence, except in passing over bar harbours or shallow places. Seven other ships designed by Mr. Reed—namely, the *Danae*, of 1,755 tons; the *Myrmidon*, of 877 tons; the *Ringdove*, of 774 tons; the *Philomel*, of 774 tons; the *Lapwing*, of 766 tons; the *Bittern*, of 764 tons; and the *Plover*, of 764 tons—have had a few tons of ballast placed on board merely for the purpose of altering their trim; but the changes in the draught of water are only from half an inch to one inch and a half. The last vessel in the table is the *Wye*, which was purchased by the Government in 1873. Her displacement is 1,160 tons, and the Controller's department ordered 120 tons of scrap iron and cement to be placed in her bilges. This amount of ballast would not be required for a merchant steamer carrying heavy cargoes, but as a naval transport it was expedient to keep her in trim.

INTERNATIONAL POSTAL RATES.—Notices have been issued by the Post-office relating to the new international postal tariff. One states that on and after July 1 next foreign stamps of the value of 2½d. and foreign post-cards of the value of 1½d. will be obtainable in any numbers. The other notices announce through rates to certain countries beyond the limits of the union. To China (Peking, Tientsin, and Kalgan) *viâ* Russia, the rate will be 1½d. per half-ounce for letters and 4d. per 4 oz. for newspapers; *viâ* the United States it will be 6d. for letters and 2d. for papers. The United States route will also be available to the following places in Central and South America:—Colon, Panama, Costa Rica, Nicaragua, 5d. for letters and 2d. for newspapers; Cuba, 3½d. for letters and 2d. for newspapers; Mexico, 6d. and 1½d.; Guatemala, 7½d. and 2d.; Japan, 10d. and 3d.; Hawaiian Islands, 4d. and 2d. To Tunis there will be two routes—*viâ* Belgium and Italy, 3½d. for letters and 1d. for newspapers; *viâ* France, 5d. and 2d. To Morocco the French rates will be 6d. and 2d.; by Southampton, 2½d. and 1d. Registration may be had in all cases, but at a special rate of 8d. to Colon and Panama, and of 9d. to Japan. Between all other parts of Europe—Spain excepted—the United States, and Egypt there will be a uniform rate of 2½d. for half-ounce letters, 1½d. for post cards, and 1d. for newspapers.

IN the South Court, South Kensington Museum, may be seen an interesting recent acquisition, being a large Japanese sculpture, in bronze, of a sea-eagle, the work of a celebrated artist of the sixteenth century, by name Myóchin Munéharu, of whom it was said that "under Heaven there never was such a smith as Myóchin Munéharu." The praise thus conveyed may be a little overdrawn, but the enthusiasm it indicates is accounted for, and almost justified, by the wonderful *élan* of this statue of the bird of prey in the act of departing on the wing, as it seems to us, from the verge of a rock; the neck is thrust outwards, the beak slightly opened, as is to emit a scream before descent is begun. The neck feathers are bristling, and this we do not understand, they appear to have become concave, the tips being elevated; the crest is raised; the expanded wings seem to vibrate in every quill; the tail is spread like a fan. The execution is elaborate and careful, but not merely minute—it is marked by something like largeness of style, and a fine feeling for the differing textures and forms of the various kinds of feathers is distinct.

THE LOSS OF THE "WOOSUNG."—An action, "Curlin *v.* Grant and another," has been tried in the Court of Common Pleas. The plaintiff was a master mariner, who formerly commanded the *Woosung*, a steamer which, on the 21st February last, ran upon a coral reef in the Red Sea and was lost. The vessel had got out of her course in thick weather, and the result of the Board of Trade inquiry was that the plaintiff was suspended for three years. He had contracted to provision the ship on his own account, and the defendants, who were insurance brokers, had effected a policy upon these stores for £1,000. The plaintiff's case was that this policy was not in such a form that he could sue upon it, and he claimed damages in consequence. On the other hand, it was said that the policy was quite in the usual course, and that if any objection had been made to the policy it could have been set right. There were also some other questions raised. The jury, after hearing evidence on both sides, found a verdict for the defendants.

AN official notification has been published in Berlin to the effect that the German Minister at Peking, Herr Von Brandt, is empowered under the laws of 5th of May, 1870, and 6th of February, 1875, to perform the ceremonies of civil marriage, on behalf of German subjects or persons under German protectorate in the territory of his diplomatic jurisdiction. Also to register births, marriages, and deaths of German subjects or German *protégés*.

CONSULAR APPOINTMENTS.—The Queen has appointed William James Hertslet, Esq., now Her Majesty's Consul at Konigsberg, to be Her Majesty's Consul for the Provinces of Prussia (East and West), Posen, and Silesia, to reside at Konigsberg; and to approve M. Albert Lefaivre as Consul at Quebec for the French Republic; and Mr. John Chambers Kemsley as Consul at Port Elisabeth, Cape of Good Hope, for the Oriental Republic of the Uruguay.

THE NEW BISHOP OF COLOMBO.—The Rev. R. S. Copleston, fellow of St. John's and Keble Colleges, Oxford, who has been appointed to the bishopric of Colombo, cannot be consecrated before January next, inasmuch as until that time he will not have attained the canonical age of thirty. He will be the youngest bishop consecrated since the Reformation.

The Star Bull Line steamship *Thomas Sorby* arrived at Batavia on the 21st inst., having made the passage from Southampton in thirty-eight days. The *John Howard*, steamer, of the same line, will sail from Southampton on the 17th proximo, for Batavia, Samarang, Sourabaya, &c.

THE Rev. G. Ensor is engaged in delivering a series of addresses in the South of England on his experiences while engaged in missionary work in China and Japan.

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Parliament.

HOUSE OF COMMONS.

THE MISSION TO THE KING OF BURMAH.

(June 21st.) Mr. RICHARD asked the Under Secretary of State for India whether Her Majesty's Government would at once communicate to the House any information relative to the complaints, of whatever kind, made by the Government of India against the King of Burmah, together with a copy of the instructions given to Sir Douglas Forsyth, Her Majesty's special envoy to the Burmese Court.

Lord G. HAMILTON said there could be no objection to laying upon the table the correspondence referring to the differences which had occurred as soon as it was complete. Sir Douglas Forsyth had been sent on a mission to Mandalay to endeavour to arrange matters, and nothing could be more likely to frustrate that object than to make his instructions public. Therefore he (Lord G. Hamilton) must decline to lay these papers before the House.

THE OPIUM TRAFFIC.

(25th.) Mr. M. STEWART, in calling attention to the opium traffic between India and China, reviewed the history of the subject for the last hundred years, and contended that it was our duty to take steps to remedy the evils revealed in the evidence given before the East India Finance Committee in 1871. By the Treaty of Tientsin, in 1860, the sale of opium was legalised after the most vigorous protest on the part of the Chinese Emperor. There were two systems in operation in India, and one of them was the Bengal monopoly. Under that the cultivator gave notice of his intention to grow opium, had his land measured, and received advances as the crop reached certain stages. In this way the cultivation was fostered by the Government, and the produce was sold at auction by the Government. This was bad in itself, and bad because though officials might be upright at one time there was no security for their energy and disinterestedness at another time. The monopoly was further bad because our risks, as traders, were not compensated for by our profits. We did not know how much our revenue might be if this monopoly did not exist. At all events an immense amount of capital was locked up in the better part of two years' advances, and on this account probably 2¾ millions ought to be deducted from the revenue of six or seven millions which we obtained from opium. Smuggling was encouraged by the monopoly, which did not restrict the traffic. In Burmah we had introduced the drug by first giving shopkeepers a few cakes of it, and then selling it to them at a low rate, until the demand for it would warrant the raising of the price. The result had been that a once healthy people had indulged in opium to such an extent that they were mentally and physically debilitated. The monopoly was also condemned as involving injustice to many planters, and deranging trade, so that it was bad from an economical point of view. It was sometimes said that the Indian Government put into execution the power which they possessed of restricting the monopoly, but the facts refuted this statement. In 1865 the *maximum* which was to limit the Bengal monopoly of exportation was fixed at 45,000 chests; but in 1867, either from shortened revenue or some other cause, the export ran up to 48,000 chests. It would almost appear, therefore, that the export of this fearful drug was not regulated by the laws of supply and demand, but by the necessities of the Indian Government, which frequently caused them to resort to this lucrative trade as a means of producing revenue. He had made inquiry as to the feeling in China in reference to this question, and he believed it to be almost universally in opposition to the trade. The moral effect of the consumption of the drug was fearful, and the better class among the inhabitants would be very glad if the temptation to indulge in its consumption was removed from the inhabitants. Apart altogether from its moral effect upon the people, the growth and consumption of opium was to be deprecated on grounds of public policy. It was true that it yielded a large proportion of the Indian revenue, but it was also true that, while large sums of money had frequently to be paid for the relief of famine in India, a vast quantity of the most fertile land in the country was devoted, not to the production of food, but of opium. As an international question he believed that in case of a war other Powers would interfere to prevent England imposing upon the Chinese nation treaties such as that under which the opium traffic was conducted. We professed goodwill towards men, but, as far as this matter was concerned, we were sowing the wind, leaving our successors to reap the whirlwind. Would the Government like to be great distillers in this country? If not, why should the Government in India be engaged in the cultivation of opium? He hoped his noble friend the Under-Secretary of State had not yet been an official long enough to have his eyes blinded and his ears shut to the strong assertions which he (Mr. M. Stewart) had been compelled to make to-night. He had quoted from some authorities in the course of his speech, and he would now quote the words of another authority:—"Offences must come; but woe to him by whom they come." (Hear, hear.) The hon. gentleman concluded by moving the following resolution:—"That this House is of opinion that the Imperial policy regulating the opium traffic between India and China should be carefully considered by Her Majesty's Government with a view to the gradual withdrawal of the Government of India from the cultivation and manufacture of opium."

Mr. PEASE, in seconding the resolution, said new evidence was laid before the Indian Finance Committee, which he hoped would be brought to bear on this question. This was a question which the Government ought to face. If they refused to face it now, it would stare them in the face still more strongly as years rolled on. The hon. gentleman quoted statistics to show that the cultivation of opium by the Indian Government and the revenue they derived from it had steadily and largely increased. The history of the trade in this drug, he believed, was one of the darkest pages in the trading annals of this country. (Hear.) The hon. gentleman proceeded to trace the Parliamentary history of the question, and cited various documents to show the immorality and fearful results of the opium trade. He urged that the Chinese had always protested against this traffic, and they went to war with this country because we were smuggling opium into China. The Government winked at it, and the Chinese took 20,000 chests of opium and mixed other materials with it, destroying its value. For that England bombarded the towns of this fanatical people, and gave them a lesson in Christianity. We destroyed them because they would not submit to be poisoned. It was not until sixteen years had elapsed that the Chinese admitted the traffic. What would have been the result if we had attempted to treat any European Power in this way? Why, we should have had the nations of Europe probably going to war with us. He then referred to the question of the Indian finances, and he observed that the Indian Government was in exactly the same position as the miserable victims of the drug. As soon as the victim felt the pangs of hunger he had recourse to opium, and as soon as the Indian Government felt the pangs of pecuniary deficiency it cried out for more opium. He believed the cultivation would gradually decrease as the Indian Government showed that they wished to get it off their hands. The hon. gentleman quoted the authority of Sir R. C. Hamilton, Dr. G. Smith, Lord Strathnairn, and others of large Indian experience in support of his views, and expressed a hope that the opinion of those eminent men would have proper weight with the noble lord. Sir Rutherford Alcock had stated that he found the Chinese Government were resolved to drive the Indian drug out of the market and to grow opium for themselves. What should be done then by the Government of India was to abandon the cultivation of the article and to take the largest possible duty from it, as the home Government did in the case of tobacco. He hoped that for the future the Government of India would cease to pursue a policy which pandered to the vices of the Chinese—a policy which the maxims of their heathenism and the principles of our Christianity alike condemned.

Sir G. CAMPBELL said that, as he had had direct official connection with this opium question, it was right he should express his views with regard to it. He entirely admitted the fairness with which the subject had been brought before the House by hon. gentlemen who had preceded him. It seemed to him, however, that the question was a practical one. Large sums were derived by the Government of India from opium, and the question was how to deal with it from a practical point of view. The Indian Government had nothing whatever to do with forcing opium on the Chinese. If forced it was upon them, that Government had totally dissociated themselves from the transaction. Both in the past and at present the matter was one between the British merchants and the Chinese, and the Indian Government had had no part in it. Looking at the matter from an Indian point of view, the question was a more simple one. He had considered the subject a good deal, and it appeared to him that the relative evils of opium and alcohol were very much on a par. Both undoubtedly were very bad; the one was the vice of the West, and the other the vice of the East. It had been said that opium was a cursed thing which we were bound to ignore altogether—that we should dissever ourselves from the traffic in opium and from the opium revenue. He ventured to say that was not a practical view of the matter. How could we shake ourselves free from the opium traffic? Only in one of two ways—either by leaving the cultivation free or by prohibiting it altogether. What would be the result of leaving the cultivation free? It would be consumed more largely than ever, while we should sacrifice our opium revenue. Were we prepared to take that course? When the hon. baronet the member for Carlisle had not only carried his Permissive Bill, but when the manufacture and use of alcohol were entirely prohibited, it might then be possible to suggest the prohibition of the cultivation of opium; but it was totally impossible that our Indian revenue should be sacrificed for the benefit of the Chinese. We did not leave the traffic in alcohol free, but we checked it by a very heavy taxation. Opium was one of those things upon which the imposition of a heavy duty enabled us to serve God and mammon at the same time—doing good to our neighbours by checking its consumption and raising a large revenue for ourselves. (Hear, hear.) The question was—in what form should the taxation be imposed on this noxious article of consumption? He should be glad if he could see his way to a simple duty in place of the monopoly system; but he thought the monopoly system worked well, and it was more unseemly than injurious. The Gottenburg system, under which the public authorities regulated the liquor traffic so that as little harm as possible should be done to the community, was precisely analogous to the system followed in Bengal with regard to the opium traffic. The opium revenue was of very great importance to India, and there would be much risk attending changes. We derived a large revenue from opium, and the financial condition of India at the present time was not such as would justify us in running great financial risks for the sake of an idea. (Hear, hear.) So far from being in a flourishing state, our Indian revenue barely sufficed to make both ends meet, and the sudden suppression of the opium traffic would, therefore, be attended with considerable danger. As to the position of the ryots, there was no pressure whatever put upon them to grow opium, and under a different system they would probably fare worse than they did at present. In the same districts as those in which opium was grown the manufacture of indigo was carried on by private speculators, and the ryots engaged in that industry were not by any means free, for they were under a sort of feudalism. If a system of duties were adopted in regard to opium it would probably be necessary to interfere with the opium trade—to lay down strict regulations as to where opium ought to be grown, and to take great precautions against smuggling. Thus the proposed change involved other than purely financial considerations, and it would be most injudicious to take any hasty step in the matter. For himself he was averse to the extension of the present system, and he thought that, as far as circumstances permitted, it ought to be restricted. That was the view which he held formerly as an Indian official, and which he had now to urge as a member of the House of Commons. The Government of India would, he hoped, take the matter into their consideration. The truth was, the greater part of the opium revenue

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was derived from those districts in which monopoly was established, and it was necessary in any action which might be taken that great caution should be observed. In the case of Behar and Benares it would, he thought, be better to wait until we had seen the result of a change in other parts of the country, where the revenue to be risked would be very much smaller in amount. If the change proved successful in those quarters then it might be extended, and we might thus ultimately be enabled to get rid of monopoly altogether, although he did not think the time when we could do so had yet arrived.

Mr. RUSSELL GURNEY thought that there was no necessity for warning the House not to proceed with too great haste in the matter, seeing that the result of the action which had been taken with respect to it more than a quarter of a century ago was, that the evils of the trade had increased something like fourfold. (Hear.) It was, he might add, idle to contend that there was no difference between the two modes employed for levying a revenue from opium—one of which was to lay a heavy duty on the export of the article, thereby discouraging the trade ; and the other the cultivation of the article by the Government itself. There was all the difference between the two modes that existed—between the nation becoming a distiller and levying a tax on spirits when in the still. As to perfect free trade in opium in India, no one had suggested it. In former debates in that House it had been admitted that great evils sprung from the manufacture of opium and its compulsory exportation to China, on the inhabitants of which country it was forced, according to Mr. Wade, against their conscientious convictions. A very serious responsibility rested on this country in the matter, and it was therefore important that we should, as soon as possible, do all that lay in our power to clear ourselves from the moral guilt in connection with it which ought to attach to us in the eyes of foreign nations. Our rule in India, he imagined, did not depend merely upon physical force ; but that moral reputation at which we ought to aim we could not have while we continue to do all we could in opposition to the feelings as well as the interests of the whole Chinese people in reference to a trade the only argument in support of which he had ever heard was that we were deriving from it a large revenue. (Cheers).

Mr. LAING, having given that question much anxious consideration when he was Finance Minister in India some twelve years ago, wished to address a few observations upon it to the House. Those observations, fortunately, would be short, because much of what he had intended to say had been said already very ably by the hon. member for Kirkcaldy, who, from his former position as Lieutenant-Governor of Bengal, spoke with great authority on that subject. He might say generally that he agreed to a very great extent with the remarks and the line of argument of that hon. member, only he felt somewhat more strongly than that hon. member did the impolicy of any attempt to interfere in accordance with English ideas or English sentiments with the practical administration of affairs in India ; and he had more confidence than, perhaps, that hon. gentleman had in the good sense of the House and of the English people, when fairly appealed to, not to attempt to import English ideas into the Government of that great Empire, and, above all, into its financial administration. He had great respect for philanthropy which was philanthropy at its own expense, but little for philanthropy which was philanthropy at the expense of others. If they endeavoured, on account of some conscientious scruple, to force measures on the Government of India which would cause a sacrifice of between £6,000,000 and £7,000,000 of revenue they ought to say whether they were prepared to make up for that loss, or for any part of it. How was it proposed to supply the deficit? If the Government of India were to double or even treble the Salt Duty it would not suffice, and he did not suppose any philanthropist would recommend such a step. After repeated attempts to impose it, the income-tax had been withdrawn, to all appearance finally ; and as to that tax it had not at the very highest produced more than a fourth of the sum derived from opium. Was it desired that they should unsettle the Land Settlements and break faith with all the cultivators of the soil in order to increase the Land Revenue—which it would be necessary to do to the extent of 25 or 30 per cent. if they wanted to make up the amount of the revenue from opium? Or were they prepared to allow a heavy import duty on Manchester manufactures? They would not by that means get nearly what they sacrificed, but it would be an evidence of sincerity. No one could suppose that such a duty would be tolerated by this country. Some practical substitute must be shown, and it must be a substitute which would not fall upon the vast and poor population for whom we were trustees. For his own part, he had arrived at the conclusion that the case of opium and that of alcohol stood substantially upon the same footing. The same arguments that were used against opium might be used against gin and whisky. As to the prevalent idea that a man who took a small quantity of opium felt compelled to increase the indulgence to an extent utterly ruinous, it was no more true than it would be to say that every Scotchman who drank a glass of whisky became a confirmed drunkard. He had often heard it said that it was common to see the Chinese workman when his dinner hour came sitting down under a tree and taking his meal, and, after it, swallow a minute quantity of opium—just as an English labourer might smoke a pipe—and in ten minutes more get up and resume his work. If a man did a great deal of hard work in the open air a little opium, like a little alcohol, did not seem to have much effect, but no doubt it was a very different case in the stews of great cities, where the indulgence was carried on to a ruinous extent. The truth was that there was much to be said upon both sides. The intoxication caused by opium was less violent in its character than that occasioned by alcohol, and less crime was committed in China and Singapore under the influence of the former than there was in this country under the influence of the latter. It was very easy, of course, to get up evidence as to the frightful effects of opium, but such evidence could not always be implicitly relied on. At Singapore, while the Chinese took their opium, the Europeans drank arrack, and the native population took tobacco and betel nut. It was found that the Chinese were worth three of the natives, and therefore it could not be said that the human frame deteriorated under the influence of the nervous stimulant which they so freely used. Under the circumstances were we in a fit of vituous indignation to destroy so productive an Indian industry for the sake of moral considerations while we continued to raise the greater part of our own revenue from alcohol? It would be most unjust if we were to be thus cheaply virtuous at the expense of 200 millions of the poor toiling wretched ryots of India, for whom we were the trustees, and whom we ought to endeavour to raise in the scale of comfort and of civilisation. As to the mode of collecting the revenues, he disapproved altogether of the proposal to abolish the Government monopoly on opium, and to raise a revenue from the drug by means of an export duty. Such a course would lead to the ruin of the trade by occasioning vast fluctuations in the price of the drug and by encouraging Chinese competition, and would give rise to a large amount of smuggling. The revenue which we derived from opium was not a precarious one, but was a continually increasing one, being based on the growing demands of a large portion of the human race. He regarded the great danger to our Indian Empire as being not Russian aggression, nor Indian disaffection, nor another Mutiny ; it would arise from the wish to govern India from home in accordance with Indian ideas and English sentiments. (Hear, hear). As far as he knew, every time that English public opinion had been so brought to bear as to interfere with the action of those who were responsible in India for the government of India the result had been disastrous. He asked the House to beware how they did anything of that sort in the matter of Indian finance. His experience showed him that, however much to be applauded were the motives of hon. gentlemen who brought forward motions like the present, in nine cases out of ten they did harm rather than good. Let the best men be selected for the government of India, then let the responsibility rest on them, and they would find those gentlemen infinitely more likely to be right than the hon. members here at home could possibly be. (Hear, hear).

Sir J. KENNAWAY said the House ought to accept with all respect the caution given it by the right hon. gentleman who had just spoken, experienced as he was in the affairs of India. At the same time he asked himself whether the right hon. gentleman had not gone too far in deprecating any interference in the affairs of India on the part of the House of Commons. The policy recommended would be a retrograde policy from that which was adopted when England took the responsibility of governing India out of the hands of the East India Company. He quite admitted that the present was a great financial question, and that the loss of revenue would be a very serious matter. The objection made was not to the raising of a revenue from opium, but to the mode in which it was raised, the Government undertaking all the functions of trader and speculator, and encouraging the growth of what was admitted to be a noxious drug, when money was not abundant. (Hear, hear.) With regard to the Chinese, an unjust distinction was, he thought, drawn between the responsibility of the Government of India and of the Imperial Government. That responsibility was one, and could not be divided. The Chinese regarded England as responsible for opium coming into their country, and they were now in a position to demand a revision of the Treaty of 1860, and if necessary to close their ports. What was asked of the Government of India was that they should gradually withdraw from the production of opium, and limit their experiment to the raising of revenue by a licence, and surely that experiment could be tried in one portion of the country. (Hear, hear.) The House had now before it a moderate proposal which, as it did not ask for the entire abrogation of the duty, was not open to the charge of rashness in sacrificing a large revenue, but which asked the Government to proceed tentatively to redress a moral wrong. He thought that, under the circumstances, the House would do well to support the motion.

Sir G. BALFOUR, having been employed in the first China war, and having gained some information when in that country upon the opium trade, felt much confidence in saying that the Chinese had never shown a real and sincere wish to prevent opium from being conveyed into that country. He happened to be present when an offer was made by the two Chinese Commissioners to Sir Henry Pottinger that if the British Government would agree to pay the sum of $3,000,000 we might introduce into China any quantity of opium that we liked. He recommended Sir H. Pottinger to avail himself of that offer, because he foresaw the difficulty which would be caused by the opium traffic. [An Hon. Member : When was that offer made?] It was made in July, 1843, and the papers had been laid before Parliament. He (Sir G. Balfour) afterwards sailed for the North of China and the port of Shanghai. He selected it because, being a central part of the empire, he was confident that a vast commerce would spring up with that part of China. The opium traffic was, as he had anticipated, the cause of trouble, because it was carried on at the mouth of the river that led up to Shanghai. He thought the opium trade objectionable on many accounts, but he had a duty to perform as an official of the Government, and he seized three vessels for contravening, as he thought, the laws of China. A very proper censure was, however, conveyed to him by Her Majesty's Plenipotentiary. Sir H. Pottinger was succeeded by Sir J. Davis, who in one of his despatches stated that Captain Bal; four, at Shanghai, reported that the local Government had no desire to receive information as to the evasions carried on in the opium traffic. During the negotiations at Nankin Sir H. Pottinger had frequent communications with high Chinese authorities, and it was undeniable that the Chinese officers were very indifferent indeed with regard to the opium traffic. Having served in China, he should never have thought of carrying on a war with China on account of opium. Commissioner Lin opened the crusade against opium ; yet the cause of the war was not opium, but the forcible seizure of our merchants who had a right to live in Canton, and to carry on their trade there. There was at present a member of the House whose firm was obliged to give up a stock of opium at Canton which had not been brought from Calcutta or purchased from the Government of India. No more injudicious act than

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that forcible seizure of opium could have been committed by Lin, because the opium trade, which had up to that time been confined to the mouth of the Canton River, afterwards spread over all the rivers in China. After all, less evils were caused from the consumption of opium than from the use of ardent spirits. Our 80,000 chests of opium sent into China were quite insufficient to bring about the serious consequences with which the opium trade was charged. Mr. Wade and Sir R. Alcock had both borne testimony in the strongest terms to the laxity of the Chinese authorities in resorting to the measures necessary to carry out their assumed hostility to the opium traffic. As to the cultivation of opium by the Chinese themselves, he did not believe it. The same thing used to be said when he was in China, but the cultivation of opium had been very little extended since that time, and no country in the world could produce opium to compare with that of Malwa, Benares, and Patna. Having served in India, he knew that several Ministers had endeavoured to grapple with the question, but none of them had had either the skill or the courage to try an experiment with the revenues of the country. The question was purely one of finance, and he could not see the possibility of raising by other means the amount that was derived from the manufacture and export of opium. He thought, on the whole, that the best course would be not to press the motion now before the House, but to leave the matter for the present in the hands of the Secretary of State for India, who might, in the course of a year, as the result of continued investigation and thought, hit upon a plan which would solve the difficulty.

Mr. NOEL agreed with the right hon. gentleman the member for Wick that it would not be possible to govern India by English ideas, but it was new to him to be told that England was not to deal with the people of India on a moral basis. It was said that the opium question was not to be dealt with because the people of India were not to be called upon to pay for the whims of England. He agreed with this, but he would remind the House that it was an English whim in the interest of an English company which first called upon India to raise a revenue by the growth and export of opium. The question how the revenue of India could be raised if the cultivation of opium by the Indian Government were stopped was the great difficulty; but the House ought to stimulate the Government to see if they could not grapple with that difficulty by finding means to raise the Indian revenue without encouraging the traffic in opium. It was known that Sir William Muir was anxious to have the cultivation of opium by the Indian Government stopped, and that he believed he would be able to discover means of meeting any deficiency in the Indian revenue which would be occasioned by that course; but it was not likely that he would undertake the task unless he was supported by a strong expression of enlightened opinion at home. It was therefore the duty of the House to pass a resolution which would encourage Sir William Muir in the good work which he was desirous of undertaking. If the Government would show a desire to put an end to the Government monopoly our relations with China would be improved—(hear).

Mr. BEACH said he wished to make a few remarks on this subject, as he had been a member of the Indian Finance Committee. His wish was that an end be put to this immoral traffic in opium, but he feared there were difficulties connected with the question which must necessarily exist. As an independent member of the Committee he studied the subject with the most profound attention. As to the Chinese we were not responsible for their tastes. He feared they had had for many generations a pernicious taste for opium, as in this country some people were given to alcoholic liquors. The opium grown in India had a flavour which the Chinese liked better than that of the opium grown in China, and the anxiety of the Chinese Government to stop the importation of Indian opium was owing to their wish to promote not the morality of the Chinese people, but the growth of Chinese opium. From the evidence given before the committee it was abundantly plain that while the one system was adapted for the western part of India, the other system was best adapted for the east. He feared it would be extremely difficult to change the monopoly system into an export duty system, but still the subject was well worth inquiring into, and if the authorities could be induced to alter the system, such a course would be of the greatest public benefit. (Hear, hear.)

Mr. M'LAREN intended to vote for the motion, and remarked that the speech of the hon. member for Kircaldy was one of the most out-and-out defences of the opium trade he had ever heard delivered. We committed a great moral wrong in forcing the last Treaty on China, and the remedy was to abrogate it at once. (Hear.)

Lord G. HAMILTON did not think the hon. member who had just spoken was aware what would be the result of abrogating the Treaty. Sir Rutherford Alcock had expressed a very decided opinion that if the Chinese were left unfettered by the Treaty they would at once expel all the Protestant missionaries from the country. The hon. member surely was not anxious to bring about such a result as that? (Hear, hear.) There had been this evening a most interesting discussion on the whole question of the opium revenue and trade of India. His hon. friend who introduced the motion suggested that certain alterations should be made, and that the system of excise and export duty now in force in Bombay should be tried in Bengal in place of the monopoly system at present existing there. His hon. friend seemed, however, to argue against any revenue whatever being derived from opium.

Mr. STEWART explained that he did not argue against prohibition at all, but wished to do away with the Bengal system and to substitute for it the system which was in vogue in Bombay.

Lord G. HAMILTON said it certainly seemed to him that his hon. friend's words implied direct condemnation of any revenue being derived from opium. (Hear, hear.) One fact must have struck hon. gentlemen who had listened to the discussion as being very remarkable. There had, indeed, been a complete conflict of opinion between hon. members, but every speaker who had had any official experience of India pointed out the danger, if not the impossibility, of abandoning the revenue; whereas the gentleman who had advocated the abolition or alteration of the revenue, and who were doubtless actuated by the best of motives, looked at the question merely from a philanthropic point of view. (Hear, hear.) Two fallacies underlay the statements of both his hon. friends who had brought forward this motion. They appeared entirely to forget that there was no nation in the world which did not in some shape or other take stimulants. (Hear, hear.) Besides, they forgot that in a large portion of Asia—not only in China, but also in Assam and Burmah—the stimulant taken by the natives was opium. We drank beer, the Irish and Scotch took whisky, Americans chewed tobacco, and Chinese smoked opium. The latter took opium because it was the form of stimulant best adapted to the climate in which they lived. Sir Rutherford Alcock pointed out that there were certain medicinal properties in opium which made it sought for by the inhabitants of marshy and malarious districts, and hon. members who lived in our own Fens must be aware that there was a large consumption of opinm and laudanum in that part of England. Such being the case, it was not fair to put upon the Indian Government the responsibility for the immodeiate use of opium by the Chinese. It had been assumed that it was entirely owing to the action of the Indian Government that the Chinese smoked opium. Why was the smuggling of opium carried on? Because the people wanted it. Was it likely that it would be grown in India and that merchants would take to smuggling unless there was a strong disposition on the part of the country to which it was sent to consume opium? Mr. Cooper and Sir Rutherford Alcock pointed out that the habit of opium smoking had existed in China for centuries. It was perfectly true that in Eastern China the opium chiefly used there came from India; but Mr. Cooper stated that he had travelled all over Western China, and found that the people there cultivated opium more extensively than in the other parts of China. If he might venture to suggest it to his hon. friends who differed from him, he could not help thinking that they accepted too readily the instances of persons who made an immoderate use of opium and drew from it a general deduction that every one who indulged in it was completely demoralised, physically and morally. There was very remarkable evidence bearing on this point. There could be no question that the Chinaman who smokes moderately can do an amount of work which no native of any other country could perform. There was a very remarkable report which had come home quite recently from a Consul in China whose territory was in the western part of the Empire, and who once held opinions similar to those expressed that evening. This gentleman believed that the use of opium was entirely demoralising to the individual who was addicted to it, and he gave his experience, which was extensive, and which induced him to alter his opinion. During his journeys he came into the closest relations with men who smoked. Their work was of the hardest and rudest—and the attention of the hon. member for Carlisle was called to this—they had constantly to strip and plunge into the stream in all seasons. The quantity of food they ate was simply prodigious, and the two most addicted to the habit of smoking were the pilot and the ship's cook. On the steadiness of nerve of the former the safety of the junk depended, and yet they seemed to be almost independent of sleep or rest. The Consul added that he did not believe that the smoking of this native drug did any harm; his opinion with regard to it had been much modified, and he was bound to admit that it could be smoked without injury. This was testimony of undoubted reliability, and the result arrived at was the same as the decision previously arrived at by other persons.

Mr. Cooper, in his evidence, said that the habit of smoking was very prevalent among the Chinese. He said that if you suddenly cut off the supply of opium one-third of the whole nation would die; and he added that so long as it was moderately supplied, so long as it was used in moderation, it was not detrimental to health, and that the people were able to perform an enormous quantity of work. He might quote another important authority, who declared that the Chinese would have opium, that if the Indian Government prohibited its growth no good would be done, and that the Indian Government conferred a great benefit on that part of China to which they imported opium. One of the great evils of China was over-population, and if the opium was not imported, the Chinese would cultivate it in place of cereals and other food. He was aware that opium-smoking was prohibited in China under pain of death. Who was the individual who passed that law? He was the Sir Wilfrid Lawson of China. (Laughter.) He was a man determined to put down opium and all stimulants, and seeing a man one day smoking he instantly ordered his head to be cut off. (Laughter.) This law was a dead letter, and no one attempted to enforce it. (Hear.) He hoped his hon. friend (Sir Wilfrid Lawson) would draw some little deduction from this excessive prohibition, for he had little doubt if his hon. friend was successful in enforcing his principles his descendants would find that the law would be disregarded. (Hear.) Two different lines of argument were adopted on this question. They were told on the one hand that the source of revenue was precarious, inasmuch as the cultivation of opium was extending in China; and, on the other hand, they were told they must prohibit the importation of opium into China because it was owing to the Indian opium that the Chinese people were perishing. He quoted the statements of sixteen missionaries from Hong Kong who, while clearly showing that the demand, consumption, and native cultivation of opium were increasing, made the remarkable declaration that there was an opportunity for Great Britain to check the ruinous habit by stopping the supply. He believed that whether the stopped the importation of opium into China or not the Chinese would have opium, and therefore it was not fair or accurate to place on the head of the Indian Government all the evils which ensue from the immoderate use of opium. (Hear.) As to the suggestion of the hon. member for Wigtonshire that they should abandon the Bengal and adopt the Bombay system, he confessed he did not see if it was not wrong to derive any revenue from opium, why it was wrong to get it by excise or import duties. His hon. friend the member for Kirkcaldy considered this a proposal for sacrificing a considerable portion of the revenue for an idea. (Hear.)

He quite understood that there might be certain hon. gentlemen who considered it wrong of the Indian Government to associate themselves in any way with the cultivation or manufacture of opium, but if he could show that every one of the evils which the hon. member depre-

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cated under the present system would be increased tenfold by the proposal the hon. member made that the amount of opium that would be imported must be doubled or even more largely increased, he thought it would be admitted that the suggestion made would in no way check that which the hon. member deplored. In Assam the people were allowed to cultivate opium, and the result was the whole population became demoralised. (Hear, hear.) That was because there was no restriction, no regulation, no control exercised, and women and children were in the habit of sucking rags saturated with the drug. But in India the persons now engaged in the cultivation of opium were the healthiest and sturdiest of the population. Therefore, the first way in which his hon. friend would improve the condition of the people of India would result in their demoralisation. Then as to the next point. In the Finance and Revenue Accounts of India we had in one page the net revenue derived from the system in Bengal and the system in Bombay, and in the next the total number of chests raised each year in both those Provinces. From these accounts there was this remarkable fact apparent—that though the number of chests annually sent from Bombay very frequently exceeded the number sold in Bengal, yet in only one single instance was the revenue from Bombay in excess of the revenue from Bengal. But there could be no question, if the proposal of his hon. friend were adopted, that one-third of the net revenue derived from opium in Bengal would be lost.

In 1872-3 the output of opium in Bengal was some 42,500 chests, and the net revenue £4,259,000. The output in Bombay was 44,000 chests, or some 1,500 in excess of that of Bengal, and yet the revenue was £1,200,000 less than in Bengal. (Hear, hear.) Therefore the first result of the proposal of his hon. friend would be a very large loss to the revenue, which should be made up by increased production. Accordingly a very much larger quantity should be carried into China or there would be a large loss to the revenue. Then there was another point. We found it necessary to state in Calcutta each year the quantity of opium to be sown in the next year, and thus a degree of certainty was introduced into the trade. Bombay was dependent on the Bengal trade, and if we rendered the output uncertain it would be impossible to depend with any accuracy on the supply from Bombay. It would fluctuate, as had been already pointed out, by millions from year to year, and therefore it would be impossible to adjust the balance between income and annual expenditure. But every financier of eminence had laid it down that if you wished to adjust your expenditure to your income you must know with some degree of certainty what your income is likely to be. (Hear.) There were, therefore, four objections to the proposal of his hon. friend. The first was that it would demoralise the people, the second that it would cause the loss of a large amount of revenue from Bengal, the third that we should introduce an element of uncertainty into the income, and the fourth that we should never be able to adjust our expenditure to our income. He quite admitted that if the Government of India could raise their revenue otherwise it would be better not to raise so much from opium. But we were a practical people, and must adopt practical methods. (Hear, hear.) The right hon. gentleman (Mr. Laing) had said that we should not attempt to govern India from the House of Commons by abstract resolutions. He agreed with that opinion. It had been said that Sir W. Muir was most anxious to surrender this revenue, but he could not do it. Why? Because he was the Finance Minister of India. (Hear, hear.) It was urged that he would be supported by the enlightened opinion of the House of Commons. But the enlightened opinion of the House of Commons would not furnish him with resources nor relieve him of his responsibility as Finance Minister. (Hear.) It might be wrong to smoke opium, but why was it proposed to enter upon a course of policy which would increase the burden of taxation upon those who did not smoke opium? (Hear, hear.) No doubt, the expenditure of the Government of India had increased very much during the last ten or fifteen years. His experience was of course limited, but he felt bound to say he did not see any prospect of materially reducing that expenditure. We had to maintain a large European army in India, the whole strength of our administration there was European, and the cost of importing Englishmen for our administration and our Army was annually increasing. But if this opium revenue should be abolished, we must do one of two things—either largely reduce our expenditure or impose additional taxation on the people of India. Which alternative would his hon. friend accept? If we largely reduced the expenditure, we must put a stop to measures which were largely adding to the moral and material prosperity of the country. One of the pleas for our remaining in India was that we were giving the people a better government than they ever had before. But if you reduced the revenue you at once cut away from yourselves the power of doing much for the amelioration of the condition of the people. (Hear.) He admitted, however, that when so large a portion of the revenue depended upon the habits of a foreign nation, a revolution might occur in their habits which might make it difficult to realise that revenue hereafter. He therefore quite agreed with the line of argument of his hon. friend the member for Kirkcaldy, who had pointed out that the system on which opium was manufactured should not be extended because the revenue was to a great extent precarious. At the same time he hoped he had given the House sufficient practical reasons for refusing to sanction the motion of his hon. friend. (Hear, hear.) His hon. friend had come forward as the representative of the Society for the Suppression of the Opium Trade.

If the motion of his hon. friend were adopted, what would be the result? The revenue would be greatly diminished, and in three or four years he might come down again and ask, as it was now so low, what was the use of retaining it at all. If the House adopted the proposal of his hon. friend, it would be possible for him to take that line of argument. He therefore felt bound to offer his decided opposition to the motion. (Hear, hear.)

The House divided. The numbers were—

For the resolution	57
Against	94
Majority against	—37

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Charles H. Southard: 555 tons gambier, 7 tons tin, 175 tons sago flour, 405 tons black pepper, 580 cwts. rattans, 900 cwts. hides, 11 tons india-rubber, 185 tons sugar, 40 m. Malacca canes, 1,340 cwts. copal. Star of the South: 332 tons gambier, 150 tons sago flour, 25 tons pearl sago, 300 tons black pepper, 50 tons white pepper, 25 tons gutta, 260 cwts. rattans, 10 tons india-rubber; 10 tons horns, 25 m. Malacca canes, 27 tons tapioca. Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca. Coldinghame: 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 1,161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 70 tons gambier, 76 tons tin, 294 tons sago flour, 48 tons pearl sago, 312 tons black pepper, 73 tons white pepper, 16 tons coffee, 460 cwts. rattans, 195 tons sugar, 32 tons india-rubber, 55 tons tapioca. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Condor: 150 tons gambier, 210 tons pearl sago, 100 tons black pepper, 240 cwts. rattans, 10 m. malacca canes. Glenavon: 150 tons gambier, 10 tons tin, 455 tons sago flour, 85 tons pearl sago, 265 tons black pepper, 80 tons white pepper, 11 tons gutta, 500 cwts. rattans, 980 cwts. hides, 17 tons india-rubber, 4 tons horns, 63 m. Malacca canes, 80 tons tapioca. Caldew: 130 tons gambier, 115 tons sago flour, 10 tons pearl sago, 120 tons black pepper, 140 tons white pepper, 5 tons gutta, 60 cwts. rattans, 222 cwts. hides, 6 tons india-rubber, 10 tons horns, 21 m. Malacca canes, 27 tons tapioca. Ben Nevis: 30 tons tin, 207 tons black pepper, 6 tons white pepper, 160 cwts. rattans, 113 tons sugar, 2 tons horns. Proserpina: 100 tons gambier, 160 tons sago flour, 150 tons pearl sago, 24 tons black pepper, 240 cwts. rattans, 559 cwts. hides. Dewsberry: 100 tons gambier, 345 tons sago flour, 17 tons pearl sago, 3 tons white pepper, 180 cwts. rattans, 363 cwts. hides, 22 tons tapioca. Windermere: 185 tons gambier, 50 tons sago flour, 275 tons pearl sago, 95 tons black pepper, 2 tons white pepper, 6 tons gutta, 240 cwts. rattans, 120 cwts. hides, 23 tons india-rubber, 70 cwts. damar, 17 tons tapioca. Pauline: 20 tons tin, 245 tons black pepper, 10 tons white pepper, 57 cwts. nutmegs and mace, 380 cwts. rattans, 263 cwts. hides, 295 tons sugar, 55 tons tapioca.

MANILA.

Glamorganshire: 796 tons sugar, 320 tons hemp. Agnes Muir: 442 tons sugar, 14 tons coffee, 550 tons hemp, 30 tons sapanwood, 305 cwts. mastic, 27 mil. cigars. Uli: 175 tons sugar, 277 tons hemp. Mikado: 405 tons sugar, 7 tons sapanwood. Canaan: 500 tons sugar, 445 tons hemp, 30 tons sapanwood, 1,140 cwts. mastic, 140 mil. cigars. Star of the West: 1,000 tons sugar, 480 tons hemp. Monte Rosa: 25 tons sapanwood. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. France: 500 tons sugar, 262 tons hemp. Lyra: 406 tons sugar, 140 tons hemp, 6 tons sapanwood, 10 cwts. mother-o'-pearls. Estrella: 570 tons sugar, 230 tons hemp, 12 tons sapanwood. Invincible: 500 tons sugar, 306 tons hemp, 12 tons sapanwood, 250 mil. cigars. Araby Maid: 1,190 tons sugar. Angostura: 547 tons coffee. Penrith: 800 tons sugar.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANTON—On the 13th May, at Hong Kong, the wife of J. Ross Anton, of a daughter.
HAY—On the 24th June, at Ventnor, the wife of C. S. Hay, D.Q.A., Ceylon, of a son.
SCOTT—On the 28th April, at Swatow, China, the wife of Dr. C. M. Scott, of a daughter.
TABOR—On the 19th June, at Holmesdale, Forest-hill, Kent, the wife of Arthur Tabor, of a daughter.

MARRIAGES.

BURKILL—ANDERSON.—On the 24th June, at Walton-on-the-Hill, near Liverpool, by the Rev. H. C. P. Steadman, Charles Edward Burkill to Harriette Catharine, third daughter of the late Thomas Anderson, of Swinethwaite Hall, Yorkshire.
HAWES—NELSON.—On the 6th May, at Shanghai, by the Rev. G. D. B. Miller, Captain C. P. Hawes, of Shanghai, to Nellie A. Nelson, of New York, U. S.
OTTAWAY—FINCH.—At Holy Trinity Church, Shanghai, by the Rev. Canon Butcher, E. F. Ottaway, of the I. M. Customs, to Miss E. D. Finch, youngest daughter of the late Thomas Finch, of Dutney, Surrey.

DEATHS.

CAMPBELL—On the 18th June, at Kildalloig, Sir Louis Henry Dugald Campbell, of Auchenbreck and Kildalloig, aged 31.
LOOS—On the 11th June, at his residence, 55, Torriano-avenue, Camden-road, London, N.W., after a short and severe illness, Walter Henry Loos, aged 25 years, only son of James Loos, M.D., M.R.C.P.E., Principal of the Medical College, Colombo, Ceylon.
NORONHA—On the 10th May, at Yokohama, Diocleciano L. Noronha, aged 30 years.
SOUZA—On the 14th May, at Singapore, Theadoza, the wife of Felicio de Souza, aged 29 years.
STEAINS—On the 22nd June, at Berkeley House, Nightingale-lane, Clapham-common, after a short illness, Mary, the dearly-loved wife of Arthur Steains, jun.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JUNE 28, 1875.

THE FRAUDS IN CHINA AND JAPAN.

THERE is nothing more painful than the cases of fraud and embezzlement which so frequently take place in China and Japan. The two mails last in bring intelligence of serious crimes of this nature from those countries; and in both instances we have examples of the worst feature connected with these affairs, namely, their occurrence not among people for whom any excuse in the way of defective education or lack of social restraint could be pleaded, but among those having the education and occupying the position of gentlemen. By the last mail but one we learnt that Messrs. CANTULI and SWABY, employés in the Comptoir d'Escompte at Yokohama, had robbed the bank, made off in a small schooner, and had, upon being overtaken, shot themselves. This was startling enough, but scarcely had people got over the shock than they heard by the next mail that a Mr. A. F. CHAMBERS, an old and, up to the time, respected resident in China, had been arrested on a charge of embezzling $60,000 belonging to his employers, Messrs. JARDINE, MATHESON and Co. In the latter case we are informed the accused has pleaded guilty, and there is, therefore, no reason to refrain from noticing the affair. We shall, however, reserve detailed comments upon it until we are in possssion of a full report of the proceedings; but in the meantime cannot refrain from deprecating the lax state of morality which these occurrences indicate. How is it, it may be fairly asked, that, in proportion to the size of the foreign communities in China, these swindles are of such frequent occurrence? Anyone conversant with what has taken place in China during the last ten or twelve years could point to half-a-dozen similar cases; and where we find the like results constantly recurring we are justified in looking for a common cause for them. The circumstances which conduce to these lamentable affairs may be briefly summed up, and are familiar enough to residents in China, although they obstinately refuse to see the truth.

In the first place, a great deal too much confidence is placed in untried men. Men of whose moral character their employers know really very little are repeatedly placed in positions of trust, such as would be given only to those in whose integrity there could be no possible doubt in any other place. In the next place, an insufficient check is ordinarily exercised over the servants in mercantile establishments. At home there are always certain safeguards in the form of rules as to when money should be paid into bankers and the like, which make it almost a matter of impossibility for any person to perpetrate a swindle or an embezzlement beyond a certain sum, and extremely difficult to do it even up to that limit. In China, a species of spurious gentility stands in the way of instituting any check upon the doings of men such as Messrs. CANTULI and SWABY—who, if they are defective in an accurate knowledge of the difference between *meum* and *tuum*, sufficiently prefer death to dishonour, to shoot themselves when they are caught—or of men who may for years cut a dash upon stolen funds. Then there is a third cause which most potently leads to lax morality in these matters in China. It is the spurious sympathy which is always evoked for offenders who have been known to the small communities and have kept up something like a good social position. This feeling is natural, we will admit, but it is in the highest degree weak. Against the wretched coolie who has stolen fifty or a hundred dollars indignation knows no bounds; but a sympathy is felt for the gentlemanly swindler, whom we have met at dinner, on the race-course, and at other social gatherings—and upon this good-natured but weak toleration these men greatly rely. But a sound judgment would assuredly see that the occupation of a good position, so far from diminishing the moral guilt, greatly enhances it, and that such men, so far from deserving more sympathy, deserve less. We would extend pity to all who have been guilty of moral failings, and would not regard without some compassion even the poor wretched pilferers and thieves who so often figure in the criminal docks. But the safety of society demands that the penalty for crime shall be not only the punishment which the law inflicts, but the forfeiture of the esteem of all who are worthy to be considered respectable members of society; and there is no doubt that this principle is not sufficiently recognised in China.

In saying this we would not be understood to advocate the cowardly hounding even of the criminal to desperation and utter ruin. A saving hand may be held out to all, as there is hope that the worst may repent of their errors, and society is interested in driving no man to desperation. But we do say that the line between right and wrong requires to be more sharply drawn in China, and that no feelings of meretricious sympathy should ever prevent deliberate acts of fraud and ill-faith, much less of cool and deliberate embezzlement, being looked upon otherwise than as deeds which call for the marked reprobation of every respectable member of society. It is in an improvement in these directions alone that we can ever hope for an amelioration in the state of things which, with the greatest injustice to those—and there are, fortunately, very many such—who have for years carried on an upright and honourable career in China, has made that country a by-word of reproach in all parts of the world. If this is ever to cease, if having been in China is no longer to be, as it is in the present day, a *prima facié* presumption against any man, the heads of mercantile establishments must cease to throw undue facilities for fraud in the way of untried men; the communities, generally, must set their faces resolutely against those who are forgetful of what is due from them as men of honour; and, finally, if even with these practical and moral safeguards it still happens at times that men are charged and convicted of frauds, people must, as they value their own reputations for honesty and respectability, separate their natural pity for the delinquent from their deprecation of his offence; and show, without fear or hesitation, that if, as a man, though a fallen one, he has still some claim upon their sympathies, he has, as a criminal, for ever forfeited any claim to their respect or esteem.

THE FAILURE OF AUGUSTINE HEARD AND CO.

WE regret to find that the comments which we made upon the failure of Messrs. AUGUSTINE HEARD and Co. are more than borne out by later advices from Hong Kong. The explanation which was made by Mr. PARKER at the emergent meeting of the China Traders' Insurance Company is very unsatisfactory, and does not in any way show, what we think the shareholders have a right to know, namely, under what precise circumstances the capital of the company began to be encroached upon, and how it came to pass that the firm considered themselves justified in going on when they were absorbing funds of a company, whose affairs were entrusted to them, to such an extent as $200,000. It would of course be premature to assume that there is not some satisfactory account to be given of the matter, and we do not ignore the facts which we pointed out when commenting before on the subject, that the funds of the company were entrusted to Messrs. HEARD, and therefore legally they had the right to make use of them. But even admitting this, it cannot be considered that they would be justified in risking them for a lengthened period when their affairs were becoming more and more involved. We by no means wish to prejudge this matter, and shall be only too glad if the reputation of the members of an old and hitherto respected firm can be saved by such an ex-

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planation as is fairly called for by the circumstances, but we cannot ignore that large numbers are the sufferers by the failure, and that there are circumstances connected with it which ought to be completely cleared up. If the matter had gone in the ordinary course into bankruptcy there can be no doubt that pertinent questions could have been asked upon these points, and that an answer to them would have been absolutely insisted upon. With a liquidation under assignment this will not be the case, and it will certainly be a matter of regret if a precedent be established by which a case so obviously demanding a clear exposition of all the circumstances connected with it can pass by with a bare explanation that the firm "owed" the company the sum of $200,000. The points upon which the creditors have a right to an explanation are very simple, and may be briefly summarised. At what period did it first become apparent that the affairs of the firm were becoming involved? What sum was owing to the China Traders' Company then? When did it first become apparent that the firm was insolvent? These and a few like questions frankly answered would be quite sufficient to place the affair in a far better light than it can possibly be in so long as full information is not forthcoming. As we said above, we do not wish to prejudge the issue in any way. We simply deal with the facts as they are at the present time, and we say that those facts call for further explanation. We cannot, in conclusion, omit to seize the present occasion of again deprecating the too easy manner in which matters of this kind are habitually treated in China. Steps which the most ordinary prudence would suggest for ascertaining the true nature of the action adopted by firms or mercantile institutions to which the public have entrusted their funds are habitually neglected, and it is not surprising that the most lamentable consequences repeatedly ensue. A little reasonable care and a little temperate but firm action taken in time would, beyond any question, have been sufficient to have saved Hong Kong from many commercial disasters from which it has suffered; but so long as the public generally, the newspapers, and those immediately concerned are content to neglect the clear duty of watching over their common interests, they cannot complain of the natural results of their own timidity and want of ordinary prudence, foresight, and moral courage.

THE retirement of Sir EDWARD CREASY from the high office of Chief Justice of Ceylon, which had been prematurely announced some months ago, is at length an undoubted fact. The health of the learned judge has been for some time a cause of anxiety to his friends, and although considerable improvement has taken place since his residence in England on leave, it was felt that a return to active duties in Ceylon could not be attempted without causing apprehension. It was, therefore, a matter for congratulation to himself and his family that he received quite recently an intimation from the Secretary of State for the Colonies to the effect that, in consideration of his eminent services, Her MAJESTY'S Government has determined to allow him to retire at once upon the augmented pension of £1,600 instead of £1,200, which his period of service entitles him to receive, a concession which is the more graceful, and is, no doubt, more highly appreciated, by reason of Sir EDWARD CREASY'S politics not being in accord with those of the present Ministry. The Conservatives have ever shown themselves superior to the mere consideration of politics when the public services of an eminent man have to be taken into account; in the present instance Lord CARNARVON saw in the person of Sir EDWARD not merely the upright and able judge of an eastern colony, but the author of deservedly popular works, and a public lecturer of no common order. The public of Ceylon, equally with the island Bar, will regret the necessity which deprives them of the presence of a Chief Justice whom they had long been accustomed to look upon with feelings of unmixed regard. Whether presiding at the Criminal Sessions or in Court of Appeal, the late Chief Justice of Ceylon invariably won golden opinions, and we do not hesitate to say his loss will be severely felt. However able may be the successor sent out to Ceylon, his lack of local experience cannot fail, for some time at any rate, to stand in the way of his usefulness.

THE programme of the Prince of WALES'S tour through the Indian territories of Great Britain has been so far modified as to include a fortnight's sojourn in Ceylon, where, however, his visit will be confined entirely to purposes of sport, though it is not improbable his Royal Highness may show himself to the people of Ceylon on one single public occasion. No doubt this departure from the original plan is due to the pleasant recollections carried away from the island by the Duke of EDINBURGH, who, we have good reason for knowing, experienced more lively satisfaction during his stay there than from any other portion of his tour in the East. In order to make sure of suitable weather, so necessary for Ceylon sportsmen, the Prince of WALES will reach Colombo on or about the 1st December. The monsoon rains will then have ceased, and travelling in the north of the island will be practicable. An elephant kraal at Kornegalle and a week amongst the elephant jungles around Trincomalie will occupy his Royal Highness for the two weeks to be devoted to Ceylon, the departure for the Indian presidencies taking place at the last named station. Owing to this visit being one entirely for sport, the public demonstrations are not expected to be on a large scale. Several Ceylon sportsmen of note, now in England, have been consulted in reference to the best course to be adopted for carrying out the island programme.

WE understand that the subject of the War in Atchin has been brought to the notice of H.M. Government, with a view to their mediation; but it appears that, although perfect friendship exists between the Dutch and English Governments, proposals with this view would not be received with favour. This wretched warfare must, therefore, drag its slow length along. The policy now pursued by the Dutch is simply to hold on to their coast positions, and not make further raids into the interior. They have permitted several ports to be opened for the export of pepper, &c., to Penang, and have promised that British traders shall share equally with themselves all advantages they may derive from the present war with the Sultan of ATCHIN.

WE understand that his Grace the Duke of BUCKINGHAM, the new Governor of Madras, has promised to give early attention to the scheme for deepening the Paumben Channel, which has occupied the Government and people of Ceylon for so many years.

WE are pleased to record that the Emperor of RUSSIA has given a decision in the case of the Peruvian coolie ship *Maria Luz* in favour of the Japanese Government.

THE death is reported of TSO TSUNG TUNG, Governor of the Kiangsu Province.

MATERIALS FOR PAPER MANUFACTURE.

In connection with an article which we have published on Paper Manufacture from Bamboo, it will not be out of place to direct attention to some of the salient points in an elaborate "Report on Indian Fibres available for the Manufacture of Paper, by Hemchunder Kerr, Deputy Magistrate," which has recently been presented to both Houses of Parliament by command of Her Majesty.

After some preliminary remarks on the materials originally in use among the Hindus for writing on, Mr. Hemchunder observes that he has not been able to obtain the precise date of the introduction of paper into India. "Block-printing on paper," he adds, "got into currency in Thibet in the sixth or seventh century of the Christian era; and in Cashmir the use of paper and papier-maché ware became common at least twelve hundred years ago. It is well known that the Chinese first discovered the art of making paper with vegetable fibres, reduced by maceration and pounding into a pulp, about 2,000 years ago, and the Thibetans must have learnt it from the Chinese. It is probable that the Hindus of the plains got the art from the Thibetans directly, or through the medium of the Cashmiris—most likely from the latter, as Cashmir paper has always been held in the highest esteem" in India.

Mr. Hemchunder describes at considerable length the process of paper manufacture in various parts of Bengal, but the chief object of his report was, of course, to give information in regard to "the different fibres named in the Government circular as available in the country and fit for paper-making." We here summarise his remarks with regard to the more important kinds. (1.) *Urtica tenacissima*, or *Bochmeria nivea*. Although only recently brought to prominent notice, the *Rhea* is by far the most

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valuable fibre-yielding plant in India, and is certain ere long to contribute a leading staple for the export trade of the country. It has been cultivated in small quantities from time immemorial in Assam, &c., and it is familiar to the people as the source of a strong fibre for fishing nets. Two varieties are known to them, the *Dome rhea*, or the cultivated variety, reared by a class of fishermen (Domes), and the *Bon rhea*, or the wild kind. The plant is common almost everywhere in Burmah, and the Shans cultivate it for its fibre, with which they manufacture a kind of linen. In the Malay peninsula and on the island of Java its name is *Ramee* (this name has been adopted in America, where a machine for dressing it has lately been constructed), and in Sumatra *Caloee*. The Nepalese call it *Leepeeah*, and the Chinese *Chu-ma* or *Ma*, from which they manufacture their celebrated grass-cloth. Attention was first drawn to this fibre early in the century, but for some inexplicable reason the matter was allowed to drop. Some difficulty has been experienced in separating the fibre from the stems. 2. *Musa paradisaica*. The fibre of the plantain tree is considered an excellent substitute for hemp. The other leaves of the sheathing foot-stalks yield the thickest and strongest fibres, which are easily cleaned by means of simple machinery. The fibre is fine, white, silky, and of considerable length, lighter than hemp, flax, and aloe fibre, but very strong. Professor Royle, in his *Fibrous* Plants of India, writes :—"Among cultivated plants there is probably nothing so well calculated to yield a large supply of material fit for making paper of almost every quality as the plantain, so extensively cultivated in all tropical countries for its fruits, and of which the fibre-yielding stems are applied to no useful purpose. . . . Each root-stock throws up from six to eight stems, each of which must be yearly cut down, and will yield from three to four pounds of fibre fit for textile fabrics, for rope-making, or for the manufacture of paper. As the fruit already pays the expenses of the culture, thus the fibre could be afforded at a cheap rate." In the Government circular spoken of Mr. Hemchunder was directed to report on rice-straw, bamboo, and sugar-cane refuse. The following are his observations respecting them :—"Rice-straw is a valuable fodder, bamboos are used for a variety of domestic purposes, and the refuse of the sugar-cane is used for boiling molasses, and they are not likely to be had sufficiently cheap for exportation as a material for paper-making. In the Maldah district . . . paper used formerly to be made out of bamboos by turning certain parts of the stalk into pulp, steeping the pulp in a solution of alum and water, and after agitating the mass, taking up on a fine sieve a quantity of the floating particles sufficient to form a sheet. The paper thus made was strong and durable."

In the same Blue-book Mr. Hemchunder furnishes a voluminous report on the cultivation of and trade in jute in Bengal, and under the head of "China Jute" we find the following :—"Mr. Blechynden, the able Secretary of the Agri-Horticultural Society of India, obtained in 1855 some seeds of the said hemp (which Dr. Roxburgh had previously proved to be the same as the jute of Bengal) from Canton, and found the conclusion drawn by Dr. Roxburgh to be correct. The following brief note has been furnished to Government, by Messrs. Jardine, Skinner, and Co., of Calcutta, who had obligingly written to their China correspondent's agent at Canton on the subject :—'In reply to your letter of the 4th ultimo, I am sorry not to be able to give a very reliable account about jute. The Chinamen mostly say the common hemp is the same as the Indian jute. There are two kinds of hemp; the one grown near Canton is called *Hwangma*, or yellow hemp, and is of a coarse description, usually used for making ropes; it is most grown in Sanhwi, about twenty miles from Canton, but is not an article of export from this part. The finer hemp is called *Lookma*, or green hemp, and is most probably the jute of Bengal. This is not grown near Canton (although an old book quotes it as being grown here the Chinese deny it), but comes from the Hankow districts, and is used for making grass-cloth, &c. The descriptions and pictures given of the jute plant exactly compare with the Chinese hemp.' As the quantity produced of the Chinese jute is not apparently large, and the Chinese have to import jute from India, the extent of which is annually increasing, no competition need be apprehended from that quarter, at least for some time to come."

OUR RELATIONS WITH BURMAH.

(THE TIMES.)

An impression seems to be gaining ground in India that we are drifting into a new Burmese war. It is said that the King requires another lesson. With some slight varnish of European knowledge the Court is still essentially barbarian, and its advisers vain and insolent, trusting, not, indeed, to the strength of their country, but to their own fancied astuteness and capacity for outwitting the Englishman. As has been explained on a former occasion, the chief cause of dispute arises from the uncertainty of the frontier fixed at the close of the last war, in the time of the late Marquis of Dalhousie. The encroachments of the Burmese on the Karennee territory have exhausted the patience of the Indian Government, and it has determined to trace with accuracy the frontier line which was left undefined in 1852. The tribes of the debatable land have been forced of late years to submit to Burmese occupation and exactions, and the Government of Lord Northbrook has remembered that though these tribes were formerly left to their own devices, in order that a barrier might be formed between independent and British Burmah, a great part of the Karennee territory does actually belong to Great Britain. This forms the chief subject of negotiation, and the English residents profess to think that the King and his advisers are endeavouring to outwit our negotiator. On the other hand, the King has issued a proclamation to his people, in which he declares his high regard for the British Government, and wonders how any one could think that he would offend such a Power for so paltry a matter as the Karrennee territory. "You should believe," he says, "that there cannot be any war between two nations that are so friendly with each other on account of that worthless Karennee affair; and you should, without paying further attention to the words of those unintelligent people who instigate war between the two countries, try to promote the interests of trade." This proclamation will, of course, be looked upon by the King's opponents as a piece of Oriental duplicity, and they will cite alleged acts which plainly show the desires of the Court to be at variance with these philanthropic sentiments. A number of transgressions are set down to the Burmese, but the most important is the reception given to Leeseetahi, the Chinese General who was in command in Yunan when Colonel Browne's party was attacked and Mr. Margary murdered. This personage is said to have been received with high honours at Mandalay. Accounts differ as to his precise rank and position in the Chinese Empire. Some say that he is not a General at all—at least, not a regular one—but has something of the character of an independent chieftain, and is capable of acting, according to his own fancies, in alliance with the King of Burmah or any other potentate. The King is accused of having done all in his power to prevent the departure of the Expedition, and when it came to an untimely end suspicion very naturally fell upon him. The Government of Peking seems to clear itself by the fact that Mr. Margary passed from one end of the country to the other in safety on his way to join the Expedition, and there is no reason why the Chinese Government should desire to forbid a trade between India and its own South-Western Provinces. But the King of Burmah and his Court may naturally believe that the approximation of the two great Empires would be destructive to the Burman Empire. Already the British hold their finest provinces. Valuable coast land was ceded forty years ago, and at the close of the late war Pegu was surrendered. Burmah has not now a mile of coast, and the country is becoming every year more feeble in comparison with the mighty Empire which has closed upon it. The British Provinces have advanced wonderfully, and the Burmese may feel that the future of their country is in the hands of their adversaries. Such a feeling might prompt to submission, but it may also suggest a crafty resistance under the guise of friendship. A Monarch brought up in the traditions of the Burmese King might revolt from the prospect of sinking into a tributary of the Indian Empire. Possibly this would be the most prudent and lucrative course for him, for it would make his position certain, insure the integrity of his present territory, and maintain, or even augment, his revenue. But the pride of independence rejects such base advantages, and the King may possibly have sought in treacherous intrigues a deliverance from the dangers which he and his counsellors forebode.

On the other hand, it is suggested that a section of the English residents would not be sorry to see another war, and that in obedience to this feeling they give the darkest colour to all the King's acts, and fill the air with alarming rumours. How far the apprehensions prevalent at Calcutta are based on reality we cannot determine, but the currency of these stories, and the growing belief that the King means mischief, must tend to produce the collision which it is the object of the Embassy to avoid.

(MORNING POST.)

The growing power of the vast Empire of China is becoming one of the most important facts of the Asiatic political situation. It is this growing power which confers upon the so-called Burmese Question the only gravity which it possesses. Taken by itself the difficulty which Sir Douglas Forsyth, if the latest telegrams may be trusted, has just satisfactorily arranged at Mandalay might be settled by an ordinary magistrate backed by a few companies of Sikh Infantry. The only army which the Burmese Ruler can muster is an undisciplined rout of half-armed peasants and town rabble, their weapons, spears, and worthless firearms, and their leaders as ignorant of warfare as themselves. It is true that the King is said to have been engaged for many years back in procuring arms and amassing munitions of war. The number of his fairly disciplined retainers may, however, be counted by scores, and though he undoubtedly possesses a few river steam-boats armed with cannon, the bare notion of these craft opposing any effective resistance to a single gun-boat is simply absurd. Of course we are not assuming that the Burmese Court harbours hostile designs. But, even if it did, the only result of a display of its impotent animosity would be to call down upon the remainder of the Burmese dominions the fate of annexation, which has already happened to the fairest provinces of the once mighty Empire of Burmah. As the King is known to be not only crafty, but crafty in an eminent degree, we may be sure that no thoughts of revenge for the loss of Pegu would ever tempt him to an unequal contest with the overwhelming power of Great Britain in Asia if there was no China at his back to encourage him with the hope of assistance. It is plain that the Indian Government is entirely of this opinion too, if the report be correct which asserts that one of the conditions insisted upon by Sir Douglas Forsyth was the permission for a British army to pass in case of necessity through the Burmese territory to the Chinese frontier.

This can only mean that in a certain eventuality it might be expedient for the British Government to use its immense Indian strength for the purpose of recalling the Court of Peking or its insubordinate viceroys and feudatories to a sense of the danger of permitting such outrages as the murder of the brave and unfortunate Mr. Margary. The splendid rewards and honours which have been showered upon the men of the small Sikh detachment which recently repulsed, with

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such gallantry, the attack of some Chinese soldiers, or banditti, on a peaceful expedition are another indication of the gravity which the Indian authorities attribute to possible complications with China. These Sikhs, it will be remembered, were so convinced of their immeasurable superiority over the Chinese after their skirmish with them that they boasted that with five hundred Punjabee countrymen they would march from one end of China to the other. The boast is of course an exaggeration. The utter annihilation of the Mohammedan insurrection of the Panthays in Yunnan—an insurrection which has assumed for years the proportions of an established Government—is a recent and convincing proof that China possesses more formidable troops than the savage irregulars of whom the Sikh soldiers hold so contemptuous an opinion. The Indian Government, however, is evidently anxious to encourage this feeling among the Sikhs. Though the Chinese Government might easily succeed in these days of improved torpedoes in making the stream of the Peiho too dangerous for a naval attack, a land invasion by the Sikh army, officered by British courage and skill, would be a blow at the fancied security of China which could not but produce the most wide-reaching consequences. And the concession which the King of Burmah is stated to have made would allow of this blow being struck without even a preliminary obstacle of the insignificance of another Burmese war.

It may be expected, nevertheless, that, in spite of the reports of alarmists, the danger of a rupture between Britain and China is sufficiently remote. The Chinese may, indeed, be becoming conscious of their increased strength, and the indications to this effect are conclusive as regards the feeling of the military classes at least. The Chinese soldier is always the least governable and the most truculent of military or semi-military bodies, and it did not want the recent outburst of the Janissary spirit against foreigners, in which an American consul ran so narrow a risk, to prove that the Chinese troops are filled with a spirit which might easily find vent in frightful massacres. If, accordingly a huge Chinese force be assembling at Manwyne, we do not wonder at the anxiety and depression which such a piece of intelligence has produced. It does not by any means follow that these displays of force are intended in any hostile spirit towards the British Government. It is admitted on all hands that the frontier land, which was the scene of Mr. Margary's murder, is infested by hordes of banditti or guerrillas, whose dependence on the Chinese Government is not very well defined. If, accordingly, the Court of Peking really means to exact satisfaction for the murder, or even to reduce these barbarians into tolerable respect for the Central Power, the assembly of a regular force would be an inevitable condition. Besides, the elements of discord are always so rife in the ill-assorted body politic of the Chinese Empire that the mere collection of a military force may be as readily explained by internal as by external circumstances. There are, however, better reasons for attributing peaceful intentions to China, for some time to come at any rate, and these are to be found in the evident anxiety of the Chinese rulers to emulate the civilisation and wealth of the West, thereby manifesting a new-born sense of inferiority, and a desire to improve—the very reverse of all that has been known of China heretofore. The reforms introduced into Japan seem insensibly to have communicated their quickening and enlivening influence to the vast torpidity of the Chinese Empire. Coal mines are to be worked, railroads built, telegraph lines constructed. It is notorious that the Chinese have for some time shown their consciousness of being behindhand in the weapons and armaments of war. They are now displaying a similar anxiety in reference to the arts of peace. The celebrated Viceroy Li-Hung-Chang, the most powerful of Chinese Mandarins, has just advocated the introduction of European studies into the Chinese Universities. We may reasonably conclude that the new Chinese sense of a want of improvement is one of the best securities against China's rushing into war without the preparation which her ablest rulers feel she needs.

(DAILY NEWS.)

The cause of Sir Douglas Forsyth's mission to Mandalay, as announced in the Grand Durbar held at Delhi on the 23rd March, was the boundary difficulty. Lord Dalhousie's Treaty had settled a border line between the northern districts of Pegu, which is now British, and the territory left to the King, and this line was left to be still further defined by Commissioners. The latter found, however, that the line, if drawn as originally intended, would pass through a mountainous country, inhabited by the independent tribe of the Karens. Thereupon, according to a semi-official statement published by the Indian Government, communications were opened with the Burmese Government, which ended in the joint recognition of the independence of the Karens. But the Burmese Government has of late years been encroaching upon the Karennee country, and not long since set up a formal claim to its sovereignty, and as it has refused a new Boundary Commission, the Indian Government is under the necessity of insisting on its observance of treaties. At the Durbar, Lord Northbrook expressed his trust that Sir Douglas Forsyth would be able to effect an amicable settlement of the dispute; but in the meantime, Lord Napier of Magdala had been consulted by the Viceroy, and a portion of the Madras army is now ready to enter upon a campaign should one unhappily become necessary. According to the official telegram just received at Simla, however, the King of Burmah has executed an agreement, by which he recognises and guarantees the independence of Western Karennee, so that the original cause of strife which Lord Northbrook publicly spoke of at Delhi as "serious" may be considered to have been settled. But while this question was still pending the risks of hostilities were further increased by the attack on the Western China exploring expedition under Colonel Horace Browne and the lamentable death of Mr. Margary. As soon as the return of that expedition was known Sir Douglas Forsyth's departure was delayed, and Colonel Browne was summoned to Simla. While the public mind was still unfavourably impressed by these occurrences the news came that the King had received Leeseetahi, the Chinese governor of the province in which our countrymen had been so ill treated, with great honour. By many this was regarded as a more serious matter than the original cause of our dispute with Burmah. No one of course thought of making the King of Burmah answerable for acts with which he had had nothing to do, but the obstruction offered in China, just beyond his frontier, was so entirely in accordance with his policy of preventing our trade with Western China that the assertion that evidence existed of his complicity in the outrage appeared only too probable. It is now stated that the King has given explanations respecting the reception accorded to Leeseetahi, and they are referred to as satisfactory, while no mention is made of the outrage on Colonel Browne's party at Manwyne. We are, perhaps, warranted in inferring that Sir Douglas Forsyth found no occasion to connect the Burmese Government with the Chinese atrocities, and that the Chinese Government will have to bear the undivided responsibility for the attack on our party. The Chinese, it is well known, are most intolerant of the intrusion of foreigners, and like us none the better because we were very friendly with the Panthays, a people who had thrown off their allegiance to them, and had maintained their independence for twenty years, until the Chinese brought their whole power to bear upon them and crushed them, as many as 400,000 men, women, and children being killed in one city.

The question of opening up trading communication with Western China is too important, however, to be treated as a mere incident of a doubtful dispute, and must be dealt with at Mandalay on its substantive merits. For many years we have been seeking access to the markets of China on this side, but the business appears to be impeded by difficulties other than those which are apparent. It would be satisfactory to know on good authority what the relations between the Burmese and Chinese Governments really are, and this we shall probably learn when the time comes for publishing the explanation given to Sir Douglas Forsyth as to the reception of Leeseetahi. A correspondent at Rangoon lately asserted that the King of Burmah is tributary to the Emperor of China, that the tribute was suspended for several years, but that since the destruction of the Panthay Power payment of it has been resumed. If this were so, the reception given to the Imperial General would be explained; if, indeed, explanation should be thought necessary when a weak Government is found paying respect to a strong one. In an unofficial telegram from Rangoon it is said that the King of Burmah has granted the right to send a British force through his dominions to Western China should such an expedition be thought requisite. This statement stands doubtless in connection with the previous announcement, also unofficial, that the Chinese are collecting a large force near Manwyne, in the province of Yunan, and, perhaps, also with the visit of Leeseetahi to Mandalay. On these points, however, we must wait for further information. The Chinese Government is not the most frank among those with which we come in contact, even in the East, but it has a way of dallying with dangerous policies, and of ostentatiously preparing for enterprises which it is far from having the resolution to execute. The Chinese Government will have to be addressed in due time on the subject of trade with its western provinces; but in the meanwhile it has to account to us for the attack upon Colonel Browne's party at Manwyne. So far it is satisfactory to be assured that the difficulty of negotiating a commercial and Customs arrangement will not be aggravated by disputes with Burmah. In India this news will be especially welcome, and also in British Burmah. For the last five weeks the excitement in Moulmein and Rangoon has been very great, and the export trade of Upper Burmah has been paralysed. When the Chinese Government learn that the King of Burmah has come to terms with us they will, perhaps, see the impolicy of offering further opposition to our peaceful enterprises, and facilitate the only kind of progress we wish to make on their frontiers, the multiplication of facilities for the exchange of commodities between their people and ours.

OUR RELATIONS WITH CHINA.

The following letter has been sent to the *Hour*:—

Sir,—If at the well-meaning instigation of the British Envoy at Peking the Chinese came somewhat ignominiously out of their collision with the Japanese over the Formosa question, they have the satisfaction of now finding themselves in a position as to armament in which, had no excuse of probable war assisted them, they would not now be in. But during the long protracted probability of a war with their insular neighbours the Chinese were far from being idle, and the Government docks and arsenals at Foochow, which had lapsed into decaying silence, were reopened, to be the scene of busiest activity in the way of patching up every available ship upon which guns could be mounted. All along the banks of the river Yangtsze, especially in front of the prime old city of Nankin, camps were formed, and guns of every size, description, and quality were raised upon wall and fortification. At every turn of the tortuous river Iniw, an alarmingly wide aspect of guns, relieved in its sombreness with the gay colours of their tattered flags, showed how stout the resistance was arranged to be; while rumours were rife that the old Bogue forts on the Canton river, which British arms had once laid low, were all to be remounted; a battery was built at the entrance of the Shanghai river at Woosung. and all along the coast ports extensive defensive measures were carried out. But no war came about, and, although having to pay a fairly exorbitant sum to the Japanese, and having taxed their countrymen to fill the fast emptying Imperial coffers, the Chinese found themselves with a huge army equipped for the field, a well-appointed navy, and their river and harbour entrances heavily defended. All this, doubtless, came about owing to a fear of a possible war; but with such a fair excuse, the crafty Celestial diplomat failed not to grasp the opportunity to put all in readiness against the also possible event of an even more serious war; for the general impression amongst foreign residents in China has for long been, and is, that a war with China and some European power is brooding. The Tientsin massacre would certainly have brought it to a climax with France, had not hostilities with Germany simultaneously broken out, and even Chinamen themselves are ready to admit this likelihood.

With such facts before us it is well to consider whether our naval force is sufficiently well represented in that wide command which includes

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Japan and the Straits Settlements. Considering the number of open ports and their distance from each other, we confess to thinking our force inadequate, our supply not equal to the demand. To justly cover with protection ports so numerous and so far and widely spread from each other, a large numerical force is required; but even with the co-operation of the ships of other nations—the French and Americans possessing the next large fleets to our own—many of these ports are left for months unvisited by a gunboat. We recollect, during the last tea season at the Yangtze ports, only one gunboat, and that an American, was on the river, protecting a distance of some seven hundred miles, embracing the important commercial settlements of Chinkiang, Kinkiang, and the great tea mart of Hankow. Again, during the winter months, as the Peiho is frozen, gunboats have to be told off for the northern ports on that river, and, being icebound, are available only during three months for this local service. Foochow, too, an extensively-important tea market, lying considerably inland up the river Min, and bordering on a huge native city, is cared for by a gunboat spending alternate months between its river and the ports of Formosa; and only last year, when the tea-laden steamer *Canton* was hopelessly and helplessly wrecked at the entrance to the Min, was the necessity for the use of a man-of-war made apparent, for the cargo of this steamer was pillaged by the piratical junks, and, in the absence of a foreign man-of-war, the Chinese, at the request of our Consul, tardily despatched one of their customs' cruisers, but only when the mischievous plunder was concluded. Admiral Sir Charles Shadwell, then commander of the China station, was applied to by the Foochow Chamber of Commerce for the presence of a gunboat during the busy tea season, when so much was at stake, but had to reply that his force was not large enough, and that the vessel on the Foochow station must also do service in Formosa. Singapore and Penang, with the various ports in Japan, all claim a share of this distribution of naval power; but, as already pointed out, the supply of small craft suitable for river work is too limited. It is not so much that action is wanted from these ships, but the highly efficacious moral support, the presence of power, will have more effect in quelling the contingency of a possible uprising of the natives. Scarcely a week passes without some port or other being visited by inflammatory placards directed against foreign residents, and though they may never resolve themselves into more than idle threats, still it would be unwise to trust too freely to their insignificance, and not send the moral support of what is called "the inevitable gunboat." Nor is piracy abolished, for all Chinamen engaged at sea may safely come under the head of pirates, and for the total suppression of these, gunboats for coast service are required. Our commercial interests in China and Japan are so vast, and so growing in their vastness, that our position in these far countries should receive even more than sufficient support and protection.

Recent telegrams from China tend to support our argument. The Chinese Navy, in which to some extent, when necessity arises, is incorporated its Customs Service, is not a dead letter, as the news of the firing on a British steamer confirms. Not that this act, legal or illegal, is to be deemed of any striking significance; only as an act which with the Chinese probably never happened before, it asserts a feeling of more daring, and at least proves the actual fact of existence of war-vessels not in theory, but in practice. But for measures for the defence of British subjects, the disturbance at Chinkiang indisputably proves that it is unjustly unsafe to leave any port without the support of the "inevitable gunboat." Chinese mobs are lawless, excited, and have all their hostile feelings fanned up by their dislike to foreigners. It is no use disguising this. We western settlers in China are most unpopular, and it is only the knowledge of our power, and of what strenuous retaliation we are capable of adopting, that alone saves us from repeated disturbances, if not massacre. Similar disturbances as this Chinkiang one are of frequent occurrence, and when they do come about, it takes considerable time to send to the nearest port for a gunboat, and in this considerable time how much may be done by a reckless mob? Our interests in China are enormous, and our navy should be of a size and force to be able to protect these interests at all points and at all times.

—Yours, &c., VIGILANT.

June 23.

THE RISING IMPORTANCE OF CHINA AND JAPAN.

(PALL MALL GAZETTE.)

It is curious to observe the difference between the Chinese and the Japanese in their advance towards Western thought and civilisation. It is not merely a difference in the rate of progress, although that is sufficiently remarkable. The more deliberative spirit, the less impulsive character of the Chinese, to which may be attributed much of their immobility and slowness to move in any direction out of the path of custom, is everywhere apparent. They do move, but with a sluggish step, and not until they have thoroughly worked out in their own minds all the probable consequences. The Japanese, on the contrary, have more of the Malay or Celtic impatience of delay or restraint. They will not stop to consider what may be hereafter; it is enough that there is an immediate object which they desire to seize. Thus, while the Japanese in a single decade have worked a revolution; have restored an ancient sovereignty, while destroying nearly all the feudal orders and institutions of which it formed a part; have adopted railroads and telegraphy, and even changed their costume for hat, coat, and trousers, in which they appear at singular disadvantage,—the Chinese still carry the Tartar badge of their subjugation, the tail, with the same stolid complacency as their fathers did before them, and neither change costume nor customs in any material way. European ideas and inventions have indeed penetrated in some measure through the national pride, dense as it is.

The Chinese have taken to steamships, and are even building them for purposes of both war and peace, but the whole administrative machinery of the country remains unchanged. It was but the other day that we received some startling revelations of palace life at Peking, showing how thoroughly Oriental the whole system of society and Government remains. A young Emperor is allowed to die of a curable disease, either because those about him refused, in their ignorance and prejudice, to resort to means of aid provided by foreign skill, or thought he would be better sent to heaven on the great dragon than left to disturb the existing order of things. It is rumoured that he had shown a restless spirit of curiosity and inquiry, alarming and disturbing to many—that he chafed under the restraints of a Court which forbade the Emperor to move about and see with his own eyes. He died at all events somewhat unexpectedly, as well as prematurely, and when the worst period of his disease was over. Then again the two Dowager Empresses, so lately superseded as Regents, came to the front, and a child was chosen to succeed, the son of one of the uncles. Thus another long lease of power was secured to one or both of these apparently capable and ambitious women. But a younger Empress, the widow of the boy Emperor just deceased, may have been very much in the way in this family arrangement. She might have given birth to a posthumous son. The life allowed her had soon become too burdensome to be borne, and no one seemed surprised to hear of her death. Her existence was undoubtedly a danger to the elder Empresses and their following, since she might have become at any time a centre and rallying-point for a palace revolution. Scarcely had she passed away than a vigorous decree appeared in the *Gazette* denouncing certain eunuchs—those dangerous parasites, the opprobium of Asiatic Courts. Some were condemned to receive 200 strokes of the bamboo, which, if given with will or purpose, would hardly leave much life in the victim; others were made slaves, and banished to the further confines of the Empire towards Ili. What secrets were in their keeping will probably never be known; but their fate points clearly to a state of great uneasiness within the palace walls. Beyond those walls, and in the outer world of Chinese rule and policy, there was foul play to be unmasked, in which Chinese and Burmese, with a convenient wild tribe or two between them, must for the present share the blame. In the meantime, the necessities of a steam fleet are compelling Li-Hung-Chang, the enterprising Governor of Chihli, to commence the working of coal-mines with European machinery and direction. At the same time the Chinese are driven into telegraphy by the troubled state of Formosa and their relations with Japan; and after allowing a line between Foochow, the provincial capital, and Amoy, the port opposite Formosa, to be destroyed, they have renewed a contract with a foreign company to proceed with it. In many directions there is evidence that the energies of China are aroused.

The latest advices show that a large force is proceeding to the attack of the Ataligh Ghazee, in Eastern Turkestan, with the avowed intent of recovering possession and revenging the slaughter made upon them in 1866. We are told that 400,000 Chinese and Kalmuks were massacred by the Mussulmans in the Kashgar territory; while Kuldja, so lately annexed by Russia as a base for her trade with China and Central Asia, had a population of 150,000 nearly all destroyed when the city was taken by the Moslem insurgents. If the Chinese regain this territory, the tragedy will be re-enacted—only the Mohammedans will be the victims; as happened when the Chinese were victors in Shensi and in Yunan, not a Moslem of either sex or any age will be left alive. This is not only a war for geographical position, but a war of race and religion. Whatever degree of ferocity can be given to the conflict by political ambition and race hatred, intensified by religious fanaticism, we shall witness in operation. It will be a shock of two races and two religions, as well as two systems of government. The combatants will be free to wreak all the pent-up hatreds of a century over one of the fairest fields of Central Asia. A "jewel set in sand" was once the poetical but not untrue description of the valley of Kashgar and Eastern Turkestan until it was desolated by Mongol and Koord, by Buddhist and Moslem, in succession. Under its present ruler it has recovered some of its former beauty and fertility; but there are evil days before its present occupants. If the Russians do not intervene, the prospect is a bad one for Yacob Beg and his people; nor will it much improve if they do give effective aid, for the price of such service will not be light. Nor to Great Britain and our Indian Empire is it a matter of indifference what course Russia may adopt. If Eastern Turkestan fall under Russian influence, not only will our commerce be shut out by Russian tariffs, but Russia will gain access to the slopes of the passes through Afghanistan. It will seem strange and new to many that any movement of the long-despised empire of China can bring danger upon our Indian frontier; but, however strange it may be, it ought not to have been unforeseen by those whose business it is to be well informed on all matters affecting the security of our Indian possessions.

While China thus is moving indeed—and only too fast for our peace or security—Japan is effecting an exchange of islands with Russia in the Pacific which may not be altogether indifferent to us in its results. The half of Sagalien opposite the mouth of the Amoor, long coveted and nibbled at by the Russians, has at last been surrendered, in exchange for the Kurile Islands, which are not likely to be of any particular value to their possessors, whoever they may be. It is very natural that Russia should have desired the undivided possession of Sagalien, which in some degree commands the entrance to the Amoor and the adjoining ports on the coast. But it has no harbour, and in other respects is of no value, except in the possession of coal, a commodity which the Russians will turn to account as the Japanese never did. They do not want it, however, having abundant coal within their own islands. But it does not follow that, because it mattered little to Japan who possessed the southern half, or even the whole, of Sagalien, it is equally indifferent to other nations. To China it is not without a certain interest. Over the Pacific and along these shores will pass the great commerce of the future between East and West, and the whole of the southern islands where our Australian empire is rapidly developing. This latest acquisition of Russia will give her the basis she wanted for a new development of her fleet on the Pacific and her trade in the China Seas, equally valuable in peace and war. Altogether, it is impossible not to see how rapidly both China and Japan are becoming countries capable of exercising great in-

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fluence on European relations and interests. For this reason, if for no other, it is needful that they should be carefully studied, and each step they take intelligently noted. As regards Japan more especially, it behoves us to beware. Not that the rulers or people are hostile, but that they are both moving on a rapid gradient and at great speed. They move too fast, too impulsively and unreflectively, to be safe neighbours or allies, and may plunge into irreparable mischief to themselves or to others at any time. Some of their recent movements in the direction of representative government and a free press are sufficiently interesting in themselves, and sufficiently important in their bearing on national development, to deserve attention in Europe. On another occasion we may be able to show the direction their progress is taking and its probable ends.

JAPANESE AFFAIRS.

(FINANCIER.)

The state of Japan is not without interest at the present moment, as may be learned by perusal of the Japanese press. The country appears to be suffering alike from the scarcity of circulating medium, and from want of activity in its commerce, which, considering the efforts directed to the improvement of native affairs, very much by the adoption of the European notions, becomes a subject for reflection and regret. The development of the resources of Japan, we are informed, is practically at a standstill; her current expenses, though somewhat diminished of late, are large; and her real poverty is beginning to be not only apparent, but felt. About four millions of dollars in gold have left the country since the beginning of the year. The causes are sought to be explained in the fact that, when the country was first opened to foreign trade, the merchants made money very fast, though the country people did not largely gain thereby. So far as a trade may be said to be profitable to a country which obtains for what it values in a slight manner that which it values much, this early exchange of commodities was profitable; but, in this matter, Japan parted, as was quite natural, with her silk and tea at low prices, and bought foreign manufactures at high prices. All this has changed; for she sells her silk so high, and buys her manufactures so low, that she derives a far larger profit; but between these two periods the Civil War occurred, and a vast deal of waste and expenditure was the consequence. The waste was very soon repaired; but the expenditure, represented by a Floating Debt of 90,000,000 dols., is still a charge upon the country.

The effects have been twofold. Firstly, it disengaged a large quantity of the precious metals existing in the unproductive form of metallic money, and converted it into what is, at least potentially, productive capital. When money thus disengaged goes into the hands of bankers it is almost always wholly turned into productive capital, and it fulfils a similar office when used by a Government in redeeming debts. But, unfortunately, during a war it becomes, in one way or another, rapidly squandered. Secondly, as this inconvertible currency issued by the Government not only superseded much of the coin in circulation, but also exceeded it in amount, it led to a rise in prices, which has always at first a very stimulating effect upon trade. Subsequently, however, this inflation subsides, and a stagnation sets in, during which, though the foreign trade of the country is not affected, the exchanges are, and the gold begins to run away; and, if we mistake not, this is the true description of Japan at this moment.

There seems to be a strong feeling among the Japanese that a remedy may be discovered by the establishment of a protective system for the encouragement of home manufactures—not that they have reasoned out the effects of such a system, but it is a kind of patent nostrum believed to possess restorative virtues of a high order. Upon the other hand, there is a hopeful sign in the revocation of the prohibition placed upon the export of rice, which occurred whilst the late dispute with China was pending. Financial exigencies may have originated this permission, but it is now of great importance that entire reliance should be felt in the permanence of the measure. It will be remembered that during the late famine in India the Government refused to stop the export of grain. The question was one brought almost to a crucial test, and the soundest economists have endorsed the opinion of the Governor-General upon that occasion. What everyone must wish to see in Japan is an extension of its greatest industry, the growing of rice. The quantity of uncultivated land is enormous—not merely of upland, the cultivation of which is attended with great labour and expense, but in the valleys and plains. It is not very easy to say whether, with the present excessive land tax levied, the production of rice would increase rapidly under the permission to export it. The extended cultivation would at first demand an increased outlay of capital, and it may be doubted whether the agricultural classes are able to do more than make both ends meet at the end of the year after the land tax has been paid, and provision has been made for the necessaries of life. Still, until the land tax is reduced, the only means which can operate on a large scale as an incentive to increase the production of rice, is the permission to export it, and, if the permanence of this can be relied on, the measure cannot but have a beneficial effect.

THE RECENT FAILURES.

(THE TIMES.)

With reference to recent events it may be remarked that the abuse of the credit system, fostered and stimulated by the growing competition which may be termed the handmaid of prosperity, is the evil to which all of the great commercial disturbances of this century are mainly traceable. The *modus operandi* has been in all cases the same, allowing for small modifications which are incidental to the changing circumstances of the times. Competition in trade is useful and desirable, but is extremely injurious when, as in the case of the credit system, it is abused, and that by a powerful class of institutions which are capable of assisting in the spread of unsoundness to a degree probably not experienced before the Limited Liability Act came into force. Competition in the sense of encouraging weak operators to do business in the produce markets of the world, by buying of them whatever paper they like to draw, is no better in principle than the system of stockbrokers affording facilities to enable their clients to gamble in the Stock Exchange. Indeed, it is far worse and more dangerous ultimately in commerce, as there are no fortnightly settlements to test the means of the merchant who ships tea from China, silk from Japan, or pepper from Singapore. Many persons will be perhaps surprised to learn that when such bills are drawn, instead of the shipping documents remaining attached to them in the process of negotiation, the area of which has become so much extended by modern competition, they very often get into the hands of one set of persons and the bill remains in the hands of another—the bill, of course, under such circumstances being comparatively worthless. If the drawer of such a bill be worth, as is very often the case, little or nothing, and there are millions of such bills for which money has been paid for the produce shipped, how is it possible that the foreign trade of a country can become otherwise than unsound in course of time under such a system? If it were possible always to make a profit upon everything which a merchant bought and shipped to a foreign market, there would be little danger ultimately, perhaps, of the holders of such bills suffering; but we know it is in the nature of all trade to act and react, and it is marvellous to what an extent banks and discount houses can go on year after year taking the same paper when the trade in which it originates has been for years a losing one. We find that the losses in exports which have already culminated in so much disaster are, however, only one side of the question. Importing merchants have also found for years past that their India and China business has not paid, and they trace the cause, to a large extent, to an unsound system of doing the business. Since the completion of the Suez Canal there has been no reason whatever why the six months' usance from the East should any longer prevail. It was scarcely necessary to draw bills against produce shipped at such a long date as six months, even when it was carried by steamer round the Cape. Now the voyage from China through the Canal occupies between five and six weeks, and from India a month; what, therefore, can be the object any more of a six months' bill? None, apparently, except that the drawer, often a man of straw, is enabled to have a large sum of money at his disposal for a long period, with which he can multiply operations and be comparatively indifferent to losses, so long as he can sell his bills to a Joint-Stock Bank, which takes the risk involved for the sake of a good commission. It is quite evident, however, that, when trade in particular articles of produce is bad for years together, the commissions must be very large to make it worth while to keep those engaged in it on their legs, and we hope that whatever unsoundness has thus worked its way into the import trade with the East, it may be eradicated with the *minimum* of injury to those only indirectly concerned.

(DAILY NEWS.)

A few days' reflection and the absence of another crop of exciting failures have sufficed to bring into prominence the real lessons of the late events, about which opinion in the market is now pretty well agreed. A great deal was at first said about the unprofitableness of the East India trade, and the losses on Manchester goods exported and Eastern produce brought home, which that trade has sustained. A great deal of just indignation has also been expressed at the conduct of the firms which have manufactured and circulated an immense quantity of accommodation paper. But it is hardly to these points that opinion is mainly directed. The unprofitableness of the Eastern trade, it is seen, may easily be exaggerated, and it has not been such as necessarily to produce collapse. It is notorious that several important houses have withdrawn or diminished their capital engaged in the trade, without any catastrophe, and that others, by careful management, if they have failed to make the profits of more prosperous years, have nevertheless succeeded in "living" and keeping their capital intact. Almost all trades must at times go through long periods of depression, and unless there is bad business as well, there need be no such disasters as those of last week. As regards the manufacture of accommodation paper also there is certainly nothing novel in these events. Such a manufacture is one of the standing dangers of the Money Market, at all times, and, even when Lombard-street was a smaller market than it now is, there have often been revelations as scandalous as those of the last few weeks, and on almost an equal scale. Opinion, therefore, is not concentrated on the unprofitableness of the Eastern trade or its consequences, or the discoveries as to accommodation paper *per se*. What it has fastened upon instead is the reflection apparently thrown by these incidents on some points in the management of the great joint-stock banks which have acquired immense new importance since 1866, and several of whom approach in extent of business and deposits, if they do not actually exceed, the Bank of England itself. The events which have occurred seem to prove that there is one radical vice in the practice of these banks, which present events, it may be hoped, will cure, but which in the future will produce still greater evils if it is not cured. This vice is the habit of giving a higher interest for deposits than the banks can really afford to pay. In former articles we have frequently dwelt upon this evil from another point of view. The banks were paying so much, we pointed out, that they were tempted to forget the first duty of keeping a large cash reserve, a duty which was left, according to an old tradition, to the exclusive care of the Bank of England. The great joint-stock banks, however, had obviously grown so large that this old tradition was inapplicable, and, to fit themselves for the new circumstances, they themselves must bear the expense of keeping a large reserve, which they could only do by reducing their rates for deposit. Now the same lesson is taught the banks by the magnitude of the losses they have sustained in attempting to lend the immense sums of money they have attracted. For many months there has been a constant complaint of the scarcity of bills; but it is now manifest that, unless certain bills had been taken on a colossal scale, which ought at best to have been taken in minimum quantities, the scarcity would have been even

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greater than was at any time complained of. In other words, the joint-stock banks have been paying a rate of interest for money on deposit which they could only make, or appear to make, by lending a large part in a manner which involved too great risk of loss. It is, no doubt, quite true that bad debts are unavoidable in almost any business where there is a system of credit. A banker would have to go out of the market altogether if he made no bad debts. But the debts in question are apparently on an unreasonable scale, to which it is hardly conceivable that any banks would have committed themselves, unless with such a plethora of expensively gained money to employ as to unbalance the judgment or check the vigilance of those concerned in one or two critical cases. The directors of these banks have now to face their shareholders with a very gloomy tale of heavy losses and reduced dividends, which we hope they will have the courage to tell truly in every particular; but we doubt if there would have been any necessity for this tale if a beginning had not been made by the accumulation of immense sums of interest-bearing deposits exceeding what they could employ with their own customers.

We would suggest, therefore, for the consideration of the directors and shareholders of the banks at their ensuing meetings, when the subject of these losses must be discussed, the expediency of a thorough reform on this point of giving interest. If they are to keep a proper cash balance at all times, and without relying on an interval such as they have been fortunate enough to enjoy lately, in which they may increase that balance against contingencies; if they are also to avoid the danger of such great and unexpected losses as have just befallen them—then they have no choice but to reduce permanently their rate of interest on deposits, or at least adopt some mode of fixing that rate which shall leave a larger margin of profit on what they can employ safely. It is only an absurd tradition and the influence of routine which have kept them in the groove of adjusting their rates for deposit at one per cent. under Bank rate. The experience of the last two years, culminating in the disasters of the present time, should convince them that in their own interest, as well as for the general safety and steadiness of the market, that routine must come to an end.

SIR HARRY ORD'S PICTURE.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your last paper I find the following paragraph :—

"Mr. Edgar Williams has painted, in his usual forcible style, a whole length portrait of Sir Harry St. George Ord, C.B., R.E., in the uniform of the Royal Engineers, of which corps he was lieut. colonel. The portrait has been commissioned by the Chinese inhabitants of Singapore to be placed in their Council-chamber as a memorial of Sir Harry's administration of the Government of those settlements for nearly seven years. The memorial picture is on view at Messrs. Graves and Co., Pall Mall."

As an old Singaporean I am puzzled to know where the Chinese Council-chamber is located. I know the Secret Societies have a "Rumah Congsi," or lodge, in Hong Kong-street, but Sir Harry would hardly like to find himself in such a locality; but then the only other place where the Chinese most do congregate is the "Celestial Club-house" in Tanglin, where young China meets to play at bowls and billiards and drink soda and b.'s or arrack punch. Surely this also is not a proper place for such a *very popular* Governor's whole length? Can you afford any information on this momentous subject?—Your obedient servant, JEMAHAT.

June 23.

Literature.

Treaties and Tariffs regulating the Trade between Great Britain and Foreign Nations; and Extracts of Treaties between Foreign Powers, containing Most-Favoured-Nation Clauses applicable to Great Britain, in force on the 1st January, 1875. Part II.—Turkey. By EDWARD HERTSLET, C.B., Librarian and Keeper of the Papers, Foreign-office. London: Butterworths; and Harrison and Sons. 1875.

The volume before us forms the second part of a highly important work which Mr. Hertslet has undertaken in view of a desire which has been expressed by some Foreign Powers "to revise their commercial treaties not only with this country, but with other States," and he has undertaken his laborious task in order to save people the trouble of hunting through many volumes, published in a variety of languages, when they desire to obtain information on any point relating to any particular State. With this end his "object will be to show precisely, not only which of our commercial Treaties are now, wholly or partially, in force, but also what commercial Treaties have been concluded between Foreign States, containing clauses conferring more favourable treatment on their respective subjects, commerce, and navigation, than are specially provided for in the English Treaties, but the benefits of which concessions are, or might be, enjoyed by British subjects under the 'most-favoured-nation' clauses of the English Treaties." The compilation of a series of volumes of this nature must necessarily be a work of time, and Mr. Hertslet had originally intended to issue the parts, as soon as completed, in alphabetical order, "but it has been thought that it would be found more convenient if the Treaties with those countries were first analysed which circumstances may render more immediately necessary." Accordingly, although Part I. related to Austria, the present part is devoted to Turkey; we are glad, however, to be able to inform our readers that the next part will, we understand, deal with the Treaties now in force with China; and if that part be prepared, as no doubt it will, with the same elaborate minuteness of detail as the present one, it will form a volume of the greatest possible interest and importance to all who are in any way connected with China and its trade.

Having premised thus much with regard to the reasons which have induced Mr. Herstlet, than whom no one is more competent for the task, to undertake the examination of the Treaties of every country, and the compilation of the present work, we proceed to give a brief sketch of the contents of the volume before us, in order to show the thoroughly exhaustive manner in which the subject is treated. Mr. Herstlet commences with a short historical account of Commercial Treaties and Capitulations which have been concluded between Great Britain and Turkey. This chapter, which is printed in large type, goes as far back as the seventeenth century, and gives a brief summary of the Capitulations of 1675 (the so-called "Capitulations and Articles of Peace" between Great Britain and the Ottoman Porte date back to a very early period, but they have been augmented and altered at different times, and now bear the date of 1675); an Act issued by the Sublime Porte on Oct. 30, 1799; the Treaty of Peace and Commerce signed Jan. 5, 1809; the Convention of Commerce and Navigation of Aug. 16, 1838; a portion of the Treaty of Peace between Great Britain, Turkey, &c., and Russia, signed March 30, 1856, at the conclusion of the Crimean War; the Convention of Aug. 19, 1858, between the Principal Powers of Europe and Turkey; and the Treaty of April 29, 1861, the Tariff of Dec. 7, 1861, and the Protocol of July 28, 1868. Mr. Herstlet next gives copies of the English Capitulations with the Porte, of 1675, and copies or extracts of eight Treaties, &c., of Commerce and Navigation now in force between Great Britain and Turkey, and previously mentioned in the above summary. At the end of this portion of the work we find the "Regulations respecting Immunities and Custom-house Formalities, with regard to articles or effects arriving to the address of the Consul-General, Consuls, and Vice-Consuls of Foreign Powers." In a note attached to these we are informed that "Consular officers are also allowed a certain quantity of tobacco annually for their own use, free of duty," the amount varying at different places; at one, we we observe, it is 200 lbs., and at another 190 lbs., including 38 lbs. of cigars, either of which seems to be a sufficiently liberal concession! We then come to a list of treaties and capitulations now in force between Turkey and Foreign Powers, other than Great Britain, and a short abstract of the contents of each of those Treaties, &c. Mr. Hertslet afterwards places before his readers certain clauses of Treaties between Turkey and Foreign Powers (the benefits of which are applicable to Great Britain under our "favoured nation" clauses) relating to the following matters :—Coasting Trade, Consuls and Consular Jurisdiction, Deserters, Extradition, Military Service, Property, Wills, &c., Protection, Religion, Taxes, Tribute, &c., and Wrecks, &c. The volume also contains copies of the "Turkish Law Granting to Foreigners the Right to hold Real Property in the Ottoman Empire, June 18, 1867," "Turkish Regulations relating to Consular Privileges, July 27, 1869," and the "Tariff framed in accordance with the Treaty of April 29, 1861, and signed on 1st December, 1861." We must not omit to mention that not the least valuable feature in this work is a very carefully prepared "Subject Index," without which so many works of this nature are rendered utterly useless for all ordinary purposes of reference. We have already sufficiently shown our appreciation of Mr. Hertslet's endeavours to render the present commercial relations between this country and Foreign Powers, as defined by the treaties now in force, perfectly intelligible to all, and, while again expressing the pleasure which the plan of the work, no less than its execution, has given us, we have only to call attention to one point on which Mr. Hertslet very properly lays some stress. From his official position at the Foreign-office as well as his hereditary connection with such like subjects, he enjoys exceptionable advantages in the preparation of a work like the present, but to prevent any misconception on this score, he concludes the Preface to the series of parts composing the Work with the following explicit declaration :—"I will only add that I desire it to be clearly understood that although the publication of these parts . . . has received the sanction of the Secretary of State for Foreign Affairs, the undertaking itself is purely a private one, and that I am wholly responsible for the facts recorded, as well as for the accuracy of the statements made therein."

We understand that the next volume will be devoted to China and Japan, and may be expected in about two months.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JUNE 23

Within a few hours after this letter is posted we shall know the result of the four re-elections at Utrecht, Arnhem, Delft, and Almelo. If it turns out that even in only two cases the Conservatives are beaten by the Liberals, then, it is asserted, the Cabinet will at once resign. But I take the liberty to think that this is by no means the intention

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of our Ministry. It is quite true that they will no longer be supported by a majority, but the Liberals are thoroughly convinced that it is no time for them to take the reins of government in hand. It seems paradoxical, but nevertheless it is quite true, that the Liberals, when possessed of a majority, will be less troublesome to the Cabinet than when the party is in the minority. In the first case they have nothing to fear from Clerical tricks, and they can keep the Ministry "on the good path," whilst in the latter they are always obliged to be on their *qui vive*.

It is very doubtful whether the old Chamber will meet again during this session. No important Bills can be brought forward, because there is no time left for long debates. But possibly a convocation of the members my become necessary to vote some Bills of minor importance, which cannot be delayed.

You will remember that our Minister of War sent some subaltern officers into the provinces in order to enrol soldiers for the East India army. I regret that this measure has proved to be a failure. There seems not the least ambition for service in Java, or for fighting against the Atchinese. This is the more to be regretted because the *Dagblad van Ned. Ind.* has told us that, owing the absence of the necessary reinforcements, it will become necessary to abandon one or more of our military posts in the Archipelago. Our position is already so bad that if any disorders took place in the neighbourhood of Batavia the authorities would not know which way to turn. I need not add that it is not pleasant to read such statements, but many are of opinion that they have only been written to wake up a military spirit in Holland.

The Queen started yesterday *viâ* Rotterdam to England, where she will stay some weeks. Some days ago it became known that her Majesty had made her *début* as an authoress, she having written an essay in the *Revue des Deux Mondes*, under the title of *Le Dernier des Stuarts*, which will, I think, be read with interest in England.

Things are very dull on the Bourse. The princes of the money market are leaving the City to enjoy the beautiful weather abroad. There is no speculative demand, but prices are, in most instances, well maintained, except those of the shares of the Java Company, with reference to which a sort of panic has prevailed, and prices have fallen in a few days from 20 to 25 per cent. Some troublesome rumours are current, of which, however, I cannot guarantee the truth, and therefore believe it prudent not to reproduce them, the more, because the prices of the shares have begun to improve after the heavy fall. I need not to add that it does not cost much trouble to cause a heavy fall in the quotations of any shares. The Deli Company has done during last year a splendid business, and a dividend is advertised of 16½ per cent. Almost equally satisfactory has been the result of last year's operations of the Dutch India Trading Bank. From the report I derive the following particulars. Though the new tariff of custom and export duties—altered according to the principles of free trade—came in force on the 1st of January, neither the import nor the export trade has given brilliant results in our colonies. The unsatisfactory weather influenced badly on the sugar crop, and both the quantity and the quality left much to be desired, whilst quotations ruled under the average prices of last year. The coffee crop was better than was expected. Large quantities of tobacco were brought on the market in 1874, but the quality was, as a rule, inferior. Prospects are better for the current year. Every year a larger quantity of tea is produced, but for want of a regular market prices have declined continuously. Direct exports to Australia and America did not lead to satisfactory results. The production of tin was in 1873-74 50,000 piculs, next year the quantity will amount to about 60,000 piculs. The managers regret that the efforts to open a regular steam line between Java and Australia were unsuccessful. Notwithstanding the Government subsidy, it was found to be impossible to continue the service, but, on the other hand, the steamshipping trade increased enormously in Java. As to the working of the Bank, it is stated that the discounts increased from f.3,900,000, in 1873, to f.4,508,272. The trade in bills has not given profits equal to the risks, which is due to the extraordinary course of exchange in Java. Larger advances than in the previous year were made on bills of lading. The accounts of the estates and agricultural undertakings have given satisfactory results, and this has likewise been the case as regards consignments. The East India agencies made a net profit of f.541,049.96, whilst the profit and loss account closes with a total balance of f.729,045.28½, being f.250,000 more than last year. This satisfactory result was obtained notwithstanding that a considerable bad debt was made by the failure of a Japan house. The Bank has closed its relations with Japan, and the managers do not wish to enter again into relations with Japan firms, except at the introduction of a well-known Bank. The dividend is fixed at ten per cent. I may add that these are the mere outlines of a most interesting report.

Some days ago a colossal monument was cast at Messrs. Enthoven and Co.'s foundries at the Hague. It will be erected by the population of Banda, "in remembrance of the festival to celebrate the twenty-five years' occupation of the throne by H.M. William III., King of the Netherlands."

The statue of Thorbecke will be placed in this town on the Reguliersplein.

The King has approved the appointment of Mr. W. T. Fraser as British Consul at Batavia.

AMSTERDAM, JUNE 24.

The re-elections have given the following result. In Arnhem the anti-Revolutionary candidate was beaten by Mr. Geertsema, the ex-Liberal Minister. In Delft the Conservative candidate, Jhr de Casembroot, obtained the majority, and this was likewise the case in Almelo, where Mr. Corver Hooft was elected. At Utrecht, however, a most disputed district, Mr. Kien, Conservative, was beaten by Mr. Bastert. The Liberal party have now a majority in the Second Chamber.

The annual report of the Dutch India Railway Company has been published. The balance-sheet shows a net profit of f.377,893.

PRODUCE MARKETS.

The market for Colonial Produce has been somewhat more animated. Important parcels have changed hands, and a firm tone has prevailed.

COFFEE.—Holders of warrants of the Trading Company are not inclined to operate without an advance. The general attention is fixed upon the result of the sale to be held by the Dutch Trading Company.

TEA firm, at former prices. On the 2nd of July a lot of 567/4 and 878/12 chests Java will be brought under the hammer.

RAW SUGAR.—The transactions have been important, good quality having found ready buyers for export to Belgium.

RICE is very dull.

SPICES.—In waiting for the result of the important sale of the Trading Company, at which 37 casks and 4 chests Nutmegs, 17 casks Mace, and 1,273 casks Cloves were offered, the transactions were of no importance. The result of the sale was very satisfactory, and in most instances high prices were paid.

JAVA TOBACCO.—Several parcels of sundry marks have been sold at satisfactory prices.

CUBEBS have met with a very lively demand; but the market is now somewhat quieter.

RATTANS.—A lot of 711 piculs was sold at satisfactory prices.

JAVA INDIGO has met with a steady demand; but the arrivals have been rather large, and this has checked operations.

BANCA TIN has improved somewhat in price, f.51 being paid. Billiton is quoted at f.49 nominal.

Monetary and Commercial.

The following failures arising out of the suspension of Messrs. Collie and Co. have been reported:—Mr. Lewis Stewart, East India merchant, St. Mary-axe, with liabilities estimated at about £100,000.—Messrs. S. and J. Graham, warehousemen, of Wood-street; amount of liabilities not stated.—Mr. William Marshall, of Manchester, merchant and commission agent, with liabilities estimated between £80,000 and £100,000, and Messrs. William Shaw, Son, and Co., woollen merchants, Huddersfield, with liabilities amounting to £30,000.

The creditors of Mr. A. E. Westbeech, of Fenchurch-street, merchant and commission agent, who recently suspended payment, have resolved to liquidate by arrangement, and have appointed Mr. Robert A. M'Lean (R. A. M'Lean and Co.) to be trustee, with a committee of inspection. The liabilities are £112,000, of which £4,000 are expected to rank against the estate. The assets are £27,000, consisting chiefly of estimated reversions from consignments to India, China, and Australia.

Mr. Charles Carnie writes as follows:—

Having noticed in some of your contemporaries remarks about a *private* meeting of bill holders at my office yesterday, I think it as well the matter should be fairly stated—the position being that the whole amount of £56,700 was drawn against *bona fide* purchases of goods and cotton (and not for the purposes of accommodation), which goods and cotton ought still to be in the hands of Collie and Co. to meet it.

We have received the subjoined commnnication from the Borneo Company:—

With reference to the paragraph in the last issue of the *London and China Telegraph*, taken from the *China Mail*, stating that Mr. H. Nicaise, our manager at Hong Kong, had joined the board of the Hong Kong and Shanghai Banking Corporation, we will thank you to state in your next issue that Mr. Nicaise has sent in his resignation as director of that establishment, by order of the board of directors of this company.

The Eastern Telegraph Company announce that, subject to the final audit, the accounts show a balance available for dividend which will enable the directors to recommend a final dividend of 2s. 6d. per share, making, with the previous payments on account, a dividend for the year ending 31st March of 5 per cent., carrying to reserve a balance of £36,000.

The Eastern Extension, Australasia, and China Telegraph Company have declared an interim dividend for the quarter ending 31st March, 1875, of 3s. per share, or 6 per cent. per annum, free of income-tax, payable on the 15th proximo.

The report of the Assam Company states the net profit for the year at £45,026, out of which it is proposed to pay a dividend of 17½ per cent., which makes, with 5 per cent. already paid, a total distribution of 22½ per cent. for the twelve months.

The Universal Marine Insurance Company (Limited) announce the payment of interest at the rate of 10 per cent. per annum, free of income-tax, for the half-year ending the 30th inst.

During the week ended the 19th inst. the deliveries of tea from the bonded warehouses in London amounted to 3,662,255lb., of which 2,048,619lb. was for home consumption, 870,323lb. was exported, 638,157lb. was removed coastwise, 102,099lb. was sent coastwise for immediate export, and 3,059lb. was taken for ships' stores. The duty received was £51,216, being nearly 2 per cent. more than in the preceding week; while during the period from the 1st to the 19th inst. the increase is 9 per cent. as compared with the corresponding period of last month.

It is notified that Mr. Lancelot John Wade has been admitted a partner in the firm of Robertson and Co., of Newman's-court, Cornhill.

Within the last few days some inquiry for Bar Silver has arisen, and the price has advanced to 55¾d. per oz. standard, which is the present quotation. The Market for Mexican dollars is inactive and dull; the amount now on hand, about £140,000, has not yet been placed, and quotations remain nominal.

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ARTICLES OF IMPORT.

TEA.

Messrs. Jas. Goddard and Co.'s Circular says:—There has been little or no business to report. The failures occurring have had a depressing effect, and all holders have been disposed to lighten their stocks as much as possible. Fresh samples of Scented Teas are showing. In the public sales 12,230 packages have been offered during the week, 11,585 "Without Reserve." Green Teas still continue low, especially Young Hysons, of which fair quality has sold as low as 1s. 4½d., and Imperial 1s. 2¾d. New makes continue to be sold at auction at a further fall. About 1,000 packages Black Leaf Congou obtained 10¾d. to 11¾d. Deliveries from London, from 1st to 21st instant, inclusive, or 18 days, 1875, 10,135,729 lbs., against 18 days, 1874, 9,417,778 lbs. Imports, deliveries, and stocks in London, from 1st January to 31st May:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
41,877,797	57,915,338	66,458,530	73,229,872	64,550,380	63,078,339

SILK.

At the periodical public sales, which commenced on the 22nd, and are still going on, a general decline in prices of from 3d. to 6d. per lb. has taken place in nearly all descriptions of Silk. There has been a fair amount of business by private contract at slightly better rates than those obtained in the sales. The deliveries are on a satisfactory scale, and stock is being gradually reduced. Deliveries 1st to 23rd inclusive:—China, 2,678 bales; Canton, 662; Japan, 447; total, 3,787 bales.

LONDON QUOTATIONS—JUNE 24.

CHINA.	
Tsatlee, No. 1	20s. 6d. to 21s. 0d.
,, No. 2	19s. 6d. to 20s. 0d.
,, No. 3	17s. 6d. to 18s. 6d.
,, Red Peacock	14s. 6d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 15s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	13s. 6d. to 18s. 0d.
Idah ... ... (none)	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	17s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

COCOANUT OIL.—The demand has exhibited little improvement, and prices are rather easier. Cochin rules at £42 to £43, although for 15 tons of fine £43 15s. has been paid, whilst for Ceylon in pipes £37 to £37 5s. has been taken.

CHINA MATTING.—At auction 420 rolls were offered, but there was only a moderate demand, and about one-half sold, fancy pattern at 34s. to 38s., but chiefly without reserve (158 rolls) at 16s. to 17s. for white, mildewed red and white 12s. 6d. to 16s. 6d. per roll; 12 rolls Japan were withdrawn.

COIR GOODS.—At the public sales common qualities of Yarn, of which the bulk consisted, went off flatly, and prices were in most instances 20s. to 40s. per ton lower, a good part being bought in, but the small portion of good and fine sold readily at very full rates. Fibre went off slowly at a decline of 20s. to 30s. per ton for Cochin as well as ordinary Ceylon. Ceylon Yarn sold, good medium to good make and colour at £28 to £30 5s., fine at £35 to £42 15s.; of 223 tons ditto in dholls, only 115 tons sold, very common to common at £18 to £21, medium £22 to £25 10s., good medium to good at £26 10s. to £32 10s., fine to superior at £34 to £40 10s.

CHINA WOOL.—At the Low Wool sales there was a good attendance of buyers considering the small quantity of wool catalogued. The bulk of the China sheep's wool was sold, some fair quality bringing 8½d., and inferior 6¾d. The principal portion of the China camel's hair was well selected and of a very superior class, and brought 11d. to 12d.

CAMPHOR.—Market quiet and lower, and about 200 boxes have changed hands at 70s. per cwt. for old re-weights; new at 67s. 6d., with sellers at these prices.

CUBEBS.—Market steady; of 109 bags offered 20 bags were placed at 28s. per cwt.

CANTHARIDES.—One case China offered in the sales was bought in at 3s. 2d.

CHINA STRAW PLAIT.—At auction of 150 bales offered only 23 bales sold, fine white at £21 15s., common to good ditto £6 10s. to £12 10s., mottled £7 15s. per bale.

CUTCH.—A steady inquiry has prevailed, and by private contract 200 boxes good Pegue have been sold at 23s., 800 boxes flag BB at 23s. 6d., and 600 boxes Elephant at 24s. per cwt.

DRAGON'S-BLOOD.—Market quiet; of 47 cases offered, 7 cases sold at £8 15s. to £9 per cwt.

EBONY.—No business done.

ESSENTIAL OILS.—*Cinnamon* dull and supply abundant; 1 case sold at 4s. 3d. for fair. *Citronelle* quiet; of 22 cases at auction, 3 sold at 1⅝d. *Lemon-grass* steady; 78 cases offered, 11 sold at 2½d. *Anniseed* firmly held, and a few cases sold at 10s. to 10s. 6d. *Cassia* dull; small sales at 4s. 4d. *Nutmeg* quiet; 6 cases bought in.

GUMS.—*Benjamin* steady; of 153 cases 62 sold; Sumatra greyish seconds £9 to £9 17s. 6d.; thirds low 35s. to 41s.; 9 cases fair almondy 105s. *Copal* more inquired for, and sales of good privately. *Damar* quiet; 70 cases fine sold at 60s. *Gamboge:* 12 cases offered, 7 sold at £9 17s. 6d. to £10 10s.

GAMBIER.—With reduced supplies on the spot a strong demand has prevailed, and prices have advanced 2s. 6d. per cwt., about 600 bales being sold, commencing at 26s. 6d., and rising to 29s., but the unexpected arrival of the St. Aubin has caused a decline to 28s. for whole bales and 27s. 6d. ex ship. The demand for arrival has been extensive, and sales to the extent of about 1,000 tons, July to April shipment at 25s. 9d. to 26s. 6d. ex ship all faults, also 750 tons to Liverpool a 26s. 6d. ex quay, and near at hand at 27s. 3d. ex quay.

GALLS.—There has been somewhat more inquiry; privately 200 cases worked China have been sold at 53s., being steady. At auction 248 cases China were bought in at 53s. or withdrawn.

GUTTA-PERCHA remains dull, and at auction of 920 baskets offered only about 40 baskets sold at 4⅜d. to 9¼d., the remainder withdrawn or bought in, common to good genuine at 6d. to 2s. 10d. per lb.

GALANGAL ROOT.—Market steady; 200 bales sold at 19s., one lot at 19s. 6d. per cwt.

HAIR.—At the periodical sales, 6 cases China Yak tails were withdrawn, and 13 cases Chinese human sold at 2s. 9d. per lb.

HEMP.—There has been a steady demand for Manila at the recent recovery, and about 1,000 bales have been sold privately, fair to good at £31 10s. to £33; the supply at auction was all disposed of at and afterwards at previous rates. Of 1,446 bales about 800 bales sold, fine brown at £30, mixed qualities below fair at £31 to £31 5s., fair at £31 10s., good fair to good at £32 10s. to £33 10s., Sorsagon at £34, first-class sea-damaged of fair (200 bales) at £30 10s.

ISINGLASS.—The periodical auctions held on the 22nd instant went off flatly for all kinds. Penang tongue and cake sold 2d. lower, but fine leaf dearer. Of 85 cases 10 bags offered 63 cases and the bags sold, good to fine bold and clean tongue at 4s. 3d. to 4s. 6d., ordinary dark to middling at 3s. 6d. to 3s. 11d., fine selected pale leaf at 5s. 4d. to 5s. 5d., middling to good at 4s. 7d. to 4s. 9d., ordinary 4s. 1d. to 4s. 4d., good to fine cake at 1s. to 1s. 5d. 33 cases Manila cake and low tongue were bought in at 1s.

INDIA-RUBBER.—Very little business done; Borneo is offering at 1s. 4d. per lb.

JAPAN WAX.—Market quiet; small business done at 50s. to 53s. for fair and fine qualities.

MUSK has been firm, and in good demand; at sale, 28 caddies Tonquin sold at 35s. to 35s. 6d.; 2nd pile at 14s. 6d. to 15s.; wet pickings at 18s.; 1 bottle fine grain sold at 65s. Of 6 tins dark and damp, 2 sold at 49s. 6d. per oz.

PLUMBAGO.—At auction of 380 barrels Ceylon offered about 250 sold at easier rates, common to good dust 7s. 6d. to 9s. 6d., good to fine chips 10s. 6d. to 11s., very small lump 13s., good ditto to fine clean bold ditto 15s. 6d. to 17s. per cwt.

PEPPER.—*Black:* Steady and fair business done, checked by the firmness of holders; Singapore spot sold at 5⅝d. to 5½d.; Penang, 4¾d. to 4 9-16d.; and sellers afloat at the lower quotations. *White* very dull; a few lots common sold at 7d., fair 7⅛d. to 7¾d. per lb.

RICE.—The market has remained stagnant, and on the spot only a scanty business has been done in any description, prices being in buyers' favour. Floating cargoes have also been difficult of sale, and few have changed hands, the nearest quotation for Rangoon is 8s. 1½d., but for the first arrival off coast 8s. 6d. is obtainable.

RHUBARB.—China has been very firmly held; of 143 cases China at auction 81 sold at 2s. 5d. to 4s. 8d. for well-trimmed bright root, good colour; wormy, 8½d. to 10d.; middling, 1s. 3d. to 1s. 6d.

SPICES.—*Cinnamon:* No change since the periodical sales. *Cassia Lignea* quiet, and about 200 cases sold at 54s. for unworked fair; 200 cases at sale, part sold at 56s. fine pale. *Cloves:* Nothing of consequence done. *Mace* and *Nutmegs* dull.

SAPANWOOD.—In auction 8 tons Ceylon were withdrawn. 20 tons Java (of indirect import) were bought in at £11 10s., sea and sugar damaged, of which the bulk consisted, at £10 5s. to £10 10s.

STICKLAC.—At auction 188 boxes Siam were bought in at £5 10s. to £5 15s.

SAGO.—The market is quiet; in auction only 576 bags were offered and sold, good medium at 16s. to 16s. 6d., being lower, the remainder damaged large at 14s. 6d. to 15s. 6d. *Flour:* Of 360 bags Singapore the sound was bought in at 14s., but 160 bags discoloured sold at 12s. 3d.

SHELLS.—The periodical sales are announced for the 29th inst.

TAPIOCA exhibits a declining tendency; 1,500 bags at auction sold at 2⅝d. to 2¾d. per lb.

TIN has been less active, and the quotations for Straits have slightly declined, being at the close £84 on the spot and £83 10s. afloat. Banca rules at £88, and Billiton at £83, showing no change.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Though apprehensions of further embarrassments have in a great measure subsided, and the tone of the market has become more confident, the transactions still continue of a very limited extent, and barely sufficient to test values. Quotations, with few exceptions, show little variation, but where offers are made and business ensues, buyers have the advantage.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/9	7/1½
Do.	,, ...	7	14×13	38	8/0	8/6
Do.	,, ...	8 4	16×15	39	8/3	8/4½
Do.	,, ...	8 4	16×15	40	9/6	10/0
Do.	,, ...	9	19×19	41	11/7½	13/0
Do.	,, ...	10	19×19	42	12/6	13/0
T-Cloths	32 in....	6	14×14	43	5/3	5/3
Do.	,, ...	6	15×15	44	5/7½	5/6
Do.	,, ...	7	15×15	45	6/0	6/0
Do.	,, ...	7	16×16	46	6/4½	6/4½
Mexican	,, ...	7	18×18	47	6/6	6/7½
Do.	,, ...	7	18×18	48	7/9	7/9
Do.	36 in....	8	18×18	49	7/7½	7/9
Do.	,, ...	8	18×18	50	8/9	8/9
Spots	White...	—	—	51	10/6	10/4½
Brocades	,, ...	—	—	52	10/9	10/7½
Drills	30 in....	15	—	53	3⅝d.	3½d.
Do.	,, ...	15	—	54	3½d.	3½d.
Jeans	,, ...	8	—	55	8/4½	8/7½
Do.	...	8	—	56	9/4½	9/0
Water Twist.			16/24		28/32	
Good Seconds			10½		12	
Best ditto			11½		13	

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Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.15	Crested Wave	Renouf	Anjer	Greenock
17	Cathaya	Morgan	Yokohama	London
17	Eastern Monarch	Donaldson	Hong Kong	Liverpool
17	Beemah	Blackstone	Do.	Do.
17	Martaban (s.)	Barlow	Rangoon	Greenock
17	Queen of the Age	Montgomery	Singapore	Cardiff
17	Unison	Webster	Galle	Do.
18	St. Bernhard	Regnier	Singapore	Do.
18	Reichstag	Hauschildt	Java	Do.
19	Estrella de Chile	Rollo	Singapore	Liverpool
18	Nelly	Klyn	Macassar	Amsterdam
20	Due Luigi	Tagliafico	Singapore	Cardiff
20	Mirella	Pitt	Hong Kong	Do.
20	G. F. Muntz	Schulken	Singapore	Do.
21	Carolus Magnus	Gordon	Hong Kong	Liverpool
10	Chinaman	McKenzie	Shanghai	New York
22	Remus	Dineley	Manila	Liverpool
22	Duke of Sutherland (s.)	Bain	Batavia	Clyde
21	Angela	Hargaray	Saigon	Bordeaux
20	Susanna Johanna	Valk	Java	Antwerp
21	Nicolette	Bouten	Do.	Rotterdam
21	Kanagawa	Carst	Sourabaya	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun.16	Northampton	Barclay	Shanghai	New York
16	Gladys (s.)	—	Maulmain	Antwerp
18	Lizzie H. Babson	—	Manila	New York
18	Verona	Collins	Singapore	Do.
19	Hamilton	Ross	Manila	Do.
19	Dahlkarsla	Nilsson	Batavia	Do.
21	St. Aubin	Blouet	Singapore	London
20	Gem of the Nith	Rigden	Java	Falmouth
20	Zaritza	Swantje	Rangoon	Do.
18	Galilei	Mey	Batavia	Amsterdam
10	Forward	Strachan	Hong Kong	Portland, U.S.
22	Caduceus (s.)	Satterley	Bassein	Liverpool
22	Sea Nymph	Skoomand	Manila	Do.
23	Sarah Nicholson	Selkirk	Do.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Paraguay, Naples. For Singapore, Hong Kong, and Shanghai: Lorne, Teviot.

SAILING VESSELS.—For Yokohama and Hiogo: Flying Spur, Albuera, Western Chief. For Shanghai: Titania, Albert Victor, Windhover. For Hong Kong: Coldstream, Birker, Gryfe, Marina. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk, George Croshaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Diomed (str.). For Manila: Emiliano (str.). For Batavia: Martha P. Tucker. For Singapore: Banian, Amsterdam.

At GLASGOW.—For Manila, Olano, Aurora. For Colombo: Pictou Castle.

At GREENOCK.—For Batavia: Sourabaya.

SPOKEN.

JOHANNES, Amsterdam to Batavia, June 1, 23 N., 22.59 W.
RONA, Liverpool to Manila, June 13, 49.20 N., 6.50 W.
AURORA, Amsterdam to Batavia, May 1, 22 S., 29 W.
Q.D.J.F., Macassar to Rotterdam, June 9, 37 N., 34 W.
TIMOUR, Shields to Singapore, June 17, 51.03 N., 14.37 W.
CALLAO, Akyab to Falmouth, May 30, 20.39 S., 0.9 E.
EUROPA, Batavia to Amsterdam, May 31, 19 S., 1.46 W.
LANDSBORO, Maulmain to Havre, June 4, 7.40 S., 14.28 W.
ADMIRAL, Bassein to Falmouth, May 26, 31.18 S., 14.4 E.
ALTAIR, Liverpool to Singapore, June 16, 32.45 N., 16.36 W.
PHINEAS PENDLETON, Singapore to London, May 21, 20 S., 2 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £35. To Shanghai: £35. To Hong Kong: £26. To Singapore: £23. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 30s. To Hong Kong: 27s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

ST. HELENA, MAY 24.—The barque Kelso, from Singapore, arrived here, reports on the 21st April, in lat. 32 S., lon. 36 E., experienced a terrific gale, and had fore and mizen rigging carried away, bowsprit and foreyard sprung, and deck much strained.

The Omba, from Shanghai, for London, when coming to anchor off here, collided with mail steamer, doing damage to both vessels.

SINGAPORE, MAY 14.—The Tartar (str.), from London, for Shanghai, in passing through the Suez Canal, struck on some hard substance and broke two blades of her propeller. After examination surveyors allowed her to proceed to Hong Kong, where she will dock after discharging the bulk of her cargo.

MISCELLANEOUS.

MALTA, JUNE 13.—Passed, Madura (str.), from Batavia, for Nieuwe Diep.

SUEZ, JUNE 13.—Arrived, Conrad, from Batavia, for Nieuwe Diep; 20, Nestor, from Shanghai, for London; 21, Glenartney, from Hankow, for London.

PORT SAID.—Arrived, June 18, Menelaus, from Liverpool, for China.

ST. HELENA.—Arrived, May 25, Kelso, from Singapore; 29, Oquendo, from Moulmein; 30, Norch I., from Batavia,; Omba, from Shanghai, for London; Louis Auguste Constantyne, from Batavia; 31, Uranus, from Batavia; Umgeni, from Colombo; Mina, from Banjoewangie; St. Joseph, from Akyab; Parthia, from Rangoon; Mardoll, from Bassein; Trionfo, from Rangoon; June 1, Cora, from Rangoon.

Passed, May 23, Deogaum, from Nagasaki; 30, Dorset, from Colombo, for London; Eliza Cambell, from Moulmein, for Bremerhaven; Aline, from Rangoon; Undine, from Rangoon, both for Falmouth; Sapphire, from Manila, for London; 31, Constantia, for Singapore.

PORT ELIZABETH, MAY 21.—The purchasers of the Jupiter T., from Singapore, to New York, which went ashore twelve miles east of Bird Island, on April 19, have saved a quantity of cargo, and are still working at the wreck. The weather has hitherto been somewhat unfavourable.

ADEN.—Arrived, June 2, Leon (str.), from Liverpool, and left for Manila.

The Devonhurst (str.), from London, for Shanghai, which put in here April 12, disabled, has completed her repairs, reshipped cargo, and sailed on the 7th inst.

MANILA, JUNE 8.—The wreck of the Camiguin (str.) has been sold for $1,501.

LAUNCH.

Messrs. Thomas Wingate and Co., of Whiteinch, launched from their shipbuilding yard, on the 22nd inst., a magnificent iron sailing ship of the following dimensions:—Length, 250 feet; breadth, 40 feet; depth of hold, 23½ feet; 1,923 tons B.M., and classed A 100 at Lloyd's. She is a sister ship to the Culzean Castle, recently launched from the same yard for Messrs. Thomas Skinner and Co., of London and Glasgow, and, like her, will be fitted with all recent improvements, including an Emerson and Walker's independent steam windlass, and large donkey engines for working the pumps and cargo gear and otherwise economising manual labour. The poop is elegantly fitted up in polished maple and teak, and has accommodation for thirty cabin passengers, besides captain and officers. The ceremony of naming the vessel Brodick Castle was performed by Mr. W. E. Birrell, of Glasgow. The vessel was at once taken into the builders' tidal dock to receive her masts, &c.

NOTICE TO MARINERS.

China, Amoy.—Intended Light on Tsing-Seu Island.—The Customs Department at Shanghai has given notice that a lighthouse is now in the course of construction on the northern slope of Tsing-seu Island, entrance of the outer harbour of Amoy. The light will be *fixed*, showing a white light between the bearings about N.W. ¾ W. through west and south, to S.E. ½ E., and a *red* light over the Chauchat rocks and the Taepan shoal; it will be elevated 125 feet above the level of the sea, and in clear weather the white light should be seen from a distance of 15 miles. The illuminating apparatus will be dioptric, or by lenses of the fourth order. The tower will be built of stone and brick, octagonal in shape, 33 feet high, and painted in alternate red and white vertical stripes, and the dwellings white. Approximate position, lat. 24° 22¼′ N., long. 118° 7¼′ E.—Hydrographic-office, Admiralty, June, 1875.

SUNDRIES, PER "CHINAMAN," FROM NEW YORK, FOR SHANGHAI, JUNE 8.

250 kegs nails	25,000 lbs.	1 ½-brl. maple sugar	
100 brls. cement		5 stoves and fixtures	
100 do. pitch		1 cs. furniture	
25 ½-brls. split peas		2 do. books	
14 cs. hardware		3 do. clothing	
1 do. rockets		229 tons coal	
60 bls. duck	5,285 yds.	14000 cs. oil	140,000 gls.
5 cs. tinware		45 pcs. oak plank	5,514 feet
3 bxs. fixtures		100 bls. sheetings	80,080 yds.
10 gun carriages complete		25 cs. clocks	204 pieces
10 timbers			

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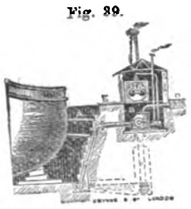
GWYNNE and Co., Hydraulic and Mechanical Engineers,

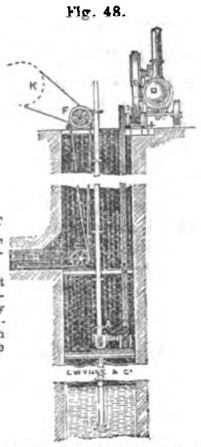
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 89.



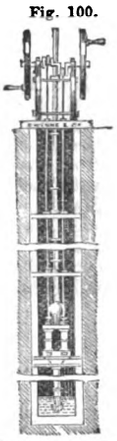
GWYNNE & Co.'s PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.



GWYNNE & Co.'s IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.



GWYNNE & Co.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & Co.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

GWYNNE & Co.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

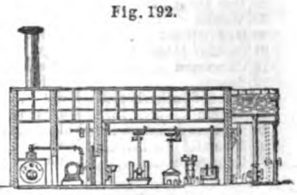
Fig. 154.

GWYNNE & Co. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

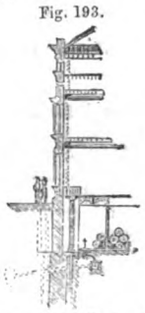
GWYNNE & Co.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.



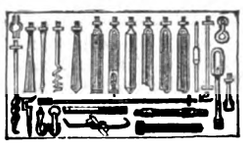
GWYNNE & Co.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motive power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



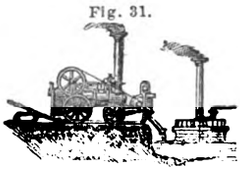
GWYNNE & Co.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



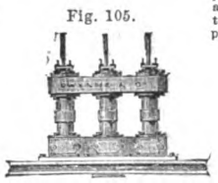
GWYNNE & Co.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & Co.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made single and double-barrelled pumps in all sizes.

Fig. 105.



GWYNNE & Co.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & Co.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

LEVEL FRERES (late NEWELL).

PARIS, 5, RUE MARTEL.

Manufactory, with steam works, for all kinds of envelopes of English and French sizes Papers of all sorts, thick, cream laid, *quadrille*, and ruled for writing.

Copying Books of various binding and qualities. Account Books of all sorts.

COPYING AND OTHER INKS.

List of prices and specimens of goods to be found at, and orders received by the Agents of the China and Japan Agency.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

79, GRACECHURCH-STREET LONDON, E.C.

QUENTIN'S VANILLA.

The most pleasant purgative. May be taken in tea, water, wine, or other liquid. Recommended by the medical profession.

VERMIFUGE VANILLA.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

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RESERVED FUNDS, £500,000.

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They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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Threadneedle-street London, 1875.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

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...	Tons	H.p.	...	...	...
*Mirzapre.	3,763	600	July	1	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Khedive..	3,742	600	July	8	Mediterranean, Aden, Bombay.
*Khiva ...	2,609	450	July	15	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Thibet ..	2,593	400	July	22	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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Every second Thursday for Ceylon, Madras, Calcutta, Straits, China, and Japan.

Corresponding steamers are despatched from Venice every Friday, and from Brindisi every Monday, to Alexandria, with the Overland portion of the mails and passengers.

For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

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Mei Kong ...	July 4	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	July 18		
Anadyr ...	Aug. 1		
Djemnah ...	Aug. 15		
Tigre... ...	Aug. 29		
Ava	Sept. 12		

The Steamers of the 4th July, 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 18th July, 15th August, and 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	July 21
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	—	—	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
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SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Gryfe	*AA1	1073	E.P.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follow
Shanghai ...	Albert Victor ...	A1 13 yr.	858	E.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

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Pen., Sing., H.K. Shang and Japan...	Naples ...	100 A1	2200	V.L.D.	June 28
Pen., Sing. Hg. K., and Shanghai ...	Teviot.....	100 A1	1946	V.L.D.	July 5
Pen., Sing., Hg. K., and Japan	Lorne	100 A1	1614	V.L.D.	July 10

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Steam via the Suez Canal; last shipping day, 28th June

FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and HIOGO. The splendid screw steam ship NAPLES, 100 A1, 1,440 tons register, 2,209 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; Victoria Docks. This fine steamer was built this year expressly for the India and China trade.

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Steam via the Suez Canal. Last shipping day, 10th July

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 5th July

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid screw steamship TEVIOT, 100 A1, 1,262 tons register, 1,946 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; W. C. NISBET, Commander; Victoria Docks. This fine high-classed steamer is well known in the India and China trades for her rapid passages.

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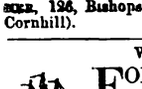
TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 28th June, the favourite full-powered screw-steamer PARAGUAY, 90 A1, 1,179 tons, 180-horse power nominal; W. G. WILLIAMS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane, E.C.; SMITH, SUNDIUS, and Co., 33, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.



FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register. WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

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Paraguay, s.s. ...	1,179	Norris & Joyner...	June 28
George Croshaw ...	670	Wright Brothers, & Co.	July 10

LIVERPOOL.

Diomed, s.s. ...	1,201	Alfred Holt ...	July 6
Orestes, s.s. ...	2,000	„ ...	July 15

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

To sail 10th July.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

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THE LONDON AND CHINA TELEGRAPH

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 5.
JAPAN—Yokohama	April 2	May 15	May 23*
Yedo			
Osaka and Hiogo	Mar. 26	„ 17	„ 19*
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 8
Chefoo	—	—	„ 8
New-chwang	—	—	„ 7
Hankow	„ 19	„ 7	„ 12
Kiu-kiang	—	—	„ 13
Chin-kiang	—	—	„ 12
Shanghai	April 2	„ 14	„ 16
Ningpo	—	—	„ 14
Foochow	—	—	„ 16
Formosa	—	—	„ 11
Amoy	—	—	„ 18
Swatow	—	—	„ 18
Hong Kong	„ 9	„ 16	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—Manila	Mar. 26	„ 5	„ 11
COCHIN-CHINA—Saigon	April 9	„ 13	„ 23
SIAM — Bangkok	—	—	„ 14
BORNEO—Labuan	—	—	„ 13
Sarawak	—	—	„ 15
JAVA — Batavia	„ 16	„ 19	„ 24
Samarang	—	—	„ 18
Sourabaya	—	—	„ 15
MALACCA STRAITS—Singapore	„ 30	„ 29	„ 29
Penang	„ 30	„ 27	„ 31
CEYLON—Galle	May 14	June 4	June 10
Colombo	„ 14	„ 5	„ 8

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. & O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail with the Japan advices reached London, *via* San Francisco, on the 22th ult. The next inward (French) mail, with advices, Yokohama 19th, Shanghai, 23rd, Hong Kong, 29th May, Singapore 6th June, which is due, *via* Marseilles, on Monday next, the 12th inst., left Suez on the 29th ult., four days early, and may be expected on Thursday or Friday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Venice, per P. and O. steamer *Avoca*, arrived July 1.—From Penang: Mrs. S. Fielberg, Mrs. H. Fielberg. From Galle: Mrs. Maitland, Mr. W. Figg.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive July 12.—From Yokohama: Mrs. Wilkie and child, Mrs. Watt and child. From Shanghai: Mr. Wm. Sutton, Mr. J. Davis, Mr. J. Thomas, Mr. J. Serrogna. From Hong Kong: Lieut. Bouverie, R.N., Mr. J. Dibbs, 8 seamen and marines, Mrs. Parr. From Penang: Mr. J. Smith, Mr. G. Steel, Mr. W. Telfer. From Galle: Mr. Gilman, Colonel and Mrs. Milman and child, Mr. and Mrs. Scott and five children, Mr. Noel, Dr. Rennie, Mr. Bertram, Mrs. Randall and two children.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, from Marseilles, July 4.—To. Yokohama: Mr. Naouman, Mr. Labardel. To Shanghai: Mr. Riffait. To Hong Kong: Mr. Luspuo. To Saigon: Mr. Patinier, Miss Desbois. To Batavia: Mr. Rombouti, Mr. Van Braam Morris. To Galle: Mr. Brown, Mr. Mitchell.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Chapsal. To Galle: Mr. Hassenner.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. van der Erb.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Galle: Mr. Thackwell.

Per French steamer *Ava*, from Marseilles, Sept. 12.—To Saigon: Mr. Andrew Spooner.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie.

Per P. and O. steamer *Mirzapore*, from Southampton, July 1.—To Yokohama: Mrs. C. Christenson. To Hong Kong: Lieut. J. F. Bedford. To Singapore: Mr. W. Wilkinson. To Penang: Mr. J. Warmeke, Mr. C. Bakker. To Ceylon: Miss Vanderspar, Miss L. Vanderspar.

Per P. and O. steamer *Malta*, from Venice, July 9.—To Penang: Mr. Jargensen.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 12th May, and by the Pacific mail we have eleven days later news, viz., to the 23rd May; the French mail from London March 26 arrived out on the 14th May, and the following P. and O. mail of April 2 was received on the 15th May (three days early). The *Japan Herald* supplies the following summary of news:—

The doubts which we recently expressed as to the power and constitution of the *Gen-ro-in*, have been fully confirmed, for not only is every member of it to be selected from amongst paid Government officials, but its power is limited to discussing matters—not such as are of interest, and may be brought forward by any one of its members, but, as we learn from one of the published rules, only those which emanate from the Mikado. This so-called Parliament is merely a debating society, without power or authority, and has no more similitude to a real body of representatives than the Oxford or Cambridge debating societies have to the House of Commons.

The Japanese Budget for the first six months of this year has been published without a word of explanation, and has caused some little astonishment in the financial world. Last year's Budget showed that, leaving aside the balance from the previous year, the receipts were $59,359,000, and expenditure $62,169,000. This year we are requested to believe that the receipts for *six months* amount to $58,729,000, whilst the expenditure is $39,022,000, thus showing a surplus of $19,700,000. Should these figures be correct, there is only one way of accounting for this, and that is that the majority of the land taxes (which constitute by far the larger portion of the income) fall due in the first half of the year. If this view is permissible, it should have been so stated, as the promulgation of a balance sheet, showing a surplus of nearly $20,000,000 in six months, has caused very grave doubts as to the truthfulness of the figures published.

The mercantile community both in Japan and China have learnt, with much gratification, that the fortnightly mail service between Yokohama and San Francisco is to be resumed. The Pacific Mail S.S. Company and the Occidental and Oriental S.S. Company have guaranteed that communication between Japan and the Pacific coast shall be maintained fortnightly as heretofore. It is also fortunate for the interests of the proprietors that a good understanding should have been arrived at, preventing an imminent competition between these two companies, which would probably have eventuated in great loss to both. The same rates of passage and freight will be charged. The same officers will attend to the management of both concerns, and the business of each will be conducted in the same offices. Such is the state of affairs at present,—one which we hope will continue so long as it conduces to the prosperity and progress of the foreign settlements in the last, and secures to the proprietors of these companies a fair return for the capital invested in them.

The trial of King Yao, the compradore of the Deutsche Bank, charged with embezzlement, was commenced on the 12th May, at the Saibansho, but nothing of importance was elicited beyond the particulars we have already published. King Yao was formerly in the employ of Messrs. Birley and Co., of Hong Kong,

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and while with them he committed a robbery which resulted in his condemnation to a term of imprisonment at that place. On the 4th May the whole of the six Chinese shroffs at the Deutsche Bank were given into custody, on the suspicion of their having been in collusion with the compradore. One fact has been ascertained since the discovery of the robbery which places matters in a rather alarming light. It appears that nearly the entire Chinese community—certainly a large and responsible portion of it—and presumably the Chinese Guild, knew that King Yao was a convicted felon, yet not one word of warning was given to any one, and he was recommended to Mr. Mammelsdorff by two of the most trusted compradores in the place.

Another Chinese compradore has absented himself without leave, and embezzled money entrusted to him. On the 4th May the compradore of Messrs. Walsh, Hall, and Co. went to Mr. Engert, in the employ of the house, and asked for money to pay the monthly bills. The clerk told him that he must have sufficient in hand, and did not comply with his request. The same afternoon the compradore of Messrs. Finlay, Richardson, and Co., who is one of the compradore's sureties, came to Messrs. Walsh, Hall, and Co., and told those gentlemen that they had better look out, as it was possible that their compradore, "who had been speculating," might go away by the French mail. This statement, and the peculiar proceedings of the compradore, aroused suspicion, and Messrs. Walsh, Hall, and Co. sent for the compradore. He was absent. His cash balance was examined, and found to be deficient in about $600. Search was shortly instituted for the absentee, who was discovered hiding in his own house, where he was taken into custody. The loss to the firm will be little or none, as the defaulter is largely secured; but several in the employ of the house are said to be sufferers to the extent of the sums they had in the hands of the compradore. Mr. Piquet, for instance, is said to have had a deposit of $3,000 in the man's charge. The total amount of the defalcations is estimated at $4,000.

The Consular Court was densely crowded during the investigation into the case of Adds and Withers, accused of complicity in the recent embezzlement from the funds of the Comptoir d'Escompte. Never before has so much general interest in any trial been evinced in Yokohama. The total amount of the ascertained defalcations of the deceased is stated by the manager to be $67,775. The acquittal of Captain Withers has given universal satisfaction. The public feeling is that he was the victim of circumstances over which he had no control, and that he had no guilty knowledge whatever of the circumstances which led to his being appointed to the command of the *Iris*.

The Japanese Government has despatched two vessels to Korea to reconnoitre, and to acquire information about its coast and harbours. The vessels are to proceed up the river to the capital. Should the Koreans adopt the same hostile policy as that adopted towards the Americans, the chances are that the vessels may be fired on by the Koreans, in which case something serious may arise out of the affair. Some time ago a rumour prevailed that the Koreans were less hostile towards the Japanese than of late years they had been; but the report has lacked confirmation, and the action taken by the Japanese Government would seem to indicate that they either intend to bring affairs to a crisis, or that they expect that the knowledge they seek to gain of the vulnerability of the Korean peninsula will be of use, should hostilities be declared between the two countries.

The Imperial Japanese corvette *Tsubo-Kan* will shortly be despatched on a four months' cruise round the islands. The object of the cruise is to give the cadets of the Naval College an insight into the practical working of their profession. Leaving Yokohama, she will proceed to Hakodate, thence to Nakasaki, thence to the Inland Sea. She will then call at various ports, and return to Yokohama.

The Minister of the Interior has just distributed three classes of rewards to the most successful raisers of eggs of the best silkworms in Japan. In the first class there are only four prize-takers, one of whom is a grower of Yokohama. To each of these the sum of 25 yen has been awarded. Three growers have been rewarded with 17½ yen each, in the second class; and three others in the third class have received 10 yen each.

The *Echo* says that forty houses were destroyed by fire in the village of Shimongamura, Gochiu, on the 19th April. On the 24th another fire destroyed twenty more houses; and on the 30th a third fire broke out, and a violent wind impelled the flames, which destroyed almost the entire village. Many people were found burnt to cinders in their beds. Thirty houses are also said to have been destroyed in a fire in Funa-daiko-matchi, Nagasaki.

Our Spring race meeting has passed off with its usual success, but much indignation has been shown at a most discreditable attack by the *Japan Mail* on the motives of the gentlemen forming the committee of the Race Club. The tone of this article has been universally condemned by all who are acquainted with the subject. The meetings of the Yokohama and Yedo Amateur Athletic Associations have also taken place; and a concert in aid of the hospital, and a theatrical performance have added to our amusements. The cricket season has been opened with a match between our home club and H.M.S. *Challenger*, in which the latter was badly beaten.

H.M.S. *Challenger* has left here for a cruise in the Inland Sea. The French ironclad *Montcalm*, carrying the flag of Admiral Krantz, and the corvette *Volta*, having on board the Duke de Penthièvre, arrived here on the 12th May.

The many friends of the house will be glad to learn that the old established firm of Messrs. Aug. Heard and Co. have resumed business both in China and Japan.

The Rev. Mr. Syle has retired from the pastoral charge of Yokohama. The Rev. Mr. Piper is now officiating at Christ Church.

The Mikado has been making frequent public appearances, having been present at the theatre, &c.

The subjoined items of intelligence are from the *Japan Mail*:—

The negotiations opened some two years ago between the Governments of Japan and Peru have had a more auspicious termination than might have been anticipated from the circumstances attending their commencement. A treaty of friendship and commerce between the two countries was signed some little time back, and, after ratification, was exchanged on the 17th May at the hands of Senor J. F. Elmore, LL.D., on the side of Peru, and H.E. Terashima Munenori, specially appointed by H.M. the Mikado Plenipotentiary *ad hoc*. Senor Elmore has been appointed in permanent mission in Japan and China, and has received full powers for the exchange and ratification of both the Chinese and Japanese treaties. His staff, consisting of a Secretary of Legation and an *Attaché*, have arrived. Having concluded part of these preliminary duties here, he leaves shortly and temporarily for Peking for a similar purpose in China, after the accomplishment of which he will reside in this country. We trust that the intercourse which Senor Elmore has been instrumental in placing on its present footing will be one of increasing friendship and advantage to the respective countries interested in these negotiations. An official dinner, to be given to the Japanese Cabinet and the foreign representatives by Senor Elmore on the 29th May, will celebrate the exchange of the treaty with Japan.

It is notified by the Judicial Department that Japanese subjects who may have legal claims to establish against foreigners must lodge information of the nature of their claims at the respective *Fu* or *Kencho* of the foreign concession in which the foreigner resides. They will then be supplied with a note to the Consul which will enable them to take proceedings for the recovery of their debts. The *Nisshin Shinjishi* has authority for stating that Superior Courts of Judicature will shortly be instituted in Yedo, Osaka, Nagasaki, and Fukushima.

An accident has occurred on lot 113 from the falling in of a framed roof on which some native workmen were engaged. Two of the men were much injured by their fall, and were removed in an insensible condition.

We learn that it is intended to send a small detachment of troops to the Loo Choo Islands, avowedly with the view of protecting the inhabitants.

Messrs. Bourne and Co. have sold lot 149 Bluff, containing 454 *tsubos*, with residence, &c., for $3,000.

HIOGO-OSAKA.

Our advices extend to the 19th May; the French mail from London 26th March was received on the 17th May. The following items of intelligence are from the *Hiogo News*:—

The expected stay of H.E. Sir Harry S. Parkes till the 11th May at this port, together with the unwonted accident of the presence in the harbour of two French men-of-war and a British gunboat, were taken advantage of by Mr. Annesley, H.B.M.'s Acting Consul for Hiogo and Osaka, to issue invitations for a ball on the 10th May. No room in H.B.M.'s Consulate being of suitable proportions, the use of the Municipal Hall was obtained, and this place, well lighted and tastefully decorated by the kind assistance of Captain Paul, of the *Mosquito*, proved large enough for the purpose. By one of those exasperating *contretemps* which occasionally occur to mar the most carefully made arrangements, the P.M.S.S. Company found that the exigencies of trade necessitated the sailing of the *Golden Age* on the afternoon of the 10th May, and as the departure of Sir H. Parkes and suite could not be delayed till the following steamer the ball was deprived of the presence of one of its chief guests.

On the 24th of April were struck at the Imperial Mint at Osaka the first 3,000 of the new Japanese trade dollar. This may be said to signalise another attempt on the part of the Government to constitute itself the medium of supplying the necessities of Eastern trade in the way of a circulating medium, but what the final outcome of these efforts may be it is not easy to foresee. The new trade dollar is a handsome coin, very like the original silver yen, but in place of the Chinese symbols signifying "one yen," it presents three figures, signifying "trade silver," and on the other side, in Arabic numerals and Roman letters, "420 grains; trade dollar ·900 fine."

The Hiogo execution ground has witnessed the last public appearance of two notorious criminals. Fourteen months ago Kobe was startled into a feeling of insecurity, which has never yet since been quite allayed, by the discovery that in a populous street close to the Saibansho the house of a man of good repute

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had been entered during the night and himself and family barbarously murdered, without any alarm whatever having been raised. After the lapse of some time the police succeeded in arresting two men, who have since admitted their guilt. They were respectively only twenty years and eight months and sixteen years and nine months of age, but were both old offenders, and when sentence was formally passed upon them both betrayed the utmost indifference. They were afterwards led to the execution ground, when the elder died quietly and the younger with bravado. The congregation of Japanese outside the Saibansho was very great, and a considerable crowd accompanied the prisoners to the execution ground, where the two heads were exposed for three days.

Lot No. 74, Foreign Concession, containing 287½ tsubos, has been sold by Mr. K. de Piotrowski to Mr. J. Gillingham for Mex. $200. This lot was originally sold at the land sale of May, 1870, for Boos 9.05 per tsubo. Lot No. 91, Concession, has been sold by public auction by Messrs. A. De Ath and Co., Messrs. C. and J. Favre-Brandt being the purchasers, for Mex. $2,500. The lot contains 295 tsubos, and has erected on it a two-storied store and dwelling house, a brick godown, and substantial out-houses. The sum realised could have hardly represented a third of the original cost of land and buildings.

The Annual Athletic Sports were held on the 24th April, and the afternoon was to have afforded a general holiday, but the pleasure was marred by a soaking downpour of rain, it being the first time, says the *News*, that the Club's gala day has turned out a wet one. Twelve "events" were nevertheless got off.

The steamer *Parana* fell in, on the 26th April, eight miles from the Isumi light-house, with some shipwrecked Japanese, floating on a capsized boat. Two men and a woman were rescued, and one man, quite dead, left behind. From the state they were in they must have been exposed for some time, two of three saved showing symptoms of insanity, and all being too weak to move.

CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 16th May; the French mail from London, March 26, was received on the 10th May, and the following P. and O. mail of April 2 arrived out on the 14th May. The following summary of news is from the *North China Herald*:—

The Taoutai has issued a proclamation recalling his former order about the "Defence Tax," and has thus made the resemblance to the Tientsin episode complete. The native merchants will resume business forthwith. The Taoutai's attempt to introduce more rigour into the Defence Tax has excited discussion on the whole question of local taxation; and it is urged that, taking Sir Edmund Hornby's late judgment as a standpoint, the Chamber of Commerce should move the Foreign Consuls to oppose the whole mass of illegal squeezes that are now levied in the Settlement. In connection with this question, we reprint a list that was brought to notice by Mr. Hanbury some years ago, of rates levied by the Taoutai on various British manufactures, when delivered from the foreign godowns to Chinese shopkeepers in the Settlement, and which we believe holds very good at the present day:—

			Sh. Tls.
Grey Shirtings, per bale of	50	pieces	2.31
White, „ per case of	50	„	2.43
T-Cloths, per bale of	50	„	1.62
Drills, „	30	„	1.72
„ „	15	„	1.05
Fig. Orleans, per case of	50	„	5.75
Camlets, per bale of	10	„	4.14
Long Ells „	20	„	3.00
Medium Cloths,	6	„	2.76
Chintz, per case of	50	„	1.87

A correspondent signing himself "Viator" imagines difficulties in the way of proving the squeezes, and questions whether any real advantage would ensue from their abolition. It seems to us that he answers his own question. He asks us to inform him how the Chamber of Commerce and foreign merchants are to collect facts about local squeezes, and proceeds to give a series of those facts in the shape of a tariff of taxation. We are not at all surprised to learn that no shopkeeper would venture to give evidence in a Court of Inquiry, as a witness, against the existing squeezes. But neither is it necessary that he should do so. If the Chamber of Commerce can satisfy themselves by private inquiry—as "Viator" has done, and as we have done—that the tariff he gives represents approximately a system of local taxation indulged in by the Taoutai, it will be sufficient for them to state the fact with the weight of their authority to the foreign Consuls. The Consuls would, we presume, feel justified in conveying that representation to the Taoutai, with an expression of opinion that to levy such taxes in Shanghai is illegal. The Taoutai will then be committed to one of two courses. Either he must deny the existence of the taxes, in which case every Chinese tax-gatherer found in the settlement can be arrested as a thief, or he must admit and strive to defend the legality of the taxes—which he will find it exceedingly difficult to do. If there is no object in reducing taxation, that is another matter; it is almost surprising, in that case, that so much outcry is made about the imposition of barrier dues in excess of the stipulated transit dues. But we hardly think foreign merchants will agree with "Viator's" conclusion in that respect. It may be that the abolition of the tax would not enable the merchant to sell his goods higher, but it would cheapen them to the consumer; and that is generally held to be an advantage, with a view to extension of trade. We cannot see why taxation of any kind, beyond the stipulated import duty on goods sold within the limits of the port, should not be rigidly opposed and prevented.

It has been found necessary to postpone the ratepayers' meeting, which now stands fixed for May 18. The postponement was necessitated by various causes—1st, the report had not been circulated; 2nd, the revised land regulations are not even yet ready for circulation, and the ratepayers must certainly have some days to consider these before they are asked to vote them. But the ordinary meeting might have been quite well held on the 11th, and discussion on the land regulations postponed if the report had been printed in time. Then a rather startling proposition was, we hear, received at the last moment from the General Hospital trustees. They propose asking the ratepayers to sanction the issue of debentures for Tls. 35,000 to build a hospital on the new site which they have bought for some Tls. 13,000 in Hongkew. The Council have, we understand, very rightly declined to bring forward the proposal officially, and we suspect the ratepayers will think the case is hardly one for the Municipality to take up—at any rate on its present basis. The trustees offer to pledge the property and income of the hospital as security; but these would be rather a white elephant, if it should not prove remunerative. The Municipality would be then placed in the unpleasant dilemma of having to close the institution, or work it themselves at a loss. The only measures, so far as we hear, that the Council purpose bringing forward are a water scheme, a resolution to enable the Council to assess unassessed property, and to hear and decide appeals in such cases, and a resolution regarding W. H. Fogg's Land Tax. The circumstances of this case, as brought out in the late trial at the U.S. Consulate, will be fresh in the recollection of our readers. It will be for the ratepayers to decide whether the abatement claimed shall be allowed.

The Taoutai has assented to Mr. Medhurst's proposition that a joint investigation should be held into the circumstances of the Quinsan riot, and the two prisonors have been handed over to the City authorities. The Tipao of the village has been ordered down, and on his arrival the case will be tried.

It is officially notified that a wrought-iron screw-pile Lighthouse will shortly be erected near the Lismore wreck, on the port side of the channel, at the entrance to the Woosung River. The work has been undertaken by Messrs. Farnham and Co., and we understand that the *Kwa-shing*, towing their pile-driver, started yesterday morning for Woosung, with the Engineer-in-Chief and Mr. Blethen on board. After the erection of a temporary stage close to the Lismore wreck the work of erecting the wrought iron screw-pile tower will be proceeded with. The illuminating apparatus will be *fixed* Dioptric, of the Sixth Order, showing a *red* light visible all round, and this will involve an alteration in the Woosung Light. On the exhibition of the above wreck light, the *red* sector of light now shown on the port side of the channel from the Woosung Lighthouse will be replaced by a white one, but no other change will be made.

A Flower Show has been often talked about in Shanghai, but one has never yet been held. The first exhibition of the kind is to be held on the 24th and 25th May, in the British Consulate Compound. It is hoped that the contributors of specimens of flowers, fruits, and vegetables will be numerous, so as to make the show a successful one, and give encouragement in future years.

The National Bank of India has opened a branch at Shanghai, at the premises on the Bund formerly occupied by the Deutsche Bank.

The steamer *Conquest*, while on her way down the Peiho river on the 4th May, bound to Nagasaki, *via* Chefoo, met with an accident to her machinery. Endeavours were made to proceed to Chefoo, but after several attempts she was obliged to return to Taku, where she will be detained until the damaged portion of the machinery can be repaired at this port and forwarded to Taku.

Messrs. Crofts and Sewjee have held their usual sale of racing ponies and griffins at the Horse Bazaar. There was a good attendance of buyers, and some fair prices were realised, but in several instances the animals offered, although presenting attractive points, were knocked out at a low figure.

We take pleasure in noticing a new publication in Chinese, of which the first number is just at hand. It is a neatly got up illustrated sheet called *The Child's Paper—Monthly*. It is difficult to over-estimate the value of work among and for the benefit of children, whom it is far easier to improve than the grown-up Chinese. The utter absence, as we understand, of all such literature among the Chinese gives additional interest to this effort. The publisher expresses a hope that he will be able to illustrate the articles with original engravings, with Chinese costume and

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surroundings. In the present number there is a specimen of this kind of work which, though inferior, will perhaps be more attractive to a Chinese child than the better executed foreign prints. We wish the enterprise success. The Rev. Mr. Farnham makes himself responsible for it, though it will need the co-operation of all interested to make it a success. It is in an easy classic style, that it may be used in all parts of the Empire, and the child may the more readily get it read to him if unable to read for himself.

We hear that four of the Manila lottery tickets for the May drawing, sold by Messrs. Kelly and Co. in Shanghai, have drawn good prizes. The $15,000 and one $1,000 prizes have been won by foreigners, and a $3,000 and a $500 by Chinese.

The lecture on "Food," delivered by Dr. Jamieson before the Temperance Society, has been printed as a pamphlet, and is for sale at Messrs. Kelly and Co.'s.

The following items of intelligence are taken from the *Celestial Empire*:—

At the meeting of the Shanghai Waterworks Company held on the 10th May at the Offices of Messrs. Little and Co., it was stated by the Chairman that the Company were quite ready to go on with their works; but that he thought they should wait, in view of the statement that a water scheme was to be brought forward by the Municipal Council, until they saw what scheme would be supported by that body. The meeting was accordingly adjourned until after the Ratepayers, Meeting.

We recently mentioned the case of two of the Che-hsien's runners who had been charged with attempting to extort money from some houses in Smith's-market, and who had been sent by the Mixed Court magistrate to the Che-hsien for examination and punishment. The latter has now investigated the case, and finding the runners guilty, dismissed them from their employment, and ordered them 200 blows each, and to be stationed in the cangue for ten days in front of the houses from which they had tried to obtain the squeeze.

There has been a noisy sacrifice of propitiation lately offered on the space cleared by the late fire in the Maloo, the tenants of each house contributing five dollars, and the sum thus amassed being expended in a quantity of crackers and other detonating nuisances, and in paying for the services of a number of priests. Some of the more prominent votaries were brought up to the Mixed Court, and Chên sent the noisy men to prison for three days.

A negro named John Williams, a seaman on board of the British barque *Corea*, was tried on the 19th April by H.B.M.'s Consul at Newchwang, and sentenced to one year's imprisonment with hard labour, for having stabbed the captain of the ship with a sheath-knife. For several days the wounded man's life was in danger, but he is now progressing favourably.

H.M.S. *Audacious* arrived at Woosung on the 15th May from Hong Kong. The *Modeste* and the *Vigilant* arrived on the 10th May in Hankow, and are expected to leave again on the 17th.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

A sad accident has occurred at the City Arsenal. While proving a smooth-bore muzzle loading gun, cast by native workmen, the gun burst at the breech, causing such fearful injuries to the unfortunate man who was firing, that he expired in a few minutes. One large fragment of the gun struck him in the forehead—smashing in the whole of the fore part of his head. Now that a man has been killed, we understand that, in future, all guns, when being proved, are to be fired electrically on the Woolwich system—under the supervision of Mr. J. A. Betts.

The news from Formosa is somewhat conflicting; but from what we gather, the position of the Imperialists is in no way improved. An irregular kind of warfare prevails; in which the aborigines (who are fighting for bare life) are almost invariably victorious. The recent execution of an Imperialist officer—for rank cowardice in the face of the enemy—may have a salutary effect on the rest; but we are doubtful.

The Arsenal authorities are vainly attempting to dredge the river by means of a wretched little machine, worked by steam, it is true, but utterly worthless for any practical purpose, short of dredging a creek. Pending the arrival of more serviceable machinery, the authorities would, we think, act wisely in saving their coal and labour, as, at present, the game is hardly worth the candle.

A very handsome obelisk of white Sicilian marble has recently been erected in the cemetery, to the memory of our late respected fellow resident Mr. R. P. Williams—whose sudden and lamented death we recorded in August last.

The daily courier service between this place and Amoy was resumed on the 1st May. Letters, &c., are delivered in about 45 hours—at either end.

Mr. Pedder (H.B.M.'s Consul) and family arrived on the 29th April, per *Douglas*.

We understand that H.B.M.'s S. *Kestrel* will leave for Tamsui next week.

HONG KONG.

Our advices by the present mail extend to the 22nd May; the French mail from London April 9 was received on the 16th May. The following items of intelligence are from th *China Mail*:—

At the Criminal Sessions of the Supreme Court Albert Fry Chambers was indicted for obtaining a sum of $42,380 from the Hon. James Whittall by false pretences, The charges, as set forth in the indictment, were as follow:—

1. That the prisoner falsely pretended to Mr. James Whittall that he was entitled to a legacy of £5,000, and another legacy amounting, with accumulated interest, to £4,000, by which he obtained from Mr. Whittall $6,500. 2. That he falsely pretended that he had invested money on mortgage at Shanghai, and that $13,000 would be at his disposal at the end of August, 1872; also that he was entitled to moneys in England, whereby he obtained from Mr. Whittall $6,500. 3. That he falsely pretended that he would receive by mail of 16th September, 1873, a sum of from £1,500 to £2,000, that he had inherited £5,000 under his father's will, and was further entitled to $36,000 as funds of one Newton, which would be available on 25th October, 1873, whereby he obtained from Mr. Whittall the sum of $13,000. 4. That by means of falsely pretending to have received letters from England informing him that he was entitled to sums of £5,000 and £7,000, &c., he obtained from Mr. Whittall the sum of $16,380.

The accused pleaded guilty, and the Attorney-General said he had another information for embezzlement, but as he had pleaded guilty to this indictment he would not proceed with it. The prisoner was then sentenced to three years' penal servitude on the first count; another three years on the second count; and a third term of three years on the third and fourth counts, making in all nine years.

An extraordinary meeting of the Victoria Fire Insurance Company of Hong Kong, Limited, has been held at the Office, Queen's-road. The Chairman, Mr. Andre, said that the meeting had been called by circular addressed to the shareholders, which stated that the business was—"To receive a statement from the Secretaries, and to provide for the future management of the Company." Since the circular had been issued, the directors had received a notice from a number of the shareholders, representing altogether 500 shares, requesting them to call an extraordinary meeting for the purpose of taking into consideration a proposition to voluntarily wind up the Company. The directors had considered the requisition, and a meeting had been called for the 24th May. He therefore begged to propose, "That this meeting be adjourned *sine die*, and that the directors continue to work the office until the extraordinary meeting called for the 24th for the purpose of winding up the Company. The resolution was carried.

The sea robbers in the Canton waters are getting more daring every day. They openly levy black-mail from peaceful traders, and go so far as to send notice to them that if they do not comply with the request, they will be attacked. A junk which plied between Seulam and Canton was threatened in this way the other day, but the master, instead of complying, bought a quantity of ammunition with the money he would have to pay as black-mail, and was determined to make a resistance. We have not heard the result.

A very daring robbery, accompanied by murder, has taken place. The house of a very wealthy man of the literary class in Poonyü district wss attacked by a band of robbers, who numbered over 100. Knowing the great wealth of the family, and the resistance they might receive, the robbers discharged their firearms at random, when they had effected an entrance, in order to frighten those who might be disposed to resist, and mortally wounded the nephew of the master of the house. The robbers succeeded in making a very good haul, having, it is said, made away with property worth not far short of $20,000.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 30th April, is published in the *Gazette*:—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation ...	$506,728	$250,000
Chartered Mercantile Bank of India, London, and China ...	685,727	230,000
Chartered Bank of India, Australia, and China	398,973	150,000
Hong Kong and Shanghai Banking Corporation	1,672,848	700,000
Total...	$3,264,276	

The Committee of the Victoria Recreation Club deserve much credit for the vigorous manner in which they have pushed on the work at the new Boat-House and Gymnasium. These buildings are now all but finished, and we hope soon to see a few boats safely lodged under cover, in view of the resuscitation of our annual regatta. The old stone erection, known as the Green Wharf, which was swept away in the general wreck of the typhoon, is to be replaced by a pile pier similar to that at Pedder's Wharf; and besides it being an improvement to the appearance of the place, there is a probability of its withstanding any future heavy sea better than the stone pier. A pile breakwater is being formed in front of the sea wall, which will break the force of the sea and possibly ensure the safety of the other buildings.

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H.M.S. *Thalia* has arrived from Nagasaki, having one case of small-pox on board. She flew the yellow flag at the fore, and shortly after her arrival was shifted to the west end of Stone Cutters' Island, where she still remains in quarantine.

The report of the commission on the blockade, and the answer of the Secretary of State to the memorial have been published. They have excited much discussion.

Mr. Frayling, bandmaster of the 80th Regiment, has been presented with a handsome gold and silver mounted ivory baton, by a number of his well-wishers.

Tenders are invited in the *Gazette* for the construction of roads and drainage improvements on British Kowloong.

The captain of the German barque *Livingston*, which arrived on May 15, was washed overboard and drowned on the passage out.

The *Overland Trade Report* contains the following items of news:—

An extraordinary meeting of the shareholders of the China Traders' Insurance Company was held on the 10th May, at their offices in Queen's-road. The Chairman said that as a wish had been expressed on one hand that the Company should be continued on an independent basis, with a board of directors, secretary, and agencies at the outports, and on the other that the Company should be wound up, he thought that it was only fair they should take the sense of the meeting. A long discussion ensued, and eventually five propositions were submitted to the meeting by the Chairman, to the effect that the Company in future be conducted by a board of directors and secretary; that the accounts hereafter be made up yearly to 30th April, and that the profits (if any) of the past six months be carried to reserve fund; that capital of the Company be replaced by the transfer of $200,000 from the reserve fund; and that any and all dividends which may be received from the estates of Messrs. Augustine Heard and Co. and Messrs. Fearon and Co., and any salvage from outstanding claims, be placed to reserve fund. After some criticism, they were put to the meeting, and passed, with only three dissentients. Some very strong remarks on the conduct of Messrs. Augustine Heard and Co. were read by Mr. Stephens, a shareholder. They were not, however, supported by the meeting.

The Occidental and Oriental Steamship Company announce that the pioneer steamer of their line, the *Oceanic*, will arrive in this port on or about the 27th May, and will leave here for San Francisco on the 7th June. The line is to be worked in co-operation with the Pacific Mail Company, and the agent of the latter has also been appointed acting agent of the former.

The Colonial Government are constructing a road from the landing place at British Kowloon to Yowmahtee, and making other improvements on the mainland.

It is stated that one box of treasure has been recovered from the wreck of the *Japan* by those on board the *Scotland*.

JAVA.

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BATAVIA.

The following summary of Atchin intelligence is taken from the *Batavia Handelsblad* of the 8th May:—

From the Military and Civil Commanding Officer at Atchin a telegram has been received, running as follows:—"25th April,—Enemy's positions at Lohong taken—Loss one man killed and twelve wounded. 18th April,—Flag has been hoisted at Sunghy Raya on East Coast. State of health satisfactory, mortality slight." This is favourable intelligence—the political horizon is becoming clearer and clearer—the smaller petty States are becoming more and more submissive; gradually they will proceed to obey our directions, and the time is at hand to cause ourselves to be represented by an official, who will naturally have to be supported by a small military force. It is to be regretted that General Pel has not sufficient soldiers to enable him to operate more extensively and to take the offensive more vigorously. Although small victories like the above heighten the *morale* of our troops, they do not sufficiently discourage the enemy. To our regret we hear that the barracks constructed on the grassy plain outside the Kraton have been built on the ground without a proper flooring, while all the natives build their houses on posts, whereby the flooring is raised several feet above the soil, whilst the wind can have free play under the dwellings. But putting these by-points aside, we are still thankful for the promising course of matters,—as the close of the war cannot be far off. Not that we too readily believe in a total cessation of resistance, but we do believe in the end of combined resistance. The power of the headmen will become broken, and, as has happened in all Netherlands Indian was, they will die out, or fall into our hands.

The following intelligence is from the *Indier* of the 16th May:—"Since our previous mail summary news has again been received of several advantages gained at Atchin. A telegram from the military and civil officer contains the following communication: May 2—Lamtebu, Setu, and Gichil Oleh-lu taken and occupied. Losses—two killed; wounded, one officer (who died the same evening), ten privates, and three coolies; missing, one trooper. May 6—State of health satisfactory. General Pel is not sitting still, and is approaching Bital more and more closely. He has, however, again asked for reinforcements.

The present condition of the island of Bengkalis, off the Siak coast, is thus sketched in the *Sourabaya Courant*:—

Bengkalis, the recently stationed chief town of the newly established residency on the east coast of Sumatra, is situated on Brouwer's Straits, which form the only large and safe roadstead to be found on the Netherlands side of the Straits of Malacca. The roadstead of Bengkalis, although more capacious, has, as to its safety, much resemblance to Madura Straits, off Sourabaya. But the ships themselves have yet to come. The only vessel that floats upon the wide and smooth watery surface there is a condemned gunboat. Once a month the little steamer *Sunda* brings us letters and news from Europe and Java. Bengkalis itself, considered as the chief town, has not yet much that calls for particular attention. It chiefly consists of a small and miserable settlement of Chinese who live by petty trading, and often by buying up the so well known *trubuk* roe. Their dwelling-houses consist, in general, of plank huts roofed with attap. All this gives, hence, a very ugly look to the place, as the only brick building is the comptroller's house, in which the Resident is temporarily staying. The remaining houses—very few in number—intended for Europeans are of wood, and are likewise roofed with attap. I cannot understand how it is that an Englishman could, after visiting this place, give in the *Penang Gazette* such a highly coloured account of Bengkalis as being flourishing and busy. Nevertheless, we on the East Coast have a future before us. Deli, situated more to the north, is flourishing, and has, of late, increased amazingly in population, prosperity, and even wealth, by means of the numerous tobacco plantations, which are daily extending, and yielding fair profits. For Bengkalis, also, the door is standing open, a site having been chosen for the so-called new town. Large blocks of land have already been marked out, and are intersected by well made and wide roads. On these will be built the barracks and the officers' houses, &c., for the future garrison. There will also rise up the Residency house and office, and whatever other Government buildings may be required for such a settlement. To the remaining officials and to private persons, an opportunity will be afforded for building houses, provided they have means. Should all this be accomplished, Bengkalis will certainly be no despicable place. Perhaps a still greater future awaits it in consequence of its favourable situation. Should, for instance, cultivation extend along the banks of the Siak river, and should the matter become the highway to the East Coast for the Ombilien coal fields in the interior, Bengkalis will undoubtedly become a colossal coal depot, hereby an active movement of shipping will naturally be called into action.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 29th May; the French mail from London April 23 was received on the 24th May, and the following P. and O. mail of 30th April arrived out on the 29th May. The following summary of news is from the *Straits Times*:—

The principal public events have been connected with the departure of Sir Andrew and Lady Clarke for Calcutta. They were entertained on the 20th May by the Maharajah of Johore at a grand banquet, to which all the leading residents of Singapore were invited. Many of the party remained till late next day, when Lady Clarke christened the first locomotive on the Maharajah's railway, which is being rapidly pushed forward—the engine being named after herself. Previous to Sir Andrew Clarke's departure an address was presented by the Chamber of Commerce, thanking him for the attention he had paid to the interests of trade and the deference he had shown for the opinions of the Chamber in all questions affecting commercial interests; and an hour before his embarkation a large deputation of Chinese residents presented him with an elegant address in Chinese, signed by all the leading Chinese residents in the three Settlements.

Sir Andrew and Lady Clarke left for Calcutta in the steamer *China* on the 26th May, and notwithstanding a heavy down-pour of rain, there was a goodly attendance at Johnston's Pier to witness the embarkation. Sir William Jervois, Maharajah of Johore, all the military and civil officers, and many of the residents, were present, and a great many ladies braved the weather to show their respect and esteem for the departing Governor. The covered portion of the pier was handsomely draped with flags and evergreens, and Messrs. A. L. Johnston and Co.'s verandah, which was filled with spectators, was decorated with flags. A guard of honour of the 1-10th was in attendance, but after getting thoroughly drenched they were withdrawn. Sir Andrew and Lady Clarke arrived somewhat late, having been detained doubtless by the heavy rain, and after a great many leave-takings, stepped on board the steam launch belonging to the P. and O. Co., which was placed at their disposal by the Agent of the Company. Three hearty cheers were given for Sir Andrew Clarke, and three more for Lady Clarke, after which the launch moved rapidly off towards the steamer, which lay far out in the roadstead; the company stood watching her for a long way out, straining their eyes to catch a last glimpse, and many would not leave their positions until the ensign, hoisted at the steamer's foremast, signalled their arrival on board.

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A few days since a policeman on duty in Campong Glam, Beach-road, saw a Chinaman trying to pull two Annamite women into a house; the women, resisting, managed to drag the Chinaman into the street, when the constable arrested all three and took them to the police-station. Inspector Richardson made inquiries, when the women declared they had been kidnapped from a place in Cochin China, and brought to Singapore against their will, together with another Cochin Chinaman, and they (the women) were sold to the master of the house in Beach-road, The circumstances were reported to the Inspector-General of Police, and the Chinaman who imported and sold the women, together with the keeper of the house, were charged before Captain Douglas, Magistrate of Police, under several sections of the Penal Code, and committed for trial at the next Assizss.

The stone beacon which marked the Sultan Shoal,—a large coral bank in the way of steamers entering and leaving by way of New Harbour,—was completely destroyed by lightning a few days ago, and will have to be replaced by a temporary one. This beacon was a prominent guide to the channel, and captains of incoming steamers from the westward should take especial note of the fact of its demolition.

Major-General Colborne, Commander-in-Chief of Her Majesty's troops on the China station, arrived here from Hong t ong by the present mail to inspect the troops, barracks, &c., in he Straits. He is accompanied by Lieutenant-Colonel Hall, R.A., who has come down to inspect the Artillery here.

Her Majesty's birthday, the 24th May, was observed as a holiday by the Banks, and the flagstaffs were decorated with flags and a Royal Salute fired from Fort Canning at noon. The Government, however, observed the 28th as a holiday in honour of the occasion.

A convention has been entered into between the Queensland Government and this colony by which the postage to Australia, Tasmania, and New Zealand, *via* Torres Straits, has been reduced by just one-half, letters now costing only 6d., and newspapers a penny each. This must have the effect of attracting the greater part of the postal matter from the Straits, China, and Manila, to this route.

The prima donna, Signora Maria Palmieri, assisted by Signor Tito Palmieri and Signorina Alice Persiani, will visit Singapore in a few days on her way to China and Japan, and intends giving two concerts here. She has been giving very successful concerts in Australia, and is at present in Java.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market had been at a complete standstill. Yarns and Shirtings were difficult of sale, and all kinds of Woollens, with exception of Mousselines, were neglected. Large arrivals had further depressed the market for manufactured Iron: quotations were nominal, and tended downwards, more especially for assorted Nail-rods.

HIOGA-OSAKA.—The position of the market, as regards quotations and deliveries, had varied but little. Cottons. Yarns:—Large arrivals at Yokohama had caused rates to decline. Grey Shirtings: The limited business of the month had again been confined exclusively to 7 lbs. goods. Prices showed no improvement. Chintz: A steady demand was reported for Assorted at low rates. Turkey Reds were saleable, but former quotations were barely maintained. Victoria Lawns showed a slightly better feeling at the close. Holders of Black Velvets generally declined the low rates offered. Worsteds and Woollens: Black Lastings had improved a little. Plain Orleans maintained their value, and a somewhat larger proportion of Assorted Colours had been taken. Mousselines de Laine were less in request owing to the season.

TIENTSIN.—Common T-Cloths active; best not wanted. English Drills and Sheetings in good demand. 7 lbs. and 8¼ lbs. Grey Shirtings, quiet.

CHEFOO.—Messrs. Wilson, Cornabè and Co.'s Circular says:—Business generally has been rather inactive. Cotton Goods: Grey Shirtings have been in but little demand, but for T-Cloths, Mexican chops, we have had a good inquiry. White Shirtings have been neglected, while Drills have been saleable in small lots. Turkey Red Cambrics have been in good inquiry, but for other Fancy Goods we have had no demand. Woollen Goods have been neglected. Metals: Iron is unsaleable with heavy stocks in the place. Lead can be sold in small lots.

HANKOW.—Sales of Cottons had been almost entirely confined to Grey Shirtings and 7 lbs. T-Cloths. The best 8¼ lbs. (Eagle Chop) had been sold at Tls. 1.9.9; 7 lbs. ordinary T-Cloths were quoted Tls. 1.1.5 to 1.3.0 Woollens showed some improvement.

CHINKIANG.—Messrs. Spencer and Wolff write:—There is little or no change to report in our market for Piece Goods. Small lots are moved off daily at quotations, but if any attempt were made to press sales, lower prices would have to be accepted.

SHANGHAI.—The Chamber of Commerce Circular says:—Since the last mail left, the amount of business done in Cottons has not been large, but, except for Grey Shirtings, prices on the whole have been maintained at about former figures, and in some instances an advance is quoted. 7lb. Grey Shirtings are in small request, and prices rather lower. 8¼lb. Grey Shirtings: Auction sales of common goods have taken place at 2 cands. decline. Good makes are unaltered, with little inquiry. Heavy Shirtings: 9lb. are quoted rather lower; 9.12 are in moderate request at unchanged rates. White Shirtings: 56 to 64 reed, no inquiry; 66 reed, small sales at about previous prices; 72 to 80 reed continue in fair request, and stocks being small, buyers have had to pay a further advance. American Drills, Jeans, and Sheetings: The only sale reported is 1,500 pieces Drills. English Drills: 14lb. are in active demand at 2 to 3 cands. advance; 15lb. not so generally wanted. English Jeans: No inquiry. English Sheetings: In small stock, prices higher. Dutch Drills have advanced 2 to 3 cands., stock reduced. T-Cloths: 6lb. and 7lb. common makes are in good demand at firm prices. For the best qualities the market is unchanged, these being in less demand. Coloured Cottons unchanged in price and quiet. Common Velveteens are firmer. Woollens.—Spanish Stripes are unaltered in value. English Camlets have been sold by auction at a decline of 5 cands., and the market is weak in consequence. For Long Ells there is good inquiry at previous rates. Crape Lastings and Figured Orleans of common quality are lower.

FOOCHOW.—Sales had been: Grey Shirtings, 8¼ lbs., 1,000 pieces at $2.70 to $2.82 per piece; T-Cloths, 72 lbs., 500 pieces at $1.85 per piece; Lead, 550 pigs at $8.50 to $9.00 per picul.

HONG KONG.—The arrivals during the interval, besides mail steamers, had been the s. s. Antenor, with part of Ulysses cargo, Galatea (German), Agamemnon, Craigforth, Horriang, and Africa, bringing full supplies of Manufactured Goods for this market and the north. With the exception of Yarns, for which there has been an active inquiry, the business of the fortnight had been limited to the bare necessities of the hour, and as the Shanghai advices had been more encouraging for importers, the bulk of the recent arrivals had been sent on to the North; by this means stocks had been kept within moderate compass; holders were firm in their demands, and the market closed steady at, in some cases, a slight advance upon previous quotations.

CANTON.—Fair sales of Lead had been made at $8.25 to $8.35 for ordinary brands, and $8.35 to $8.40 for W.B., at which rates 2,000 piculs of the former, and 800 piculs of the latter quality had changed hands, leaving 700 piculs L.B. in stock. No transactions in Quicksilver had been reported, but the metal was quoted at $130 to $132 per picul.

BANGKOK.—Mexican T-Cloths were much wanted at Tic. 3¼ per piece, and none had come forward for a long time. Yarns also continued in demand, but supplies were sufficient, and the price had been lowered slightly to induce larger purchases.

SINGAPORE.—Messrs. Boustead and Co. write as follows:—The arrivals with general cargoes are the steamers Glenlyon and Oxfordshire from London, Achilles from Liverpool, and Brema, brig, from Hamburg. The Piece Goods market has continued quiet during the past fortnight, but without further decline in price, the Manchester advices having become rather more favourable. Accounts from the outports are generally unsatisfactory, and dealers buy very sparingly.

PENANG.—The market had remained excessively quiet, and business during the fortnight had been of a retail nature only. Prices remained without any improvement.

EXPORTS.

TEA.

YOKOHAMA.—Arrivals of new leaf had come forward freely and had met with very general enquiry, the prices asked being considered reasonable: settlements in the interval amounted to 4,000 piculs, making a total of 5,000 piculs since the opening. Prices had ruled rather irregularly, the market having been governed daily by the extent of supplies, and the anxiety or otherwise showu by buyers. The barques Mora and Stillman B Allen were advertised as on the berth for New York, but the rates of freight were not yet fixed Quotations:—$36 to $37; fine, $39 to $41 per picul; finest, $43 to $46.

HIOGO-OSAKA.—The market for New Teas was opened on the 10th May at $45 to $47. Few buyers, however, seeming disposed to operate freely at these prices, and advices of low rates arriving from Yokohama, the market fell about $3 perpicul, and this decline had been maintained. Supplies were coming forward freely, and the crop appeared of good quality. Settlements to the 17th May inclusive amounted to about 1,600 piculs.

HANKOW.—Messrs, Olyphant's circular says:—The first musters of the new Teas were shown on the 13th May, representing twenty-five chops from Ningchow, six chops from Yang Low Toong, two chops from Nep-car-lee, one chop from Ko-Chao, and one chop from Low Yang. The market was opened by the settlement of the last-mentioned chop at Tls. 26 per picul, followed by the purchases all the Yang Low Toongs at Tls. 29 to 30, one chop of Nep-car-lee at Tls. 23½, one chop of Ko-Chao at Tls. 25.8.0, and four chops of Ningchow at Tls. 40 to 48. The prices paid for the Yang Low Toong are much on a par with the figures of last season. The settlements of the other classes are so small that we defer making any comparison. The quality of the Tea from the Hankow districts appears to be satisfactory, so far as can be judged from the musters that have been received. The steamers Fleurs Castle and Lotus have been advertised to load for London at £5 10s. per ton; the Hankow is also on the berth for that destination, and the Glenartney, Glenfalloch, and Bengal are daily expected.

AMOY AND TAMSUI.—Formosa Ooloongs: From Tamsui advices to the 19th May state that the new leaf was arriving very slowly, only some 200 or 300 bags having come down from the country, and these had not been generally shown, so that no positive estimate could be formed as to the quality of the new crop. From the quantity received, however, some 60 half-chests had been hurriedly prepared and forwarded to Hong Kong, for shipment to New York, per City of Tokio, the price for which would be settled when the market opens. In the course of a week or two, Teas were expected to arrive rather freely, but at present foreigners ideas had not come up to what the new leaf is said to have cost in the country.

KIUKIANG.—The market for new Black Teas was opened at this port on the 9th May, and up to the 13th 7,776 half-chests had been settled, consisting of Ningchow at Tls. 438 to 50 per picul, and Kiukiang packed Tea at Tls. 38 to 40¼. These prices for Ningchow description were considered higher than the opening figures of last season, while the quality was regarded as inferior to that of last year.

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SHANGHAI.—No business had been done.

FOOCHOW.—Messrs. Olyphant and Co.'s Circular says:—From the farthest districts as Kaisow, Sinchune, Soo Moo, &c., the reports to hand since we wrote last are not very definite, but it is understood that natives are paying in most cases a similar advance to that established in the lower districts for the new leaf, or say about two taels on an average. A week since the first shipment of new season's contract Paklings (about 1,000 boxes) was made, and the steamer leaving to-day is taking about 14,500 boxes and 50 half-chests more. Teamen have shown a few musters of Paklings on the market already, and their quality appears to be about on a par with similar early musters last season, though a definite judgment cannot be given till the offerings of this class are larger. Country kinds are beginning to come in to Foochow, a few small parcels from the neighbouring Hoke Oan district being already stored in the city we hear. It seems likely, therefore, that we shall see the musters put forth about the same time as last season. Till musters have been seen we cannot of course say more of the quality of the crop than that the natives consider it should turn out about equal to that of 1874 to 1875.

CANTON.—Messrs. Deacon and Co.'s Report says:—During the past fortnight a fair business has been passing in Tea, and as anticipated in last report, Teamen have had to submit to reduced rates, especially for Scented Capers. Scenting flower has not been very abundant, and high prices have had to be paid, so that sellers of Scented Teas have in many cases arranged for an extended time of delivery, in the hopes of cheaper flowers, and immediate shipments are in consequence curtailed. Congous: The settlements reported have generally shown better value than previous fortnight, and the stock is now reduced. At Macao, the the supply of first crop is about exhausted: and pending arrival of second crop, which is reported to be of good quality, but to be costing rather high, business will be limited. Scented tea: For Capers, holders have had to accept a reduction of Tls. 2 to 3 on rates quoted last mail, and as many of the musters show a marked improvement in the scenting, the intrinsic difference in value is even more than that in favor of buyers; we quote fair to medium Tls. 20 to 23, good medium to fine Tls. 24 to 26, and a few fancy parcels have been taken at Tls. 27 to 30 per picul. Orange Pekoes, though in some instances a reduction has been conceded, cannot be generally quoted cheaper: the long leaf sorts are especially wanting in attraction, and with a small supply laying in at high cost, Teamen are not anxious to realize; medium to good medium have been settled at Tls. 22 to 27, and small lots of fine to finest up to Tls. 31 per picul; in "new-make" sorts no transactions have been reported. The fortnight's business is summarised as follows:—Congou, 2,600 boxes at Tls 12½ to 24½ per picul. Scented Caper, 25,000 boxes at Tls. 20 to 30 per picul; Scented Orange Pekoe, 6,300 boxes at Tls. 22 to 30 per picul.

SILK.

YOKOHAMA.—There had been a very quiet market, and transactions had been of small importance. Owing to the close approach of the new crop, dealers were less firm in their demands, though there had been actually no change in quotations. Arrivals were on a par with settlements. Settlements, from 1st July to date, 11,400 bales; against corresponding period—season, 1873-4, 14,350; 1872-3, 13,950; 1871-2, 14,300 Stock, 500 bales.

SHANGHAI.—The business of the fortnight had been trifling, and confined to Re-reels, with a few common Tsatlees. The shipments for the season showed an increase of 15,000 bales from the previous year. Of the new crop, nothing was known definitely. Leaves were abundant and cheap, and it was expected that supplies will again show an increase. Settlements for the fortnight, Chinas, 450 bales. Total settlements since 1st June, 1874, 72,150 bales; against 1873-74, 57,400 bales; 1872-73, 56,250 bales. Comparative unsold Stock on this market, on the 15th May, 1875, 150 bales; 1874, 250 bales; 1873, 100 bales.

CANTON.—About 50 bales New Silk had arrived on this market, but no settlements were reported to have taken place. $330 per picul, or 12s. 3d. per lb. was asked in the country for Kowkong No. 4 Tsatlee. The quality of the new crop was decidedly fair, and an improvement on the corresponding yield last season, and as the weather had been dry, less than the ordinary amount of moisture in the thread was looked for. Before departure of next French mail several hundred bales would be in stock, and doubtless some shipments will be made by that opportunity; $320 to $325 per picul was talked of as probable opening price for No. 4 quality. Parsees were said to have purchased 60 piculs (chiefly old Silk) for shipment to India.

ARRIVAL OF NEW SEASON'S TEAS.

We notice the arrival in London to-day of the steamer *Glenartney*, from Hankow, with the first of the new season teas. She has accomplished the run from Woosung in 44 days, including all stoppages. It will be remembered that this vessel was the first to arrive with the new season teas of last year. Small sales have been made at 1s. 8d. to 1s. 11d., and one parcel at 2s. 5d.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lb
May 21	Deucalion	Hankow	2,500,000
„ 23	Bengal	„	2,150,000
„ 25	Fleurs Castle	„	3,200,000
„ 21	Nestor	Shanghai	2,000,000
„ 27	Glenearn	Hankow	2,200,000
„ 27	Lotus	„	3,200,000
June 2	Glenfalloch	„	3,300,000
„ 7	Hankow	„	3,000,000
„ 7	Braemar Castle	Foochow	2,500,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅜d.	4s. 2⅛d
Shanghai „	5s. 9¼d.	5s. 9⅝d.	5s. 9⅛d.
Canton „	4s. 2⅝d.	4s. 2⅛d.	4s. 2⅛d. to 4s. 2⅜d.
Hong Kong „			
Macao „			
Singapore „	4s. 2⅜d. to 4s. 2⅝d.	4s. 2⅛d.	4s. 3d.
Manila „	4s. 1⅞d. to 4s. 2d.	4s. 2¼d. to 4s. 2½d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 308 (nominal)	224 to 224½
„ Hong Kong	27⅜ to 27½ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	„ 73.1.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 21 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $925 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 8 premium.
Hong Kong Fire Insurance Company, $275 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 79 per share.
China Fire Insurance Company, $42 premium.
Victoria Fire Insurance Company, $60 premium.
Chinese Insurance Company, $191 per share.
Shanghai Steam Navigation Company, Tls. 73 per share.

TELEGRAMS FROM THE FAR EAST.

BURMAH.

ALLAHABAD, JUNE 30.—The *Pioneer* of to-day states, in contradiction to former announcements, that the latest news from Burmah is unsatisfactory, the King having refused to allow the passage of British troops through his territory. It is believed that this condition will be insisted upon.

RANGOON, JUNE 30.—Sir Douglas Forsyth and the members of the Burmah mission arrived here this afternoon.

CALCUTTA, JULY 1.—The news that the King of Burmah refuses to allow the passage of British troops through his territory is officially confirmed.

SIMLA, JULY 2.—Official despatches received here announce that the King of Burmah has refused to allow British troops to pass through his territory in case of need. The Indian Government is now in communication with the India-office relative to the action which the King's determination may render necessary.

RANGOON, JULY 2.—Sir Douglas Forsyth left for Calcutta to-day, and will proceed hence to Simla immediately.

THE WAR IN ATCHIN.

THE HAGUE, JUNE 28.—Intelligence from Atchin, dated June 22, says there is no change in the health of the troops. The mortality is not great, and cholera has almost disappeared. Good water has been obtained from artesian wells.

CHINESE LEGATIONS AND CONSULATES.

SHANGHAI, JUNE 27.—China is preparing to establish Legations and Consulates abroad. Ninety Chinese officials are already selected. The Governor-General at Hankow, brother of Li Hung Chang, is ordered to go to Yunnan as Special Commissioner.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JULY 1.—The P. and O. Company's steamer Avoca, with the homeward India, China, and Australian mail, arrived at 1 P.M., and the mail left at 2 P.M. for London

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, June 28.—The P. and O. Company's steamer Mongolia, with the India, China, and Australia (heavy) mails, sailed for Southampton, at 5 P.M. to-day, where she may be looked for about the 11th July.—Specie, £543,868.

NEXT INWARD MAIL.—SUEZ, JUNE 29.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 7th July.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JUNE 28.—The P. and O. Company's steamer Thibet, from Calcutta, *via* the Suez Canal, arrived this morning, bringing the heavy India and China mails, 91 passengers, £508 and $760,230 in specie, and 21,733 packages of cargo.

INWARD MAIL DUE JULY 26.—GALLE, JUNE 27.—The Messageries Maritimes Company's steamer Djemnah, with the inward French mails from China and Japan, left here to-day for Aden. She has on board 69 passengers, and, besides her cargo for Marseilles, 900 bales of silk, 24,730 packages of tea, and specie value £58,000 for London.

OUTWARD MAIL OF JUNE 4.—GALLE, JUNE 27.—The Messageries Maritime steamer Irouaddy, from Marseilles 6th inst., left here to-day for Singapore.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, May 10, Annie Braginton ; 18, Calabar (str.) ; 13, from Cardiff, Florentin ; June 29, Abana.

At SHANGHAI.—None.

At FOOCHOW.—None.

At HONG KONG and CANTON.—From London, May 20, Africa (str.) ; from Cardiff, 15, Livingstone ; from New York, 16, Sumatra.

At BATAVIA.—From Liverpool, June 26, Argo (str.).

At SINGAPORE.—From Liverpool, May 22, Achilles (str.) ; 27, Bolton ; from Sunderland, —, Hylton Castle ; from New York, —, Olustee.

At PENANG.—From Liverpool, May 19, Achilles (str.); from London, &c., June 28, Argyll (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London, June 21, City of Baltimore (str.).

From HONG KONG and CANTON.—For San Francisco, May 19, Avonmore.

From BATAVIA.—None.

From SINGAPORE.—None.

From PENANG.—For London, May 16, Pauline ; 22, Brisbane ; 24, Nestor (str.).

VESSELS LOADING.

At YOKOHAMA.—For New York, Stillman B. Allen, Mora.

At SHANGHAI.—For New York, Grasmere.

At HONG KONG and CANTON.—For London, Denbighshire ; for New York, Pyrmont.

At SINGAPORE.—For London, Hylton Castle, Boldon ; for Liverpool, Tecumseh ; for Marseilles, Luigi C.; for New York, Olustee ; for Boston, N. Boynton.

At PENANG.—For London, Glenisla, Cotherstone.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, by steamer, silk, $4.50 per bale; tea, £4 15s. per ton of 40 cubic feet.

From HANKOW.—To London, per steamer, £4 5s. per ton of 40 cubic feet.

From SHANGHAI.—To New York, £3 per 40 feet.

From HONG KONG and CANTON.—To London, per steamer, £4 5s. per 40 feet ; sailing vessel, £3 per 50 feet ; to New York, sailing vessel, £2 15s. per 40 cubic feet.

From SINGAPORE.—The rate per steamer to London as last quoted ; by sailing vessel, £3 for dead weight, £3 10s. to £4 for light freight ; to New York, £2 15s. for dead weight, £3 10s. light freight.

From PENANG.—To London, per steamer, tin £2, per 40 feet.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
May 5 ...	Paul Thormann ...	Cheribon ...	Channel, f.o.
„ 10 ...	Queen ...	Singapore ...	Rio de Janeiro
„ 11 ...	Constanca Wilson ...	Newcastle ...	Singapore
„ — ...	Dilpussund ...	Shanghai ...	New York
„ 13 ...	Maid of Judah ...	Singapore ...	Mauritius
„ — ...	Witch ...	Do. ...	Boston
„ — ...	Keefsteen Castle ...	Sunderland ...	Singapore
„ 17 ...	Nieuwe Waterweg II.	Rotterdam ...	Batavia
„ — ...	Daniele Manin (Italian)	Bangkok ...	Marseilles
„ — ...	Scindia	London ...	Shanghai
„ — ...	Sophia R. Luhr ...	Liverpool ...	Cheribon
„ — ...	Moses B. Towes ...	Buenos Ayres	Anjer, f.o.
„ 18 ...	Estrella	Manila ...	Liverpool
„ 19 ...	Marte — ...	Cardiff ...	Hong Kong
„ — ...	Jong Cornelis ...	Lisbon ...	Batavia
„ — ...	W. Kame	do. ...	Yokohama
„ — ...	Victor	Cronstadt ...	Amoor
„ — ...	R. McNeil	New York ...	Hong Kong
„ 20 ...	Columba	Cape Town ...	Saigon
„ — ...	Bluche	Havre ...	do.

COMMERCIAL POSTSCRIPT.

We have received a circular from Messrs. Arles Dufour and Co., Lyons, stating that their firm has been formed into a company, with a capital of 6,000,000 francs.

At the meeting of the China Traders' Insurance Company (referred to under our Hong Kong news) Mr. Stephens stated to the shareholders that a short time before Mr. Albert Heard left the colony he either took away or remitted home $50,000. We are requested by Messrs. Fearon and Co. to say that this statement is entirely without foundation.

It is reported the operations in the Foochow Tea market have been suspended.

Messrs. Head, Wrightson, and Co., of Stockton-on-Tees, are to construct for the Japanese Government two blast furnaces, to be erected at the Heygori Iron Mines, in the north of Japan. Mr. David Forbes, F.R.S., is acting on the part of the Government. They are to be 57 feet high, and will be fitted with all the most modern appliances in this branch of engineering.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 30, at Falmouth, from Rangoon, Margaret T. Weir ; from Java, for Amsterdam, Bali ; July 1, at London, from Colombo, Imbro (str.) ; at Falmouth, from Rangoon, Juanpore, Richard ; at London, from Rangoon, Burmese (str.) ; June 30 ; at Havre, from Reunion, Havre ; at Hamburg, from Rangoon, Hansen ; 21, at Portland, O., from Hong Kong, Garibaldi ; July 1, at Nieuwe Diep, from Batavia Madura (str.).

DEPARTURES.—June 30, from London, for Hong Kong, Coldstream ; 28, from Amsterdam, for Batavia, Ocean, Gebroeders ; July 1, from Penarth, for Singapore, Primo, Lucayas ; from Antwerp, for Java, Ottolina ; 2, from London, for China and Japan, Naples (str.); 1, from Glasgow, for Manila, Olano ; 3, from Cardiff, for Galle, Lady Belelau.

LAID ON.—At London, for Yokohama, Ullock.

MISCELLANEOUS.—Gibraltar, June 30.—Passed, Conrad (str.), from Batavia, for Nieuwe Diep. Malta, July 1.—Passed, Glenearn (str.), from Hankow, for London ; 2, Fleurs Castle (str.), from Hankow, for London. Suez, June 29.—Arrived, Holland, from Nieuwe Diep, and left for Batavia. St. Helena.—Arrived, June 2, Henriette, from Sourabay, for Marseilles ; 3, Peter Adolph, from Banjoewangie, for Amsterdam ; Hellinside, from Maulmain ; 5, Yanikale, from Sourabaya, both for Falmouth ; 8, Bolton Abbey, from Rangoon, for Queenstown ; 9, Deutschland, from Rangoon, for Bremen ; 10, Carlisle, from Rangoon, for Liverpool ; Cornelia, from Passaroeang, for Amsterdam. Passed.—June 3, Guiseppina P., from Rangoon, for Liverpool ; 9, Eurynome, from Akyab ; Oswingo, from Rangoon, both for Liverpool ; March 26, passed, Schiehallion, from Maulmain, for Falmouth; Lady Rowena, from Bassein, for Liverpool ; 28, Deogaum, from Nagasaki, for London ; June 2, Eagle, from Bassein, for Falmouth ; 4, Albert William, from Rangoon, for Falmouth ; Howie, from Bassein, for Liverpool ; 5, Geerdina Wilhelmina, from Macassar, for New York ; P. J. K. B., from Batavia, for Amsterdam ; Virginia, from Akyab, for Falmouth ; 11, John Ritson, from Maulmein, for Falmouth ; Acadian, from Bassein, for Amsterdam ; 12, Valentine, from Bangkok, for Marseilles ; 13, Fearnought, from Rangoon, for Liverpool ; 14, Envoy, from Manila, for London. Aden.—Passed, June 28, Sumatra, from Batavia, for Nieuwe Diep.

CASUALTIES.—On the 1st inst., while on her trial trip, the Pau Tah (str.), recently launched from the yard of Messrs. Denny Brothers, Dumbarton, for the China Merchants' Steam Shipping Company, struck on Romnath Patch ; shortly after striking there were eight feet of water in the main compartment ; the fore part, engine-room, and after hold remained tight ; the pumps were set to work, and with the aid of two powerful tugs she was floated and beached at Helensburgh, and during the night pumped dry ; at the time of the accident she had on board 1,000 tons dead weight ; but for the vessel striking the trial would have been most satisfactory, she making an average of 11·620 knots ; the coals are being discharged and she is expected to dock at Greenock in a few days. St. Helena, June 11.—The Henriette, from Sourabaya, for Marseilles, which arrived here June 2, reports that her foretopmast was carried away at the cap by the heavy rolling of the vessel on April 15.

LAUNCH.—On the 29th ult. there was launched from the building-yard of Messrs. J. T. Caird and Co. an iron screw steamer of 1,249 tons B.M., and 220-horse power, built for the Netherlands Steam Navigation Company of Batavia. The vessel was named the Bromo, by Miss Saunders, and is the fifth steamer built by Messrs. Caird for the Netherlands Company. The Bromo will be employed in the goods and passenger trade between Java and Sumatra.

AT a meeting of the Committee of the Aborigines Protection Society, held at Canada-building, Westminster, on Wednesday last, Mr. S. GURNEY, president of the society, in the chair, it was moved by Sir CHARLES WINGFIELD, K.C.S.I., seconded by Mr. R. N. FOWLER, late M.P. for Falmouth, and resolved unanimously, "That in rejoicing "at the extinction of the Macao slave trade, and in anticipating ultimate deliverance for the enslaved population "of Cuba—whether African or Chinese—we desire to record our grateful thanks to Sir JOHN SMALE, Chief Justice of Hong Kong ; to the editors of the *China Mail*, and "of the *North China Daily News;* to Mr. DE SOUZA, of Hong "Kong, for the valuable services they have rendered to "the cause of humanity in connection with the abolition "of the traffic in human beings between Macao and Peru. "The Committee also desire to add an expression of their "sense of the able and undeviating support which in this "country the editors of the *London and China Telegraph* and "of the *London and China Express* have given to the same "good cause."

THE post of Governor of Labuan and Consul-General in Borneo, vacant by the transfer of Sir HENRY BULWER to Natal, has been offered to Mr. USSHER, at present Lieutenant-Governor of Tobago. His services are as follows :—

Herbert Taylor Ussher, C. M. G. (1872), entered temporary service of Foreign-office in Feb. 1855, served on the commissariat-staff throughout the greater portion of the Crimean war (Turkish and Crimean medal and clasp), and subsequently for eight years in West Africa, during which period he held many offices of trust in the Colonial service, including that of acting Colonial Secretary and Judicial Assessor at Lagos for a lengthened period ; appointed collector of Customs at the Gold Coast, 25th Sept. 1866 ; administered that government from the 8th Feb. to July, 1867, when he was appointed administrator of the Government ; lieutenant-governor, Tobago, Sept. 1872.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DE RYKE—On the 17th May, at No. 17, Concession, Osaka, the wife of Johs. de Ryke, engineer of public works, of a son.

DUNCAN—On the 21st May, at Hong Kong, Mrs. R. Duncan, of twin sons.

FOREST—On the 10th May, at Hong Kong, the wife of Charles L. de la Forest, of a daughter.

HOWARD—On the 11th May, at West Point, Hong Kong, the wife of Thomas Howard, of a son.

JANSEN—On the 10th May, at Shanghai, the wife of D. C. Jansen, of a daughter.

MACARTHUR—On the 28th May, at Singapore, the wife of James Ramsay Mac Arthur, of a daughter.

MARTIN—On the 27th May, at Burnbank, Singapore, the wife of Alex. M. Martin, of a daughter.

PAUNCEFOTE—On the 30th June, at Richmond, Surrey, Lady Pauncefote, of a daughter.

PLUNKETT—On the 25th April, at the British Legation, Yedo, the Hon. Mrs. Francis Plunkett, of a daughter.

READ—On the 28th June, at No. 5, Clydesdale-road, Westbourne-park, the wife of W. H. Read, of a son.

MARRIAGES.

CRAIGIE-HELKETT—BRODIE.—On the 1st July, at West Coates Church, Edinburgh, by the Rev. George Sprott, B.A., assisted by the Rev. R. G. Forrest, M.A., William George Craigie-Halkett, Lieut. and Adjutant 30th Punjab Native Infantry, eldest surviving son of the late Major-General Craigie-Halkett (Bengal Army), of Ravelrigg, to Jessie Spottiswoode, eldest daughter of the late A. Oswald Brodie, of the Ceylon Civil Service.

DEETJEN—FINKE—On the 26th June, at Vegesack, near Bremen, Albert Eduard Deetjen, of Hong Kong and Bremen, to Marie Wilhelmine Finke, youngest daughter of Joh. G. W. Finke, of Bremen and Vegesack.

DEATHS.

CLARK—On the 11th May, at Yedo, James L. Clark.

DICK—On the 26th June, at London, Frederick Mylius Dick, Member of the Legislative Council of Mauritius, in his 58th year.

GROBIEN—On the 19th May, at Hong Kong, Erwin, infant son of F. Grobien, aged five months.

NORONHA—On the 8th May, at his residence, No. 70, Yokohama, D. L. Noronha.

SCHMID—On the 30th April, at Odawara, Japan, Karl Edward Schmid, of H.M.'s Consular Service, aged 46 years.

Miscellaneous.

THE DEFENCE OF HONG KONG.

"Vigilans" writes to the *Hour* as follows:—Hong Kong would have to be defended by a naval force, but when the numerous open ports in the Straits Settlements, China, and Japan would, in the event of any trouble, require the moral and physical support of our Navy, Hong Kong would stand but a poor chance of any adequate aid. Our naval force in these quarters is lamentably small to cover its vast requirements. Hong Kong is often left defended by a saluting hulk. The large increase in the Chinese Navy—and recent advices from Foochow mention the completion of a new corvette—though not possessing to any extent the requisite knowledge for the conduct of open hostilities—for neither the Chinese nor Japanese ships have ever fired a hostile shot since their recent organisation—yet would be, in point of its numbers, of momentous trouble; and therefore, in face of the requirements of our Navy for the protection of life and property at all the many ports where British interests reign, Hong Kong should be placed in a position of adequate self-defence. At present the island is cared for by an infantry regiment and battery of artillery, while Singapore, which has to protect Penang and Malacca, is in a like manner supplied; but the removal of the Marines from Japan has weakened in a measure our representative power. From its position Hong Kong presents to an invading force something of a shell-trap, and would be soon and easily reduced into subjection by a bombardment from outside, where hostile vessels could work their disastrous fire with impunity; and the colony, acting as it does somewhat as a depot for the commercial workings of Northern China and Japan, contains no inconsiderable wealth, while, at the same time, it is the head-quarters of our Navy, and is well supplied with plentiful military and naval stores. What is required for the defence of Hong Kong is the erection of a few batteries round the island, and suitable heights can be obtained commanding the positions where hostile landings might be effected; but, as Hong Kong is surrounded by a wide network of small islands, under safe cover of which an enemy's ship might play a bombardment, the co-operation of a couple of iron-clad rams, such as are to be found in the harbours of Bombay and Melbourne, would almost prevent time being given for any effectual attack from a distance. The Colonial Government—and the Hong Kong governmental purse is not a too poor one—would necessarily aid in paying expenses thus incurred, but the boon of safety would be invaluable. I have spoken of a fear of the Chinese Navy; it is more a fear of its numerical force than of its physical force, for our Navy could cope with it without difficulty; but Hong Kong, apart from its great importance and value to us in times of peace, would be invaluable in times of war, for there, close to the wide land of China, stands a fortress bounded by the sea, where our forces would congregate. Lately some attention was paid to the fortifying of Singapore, but the defence of Hong Kong, for which I now argue, is worthy of the most serious attention.

BURMAH, ITS DEFENCES AND WARLIKE RESOURCES.—At a special meeting of the Royal United Service Institution, Captain E. C. Browne, 21st R.N.B. Fusiliers, read an essay on "Burmah, Its Defences and Warlike Resources." Lieutenant-General Sir Fred. Hamilton, K.C.B., was in the chair. Captain Browne stated that all his information had been gained from personal experience, as while on leave he had explored a large part of Burmah, his sole object then being to examine and report on the resources of the country, which might be of use in future campaigns. He said that all the chief towns were situated on the Irawaddy, which enters the sea through many mouths at Rangoon. He then described the different passes where the Burmese had made their chief stands in the campaign of 1826, and referred to Mandalay which was strongly situated and protected by nature. Mandalay was rendered secure by a brick wall twenty-five feet high and three feet thick. It was not loop-holed, nor had it any embrasures for cannon. The arms and valuables of the kingdom are stored here. There are numerous big guns, but they are unserviceable, and there was no ammunition when Captain Browne was there, but he was told they could easily get it if it was required. There were 2,000 stand of small arms, but they were all rusty, and some of them quite dangerous. The army of defence numbered 3,000 men. There were 20,000 inhabitants within, and 60,000 without the walls. Captain Browne then went into the history, character, and customs of the people, particularly as regards their connection with Great Britain after two severely contested campaigns.

WE read in *La Liberte* that Marshal Macmahon has just remitted the remainder of a sentence to three years imprisonment, incurred two years ago before a court-martial, by a Baron d'Ivry, officer in the French Navy, for a manslaughter committed by him on a Japanese. Baron d' Ivry was undergoing the penalty in the prison of Ste. Pélagie in Paris.

SIR G. BALFOUR has moved for return of East India opium revenue (in continuation of Parliamentary paper, No. 124, of Session, 1870), &c.

MR. S. HILL—Bill to consolidate and amend the Industrial ad Provident Societies Acts.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JUNE 30.

Though the Liberal party in the Second Chamber will have at their disposal next Session a majority of forty-two or forty-three votes, there is no question of a Ministerial crisis. The Liberals would not be able to take the reins of Government unless all the members were agreed upon leading principles. But this is by no means the case. It is quite uncertain whether the majority would prove to be a substantial one—if the Lower Class Instruction question were brought forward. For the moment—that is to say in September next—the Liberals have nothing to do except to be on the *qui vive*. It must not be forgotten that at the late elections it was not Liberal principles which triumphed, but anti-clerical ones. And Mr. Heemskerk being sly enough not to study so much his clerical friends, there is no reason why he should be replaced. The loss, because it would always be a risk for the Liberal party to take the Ministerial seats, for new elections might at once place it in a minority in the Chamber.

The greatest dulness prevails in politics, and the only items worthy of attention are the letters of General Verspyck, regarding the pamphlet by Mr. de Rochemont—"Loudon and Atjeh." The prevailing opinion is, that the General has succeeded pretty well in elucidating the reasons which caused him to ask for his dismissal; but his behaviour at the extraordinary meeting of the Council of India is less approved of. It was his duty, it is said, after having accepted the mission, to start to Atjeh with reinforcements, to have protested most energetically against stopping the expedition. Other persons, however, think that it would have been very difficult to act otherwise than he did. Of course his protest, published in the *Vaderland*, will not remain unanswered; and though this discussion is most interesting, it does not bring the Atchin question one step nearer to its solution. We are still in that wasp's nest, and Heaven only knows for how long we may have to remain.

The meeting of shareholders of the Dutch India Railway Company was held here to day. The Government Commissary, Mr. Van Swieten, was present. The report which was printed some days ago, and of which I have given you the outlines, was considered satisfactory, and proved that the Company's prospects were improving. The report, showing a net profit of f.377,893. 90, was adopted, and the dividend of 3¾ per cent. declared. Messrs. F. A. Muller, G. Obreen, and Ch. Sautter, were re-elected Commissaries. Mr. den Tex wished to know if it was the intention to ask the Government for more concessions in order to extend the Company's line. Thereupon the President read a correspondence between the Managers and the Government, which showed that steps would be taken in order to secure more concessions to the Company.

It is anything but improbable that we may be involved in a question with Germany similar to that of Belgium. During the last weeks a number of Jesuits expelled from Germany have taken refuge on our territory. They are well provided with money, and have purchased large country seats, castles, and so on, to establish themselves. There is no complaint to be made against these clerical gentlemen, but I should think it would have been better if they had gone elsewhere, where they would meet with more sympathy from the population.

Alarming news is published about our colony, Surinam. The Governor and the members of the Council describe the condition of affairs as a most miserable one, and this is in great part attributable to our indifference towards this colony. It is quite true that large capital has been lost by all sorts of commercial and agricultural undertakings, but this ought not to check our energy.

In my last letter I told you that the volunteering for our East India Army was a failure. Daily, however, some Belgian and French young men accept the bounty, but it seems that it is not quite their intention of being shipped for Java, for after having pocketed the money they, as a rule, try to desert.

To-morrow a meeting will be held at the Hague of the promoters of cremation.

AMSTERDAM, JULY 1.

Mr. H. A. van der Hoeven (Ultramontane) has been elected a member of Parliament by 2,148 votes. The Liberal candidate, Mr. Van Mierlo, obtained 1,164 votes.

Mr. Jacob Dam, M.P. (Liberal) died yesterday at Neuenahr.

The papers contain an extensive correspondence from Dillenburg (Nassau) about the inauguration of the tower erected in remembrance of Prince William "the taciturn."

Mr. Huet's articles "Dutch Policy," published in the *Dagblad van Ned. Indie*, have caused some sensation here. The *Handelsblad* terms his theory a "madman's policy."

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Naval and Military.

Lord Clarence Paget or Vice-Admiral Sir Hastings Yelverton, G.C.B., will, it is rumoured, succeed Admiral Hon. Sir Henry Keppel, G.C.B., at Devonport, in November, when the command becomes vacant. During the time Sir Henry Keppel has acted as Commander-in-Chief his kindly disposition and interest in everything appertaining to the welfare of the officers under his command has made everyone look forward to his departure with the greatest regret. We understand that he is going out to India with the Prince of Wales, having been specially invited by his Royal Highness.

The *Army and Navy Gazette* says :—The Lords of the Admiralty have declined to grant a pension to the widow of the late Digby Henry Dent, who so heroically sacrificed his own life in the act of saving that of one of his warders at Singapore, on the plea that he had commuted his half-pay prior to marriage. He certainly could not have contemplated the possibility of being murdered in the discharge of his duty when he did so, and we trust the Admiralty will exercise their discretion, and reconsider the decision.

Owing, it is stated, to some question of right of interference it has been decided that Her Majesty's ships engaged in the suppression of the slave trade on the East Coast of Africa are not in future to overhaul any dhows in the Gulf of Aden, the limits laid down being Bab-el-Mandel and Cape Guardafui, within which British cruisers will now have no authority to act.

General Riddell, late of the Bengal Army, died on the 24th ult. He went out to India as a cadet in the Honourable East India Company's military service in 1823, and, besides holding several important civil and political, as well as purely military, appointments, served in the Affghanistan campaign of 1842, the Punjab campaign of 1849, and the Indian Mutiny campaign of 1857-8.

Major-General Edward A. G. Muller died last week at Tulse-hill, aged seventy-three. He had been fifty-five years in the Army, having obtained his first Commission in February, 1820. His first active service was with the 1st Royal Scots Regiment in the Burmese War of 1825-26.

Navigating-Lieutenant Jesse Dixon (1865) is appointed to the Victor Emmanuel on the China Station.

Legal.

ALLEGED BREACH OF CHARTER-PARTY.—STANTON V. RICHARDSON AND OTHERS.

This was an appeal to the House of Lords upon a case stated by the parties from the decision of the Exchequer Chamber, affirming the judgment of the Court of Common Pleas, discharging a rule *nisi* obtained by the appellant to enter verdicts for him in two cross actions or for new trials on the ground of misdirection. The first action was brought by Mr. Stanton, the appellant, as the owner of the ship *Isle of Wight*, against Mr. Richardson and others, as charterers, to recover damages for the alleged breach of a charter-party, under which the ship was to proceed to Manila and load there or at Ilo Ilo, or at Zebu, a cargo of sugar in bags, hemp in compressed bales, and measurement goods, and thence proceed to Cork or Falmouth. The alleged breaches were that the charterers refused and neglected to load a complete cargo on board the ship and refused to pay freight. The pleas denied the contract and the breaches, and affirmed that the ship was not tight, staunch, or strong, or fit to receive or carry a cargo, and that the charterers could not, although they were ready and willing to do so, safely or securely load on board the ship a full or any cargo, and that by reason of the condition of the ship they were prevented from deriving any benefit from the charter-party. The second action was brought by the charterers against the owner to recover damages for the breach of the same charter, the breach being that the master of the ship did not take all proper means to keep the vessel tight, staunch, strong, well manned, and sound, and in every way fitted for the voyage, and that, therefore, the vessel at the time of receiving the cargo was not a good risk for insurance. It appeared in the trials that Mr. Stanton was a shipowner, carrying on business in London, and that the *Isle of Wight* was an American-built vessel, classed A 1 in American Lloyd's, and was 1,253 tons register. Messrs. Richardson were merchants, carrying on business at Manila, under the firm of Findlay, Richardson, and Co., and one of them, Mr. Francis Richardson, was also a merchant in London. The ship was loaded with a cargo of what is termed "wet sugar" in bags at Ilo Ilo, when it was found that the pumps of the ship were not sufficiently powerful to keep her clear when the water in her became mixed with the drainage of the sugar, and the consequence was that the water in the hold rose and completely washed out and destroyed the two lower tiers of bags of sugar, and eventually the cargo was discharged much damaged. The two actions were then brought upon the charter-party. The jury found in favour of the charterers in both actions. The owner of the ship obtained a rule *nisi* pursuant to leave reserved to enter the verdicts in his favour, for new trials in both actions, on the ground that the charterer had no right to throw up the charter-party and refuse to load a cargo, and on the ground of misdirection on the part of the Judge, in telling the jury that there was a warranty on the part of the shipowner that the ship was fit to carry a reasonable cargo of wet sugar, and that there was an obligation on the part of the shipowner and master to have the ship in a state fit for such a cargo. The rule was subsequently discharged by the Court of Common Pleas, and their decision was affirmed by the Exchequer Chamber.

Their Lordships now, without calling upon the learned counsel for the respondents to argue the case, dismissed the appeal with costs, being of opinion that the damage to the sugar was caused by the unfitness of the ship, that the shipowner was bound to have kept the ship in a proper condition, and that the learned Judge was right in the directions he had given the jury on the trial.

COURT OF BANKRUPTCY.

IN RE ROBERT BENSON AND CO.

This was an application for the appointment of a receiver and manager to the estate of Robert James Wigram, Richard Henry Glynn, Robert Henry Benson, and Constantine Wm. Benson, of 10, King's Arms-yard, Moorgate-street—also Liverpool, and Boston, United States—who have presented a petition for liquidation estimating their liabilities at £750,000. The amount of the assets is unascertained at present. Upon an application, supported by creditors to the amount of between £400,000 and £500,000, the Registrar appointed Mr. Waterhouse (Messrs. Price, Waterhouse, and Co., accountants), of Gresham-street, to the office.

IN RE LOUIS STEWART.

In this case the Registrar appointed a receiver and manager. The debtor has presented a petition for liquidation, describing himself as a merchant and East India agent, carrying on business at 10, St. Mary Axe. The liabilities are estimated at £76,500, and the assets about £17,000. It was stated that the failure had been brought about by the recent stoppage of Alexander Collie and Co.

IN RE ALEXANDER COLLIE AND CO.

This firm which suspended payment on the 15th ult., came into Court on an application to the Registrar to appoint a receiver and manager to the estate. The debtors, who are described as merchants, trading at Leadenhall-street, and also at Manchester, have filed a petition to the Court, under the liquidation clauses of the Act, estimating their liabilities at £3,400,000. Mr. Young, a member of the firm of Turquand, Young and Co., accountants, who were appointed to investigate the accounts, reported that the transactions were very heavy, and the list of creditors was a very long one. The value of the assets was not ascertained, but they would be considerable. Many of the transactions were of a complicated character, and involved large amounts both in this country and in Scotland. There was a large stock of goods at Manchester, which it was advisable to sell from time to time to prevent deterioration and loss to the estate. The Registrar granted the application and appointed Mr. Young receiver and manager. The first meeting was fixed for the 28th inst.

THE OPIUM TRADE.

(THE TIMES.)

It is curious to compare the very different statements which were made in the same debate as to the effect of Opium on the consumer. It appeared sometimes as a fearful poison, destructive alike to the souls and bodies of those who indulged themselves in it. All, indeed, that we have ever heard said against alcohol was said against the powerful narcotic agent which takes the place of alcohol among Orientals. The comparison of the two was completed by the kind of defence which speakers on the other side set up. It was the abuse, the House was assured, and not the use, of Opium which was to be dreaded. Taken in moderation, as it generally was taken, its effects were positively beneficial. It was from the dens and alleys of the great cities that the unfavourable pictures had been drawn which were most frequently brought forward by travellers. For the scenes which these represented there was no defence possible, but the experience of the country districts of China was wholly different from that of the towns. A Chinaman, after a hard morning's work, enjoying his midday meal with a hearty appetite, and solacing himself afterwards with a whiff of Opium, just as an English labourer might take his harmless pipe of tobacco, and then going back to his work again none the worse for his indulgence—these, and such as these, were the real instances by which the effects of Opium must be judged, and he would be a stern moralist indeed who would condemn them in so mild a form. We are not so much concerned to strike the balance of all this conflicting evidence, because we know that, whether the drug be wholesome or noxious, the Chinese consumer is, as a correspondent this morning shows, determined to have it, and that the only question can be in what way he is to be supplied, and what nation is to have the profit of the transaction. That the Chinese Government would be glad to exclude foreign Opium is, no doubt, perfectly true, but it is equally certain that it would do so simply in the interests of its own revenue, and would take care to gratify the tastes of its subjects by an article of home growth equally capable of being abused. Nor is there much doubt which way the preference of the consumers would lie. The Opium which the Bengal Presidency produces is by far the best that can be found anywhere, and neither China nor any other Opium-producing country could compete with it for one moment on anything like equal terms. Now, it does not appear to have been urged on Friday that the Opium traffic with China was to be forbidden, although many of the arguments used about it meant either that or nothing. The trade was taken as an existing fact, and, in spite of an abundance of true or untrue, but certainly irrelevant declamation, there was no present purpose of interfering with it. The point on which the House was asked to express an opinion was simply whether the growth of the Opium which we were to send to China was to be, as now, chiefly a Government monopoly, or was to be handed over to private cultivators, who were to pay a tax to the Government for the privilege thus granted them. The question was a perfectly fair one for discussion, but it was hardly to be answered by a reference to the moral rules upon which the advocates for the change dwelt with a somewhat misplaced vehemence, and which, if they were worth anything at all, would lead a good deal further than the conclusion for which they were employed, and with which they had scarcely anything to do.

The opponents of the Opium monopoly were on firmer ground in some of their other arguments, though they mixed up everything in such strange confusion that it is clear they had no real knowledge of the strength or weakness of their position. It is, no doubt, contrary to the general rules of policy that a Government should take into its own hands any kind of industrial enterprise. The reasons against it, both from principle and from experience, are so strong as not easily to be set aside, and, as we have said, those who claim that the case of Opium is an exceptional one are bound to justify an exception which,

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as such, is clearly in need of being defended and excused. It is almost part of the same argument to urge that the revenue derived from the manufacture of Opium is uncertain, that it depends upon foreign tastes which may possibly change, or upon the goodness or badness of the seasons, which can be even less certainly calculated, and that it is, therefore, unfit to be a regular part of the year's Budget, since at any time it may fall off or even cease absolutely. The reply may be, in the first place, that, even if Government gave up its Opium monopoly, the effect of a short crop would be injurious to revenue, and that the source of income has yet to be discovered which will not be exposed in some degree to this species of fluctuation. Each year's fiscal income, whether in India or at home, cannot but depend upon each year's general prosperity; and the result, so far, will be very much the same, and uniformity will be equally impossible. Nor is there much prospect of any such sudden change in the national tastes of the Chinese as to endanger the security of our Opium profits. We may admit all that has been said on both these scores, but need not, thus far, assign much practical importance to any of it. The most real reason for the maintenance of our present arrangements for the cultivation of Opium in Bengal is that the system is in existence, and that so large an income is dependent upon it we cannot afford to play tricks with it, or to make uncertain moves however likely to be beneficial in the long run. Indian finance has never been a very easy matter for us. We have assumed responsibilities and incurred expenses for the advantage of India a good deal in advance of the natural demands of the country, and more in accordance with English than with Indian notions. The pecuniary difficulty which all this has involved has been by no means slight, and we find it very hard, with all our care, to balance income and expenditure. The present moment, when Indian finance has not yet recovered from the strain of last year's famine, is particularly inopportune for trying dangerous experiments. When we find the voice of all Indian officials, and of those who have the best personal knowledge of India, raised unanimously in opposition to Mr. Mark Stewart, and when we find on his side a tangled mass of reason and sentiment, of which it is very hard to make anything at all, and of which it is impossible to make anything to the purpose, we know what we must conclude. A question which is argued on moral grounds will always command the attention of the House of Commons and the public, but the interest is lessened as often as it is discovered that morality has been thrust in on false pretences, and that nothing on that score is either promised or endangered. It might not be wise for the Indian Government to extend its cultivation of Opium beyond its present limits, but where an income of some six millions is at stake the English Legislature will make very certain of its ground before it will venture to interfere.

(TO THE EDITOR OF THE TIMES.)

Sir,—Will you allow me, as a resident of over fourteen years in China, to point out the serious error which underlay the whole of the arguments advanced by those speakers in the House of Commons on Friday who desired to induce the Government to abandon the revenue derived from Opium in India?

It was assumed throughout that Great Britain was responsible for the introduction of Opium into China. This statement has been so repeatedly made that it has become to be accepted as an axiom by the vast majority of people at home who have not the time to investigate the subject, but it is, as will be seen from what follows, entirely without foundation.

Lord George Hamilton, on Friday evening, in a speech remarkable for its lucidity and for the mastery of the subject which it displayed, really summed up the reply to those who were harping upon the statement that we had "forced" and were continuing to "force" Opium on the Chinese in a single sentence—that, namely, in which he said that we were not accountable for the taste of the Chinese, and that Opium had been used by them as a stimulant from time immemorial. Probably from an unwillingness to detain the House, which had evidently made up its mind upon the practical issue of the question, Lord George Hamilton did not give an extract from the Minutes of the evidence taken before the Select Committee in 1871, which would have completely borne out his statement. As it is very undesirable that the good name of the British nation should continue to be blackened by an accusation which is without foundation, I venture to forward to you the extract in question. At page 282 of the above-named Minutes Sir Rutherford Alcock, formerly our Minister in China, speaks as follows on the above point:—

"Mr. Hobson, the Commissioner of Customs at Hankow, obtained some interesting information about that (the introduction of Opium into China), which I have no reason to doubt is perfectly correct, and it goes so far to show that we are more sinned against than sinning in reference to the first introduction of Opium. It existed in Yunnan certainly before the beginning of this century. Mr. Hobson says the popular story in Szechuen is that a hundred years ago Opium was introduced into Szechuen, Shensi, Yunnan, and Kweichow from India and Thibet. . . . We are responsible, therefore, to the extent of dealing in it and promoting its production in our Indian territories for the profit of the revenue during this century, but they (the Chinese) certainly had it before, because in the latest addition of the 'General History of the Southern Province of Yunnan,' which was revised and republished in the first year of Kien-lung's reign (A.D. 1736), Opium is noted as a common product of Yung Chang Foo. Now, as Mr. Hobson, the Acting Commissioner, well remarks, if 134 years ago so much Opium was produced as to deserve notice in such a work as the one I refer to, it may be safely asserted that the production could be no novelty to the Chinese population at the beginning of the present century, when we first began to import it in small quantities."

So much for the introduction of Opium, of which the British nation has been accused over thirty years.

Next as to our "forcing" the drug upon the Chinese by the so-called "Opium war." Sir G. Balfour, who was one of our earliest Consuls in China, stated in the House that that war was only partly on account of the Opium trade, and that the Opium question as raised by the Chinese has always to a great extent been a financial one. I may state that the highest authorities—among whom, I may mention, is one of the most celebrated missionaries, who is greatly opposed to the traffic—admit that, although the Opium question entered into the causes which led to the war of 1840, it was only one cause among many, and that the traditional restrictiveness of the Chinese and their opposition to foreigners and foreign trade generally had at least quite as much to do with the matter.

Many other facts could be adduced showing the gross exaggerations which have been habitually indulged in by the anti-Opium advocates, but the above are sufficient to show that the statements over and over again made, and upon which hon. gentlemen waxed so eloquent in the House on Friday, to the effect that Great Britain introduced Opium into China, and went to war to force the Chinese to continue to consume it, are gross and unfounded calumnies.

Hon. members wished this "foul stain removed from our escutcheon." The publication of the simple truth will accomplish that end more simply, and certainly more satisfactorily, than "the sacrifice of a large portion of our Indian revenue for an idea," and for this reason I trust you will give insertion to these few lines.—Your obedient servant,

June 26. ALBERT C. DULCKEN.

(DAILY TELEGRAPH.)

Lord George Hamilton has mastered the serious as well as the administrative side of this embarrassed question. He acknowledged that "when so large a portion of revenue depended upon the habits of a foreign nation, a revolution might occur in their habits which might make it difficult to realise that revenue hereafter. He therefore quite agreed with the line of argument of his honourable friend the member for Kirkcaldy, who had pointed out that the system on which opium was manufactured should not be extended, because the revenue was to a great extent precarious." Here is the rub! This is the "black spot" on the horizon which must be watched by Indian financialists, for these seven millions of gold hang upon something else besides the policy of our Government. They depend upon the tastes of the Chinese, who fancy Bengal and Malwa opium now as a connoisseur might favour a certain brand of tobacco or *cru* of wine, but who used to prefer Persian opium, and may some day take to that grown in their own fields, where, whatever may be said, excellent samples of the drug have been produced. So little is this really dependent upon soil that capital opium has been grown and manufactured in Bedfordshire. A vast quantity of Chinese opium is grown in Szechuen and the South-Western Provinces; and, on the day when the Peking Government should prohibit Indian chests again, or issue the never-yet-published edict permitting the open cultivation of the native poppy, on that day the Calcutta financialists would learn how much in the matter also hangs upon the Celestial policy. It is the custom to say that there is no danger of this, and that the China samples can never compare with those of Patna and Malwa. We must warn the official apologists of opium that neither view is tenable; the future home and foreign policy of the Chinese Government is very uncertain indeed, and those who say that good opium cannot be grown on the head of the Yangtsze-Kiang would have denied thirty years ago that tea or cinchona would grow in India. There is a terrible precariousness in the opium returns, which ought to engage the attention of Indian statesmen, and we could wish that something more practical than the resolution of Mr. Stewart on the subject had engaged the debate of the House. The equipoise of Indian finance lies at the mercy of Chinese caprice, and although years may elapse without any sudden drop, yet, on the other hand, a day may bring forth events which would make opium "a drug" in the more uncomfortable sense of market talk, and place Indian Chancellors at their wits' ends. If this could be provided against now, and not hereafter, by an insurance fund saved from the opium receipts, or by some steadfast policy of replacement, or, better still, by prospective agreement with the Chinese Government, it would be well and wise. Such an object was clearly in the mind of the majority, albeit only the minority voted for the abstract expression of the desire for it, and we must utter an earnest warning to those in authority not to take the vote for a vindication of the opium traffic. It can neither be vindicated nor praised, nor at present dispensed with; but for the sake of financial safety, as well as morality, this interval of flourishing trad in the profitable poison ought to be employed in discovering some fiscal antidote for it.

(STANDARD.)

It may be urged that a Government is not justified in making a revenue out of opium, and in helping to confirm a habit which, whether it is generally abused or not, is still injurious to the health and the morals of a large section of mankind. Those who put the argument thus, however, clearly descend from that high ground of moral duty which is the only cause for the passion generally introduced into the discussion. That for a Government to depend on the consumption of opium for a large portion of its revenue is not a very exalted basis of public finance we may readily admit; but it is hard to see wherein the opium monopoly in India differs in principle from the excise duties in Great Britain. In both cases the Government, finding the habit to exist, makes a profit out of it. It would be better perhaps if a sufficient revenue could be raised without recognising such indulgences. But, on the other hand, the financier is justified in taxing the luxuries of the people, and such taxes help materially to relieve the burdens of the poor. Nor can it affect the argument from morality that the people taxed in the case of the opium monopoly are not our own subjects but of another nation. The revenue from opium, amounting to between six and seven millions a year, is a material addition to the Indian Exchequer, and those who object to it on high moral grounds are, at least, bound to point out some other way by which six or seven millions could be raised without increasing the burdens on the poorer classes of the people. Whether the Government of India grows opium or not on its own account opium would still be grown and still consumed. Nay, it is easy to perceive that to give up the Government monopoly would defeat the very object which the enemies of the drug have at heart. What is that object if not to thwart the production of opium? We cannot stop it altogether, for the Chinese grow it largely in their own country, and would grow it still more were they to be cut off from the Indian supply.

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THE OPIUM DEBATE.

IN our present issue we give a full report of the interesting debate which has taken place in the House of Commons upon the Opium traffic, and to which we made allusion in our last number. Although it has not resulted in a vote which will have the effect at the present time of changing the action of the Indian Government in respect to the cultivation of Opium, the discussion will not prove useless, as it must be the means of calling attention both at home and in India to the subject, and will form a convenient *point de départ* for its future, and probably more practical, consideration. As we predicted when writing on the approaching debate in our last issue, the difficulty which the supporters of the motion against the traffic would find chiefly in their way, was that of putting their motion into a practical form. No doubt Mr. STEWART acted wisely in refraining from doing more than proposing a resolution to the effect that the House was of opinion that the Imperial policy regulating the Opium traffic between India and China should be carefully considered by Her MAJESTY'S Government, with a view to the gradual withdrawal of the Government of India from the cultivation and manufacture of Opium. This was as much as could be reasonably hoped could be acceded to at the present time, and had the proposition been carried, a step would doubtless have been made towards doing away ultimately with our connection in any direct way with a trade in which those of all shades of opinion must regret to see the Government mixed up.

It is noticeable that upon this point there was an almost complete unanimity among the various speakers; and it is not impossible that had Mr. STEWART'S speech been more specifically directed to this point, the motion would have received greater support. The actual resolution did not go much, if at all, beyond it; but while appreciating the energy with which he called attention to the whole question, we cannot but think that, by enlarging the field of discussion, he lessened his chance of carrying the House upon the single point involved in the proposition itself. It was not difficult for his opponents to point to misapprehensions as to the real history of the Opium traffic, which found their way into his address; and, following up the idea that the measure was designed to cause the Indian Government to abandon altogether its revenue from Opium, to lay stress upon the great difficulty which would attend such a course, the impossibility of doing so at the present time, the injustice which would be done to the Indian people by laying upon them other taxes to meet the deficiency, and to suggest other like objections, which, it is impossible to deny, had considerable practical force. It would be too much to expect that the Indian Government would sacrifice its revenue upon Opium unless it was evident beyond dispute that that course would lead to practically beneficial results; but there was evidently grave doubt how far any action taken by our Government would have the effect of putting down the consumption of Opium in China, and while this was unremoved it could scarcely be expected that the House would give its support to a motion which, although it did not go so far as to suggest an abandonment of the revenue altogether, seemed, from the nature of the comments with which it was introduced, designed to lead to that result. This point was made much of by the supporters of the other side of the question, and it is impossible to deny that there was considerable force in the remarks made by Sir G. CAMPBELL that the only way in which the Indian Government could shake itself free of the Opium traffic was either by leaving the cultivation altogether free or prohibiting it altogether; the latter course would not prevent the consumption of Opium, so long as it was cultivated in China, and, as to the former, it would obviously only have the effect of causing Indian Opium to be more largely consumed than ever. He admitted, however, that it was unseemly that the Government in Bengal should be directly concerned in the cultivation, but appeared to think that there were practical difficulties in the way of abolishing it. In the admission above named, he approached very nearly to the spirit of the proposer of the motion; and it may be hoped that as even those who consider there are practical difficulties in the way of abolishing the monopoly and Government cultivation in Bengal admit that this cultivation is "unseemly," it may yet be found possible to devise means by which the British Government may be freed from the odium attaching to a direct participation in a traffic which has in it elements such as certainly make it undesirable that the Indian Government should have any direct interest in fostering. Although Mr. STEWART'S motion was not carried, it is to be trusted that the discussion will call the attention of the Indian Government to this point, and that they may, notwithstanding the difficulties which Sir G. CAMPBELL considers are in the way, still find means to give up the system in force in Bengal, which need not necessarily entail a great abandonment of revenue, and would clear our Government from the liability of being accused of actually aiding and encouraging the trade. If this result be attained, a valuable and practical step will have been brought about by Mr. STEWART'S motion. The speech of Mr. PEASE was a lucid and able statement. Of course, with such a subject, many errors occurred in the speeches, and even our veteran friend, Sir GEORGE BALFOUR, erred in his account of the proposals made to Sir HENRY POTTINGER.

THE MUSEUM AT YEDO.

SANO, the Japanese Minister, who recently returned after his European tour to Japan, is carrying out in his country educational institutions on the model of those existing here. Not only did he take back with him Dr. WAGNER, who did so much at the Vienna Exhibition, but the eldest son of our commissioner there, Mr. OWEN, is also attached to his staff. Besides making considerable purchases at the Vienna Exhibition for the Yedo Museum, arrangements are in progress for carrying out educational, food, and manufacturing collections, on the plan of those of the Science and Art Department at South Kensington and Bethnal Green. The task of forming, arranging, describing, and despatching these has been entrusted to Professor P. L. SIMMONDS, who has been so long the scientific referee for the department. The first consignment has been sent off of educational works, show-cases, scholastic fittings, instalments of the food collection showing the constituent parts, by chemical analysis, of the principal food products, such as beef, pork, milk, wheat, barley, rice, beans, peas, turnips, potatoes, beetroot, tea, beer, &c. A fine collection of coloured models of our choicest edible roots and vegetables, formed by Messrs. SUTTON and SONS, of Reading, and instalments of the industrial collections in large and varied series, illustrating the stages of the cotton manufacture, from the raw material to the finished fabrics, and all the principal commercial varieties of cotton, together with the manufacturing and industrial uses of shells, in every description of article made from them, such as mother o'-pearl, cameo, and all the various kinds of jewellery and ornamental shell-work now so much in vogue. Mr. SIMMONDS has done so much for the London Government Museums, for the Dublin Museum, the Technological Museum at Melbourne, and the principal Art and Industrial museums on the Continent, that we are glad to find his scientific knowledge and commercial experience devoted to the development of educational progress in Japan.

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IN our last issue we published some notes on "Materials for Paper Manufacture," in which we drew particular attention to the *Urtica tenacissima* or *Boehmeria nivea*, the *Rhea* which has been brought but recently into prominent notice, and we mentioned that from the fibre of this plant the Chinese manufacture their celebrated grass-cloth. By a very odd coincidence Dr. FORBES WATSON, the Reporter on the Products of India, was at that time engaged in drawing up an official notification, stating that the SECRETARY of STATE for INDIA in Council had decided, in the event of a sufficient number of competitors coming forward, to make arrangements for a series of trials to take place in this country early in November next, with the object of ascertaining the best methods for the preparation of the RHEA FIBRE, from either the fresh or the dried plant, by mechanical, chemical, or other means. The utmost care will be taken to secure reliable results, and to make public the details connected with the experiments; but, adds Dr. WATSON, it is not intended that any prize shall be awarded on the occasion. It is consequently to be feared that, from the want of a little liberality on the part of the Government, the otherwise good intentions of the India-office may be, in some measure, frustrated.

AMONGST the telegrams received from China during the past week will be found one of considerable importance. It is no less than that the Government have decided to establish Legations and Consulates in Europe. This is, indeed, the most portentous item ever received from China over the telegraphic wires, and will have a most important effect on our relations with that country. We believe that no confirmation of this has been received at the Foreign-office, owing to the absence of Mr. WADE from Peking, but we have no doubt that the appointment of a Commissioner to Yunnan, noticed in our telegrams, is to be traced to Mr. WADE'S visit to Hankow.

LORD STANLEY of ALDERLEY intends on the 19th inst. to call attention in the House of Lords to the coolie traffic, and to ask the Secretary of State for the Colonies to state the result of his inquiries into the death of two coolies from flogging in Province Wellesley. The noble lord will also inquire what progress has been made in framing a law for the protection of Chinese Coolies in the Straits Settlements.

BY the last mail from Rangoon we hear of the appointment by the Indian Government of Mr. NEY ELIAS as Resident at Bhamo. We commend the Government on securing the services of so experienced a traveller, and one so well acquainted with the treatment of natives.

Literature.

Food; a Lecture delivered in Shanghai. By R. A. JAMIESON, M.A., Consulting Surgeon to the Imperial Customs in China, and Honorary Surgeon to the Gutzlaff Hospital for Chinese. Shanghai: Kelly and Co. 1875.

Dr. Jamieson has just published, in a well-printed and neatly-got-up pamphlet form, the instructive lecture on Food which he delivered at Shanghai a short time back. From the prefatory note with which he now introduces his lucubrations to the public, we learn that he does not claim any originality for his remarks, but his audience certainly had to thank him for a mass of well-digested facts. Owing to the necessarily short time at a lecturer's disposal, and probably also from a fear of wearying his hearers, Dr. Jamieson was obliged "to confine the discussion to the food consumed by human beings, and to assume on the part of the audience a rudimentary acquaintance with the nomenclature of chemistry and a readiness to accept without demonstration the elementary facts of physiology." The former of these assumptions appears to us the weakest part of the lecture, for on the strength of it Dr. Jamieson does not hesitate to employ many technical terms and expressions, which must have been very puzzling to a non-professional audience. The first half of the lecture deals with the relations between food and fuel, and the principle upon which the dynamic value of food is estimated. Many, doubtless, thought this somewhat dry, and a trifle too learned; but it shows that Dr. Jamieson is well acquainted with his subject, and knows how to handle it. We cannot follow him through all his observations, for such a course would necessitate our going into the matter at too great a length, but we content ourselves with one very brief extract which will amuse, if it will not instruct, our readers. "Dr. Frankland, the lecturer remarks, "from a table such as I have given above, and on the assumption that only four-fifths of the potential energy of food is lost, shows that the average amount of work ought to be obtainable at the cost of 3½d. per day, if the worker is fed on oatmeal; for 11½d. per day, if on cheese; for 1s. 3d. per day, if on milk, hard-boiled eggs, or loaf-sugar; for 3s. 6½d., if on lean beef; and for 7s. 6d., if you were to feed him on Bass's ale. It may gratify you to be assured that these figures are obtained by calculation. Nobody, so far as I know, has ever been fed exclusively on Bass's beer, at least for purposes of scientific investigation."

In the second portion of his lecture Dr. Jamieson has some sensible remarks to make on the subject of meat; and he does quite right in disabusing his hearers of the notion that "the flesh of young animals, such as lambs and calves, being what we call more tender than that of adult animals, is more easily digested." Having explained this, he points out the odd fact that, though pork is the most indigestible of all meats, and cured flesh is also somewhat indigestible, still bacon appears "to be more easily assimilated than pork." In connection with the subject of meat, the question of primary importance is most undoubtedly its condition, whether wholesome or unwholesome. "Meat," we are told, "may be unwholesome (1), because, whether the animal from which it was taken was or was not healthy at the time of slaughtering, the flesh has since undergone putrefaction. It is true that the American Indians prefer their meat putrid, and so do the Greenlanders; and our noses are every day saluted by the odours of decaying fish and vegetables, which enter largely into the Chinese dietary. . . . Again (2), meat may be unfit for food because the animal was suffering from some infectious disease at the time of death. [This Dr. Jamieson shows is not a dictum that can be unreservedly accepted as true, though it is safest to act up to it.] . . . Or, lastly (3), meat may be fatally unwholesome in consequence of the presence of parasites in its substance. You have all heard of tape-worms, and I am sorry to say that there are a great many of them at Shanghai. They belong to the cestoid group, and their life-history has so direct a bearing on the precautions which we ought to take regarding our food, that I will sketch it briefly for you." With this curious, and slightly unpleasant feature in the dietary of the residents at Shanghai, our space compels us to take leave of Dr. Jamieson's interesting pamphlet, which, we trust, will meet with the attention it deserves at the hands of foreigners in all parts of China and Japan.

Keramic Art of Japan. Part I. By G. A. AUDSLEY, Architect, and J. L. BOWES, President of the Liverpool Art Club. Liverpool: Published by the Authors, for the Subscribers. London: Henry Sotheran and Co.

Some sixteen months ago we noticed in these columns Mr. G. A. Audsley's "Notes on Japanese Art." We now have received the first part of the splendid work on the "Keramic Art of Japan," which that gentleman has undertaken, in conjunction with Mr. J. L. Bowes, the President of the Liverpool Art Club. A short time back Messrs. Audsley and Bowes invited subscriptions for this work, stating that it would contain a comprehensive introductory essay upon Japanese Art in all its various branches, illustrated by thirteen photo-lithographic and autotype plates, and numerous wood engravings printed in colours, and, in addition, a concise dissertation on the Keramic Productions of Japan, from the earliest records up to the present day, with sectional articles on the Pottery and Porcelain of the various provinces of the Empire in which manufactories exist, fully illustrated by thirty-five plates, superbly printed in full colours and gold, and fifteen plates in autotype, the illustrations being all produced from original Japanese works of the greatest beauty, and representing the entire range of Japanese Keramic Art, ancient and modern. Well, indeed, have they fulfilled their promise in this, the first part of their magnificent work, though they think it necessary to apologise for the undue proportion of illustrations from objects in their own possession; this slight *contretemps* they have been unable to avoid, owing to the protracted nature of the lithographing and printing during the early stages of the publication. The present part contains, besides the dedication to H.R.H. the Duke of Edinburgh, Introductory Essay on Japanese Art, pp. i to xii; Illustrations of Early Plates, A and B; Keramic Art of Japan, pp. 1 to 8; five superb chromo-lithographic plates, and descriptions thereof; and two autotype plates, also with descriptive letter-press.

Previous to the Paris Exposition of 1867 very little was known in Europe on the subject of Japanese Art, and the little that was known was "derived from the objects imported by the Dutch traders, from the presents given to the several Embassies that have visited Japan, and the articles collected and described by such travellers in the country as Kaempfer and Siebold," and for that matter the latter did not pay very much attention to art. Even now no treatise has been written by any traveller on the subject of Japanese Art, and no one seems to have been at the trouble of investigating "the arts and art thoughts" of the people. On this point we venture to cite a few remarks from our authors' introductory essay:—"One cannot even hastily glance over the

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wide field of Japanese Art without being struck by the loving appreciation of the works of nature it displays. The Japanese artist is indeed an ardent student of nature; he watches her silent operations with keen perception, and notes her changes of mood and costume with loving eyes, until each detail of her marvellous handiwork, and each expression of her changeful face becomes imprinted on his mind, to be transferred to every work he sets his hands to do. In the animal and vegetable world he is ever watching for expressive action, or seeking for lovely forms or combinations of colour; and when satisfied with his research, how boldly and truthfully he depicts that which has pleased his artistic taste. Another remarkable trait . . . is his keen appreciation of, and intense love for, the humorous and grotesque . . . . He evinces great ingenuity in designing geometrical and other conventional devices, and in the application of them for the ornamentation of surfaces of all shapes." After going at some length into this portion of their subject, Messrs. Audsley and Bowes, in remarking that of all the methods adopted for the ornamentation of the flat surface, those in which flowers and foliage enter are the most beautiful and characteristic, express it as their decided opinion that in those respects the Japanese artist has no rival. We must not, however, on the present occasion dwell at any further length on this interesting essay, but must turn for a brief space to the "Keramic Art of Japan." The art of making porcelain is undoubtedly of Chinese origin, and was introduced into Japan at a very early period by Koreans who had learnt it from Chinese experts; one tradition, indeed, places the introduction of the art as far back as B.C., 27, but on this no reliance can be placed, and our authors think it more likely that the art came to Japan in the train of Buddhism in the sixth century. They, however, prefer to adopt for their starting point an epoch nearer our own times, and deem it reasonable to look to the middle of the sixteenth century for the first arrival of Japanese Keramic Wares in Europe . . . but," they add, "unfortunately no means exist whereby we may distinguish works of that epoch from those of later periods." Under all circumstances, Messrs. Audsley and Bowes look upon the time mentioned as the most satisfactory for commencing their review, and the only possible one for their illustrations of the Keramic Art of Japan. They then proceed with observations on "Old Japan" ware from Hizen (the earliest specimens of which are in the Dresden collection), and the important potteries of the Owari province. Next they say a few words respecting the productions of the provinces of Kaga, Jeetsju, and Satsuma, the first of which "has long been celebrated for its wares, decorated in rich red and gold," and the last for a faïence of a firm texture and delicate creamy tint, covered with a waxy glaze more or less crackled."

As we have stated above, this part contains five beautifully executed chromo-lithographic plates, two of which represent very fine specimens of Kaga ware, two again a splendid vase and oblong tray of Satsuma faïence, and the fifth a large oblong placque of Owari porcelain, elaborately painted in blue. The two autotype plates respectively represent several specimens of Kaga ware and Satsuma faïence, and so well are they executed that the different objects appear to stand out from the paper. We may here remark that in Part II. will be issued the plates of Old Hizen Porcelain, selected from the Imperial Keramic Collection at Dresden.

Whether considered as a whole, or taken in detail, we feel no hesitation in saying that the instalment of Messrs. Audsley and Bowes's work, which is now before us, is in all respects magnificently produced. In the seven parts to which they limit themselves they will be able to do full justice to the task which they have undertaken,—a task which is with them evidently a labour of love. Their great object, of course, is to give examples of all the most rare and beautiful specimens of Japanese Keramic Art to be found in this country. This being the case, we note with surprise the absence of the names of Sir Rutherford Alcock and Mr. W. J. Alt from the list of persons who have allowed the authors to make use of their specimens for the purpose of illustrating their work, as it is our impression that the collections of those two gentlemen are the best in England. No doubt, however, as they proceed with their undertaking, Messrs. Audsley and Bowes will find out these; at any rate, it is to be hoped they may, so as to render their work more complete.

We have received a copy of Baron Johannes von Gumpach's review of *The Returns of Trade at the Treaty Ports in China, as published by order of the Inspector-General of Customs*, which he has issued as a pamphlet, "with additional notes and an appendix." In the "advertisement" prefixed to this pamphlet the Baron notifies the Inspectorate-General of Maritime Customs that unless its shortcomings, real or supposed, be promptly put to rights, they will be embalmed in "a larger work now preparing for the press," and handed down to posterity as a warning to such like institutions in the future. We hope that the Inspector-General, or, at any rate, that one of his Cabinet Ministers who is entrusted with the seals of the Statistical Department, has taken the Baron's criticisms and strictures in the proper spirit, and has already begun to set his house in order. To speak more seriously, Baron von Gumpach claims to have treated his subject throughout in a spirit of fairness, and he roundly asserts that "the reader will meet with no statement that is not fully and in the strictest sense borne out by the facts of the case." We have neither space nor inclination for a detailed examination of the merits and demerits of the Baron's case, but if his remarks on Mr. Hart's official designation are to be taken as a criterion of the "spirit of fairness, &c.," in which he declares he has written, he had far better not have sent his MS. to the printer. It is idle quibbling to say that "there exists no such office as that of 'Inspector-General of Customs' in China." Mr. Hart's short title in Chinese is *Tsung shui wu ssu*, and if they may not be translated into English as "Inspector-General of Customs" with as much propriety as "Consul-General" is rendered by *Tsung ling shih kuan* in Chinese, it seems rather odd that some carping Chinese critic has not called attention to the fact. If the subject be approached in this manner, it is easy enough to pick holes in any official publication like the Chinese Customs' *Returns of Trade*, our own Blue-books included, but we may reasonably ask, *cui bono?*

The July number of *Temple Bar* contains a long and by no means uninteresting paper, by an anonymous contributor, entitled "A Month in a Japanese Farm-house." It would, however, have been far pleasanter reading had the writer only been less diffuse and less flowery in his descriptions. The article does not refer to experiences of a very recent date, for we are told, in the course of the journey to the farm-house, that about a year before Mr. Richardson was brutally murdered on the Tokaido. This reflection, which comes up in a rather promiscuous manner, gives rise to an unnecessary account of that sad affair. One of the best portions of the paper is that on "Baths." "In Japan," the writer says, "even in the lowliest inns, the traveller's request for a bath is never met with that stare of blank astonishment which often attends the demand in our own and every other European country. I know in Ireland once I asked for a bath, and they brought me a bread-pan; and on another occasion, in France, I could get no nearer the article than a horse-trough; while in England and Germany the request has more than once led to a serious breach of the peace between myself and the landlord." Then follows a description of the *modus operandi* in Japan. Considerably less than half the paper is devoted to the doings of the writer during his month at the farm-house; and though we fancy he is not particularly well conversant with the existing state of things in Japan, we are glad that the short sojourn in the quiet Japanese village transformed him "from a weak, pale invalid, trembling between life and death, into a robust, hale man."

Translation of a Chinese Letter. . . . The interpreter who was sent to Yunnan with his servants of the Inner Land, had all reached a place on the frontier of Burmah, by name Mêng-tien (Manwyne), under the jurisdiction of the savages *(shêng fan)*, when they were cruelly murdered by these savages, for what reason your younger brother knows not. The Tsung-li Yamên will assuredly take most stringent measures to trace out and punish the guilty parties; but as yet it is not known at whose instigation the deed was done. Truly it is very heart-rending, so lynx and tiger-like. Your younger brother thinks that with the Formosan difficulty as a warning, and considering the difference between your honourable country and Japan, the Yamên will not dare to slur over the matter, and thus offend all Western nations. On the other hand, the difficulties of position are much greater in the case of the Yunnan affair, though if we could act in concert with troops from India, it would be comparatively easy to bring the thing to a conclusion.

Correspondence.

THE OPIUM DEBATE.

(To the Editor of the *London and China Telegraph.*)

SIR,—I was in the gallery of the House of Commons last Friday during the debate on Mr. Mark Stewart's motion for the gradual withdrawment of the Indian Government from the cultivation and manufacture of Opium. I was interested by much that was said on both sides, and hope you will allow me in your columns to offer some remarks on various statements which were made.

I. The supporters of the motion all assumed that this country had violently overborne the remonstrances of the Chinese Government against the introduction of Opium among its subjects. I believe they were substantially correct in their averments, and nothing of any real weight was advanced to the contrary. Sir George Balfour, however, endeavoured to weaken the case of his opponents by asserting that the Chinese Government had never been sincere in its opposition to Opium, and referred in proof of this to certain Parliamentary papers which he held in his hand, proving, as he said, that the Chinese Commissioners who negotiated the Treaty of Nanking had said to Sir Henry Pottinger that if $3,000,000 (per annum) were guaranteed to their Government, the trade in Opium would be legalised. The statement surprised me, and it was unjustified by the documents on which it was based. At the conference for the settlement of the articles

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of the Treaty, when our Plenipotentiary wished to speak on the Opium question, the Chinese Commissioners unanimously declined entering on the subject. Being told, however, that he introduced it merely as a topic of private conversation, they evinced much interest, and heard all that he had to say, which was not without force, and was to the effect that, considering all the difficulties of the case, the legalisation of the trade was the most expedient course. One of the Assistant Commissioners, Hwang Ta-jin, having brooded over Sir Henry's exposition, made the proposal to which Sir G. Balfour referred at a meeting with Mr. Morrison, our Plenipotentiary's secretary and interpreter, several months afterwards. He made it as his own suggestion, though I think it likely that the other Commissioners had come to concur with him in opinion as to its being advisable. He said that in making it he was incurring a great risk, which, however, believing the thing to be for the benefit of both countries, he was prepared to incur, "though his life might be the sacrifice." There was no authority, then, in 1843, from the Emperor to submit such a proposal, and when, the following year, it was brought before him, he gave his memorable decision :—*It is true I cannot prevent the introduction of the flowing poison; gain-seeking and corrupt men will for profit and sensuality defeat my wishes; but nothing will induce me to derive a revenue from the vice and misery of my people.* It was not fair in Sir G. Balfour to make the use of Hwang Ta-jin's suggestion which he did. The sincerity of the Chinese Government in its opposition to the introduction of Opium among its subjects ought not to be called in question. I believe that Prince Kung, and the members of the Foreign-office in Peking generally, are now as sincere in their opposition to it. Some of them may have hinted at the plan to which some of the speakers in the debate referred, of authorising the cultivation of the poppy throughout China. *This has not yet been done.* The hint was thrown out as a threat. If the step should be taken, while the Indian revenue would be immensely diminished by it, the condition of China would become much worse even than it now is.

II. I had some sympathy with Sir G. Balfour when he went on to protest against our first war with China being styled "an Opium war;" contending that it was in avengement of the confinement in Canton—incarceration would hardly be too strong a term—of our representative and merchants in Canton. In all this he was partly right and partly wrong, just as the advocates of the motion were partly right and partly wrong in the name they gave to the war. It was the product of two factors. One was the smuggling of Opium from India into China by our merchants; the other was the arrogance of the Chinese Government in assuming the supremacy of its Emperor and officers over our Sovereign and officers, and refusing to be approached by the representative of any foreign Power excepting in the way of "petition" and on bended knees. Of these two factors the first war was the result. Certainly, the Opium smuggling was not less condemnable in the court of humanity than the Chinese arrogance. Whether war could have been averted in the long run, had there been no such provocation as the smuggling, we cannot tell. That, no doubt, accelerated its coming, and gave it an odious aspect in the eyes of other nations. Even Sir Henry Pottinger, in the postscript to a memorial which he addressed to the Emperor on occasion of the exchange of the ratifications of the Treaty, did not hesitate to say that the immediate cause of the war that sprang up between China and England was the trade in Opium. It seems to me important that the origin of the first war with China, as I have briefly indicated it, should be understood. Exaggerated and incomplete statements about it only do harm to the case in whose behalf they are made.

III. A third assertion of Sir G. Balfour is hardly worth adverting to. He said that the poppy was grown and Opium made from it thirty years ago to nearly as great an extent as now. I believe I should be within the mark in saying that ten times the quantity of Opium is manufactured in China now, as compared with what was made in 1840. And this is one of the saddest features in the Opium question at the present time. How with this fact before us the use of the drug is to be combated is a most difficult problem. I deplore the result of last Friday's debate. The Chinese Government might, not to say would, still rouse itself to enforce the law against the growth of the poppy in its dominions if the British Government would discountenance, instead of fostering the growth of it in India. Mr. Mark Stewart's resolution indicated a step in the right direction. The cordial adoption of it by the House of Commons would have cheered the heart of every patriotic Chinese, —and there are millions of such; and would, moreover, have done much to set this country right in the judgment of other nations. I have mourned, as a missionary, because of the obstacles presented by Opium to the progress of Christianity in China; I have been wounded to the quick by what I have heard Americans, Germans, and men of other nationalities, say about Great Britain, in connection with the trade and its history. I should be sorry to think that there are many Indian statesmen who are prepared to say, with Sir George Campbell, that the present monopoly of the production and sale of Opium in our Indian territories affords a happy "reconciliation of the services of God and mammon. "It is a pity he used such words.—I am, &c.,

JAMES LEGGE.

London, June 28, 1875.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—The debate on the Opium traffic in the House of Commons on Friday last appears to have been, on the whole, an able one, as the speakers on both sides kept, with few exceptions, to the subject before them, namely, the Government monopoly in India; and the arguments amounted on the one side to the assertion that the Opium revenue, as at present raised, is an absolute necessity; while on the other side the demoralising influence of the drug, both in China and India, was urged with ability, but in vain.

It is pretty certain that until some terrible pressure of a providential nature shall arouse the Indian Government to abandon the Opium monopoly, things will go on just as they are. Meanwhile, the attempt to cover over the plea of necessity in India by denying the existence of the evil in China will not bear inspection. Public opinion in China condemns Opium smoking as a vice, and the native Christian Churches exclude Opium smokers from their communion. Such being the case, to put Opium in China on a par with beer or tobacco in England is to show entire ignorance of the real evil of Opium smoking. It is possible that the native grown Opium in Western China may be smoked there with comparative impunity, as it is much milder than the Indian drug, but the former is used chiefly for mixing with the foreign article.

The fact is, that this tremendous evil is utterly beyond the control of politicians, or even philanthropists. Nothing but the divine power of Christian life can cope with it, and though this process may be slow, it is sure. Christian missions alone can deal with the Opium traffic, now that it has attained such gigantic dimensions, and the despised missionaries are solving a problem which to statesmen is insoluble. Those, therefore, who recognise the evils of Opium smoking will most effectually stay the plague by supporting Christian Protestant Missions in China.

—Yours faithfully, AN OLD RESIDENT IN CHINA.

London, June 28, 1875.

THE TEA TRADE: PURCHASES IN CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—Having a long acquaintance with China, I have watched, with much interest, the transactions in new teas that have just now been entered upon in that country. Briefly, these may be described as follows:—The Hankow market has been opened, and in ten days six steamers have been despatched with sixteen million pounds of new tea. Prices have been about the same as last year. In Foochow the market has been opened at three taels higher than last year.

The allusion to prices in Hankow is somewhat vague, because, to form a proper opinion as to cost, we want to know how many chests have cost over 2s., and how many under that price out of the 170,000 chests. But, judging from former years, we may expect that they are in about the following proportions :—

40,000	chests at from	2s. 6d. to 2s. 10d.
100,000	,, ,, ...	2s. to 2s. 6d.
30,000	,, under	2s.

The opinion here is that these teas are worth about

40,000	chests	2s. to 2s. 4d.
100,000	,, ...	1s. 8d. to 2s.
30,000	,, under	1s. 8d.

showing an average loss of about 4d. per lb. This opinion is based upon present prices. Now the comments that I have heard made upon this news are generally couched in a tone of regret and condemnation. For it is said that these prices are quite unwarranted by the state of the trade and the prices now ruling in London.

But this appears to me to be but a superficial view of the matter; and those who hold it seem entirely to forget that the operators have very great experience to guide them, must be much better acquainted with their own business than their critics can possibly be, and that (as is well known) in calm sound judgment and cautious attention to the proper principles of conducting business they will compare favourably with any other body of men that can be found elsewhere. It would, perhaps, be an invidious comparison to do more than allude to the late lamented failures, and the disclosures that they reveal of the state of trade even in this great city itself, which has been so well characterised as the heart of the commercial world.

In the first place, it must be borne in mind that the crop is undoubtedly *short*. It is true that we have no exact or detailed information on this important point, but we may certainly safely *assume* it. For doubtless the able and experienced men who conduct business in China would never have given prices which clearly show a loss of 3d. to 4d. per lb. on present rates (and *with full supplies* most probably more) had they not clearly foreseen a very considerable deficiency in shipments. And their antecedents are a *demonstrative* proof of this.

It is true that shipments, so far, are quite as large as in former years, but this only shows the far-reaching astuteness of shippers who wisely purchase *before* the scarcity of tea becomes so palpable to everybody as to enhance prices to a dangerous degree. This, I believe, to be the correct explanation of the telegraphic news. Of course it *may* possibly happen that shippers have forgotten their former prudence, and that, though the crop is a short one, yet prices are too high for safety; but this very unlikely change in their conduct must be occasioned by some profound cause; and the only possible one that can be assigned is the desire to stimulate production, thus philanthropically sacrificing their own worldly interests, that we in England may have a sufficient supply of tea to keep down prices to a low level; and for this they would surely deserve commendation rather than censure.

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But, as I shall show, the supply will *not* be so stimulated; and they are far too astute to be ignorant of this, or to be led away to act in so Quixotic a manner; we may therefore at once dismiss this somewhat Utopian course of conduct from our further consideration.

I believe that there is a general expectation on the part of the dealers that they will be able to obtain teas almost for nothing, in consequence of the large quantity coming forward simultaneously. But I cannot believe that they can seriously entertain any such expectation, however they may endeavour to influence the market by their remarks; for men possessed of their shrewdness and intelligence must really be in a state of great anxiety as to the prices they may have to pay, when they consider the vast alteration that has of late obtained in the trade; and the large orders that they are reported to have themselves sent out to China, for investment on their own account, fully confirm my opinion.

It is quite true that, formerly, a large simultaneous import necessitated forced sales on the part of needy holders; but now that the trade is exclusively in the hands of wealthy capitalists (who, if they wanted it, could have the support of that unlimited credit which large capital can *alone* command), teas will no doubt be firmly held; and importers will be able to rule the market in a manner that has been impossible for many years.

The careful manufacture that teas now undergo is another point to be considered. Formerly, if an importer could, financially, afford to hold teas, he was deterred from doing so by the deterioration that they experienced from being kept. But now that such care is taken in the preparation that tea is actually better after it has been kept for twelve-months than when it was fresh, there is great encouragement to hold; because, even should the expectation of improvement in the market be disappointed, the superior quality acquired by the tea will, at all events, pay the expense and interest of money incurred by keeping it.

As I do not by any means wish to overstate the case, I must here notice an objection that may be made, viz., that the high prices that have just been paid in China will certainly induce a large manufacture. This would undoubtedly be true in many cases, but as the objection omits the most important ground upon which to form an opinion, the deduction is quite fallacious, and I must therefore beg leave to call it a perfect cavil.

Allow to the argument its full force, it must be remembered that the production of tea depends upon season, weather, &c.; in fact, upon all the causes that affect every vegetable production. Now (as we have seen) that it is an *established fact*, that, from whatever cause, the production is this season deficient, it is clear that the stimulating effect of high prices will be inoperative, simply from having nothing to work upon.

On a review of the whole subject I very much fear that we shall find that there will be so great a falling off in the supply from China as to cause a considerable advance in the price to the consumer; and it seems therefore a pity that Sir Stafford Northcote should not have been able to see his way altogether to abolish the tax upon an article which has now become almost a necessary of life, and thereby counteract the danger apprehended, and assist the advent of the cheap breakfast table, which has been so long advocated by our most enlightened statesmen.

I am glad to observe that there is likely to be a larger importation of Indian tea, which will to a small extent supply the deficiency. I may as well add another hopeful item, to complete my view of the subject. The losses of tea cargoes have been very numerous during the past few years; and as, *of course*, this will certainly cause greater care to be taken in the loading and management of vessels, we may expect that there will be less to deduct from the supply on this account.—Yours faithfully, OLD CHINA.

London, June 29, 1875.

THE CHINESE AND HOW WE TREAT THEM.

(To the Editor of the *London and China Telegraph.*)

SIR,—At the present remarkable time in our intercourse with China, when she seems being provoked to jealousy by the progress of her inferior neighbour, Japan—when she is rubbing her eyes in order to see clearly what is needed to put her on an equal footing with Western nations—when her messengers are in England studying the operations connected with our coal mines, in order to open up the long-closed treasures of the Flowery Land—when Chinamen are to become our sailors, and perhaps our domestic servants—when Western learning is to be introduced into China, and a Professorship of Chinese established at Oxford—in short, when there is a growing interest among scientific, commercial, and philanthropic men in the rising importance of the Celestial Empire—it seems an imperative duty to consider what is most needed, what more can be done to render our relations with the Chinese thoroughly satisfactory? In directing thoughtful attention to this great question all who can should help. In helping, each should as far as possible take a comprehensive view of all the circumstances of the case. It may be natural, but it is not safe for representatives of Her Majesty's Government, of the Royal Navy, of the Imperial Customs, of the Press, Chinese and English, and of missionary societies, to study the salvation of the country from a private or self-interested point of view. Maudlin friends must not argue that the Chinese, abstaining from strong drink, are better than our own countrymen, or that at least it only needs the desirable object of suppressing the nefarious Opium traffic once gained to secure the salvation of the Empire, and that in fact the reformation of a third of the human family is an easy matter; nor, on the other hand, must open foes, whether suffering from Chinese smartness, or forgetting the injunction "Freely ye have received, freely give," take a position of implacable hostility against the natives. We need, first of all, to understand the people better. Decided opposition was manifested the other evening by speakers in the House of Commons, to judging of the state of things in India merely according to our English ideas; the same objection holds good in regard to China. The Englishman goes out to China with very little concern to fit himself for intercourse with the people; he is full of the thoughts and feelings peculiar to his own country, and does not pause to consider whether it is possible that there may be manners and customs strangely different from his own, yet not less useful, at least for those who adopt them. He is pugnacious, and, so, when with difficulty understood in a language he has taken little pains to learn, he is inclined to fume and storm, and let the unhappy native feel the weight of his hand or foot. That the Oriental is not of a logical turn of mind, is free and easy, wants to be away at his home at some frequent birth, marriage, or death, and has the unfortunate habit of lying, does not occur to him till he is surprised into a passionate outbreak, which timely precaution might have obviated. During many years in China, I have observed that *there are* merchants and business men who, by an acquaintance with and adaptation to the native mind, succeed better. These do not scorn the people, they do not wish them "swept from the face of the earth," but perceive that what they need to make them a noble people is an *education in morality*. The question then arises: How can this be secured?—how can the insatiable greed of the people be checked? How can they be made honest and truthful? How can those superstitions, such as ancestral worship, which make them refuse to amalgamate with other peoples and hurry home with their money to die at home and be buried in connexion with their own family, be removed? How can they be made *unwilling* to ruin their constitution and cut off hope of offspring by Opium? Having many personal friends amongst the Chinese, and being considerably interested in the progress of the whole people—I should welcome any answer to such questions; so far as I can see, the answer is not to be found in the "force," however valuable that may be, which our Government brings to bear on the natives to secure the fulfilment of the Treaty. We cannot *force* men to become truly upright in their dealings. Our commerce, again, indicates no influence superior to that which already actuates the Chinaman—regard for money-making. The trustworthiness of foreigners, in consideration of which they are placed in responsible positions in the Imperial Customs, impossible to the cheating native, is surely calculated to teach a lesson! The admiration of our British rule in the Straits Settlements, awakened in Chinamen, who have experienced the benefits of it, and make it known throughout the country on their return, naturally inclines the people to us, and leads *them* to long for such *just* Government as we enjoy; while the honourable and upright characters, combined with highmindedness and intelligence, of some of our fellow countrymen are always appreciated by every observing native. Still, all these beneficient influences are circumscribed, and to weaken their influence is the baleful effect of our Opium-traffic, in the mind both of those who are injured, and of those who see their fellow countrymen injured. Hundreds of times, when conversing with the natives concerning our being their well-wishers, have I been met with the objection, that in view of our self interest, we were trying to injure them—to poison them by the Opium! How, *then*, can we counteract this ill-fame, and convince them that we are not merely selfish men sinking down to their level, in one point at least, viz., by carrying on our trade and commerce simply with the desire of enriching ourselves at their expense? Perhaps we may find an answer by searching for the most potent influence for developing true morality in our own country. What is this, if not Christianity, showing itself in a variety of institutions for reducing depravity, and obviating that consequent misery which makes the sufferers parasites on Society? It would seem, then, that from *policy* (not to speak of the *benevolence* for which our country is famous) we should endeavour to impart to the Chinese those same enriching and ennobling influences of wisdom and goodness which have made our country what it is. We should encourage and seek to promote all sincere and intelligent efforts, to instruct the mind and purify the heart of the Chinese people—the *people*, because, in the present state of feeling towards foreigners of the gentry and ruling classes it can hardly be expected that instruction coming from us will work so effectually downwards as upwards. In this way political complications are avoided, according to the desire felt and acted on by Protestants. I will only add that my experience in China leads to the conclusion that the representatives of Christian churches in this country are in no small degree successful in making Chinamen better men,—more enlightened, less prejudiced—willing to employ their money, to pay for the mental and moral instruction given by native teachers trained in the mission schools—willing to give up their degrading superstitions, and to learn to speak the truth; and, I repeat, all such work should be encouraged from policy, if from no higher motive.—Wishing that your valuable paper may be more thoroughly appreciated and more widely circulated, I am, dear Sir, yours truly,

June 29. A LOVER OF CHINA.

BURMAH AND CHINA.

(PALL MALL GAZETTE.)

It becomes a serious question what ought to be done. So far, apparently, there has simply been a demand on the part of Her Majesty's Government for inquiry, and the issue of a Commission to take evidence on the spot. It was probably necessary to do so before making specific demands for satisfaction. At first it seemed doubtful whether in this initiatory proceeding we had been careful that the character of the Commission should mark the gravity of the subject-matter. The Chinese official appointed to accompany the British minister's two delegates was a man so destitute of rank or position as to suggest the inference that he was sent as a kind of courier. All mistrust on this head is now dissipated by the appointment of a high and responsible official to represent the Emperor of China on the Commission. Both the Foreign Office and Her Majesty's Minister at Peking are fully alive to the importance of this matter, and all due care has been taken to secure inquiry in good faith, and prompt satisfaction thereafter. Indeed, the telegraphic notice that has now reached us, of the agreement entered into by Sir Douglas Forsyth with the King of Burmah, seems to indicate an intention on the part of the British Government to obtain, as ultimate satisfaction, direct access to Western China from British territory in Burmah. The King's agreement to allow the passage of British troops through his dominions at any time points that way

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A foul act of treachery and murder has been committed, an attack has been made on British envoys and their escort under a safe pass in time of peace, and the demand for redress should include free access into the Chinese province of Yunnan. No doubt the punishment of the responsible agents and the actual perpetrators of the outrage will form a first condition. But here it is to be hoped that the British Government will cease to follow a series of bad precedents, and decline to be satisfied with blood-money for the life of a British subject. It may be right that a money compensation should be made to the family of Mr. Margary; if so, let it be paid by the British Government, in whose service he fell; but do not let the nation lay itself open to the contempt of an Asiatic people by accepting money for life treacherously taken by official order. There are other ways—and better ways—of making the Chinese understand that they cannot be allowed to indulge in acts of bad faith, involving the lives of British officers and insult to their flag. It may cost us some display of force to obtain all that we may rightly exact; but we had better accept this alternative than lower ourselves in the eyes of an arrogant and treacherous Government, who not unnaturally take their estimate of the value of a foreigner's life, or the power of a foreign State to command respect, from such occasions as that with which we are now dealing. It would be an utter mistake, probably a dangerous mistake, to allow the Chinese Government to make its peace by any satisfaction short of the surrender to justice of the perpetrators of the murder; the absolute disgrace of the Governor of Momein and his delegates in command of the attacking force; and the total removal of all impediments on the Chinese frontiers of Yunnan to the passage of our traders and their merchandise. To accept less would be to lay the foundation for renewed injuries and future war. It is time the Chinese should learn that their desperate efforts to close their vast inland frontiers to trade can no longer be persevered in. Russia, along its 2,000 miles of conterminous frontier on the north, has long ceased to submit to such exclusion; and neither Great Britain nor France can be kept out from the south-western borders, to which their territories are almost contiguous. The French already, by the Sankoi River, recently discovered and navigated, have gained access to the province of Yunnan; and the British must equally be admitted across the Shan Hills, or whichever may prove the most direct trade route from their own territories in Burmah. The time has come to insist on this.

(DAILY NEWS.)

The intelligence from Burmah contained in telegrams from Allahabad is unfavourable. The statement of a previous telegram that the King had promised to permit the passage of British troops through his territory is now contradicted. In noting this announcement upon its first appearance we were the first to point out that it formed no part of the official intelligence from Simla which was published simultaneously with it. It is now stated that the King absolutely refuses to permit the passage of troops through his dominions, and that Sir Douglas Forsyth consequently has returned to Rangoon. We must not be surprised at the difficulties our Envoy has encountered. It was easy enough for the King to give "explanations" concerning his reception of the Chinese General, Leeseetahi, and to disclaim all complicity in the attack upon Colonel Browne's expedition, but he is now called to make a choice which will determine the future relations in which he will stand on the one side to the British Government, and on the other to that of China. Since the last war between Burmah and this country the Chinese Government has conducted military operations in his neighbourhood with a considerable degree of success, and reduced provinces which had been independent of it for twenty years. This consideration, joined to his own views of self-interest, probably weighs with him, and it is believed that the Chinese Government has done its utmost to induce him to refuse Sir Douglas Forsyth's request. It would, however, be premature to speculate upon the future. Sir Douglas Forsyth's return to Rangoon suggests that the negotiations have been broken off; but they may be renewed before the season arrives for bringing military pressure to bear upon the Burmese Government; and perhaps when the Chinese perceive that we are determined to gain access to their Western provinces they may give reasonable counsel to their ally.

Monetary and Commercial.

We regret to announce the failure of Messrs. Gregson and Co., one of the oldest firms in the India and China trade. The liabilities on acceptances, &c., are trifling, and for many years their business has been very contracted. Sir William Baynes, a director of the Oriental Bank, left the firm last year.

We have also to announce the stoppage of Messrs. Kilburn, Kershaw and Co., a firm actively and extensively engaged in the silk trade. The partners have enjoyed a high character for many years, and their failure must be attributed to the system of advances to principals who are unable to make good the losses incurred of late on silk. The liabilities are computed at £500,000. The partners were Messrs. W. Kershaw and H. W. Kilburn, and there was no connection with the firms of Schœne Kilburn and Co. nor E. D. Kilburn and Co. Subjoined is the formal announcement of the suspension:—

We regret having to announce to you the suspension of Messrs. Kilburn, Kershaw, and Co., of No. 28, St. Mary-axe, silk and piece goods brokers. They have placed their books in the hands of Messrs. Turquand, Youngs, and Co., who will at once prepare a statement of their affairs. —With reference to the suspension it is our duty to announce that the only connection between such firm and that of Messrs. E. D. Kilburn and Co., who carry on business at the same premises as East India merchants, is one of relationship between some of the partners in the respective firms. The business engagements of Messrs. E. D. Kilburn and Co. are entirely distinct, and in no way affected by this suspension.—Yours obediently, LATTEY and HART.

A circular has been issued announcing the failure of Messrs. Edmund Jones and Co., East India merchants, of King William-street, consequent on the failure of Messrs. Collie and Co. The liabilities are estimated at £120,000, and the assets are considerable, but their value has not yet been ascertained. The firm had extensive trade connections with Burmah and China.

The suspension of Messrs. Da Costa, Raalte, and Co., merchants, of London and Manchester, is also announced. The firm had correspondents at Alexandria, and is understood to have failed through giving too much of its attention to Egyptian finance and other speculative business, which has not turned out well.

In reference to the failure of Messrs. Kilburn, Kershaw and Co. we have received the following circular:—

I beg to inform you that I have this day established myself as an East India Broker. I have had twenty-three years' experience in the Raw Silk and Silk Piece Goods trades, and have for the last fifteen years acted as Silk Inspector to the late firm of Kilburn, Kershaw, and Co. I venture therefore to hope that I may receive your kind support.

JOHN KERSHAW.

A list of the principal creditors of Messrs. R. Benson and Co. is given in the statement presented to the Court of Bankruptcy. The total liabilities, secured and unsecured, are reckoned at £750,000, and the chief creditors are: S. Mendel, Manchester, £55,259; H. and D. Anderson and Co., £46,124; Aberdare Iron Company, £17,222; Alexanders, Cunliffe, and Co., £15,429; Dod, Kerr, and Co., £15,094; D. Stewart and Co., Liverpool, £8,000; and J. and A. Leigh, Preston, £9,500. The others are very numerous, but for smaller amounts, and are chiefly in Manchester, Birmingham, Sheffield, Liverpool, and Staffordshire. It is stated that the above list does not give a correct impression of the nature of the liabilities. The sums stated are, in many cases, only indirect liabilities to discount houses on acceptances by banks and high-class firms, the whole of which will run off by payment at maturity in regular course.

At the annual meeting of the Ceylon Company (Limited) the directors' report, which was agreed to, stated that the available balance after payment of the interim dividend in December last was only £7,338, out of which a dividend was declared at the rate of 3 per cent. per annum, free of income,-tax, leaving £1,570 to be carried forward.

The profit and loss account of the Jorehaut Tea Company (Limited) for 1874 shows a credit balance of £18,345, equivalent to a net profit of £21 18s. on the paid-up capital. To this was added £6,092, brought from the previous account, making in all £24,437 available for division. Out of this a dividend of 10 per cent. was paid in January last, and it is now proposed to pay a further dividend of 12 per cent., making 22 per cent. for the year.

The directors of the Moyar Coffee Company have declared a dividend of 12 per cent. for the year ended the 31st of March last.

The official liquidators of the London, Bombay, and Mediterranean Bank (Limited) have, with the sanction of Vice-Chancellor Hall, declared a seventh dividend of 1s. in the pound (making 8s. 6d. in the pound).

Mr. McLean has resumed charge of the London Branch of the Hong Kong and Shanghai Bank. Mr. Jackson, lately acting manager, proceeds to China shortly.

A circular has been issued, announcing the liquidation of the firm of Sam Mendel, of Manchester, and that the business will be carried on in conjunction with that of Messrs. John Siltzer and Co.

The deliveries of tea from the bonded warehouses in London during the week ended the 26th ult. amounted to 3,015,097 lb., of which 1,907,054 lb. was for home consumption, 587,041 lb. was removed coastwise, 461,946 lb. was exported, 53,725 lb. was removed coastwise for export, and 5,331 lb. was for ships' stores. The duty received was £47,676, or 7 per cent. less than in the previous week.

The Times prints the subjoined remarks upon the position of the Silk trade:—

The peculiarly depressed position of the silk trade has special interest at the present moment. Throwing a glance over the average prices ruling at this period of the past four years, we find that the quotations for the current qualities of East Indian descriptions are now less than one-half what they were on the 1st of July, 1872, over 40 per cent. less than those of 1873, and about 20 per cent. less than those of last year; while in Chinese and Japanese sorts the diminution is not quite so marked as compared with last year, but about 30 per cent. less than in 1872 and 25 per cent. below the prices of 1873. Although lately signs were apparent of a revival so far as the manufacturing districts are concerned, and a pretty good demand existed for the lower classes of the raw material, it is patent that it arose more from the reduced prices ruling than from any general improvement, and recent events show that the losses sustained by importers have been large and continual. The imports of raw silk, according to the Board of Trade returns, were for the first five months of the present year 1,566,316 lb. from all countries, against 1,872,250 lb. and 1,992,612 lb. in the corresponding periods in 1874 and 1873 respectively, thus showing a diminution in quantity of 16 per cent. as compared with last year, and 27 per cent. as compared

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with 1873, while the declared value has been 34 per cent. less than that of 1874, and 44 per cent. less than that of 1873. These facts, added to the continued steady advance in the value of the manufactures of silk imported, which have increased during the present year about 14 per cent., go far to prove the wisdom of the course pursued by those firms who have of late curtailed their business relations in this department of trade with the East. Not only in silk, but in tea, is it asserted that ruinous losses have been encountered, and the depreciation in various qualities of tea has been sufficient of itself entirely to absorb the profit which may have arisen from other sources.

The amount of bullion per P. and O. steamer *Mirzapore*, from Southampton on the 1st inst., was—in gold, to Galle, £66; in silver, £74,300; to Penang, £3,935; to Singapore, £68,400; total in gold, £66; in silver, £146,635.

The market for Bar Silver became somewhat weaker when the recent arrivals came to hand, and 55¾d. per oz. standard was the price realised for them; at this rate a Continental demand was strong enough to clear off all amounts offering. Mexican Dollars to the amount of £80,000 have been sold at 54 5-16d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	7⅞ to 8
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	13¾ to 14¼
25	Chartered Merc. of India and China ...	All	19 to 21
20	City	10	13 to 14
100	Colonial	30	61 to 63
500fr.	Comptoir D'Escompte de Paris... ...	All	610 fr.
Th.200	Deutsche	All	Th.158
£28½	Hong Kong and Shanghai	All	19 to 21
50	Imperial	15	17½ to 18½
50	London and County	20	62 to 63
50	London Joint-Stock	15	47 to 49
100	London and Westminster	20	66 to 68
25	Oriental	All	43 to 44
50	Union of London	15	41 to 43
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7¾
10	Eastern Telegraph	All	6¼ to 7¼
10	Great Northern	All	9⅝ to 10¼
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	2⅞ to 3¼
12	Telegraph Construction Company ...	All	23½ to 24¼
20	India-rub., Gutta-perc., & Teleg. Works	All	18 to 20
8	Reuter's	All	10 to 11
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 6 pm.
20	Globe Marine	4	1¼ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	50 to 52
20	British Indian	All	6¼ to 7⅛
20	Darjeeling	All	17 to 19
10	Eastern Assam	All	4½ to 5
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	16 to 17 pm.
10	Lebong	All	14 to 15
10	Upper Assam	All	1⅞ to 2¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	13 to 15
20	Do.	10	6¼ to 5⅛ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	2⅞ to 3⅛
10	General Credit and Discount	7½	7⅞ to 8⅛
10	Hong Kong Gas	All	14⅝ to 15⅝
10	International Finance	5	1½ to 1⅛ dis.
25	National Discount	5	8⅞ to 9¼
500fr.	Messageries Maritimes of France ...	All	616¼ fr.
£50	P. and O. Steam	All	42 to 44
50	Do. Do. 1867	10	7 to 5 dis
100	Royal Mail Steam...	60	64 to 67
402fr.	Suez Canal...	—	687½ fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	110 to 112
92½	Do. 7 per cent....	All	99 to 101

ARTICLES OF IMPORT.

Extreme quietude has been again the pervading feature of the Produce Markets. The business done in all articles—with the exception of Coffee, which has been, comparatively, fairly active—has been on an extremely limited scale, and wholly insufficient to test values.

TEA.

The stock of Tea in bond on 30th ult. was 50,000,000 lbs., being 5,000,000 lbs. less than the estimate given in the issue of Feb. 15, and under ordinary conditions this satisfactory statistical position, the smallest figures for very many years, would have afforded a brilliant reception to the new season's country Congous, had shipments been sent forward with some regard to the requirements, and at a range of prices to encourage buyers to act with confidence. As the position now stands, the prospects cannot be even hopeful to importers, of whom there appear to be more outsiders on the scene than for some seasons past, if reports are correct, of Germans being large operators, who know but little of home trade requirements, and also a syndicate, comprising wholesale dealers who, when the "weight note" agitation existed, sent large orders to China, apparently fearing a scarcity; but the producing power of the Chinese has been so much encouraged during the past few years that there need be no alarm of a short supply for the Season 1875-76, especially during a continuance of the high range of prices ruling in China.

Further heavy supplies of Canton teas are at hand, and doubtless this accounts for the decline in Scented Caper of another ½d. per lb. during the past week; the shipments of this class alone from Canton being reported at over 1,750,000 lbs., and though the home consumption continues highly satisfactory, the stock on 30th June showed unfavourably, being 3,400,000 lbs., or five months supplies with unprecedented heavy shipments of new leaf afloat. Green Tea sells at ruinously low prices, and it is not too late for buyers in China to desist operating until something definite is learnt as to the new Adulteration Act. Consumption has doubtless been kept up by the low prices, but there is a growing opinion it will eventually be driven out of general consumption by Indian tea.

Congous.—Red-leaf kinds: In Siftings there is nothing doing. Broken-leaf and fair common to good common, rather dusty, have been sold at 9¾d. to 10½d. Good common, free from dust, may be quoted 11d. to 11½d. per lb., with small demand. Fair to good and fine Kaisows are very scarce, and first arrivals of new season's will be in a favourable position. Finest are only saleable at low rates. Black-leaf descriptions: Common to good common are much depressed in value, but are fairly saleable at 9½d. to 10½d. per lb. Fair kinds are only saleable at low rates, say 11½d. to 1s. 0½d. per lb., and good third crop Oopacks, with a little quality, sell with difficulty at 1s. 1d. to 1s. 1½d. per lb. Good medium to fine are scarce, and first arrivals of new season's at 1s. 6d. to 1s. 8d. will meet with a ready sale. Finest have been forced off, to close accounts, at very low prices; Teas which on arrival were worth 2s. 2d. to 2s. 8d. per lb., selling at 1s. 8d. to 2s. per lb. Canton-make kinds: Further arrivals of common to fair have been realised at 11½d. to 1s., medium to good at 1s. 1d. to 1s. 3d., showing a reduction of about 1d. per lb. on our last quotations. Fine have maintained their value, the few in recent arrivals selling at 1s. 6d. to 1s. 7d. per lb. Oolongs, Souchongs, and Flowery Pekoes show no change. *Scented Teas.*—Canton Capers, of old import, have been forced off at auction at very low rates, common to fair quality selling at 7½d. to 9½d. per lb., and good to fine at 10½d. to 1s. 1½d. per lb. A few parcels of new season's have realised unsatisfactory rates, quality being indifferent. Orange Pekoes show no material alteration. In Foochow Scented Teas business has been unimportant. *Green Teas.*—There is nothing of any importance to note in the business of the past fortnight, sales by auction, without reserve, supplying current requirements, and keeping prices down.

SILK.

Messrs. Durant and Co.'s Circular says:—The periodical public sales commenced on the 22nd ult., and are concluded. The quantity offered was about 1,000 bales Bengal Silk, 4,500 bales China, 1,600 bales Japan, and 600 bales Canton silk, with about 40,000 lb. English Thrown Silk, of which nearly the whole of the Bengal and Canton Silk, fully two-thirds of the Japan, and the whole of the English Thrown Silk and half the China Silk were printed to be sold without reserve or taxed at prices generally below market quotations—in some very few cases only were the tax prices above market values. The result has been much as might have been anticipated. The China and Canton Silk and the English Thrown Silk sold generally at about previous rates, but the mills are so fully occupied with China Silk that the biddings for the Bengal Silk, with the exception of a few of the better parcels of Filature Silk were very unsatisfactory, and for the native Filatures especially so. All the Japan Silk that was taxed, and this was fully one-third of the whole, was refused at the tax prices, while the rest sold at prices barely equal to the lowest rates established previously to the public sales, so that the report of the business may be summarised thus:—The whole thing has gone heavily, but speaking generally without material change of prices.

COFFEE.—There has been no appreciable change in the market, and the public sales have passed off with fair spirit, prices ruling at about previous valuations for all descriptions. Plantation Ceylon has sold, coloury small and low middling at 99s. 6d. to 103s., middling to good middling at 104s. to 107s., and bold at 109s. 6d. to 114s., greyish and palish small to low middling at 96s. 6d. to 99s. 6d., middling to good middling at 102s. 6d. to 105s., bold at 106s. to 108s., peaberries at 123s. to 127s., triage at 84s. 6d. to 87s.

COCOANUT OIL.—Transactions have been restricted. Ceylon is quoted £37 5s. to £37 10s., Cochin, £41 10s. to £43 15s. per ton.

COTTON.—The market has been very dull and depressed, and prices show a downward tendency.

PEPPER.—There is no quotable change in prices, and the market has been quiet. Of *Black* 628 bags Singapore 479 bags sold at 5½d. to 5⅝d. for good to fine, and 5⅛d. to 5⅜d. for damaged; of 2,775 bags Penang 444 bags sold at 4⅝d. per lb. for common. Of 481 bags Singapore *White* 188 bags sold at 7d. for bold bright but rather mixed, and 6¾d. to 6⅞d. for brown and brownish.

RICE.—The tone of the market has continued very quiet, and no sales have transpired either on the spot or afloat.

SUGAR has remained very dull during the week. The only sale of East India has been 400 tons Ilo Ilo at 16s. 6d. per cwt.

SPICES.—*Cinnamon:* 15 bales Ceylon sold at 2s. 7d. to 3s., and 182 bales chips at 5d.; 15 bags broken quill bought in at 1s. 10d. per lb.

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Cassia: 12 bales Padang sold at 31s. to 38s. per cwt. *Cassia Buds:* 243 boxes China bought in at £5 10s. per cwt. *Mace* has been sold rather cheaper. 12 cases red Penang sold at 2s. 3d., slightly mouldy at 2s. 2d. *Nutmegs* have been sold without material change. 14 cases Penang brown slightly mouldy, average 66 nuts to the lb., at 4s. 2d., 71's to 70's at 3s. 11d. to 4s., 77's at 3s. 8d., and limed 144's at 1s. 11d. to 2s.

SHELLS.—The auctions which were held on the 29th ult. passed off very flatly. Tortoiseshell was only saleable on lower terms. Mother-o'-Pearl Shells also went heavily at reduced rates, Bombay frequently 10s. to 15s., and Manila 10s. to 20s. per cwt. lower. *Tortoise:* East India sold at 12s. 6d. to 17s. 6d., very low at 7s. 6d. per lb. *Mother-o'-Pearl:* 39 cases Macassar were bought in at £17 10s.; 49 cases Manilla partly sold, good and fine large at £11 to £12 2s. 6d. *Other Shells:* 692 baskets Green Snail partly sold at 11¾d. for fine large, 8¼d. to 8¾d. for good bold, 5¼d. for medium, 3¼d. to 3¼d. for small; 935 bales 97 cases Japan Ear bought in at £23 10s. per ton; 10 cases Murex sold at 2s. per dozen.

SAGO has been dull; 100 bags medium sold at 16s., one lot at 16s. 6d. Of 432 bags large sound, 18 bags out at 18s.; rest damaged sold at 12s. to 15s. 6d. for third to first class. *Flour:* 606 bags bought in at 12s. 9d. to 14s. per cwt.

TAPIOCA.—Twenty bags Pearl sold at 20s. per cwt. for medium white; 16 packages flake at 2d. to 2½d. per lb.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun. 23	Egbert	Mills	Colombo	New York
24	Europe	—	Do.	Plymouth
24	Argonauta	—	Rangoon	Falmouth
25	Uli	Goitia	Manila	Queenstown
26	Zyphir	Muysson	Macassar	Rotterdam
23	Nola	McRae	Singapore	Marseilles
24	Maarten van Rossen	Huizer	Batavia, for Rotterdm.	Falmouth
29	Cornelis Wernard	Eduard	Batavia	Rotterdam
28	Star of the South	Pomeroy	Singapore	London
24	Charlotte Clark	Garden	Do.	Marseilles
29	Alnwick Castle	Yeallland	Colombo	London
29	Paul	Bogel	Do.	Do.
29	Costante	Armellina	Rangoon	Queenstown
29	Birmah	Evans	Do.	Do.
30	Nuovo Marina	Ferraro	Do.	Falmouth
30	Larnax	Trail	Do.	Do.
30	Chas. H. Southard	Town	Manila	London
30	Glamorganshire	Riches	Do.	Falmouth
30	Agnes Muir	Lloyd	Do.	Isle of Wight
30	Herald	—	Sourabaya	Boston, U.S.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun. 23	Shun Lee	Evans	Rangoon	London
23	Belle of Southesk	Stratton	Singapore	Do.
23	Sumatra	Montechiaro	Do.	Cardiff
24	Stentor (s.)	Middleton	China	Liverpool
24	Quang Se (s.)	Holmes	Do.	London
24	Emilia Rondanino	—	Singapore	Cardiff
22	Zoenymph	Coulon	Macassar	Rotterdam
23	Elizabeth	Van Hilten	Batavia	Amsterdam
26	Birker	Alleyne	Hong Kong	London
26	Wilhelmine	Keller	Galle	Cardiff
28	Vice-Admiral May	Annokkee	Macassar	Sunderland
18	Buenaventura (s.)	Izpizua	Manila	Cadiz
12	Mary Goodell	Sweetser	Anjer	New York
15	Sooloo	Shatwell	Manila	Boston U.S.
28	Papa Olivari	Enerigo	Galle	Cardiff
28	Matilda	Pinelli	Do.	Do.
29	County of Sutherland	Auld	Batavia	Liverpool
29	Bastian Pet	Muller	Singapore	Cardiff
29	Charger	Knowles	Hong Kong	Do.
28	Aurora	Basterrechea	Manila	Glasgow
29	Liverpool	Crawford	Galle	Liverpool
16	Courser	—	Anjer	Philadelphia

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Paraguay, Naples. For Singapore, Hong Kong, and Shanghai: Lorne, Teviot.

SAILING VESSELS.—For Yokohama and Hiogo: Flying Spur, Albuera, Western Chief. For Shanghai: Titania, Albert Victor, Windhover. For Hong Kong: Gryfe, Marina, Hopewell. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: George Crosbaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Diomed (str.), Patroclus (str.). For Manila: Emiliano (str.). For Batavia: Martha P. Tucker. For Singapore: Banian, Amsterdam. For Anjer: Hawthorne. For Galle: J. P. Smith, Queenstown.

At GLASGOW.—For Manila, Olano. For Singapore: Douglas Castle. For Colombo: Pictou Castle.

At GREENOCK.—For Batavia: Sourabaya.

SPOKEN.

J. M. JOSHUA, Cardiff to Galle, May 19, 1 N., 26.40 W.
HENRIETTE ADRIANA, Banjoewangie to Rotterdam, June 2, 14 S., 8 W.
D. H. WATJEN, Newcastle to Singapore, June 6, 39 N., 17 W.
FRANCE, Manila to London, June 13, 39 N., 39 W.
ROBERT KELLY, New York to Japan, June 2, 39.12 N., 53.5 W.
R.B.P.J., Manila to Liverpool, April 10, 35 S. 17 E.
JUPITER, Amsterdam to Samarang, June 11, 18.12 N., 25.12 W.
GEBROEDERS VAN DER BEEK, L'pool. to Bat., June 19, 15.40 N., 25.53 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Nagasaki: 50s. weight, 40s. meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £32. To Hong Kong: £26. To Singapore: £23. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

MAURITIUS, MAY 27.—The Maria, De Jong, from Samarang, for Rotterdam, put in here on the 3rd inst., and reports having experienced very severe weather on April 16 in 15 S. 88 E., lasting ten hours, which caused the vessel to spring a leak, making nineteen inches of water every two hours, and lost mainsail, &c.; on 24th bore up for this port, where she made from four to five inches per hour in still water. About 2,000 canisters of sugar, and 5,000 bags of coffee, have been discharged; of the latter 600 bags were sea damaged, and have been sold at auction; a further quantity will be sold shortly; vessel will have to go on patent slip to be surveyed.

MISCELLANEOUS.

GIBRALTAR.—Passed, June 19, Madura (str.), from Batavia, for Nieuwe Diep; 20, Koning der Nederlanden (str.), from Nieuwe Diep, for Batavia; 29, Glenartney (str.), from Hankow, for London.

NAPLES.—Arrived, June 25, Conrad (str.), from Batavia, and left same day for Amsterdam.

PORT SAID.—Arrived, June 27, Glenearn, from Hankow, and left for London; Holland, Koningder Nederlanden, both from Nieuwe Diep, and left for Batavia; 30, Flintshire, from London, Ulysses, from Liverpool, both for China.

SUEZ.—Arrived, June 26, Fleurs Castle, from Hankow, and proceeded for London; Deucalion, Bengal, both from Hankow, and left for London.

HONG KONG, JUNE 25.—The steamer Carisbrooke, which was seized by a Chinese gunboat off the Hainan coast, on suspicion of being engaged in smuggling, is reported to have been released, security being given to the value of the ship and cargo—viz., $340,000—pending reference to Peking.

WHOLESALE EXPORT AND FURNISHING IRONMONGERS.

ESTABLISHED **DEANE'S.** A.D. 1700.

ILLUSTRATED CATALOGUE, WITH PRICED FURNISHING ESTIMATES, POST FREE.

TABLE KNIVES, IVORY, per dozen, from 19s. to 55s.
ELECTRO FORKS—Table, 24s. to 38s.; Dessert, 16s. to 29s.
" SPOONS " 24s. to 40s.; " 16s. to 30s.
PAPIER MACHE TEA TRAYS, in Sets, 21s., 56s., 95s.
ELECTRO TEA AND COFFEE SETS, from £3 7s. to £24.
DISH COVERS—Tin, 23s.; Metal, 65s.; Electro, £11 11s.
ELECTRO CRUETS, from 12s. 6d. to £6 6s.
" LIQUEURS, from 40s. to £6 10s.
LAMPS—Patent Rock Oil Moderator, &c.
BRONZED TEA AND COFFEE URNS.
COAL SCUTTLES AND VASES, BOXES, &c.
CLOCKS—English, French, and American.
CHINA AND GLASS—Dinner, Tea, and Dessert Services.
FENDERS—Bright, 45s. to £15; Bronze, 3s. to £6.
STOVES—Bright, Black, Register, Hot-air, &c.
BATHS—Domestic, Fixed, and Travelling.
BEDSTEADS—Brass and Iron, with Bedding.
CORNICES—Cornice poles, Ends, Bands, &c.
GASELIERS—2-light, 17s.; 3-do., 52s.; 5-do., £6 6s.
" Glass, 3-light, 55s.; 5-light, £6.
KITCHENERS, from 3 ft., £3 5s., to 6 ft., £33.
KITCHEN UTENSILS—Copper, Tin, and Iron.
TURNERY GOODS, BRUSHES, MATS, &c.
TOOLS—Gentlemen's Chests, Household, Youths, &c.
GARDEN TOOLS—Lawn-mowers, Rollers, Hurdles, &c.
HOT-WATER FITTINGS for Greenhouses, Halls, &c.

BUILDERS' IRONMONGERY, BRASS FOUNDRY, IMPLEMENTS, MACHINERY, &c.

DEANE & CO. (46, KING WILLIAM STREET), **LONDON BRIDGE.**

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express.*

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Khedive..	3,742	600	July 8	Mediterranean, Aden, Bombay.
*Khiva ...	2,609	450	July 15	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Thibet ...	2,593	400	July 22	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—123, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Amazone ... July 18	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr ... Aug. 1		
Djemnah ... Aug. 15		
Tigre... ... Aug. 29		
Ava ... ... Sept. 12		

The Steamers of the 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 18th July, 15th August, and 13th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

DEUTSCHE BANK.

(Registered in Berlin as a Limited Company, under Prussian Law.)

CAPITAL SUBSCRIBED AND PAID UP,
15,000,000 Thalers (£2,250,000).

RESERVE FUND—334,537 Thalers.

HEAD OFFICE, BERLIN—29, BURG STRASSE

LONDON BANKERS.
National Provincial Bank of England
German Bank of London (Limited).

LONDON SOLICITORS.
Messrs. Freshfields.

AGENCIES.
Hamburg, Bremen, Shanghai, and Yokohama.

AGENTS IN NEW YORK.
Messrs. Knoblauch and Lichtenstein.

LONDON AGENCY.
50, Old Broad-street, E.C.
MANAGER.
G. Pietsch, Esq.

The London Agency is prepared to transact Foreign Banking business of every description, on terms to be ascertained at its office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. Maclean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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MILITARY EQUIPMENTS, &c.
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Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

OSLER'S
GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

ROYAL NATIONAL LIFEBOAT INSTITUTION.—The Committee thankfully acknowledge the receipt of £9, being an amount kindly collected in aid of the funds of the Institution on board the Messageries Maritimes steamer *Meikong*, on a recent voyage from Shanghai to Marseilles, per Captain Richard Gibbon.

No. 14, John-street, Adelphi, June 29.

Diploma of Merit, Vienna Exhibition, 1873.

YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each Trade mark—Willow-pattern plate.

PROPRIETORS:—
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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S QUININE WINE.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE & CO., LEEDS

THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hankow	
Tientsin	JAMES HENDERSON
Nagasaki—Japan ...	PIGNATEL and Co.
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J. LACAPE,

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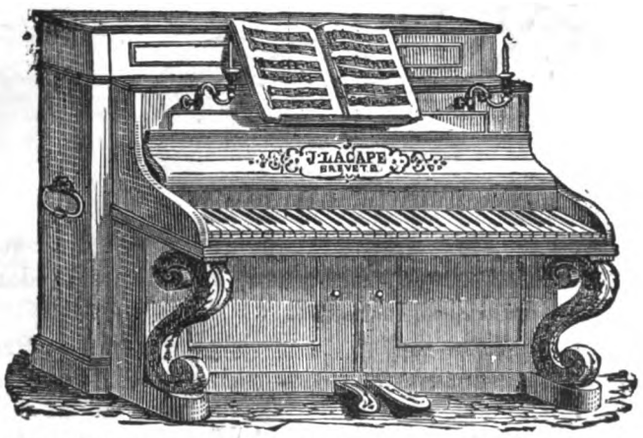
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

GAS. Exhibition 1867.

LECOQ FRERES,

GAS. Silver Medal.

PARIS,

226, RUE ST. DENIS, 226.

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LYRE GENOUILLERES
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Lamps, Candelabras.

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Rich Chandeliers in Bronze.

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WHERE PLANS ARE SUPPLIED.

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RENAUX'S PHENOLEINE.

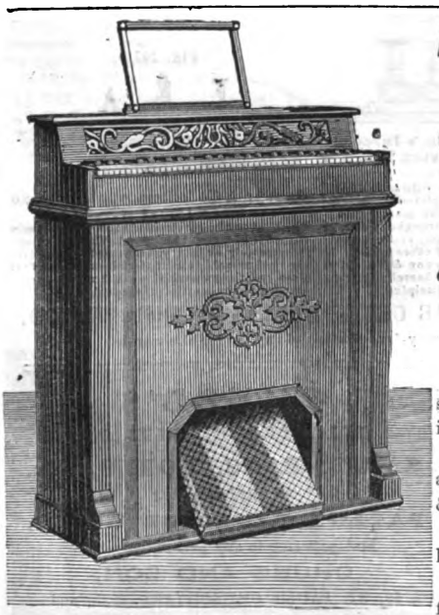
AGAINST YELLOW FEVER, TYPHUS, CHOLERA, AND SMALL POX.

DISINFECTANT—PRESERVATIVE.

Is of a pleasant smell. Guaranteed of pure and unadulterated Phenic Acid.

A. RENAUX, Chemist, 2, Rue Monge, Paris.

Orders may be sent through the China and Japan Agency.



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ORGAN AND HARMONIUM MANUFACTURERS.

MEDALS AT ALL THE EXHIBITIONS.

Constructed especially for exporting to Hot Climates.

FROM £3 UPWARDS.

No. 19 of the Catalogue is an instrument suitable for a school or a small church. Price, in oak, £8 8s.

No. 75 is an instrument with percussion action, eleven stops, suitable for music halls, &c. Price £30.

No. 52 expresses the sound of a flute, voice, horn, &c. Price, in old oak, £15.

No. 138 imitates the sound of human voice, flute, horn, clarinet, bell, &c. Price £55.

List of prices and specimens of goods to be found at, and orders received by the Agents of the China and Japan Agency.

EASTERN TELEGRAPH COMPANY (LIMITED).

NOTICE is HEREBY GIVEN, that the SIXTH HALF-YEARLY ORDINARY MEETING of the Eastern Telegraph Company (Limited) will be held on TUESDAY, the 13th July, at Two o'clock in the afternoon, at the TERMINUS HOTEL, CANNON-STREET, LONDON, when the Report and Accounts from the Directors will be presented, a Dividend will be declared, and the ordinary business of the Company transacted, and

NOTICE IS ALSO GIVEN, that the Registers of Transfers will be closed from the 6th to the 14th July, both days inclusive.

By order of the Board,
GEORGE DRAPER, Secretary.

London, July 3, 1875.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,

HOMŒOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

GUERLAIN,

15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable or families or business travellers.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first class House, at moderate prices.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

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COURVOISIER'S BRANDY

THIS celebrated Brandy is highly esteemed for its purity, delicacy of bouquet, and softness of flavour. It is used in preference to any other in many of the leading Paris and London Clubs.

It was the only one supplied to his late Majesty Napoleon III.

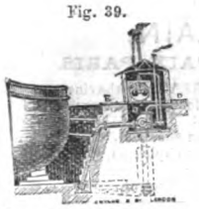
It has also met with the highest approval wherever it has been shipped, and the Proprietors are able to refer with pleasure to the recognitions of its superiority which reach them from every part of the world.

CAN BE OBTAINED THROUGH ANY MERCHANT.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

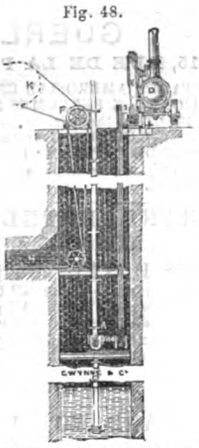
ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.



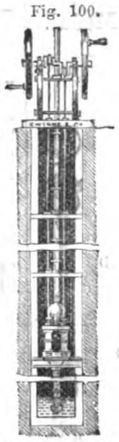
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water adapted for ordinary or For Hand-power, most careful construction, and on the most approved system

Fig. 100.

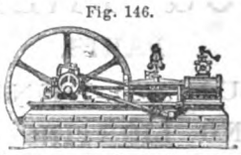


GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of water. They will lift sand, mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

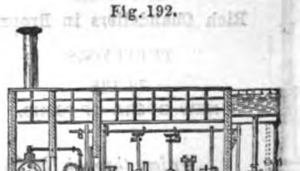
Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler

Fig. 142.

GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.

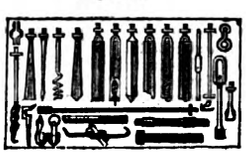


GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.

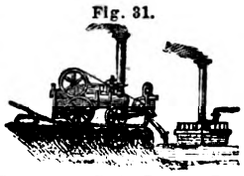
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



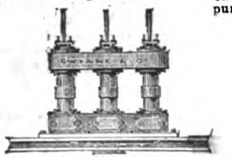
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
79, GRACECHURCH-STREET LONDON, E.C.

CHUBB'S

ILLUSTRATED LIST OF

SAFES, BAGS, BOXES, &c.,

All fitted with their

PATENT DETECTOR LOCKS,

Sent post free to any part of the world.

CHUBB AND SON,
57, ST. PAUL'S CHURCHYARD, E.C., and
68, ST. JAMES'S-STREET, S.W.,
LONDON.

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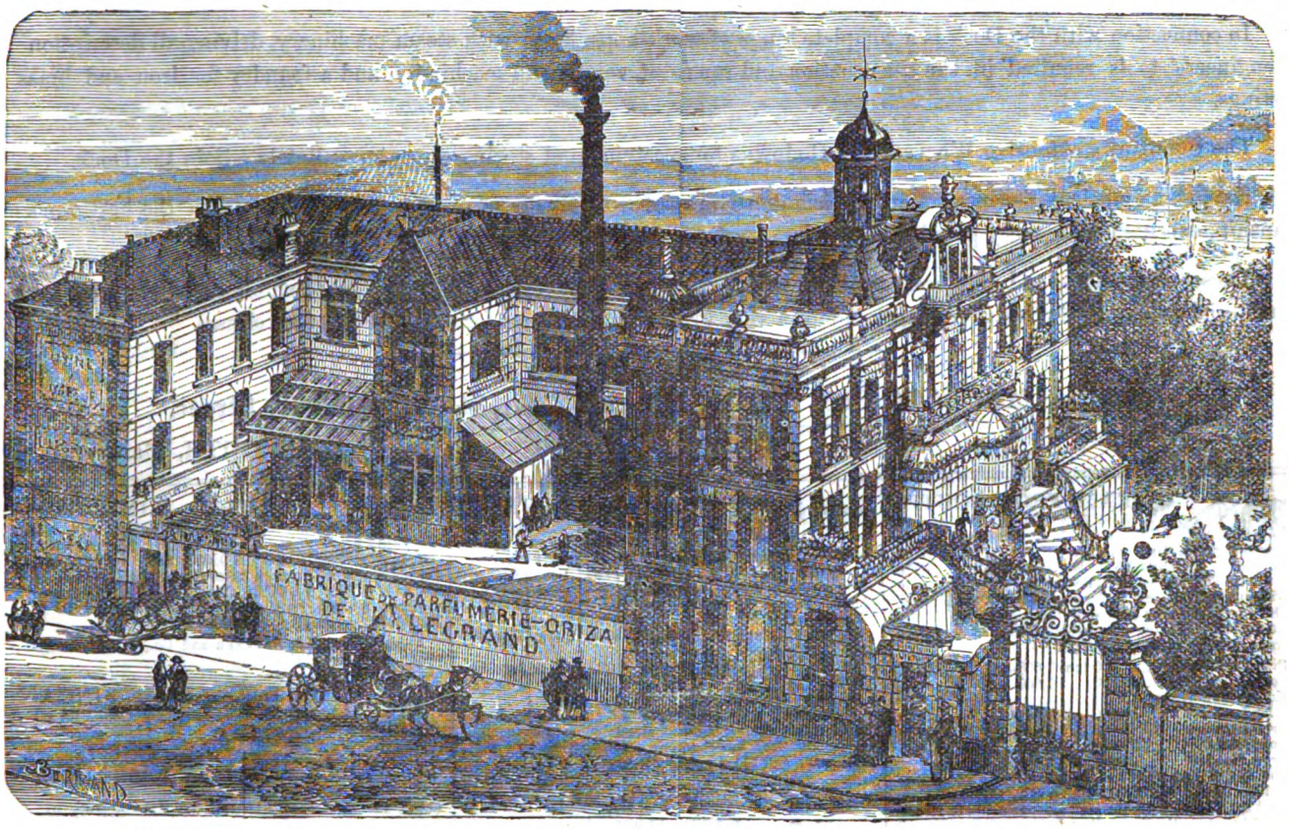
PARIS, 1867. ORIZA PERFUMERY. VIENNA. 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA nd Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.
Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The VOORWAARTS is appointed to leave Southampton July 13 for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. To be followed by the PRINS VAN ORANJE, Aug. 10. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £60; second-class, £34.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

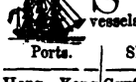
GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	July 21
Glencarn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	—	—	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.



SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Gryfe	*AA1	1073	E.I.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follow
Shanghai ...	Albert Victor ...	A1 13 yr.	858	E.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

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GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns	Dock.	Sailing.
Pen., Sing. Hg. K., and Shanghai ...	Teviot.....	100 A1	1946	V.L.D	July 9
Pen., Sing.. Hg. K., and Japan	Lorne ... / Venice...	100 A1 / 100 A1	1614 / 1963	V.L.D. / V.L.D.	July 15 / Aug. 25

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Steam via the Suez Canal. Last shipping day, 15th July

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrac'k and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 9th July

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the splendid screw steamship TEVIOT, 100 A1, 1,262 tons register, 1,946 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; W. C. NISBET, Commander; Victoria Docks. This fine high-classed steamer is well known in the India and China trades for her rapid passages.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London. E.C.

CHINA

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hopewell ...	A1 14 yr.	W.I.D.	With des.
Hong Kong	Marina	A1 12 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch.

FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register, WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS via the Suez Canal.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, to sail end of July, FLEURS CASTLE, 100 A1, 2,470 ton register, 300-h.p. nominal, 1,800-h.p. effective; G. B DICKIE, Commander; South West India Docks.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Lorne, s.s.	1,614	Gellatley, Hankey, Sewell, & Co. ...	July 10
George Croshaw ...	670	Wright Brothers, & Co.	July 10
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 21
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	End of July

LIVERPOOL.

Diomed, s.s. ...	1,201	Alfred Holt ...	July 6
Orestes, s.s. ...	2,000	„ ...	July 15

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

To sail 17th July.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

COWASJEE DINSHAW,
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers
The *London and China Express* on Sale

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 619.] LONDON, MONDAY, JULY 12, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received July 8.
JAPAN—Yokohama	April 9	May 15	May 23*
Yedo			
Osaka and Hiogo	Mar. 26	„ 17	„ 19*
Hakodadi			
Nagasaki	—	—	„ 18
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 15
New-chwang	—	—	„ 7
Hankow	„ 19	„ 7	„ 19
Kiu-kiang	—	—	„ 15
Chin-kiang	—	—	„ 12
Shanghai	April 9	„ 21	„ 23
Ningpo	—	—	„ 18
Foochow	—	—	„ 23
Formosa	—	—	„ 19
Amoy	—	—	„ 24
Swatow	—	—	„ 25
Hong Kong	„ 16	„ 23	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES—			
Manila	„ 9	„ 15	„ 25
COCHIN-CHINA			
Saigon	„ 23	„ 27	June 2
SIAM — Bangkok	—	—	May 26
BORNEO—			
Labuan	—	—	„ 25
Sarawak	—	—	„ 29
JAVA — Batavia	„ 30	„ 31	June 3
Samarang	—	—	May 27
Sourabaya	—	—	June 1
MALACCA STRAITS—			
Singapore	May 7	June 5	„ 5
Penang	April 30	May 27	May 31
CEYLON—			
Galle	May 21	June 14	June 16
Colombo	„ 14	„ 5	„ 13

* By Pacific mail *via* San Francisco, received June 29.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on the 8th inst., being four days early. The next inward (P. & O.) mail, with advices, Yokohama 26th, Shanghai, 30th May, Hong Kong 5th, Singapore 13th June, is due, *via* Brindisi, on Monday next, the 19th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Anadyr*, arrived July 6.—From Yokohama: M. Duplaquet. From Shanghai: Messrs. Jno. Dent, Gale, Dudgeon, Warwick, Graham, Townend, Lunan, Craven, Stafforth, Holen. From Hong Kong: Messrs. Murray, Derrick, Petel, Philp, Ferhmann, Burgalat, Olivier. From Saigon: Messrs. Compain, Monot, Aymonier, Michel, Ohl. From Batavia: The Prince and Princess Radhen-Saleh. From Singapore: Messrs. Robertson, Pye, Simpson, Clarke, De Rojas, Wiselins, Martin, Andina, De Bellecourt, Ying, Nieuvekerk, Mr. and Mrs. Blair, Mr. and Mrs. Bayer, Mr. and Mrs. Combet. From Galle: Messrs. B. Bell, J. Fraser, E. Fraser.

Per steamer *Nestor* (Holt's line), arrived July 9.—From Hong Kong to Suez: Mr. and Mrs. J. C. Wingate, Mrs. Green. Singapore to London: Mr. G. W. Brown, Mr. McIntyre.

Per steamer *Deucalion* (Holt's line), expected to arrive July 13.—From Shanghai: Mrs. Dow, Mrs. Goodwin and three children. From Hong Kong: Mrs. Piersdorff, Mr. Alfred Palmaguist.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Venice, July 9.—To Penang: Mr. Jargensen.

Per P. and O. steamer *Khiva*, from Southampton, July 15.—To Yokohama: Mr. S. Mori, Mr. K. Kurobe, Mr. G. Yamada, Mr. S. Matenda, Mr. H. Moudera. To Hong Kong: Navigating Lieut. J. Dixon. To Singapore: Major O. H. A. Nicolls and lady.

Per P. and O. steamer *China*, from Brindisi, July 26.—To Shanghai: Mr. W. H. Tapp.

Per P. and O. steamer *Bokhara*, from Southampton, July 29.—To Yokohama: Mr. and Mrs. Jackson and two children. To Shanghai: Mr. F. J. Marshall.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Chapsal. To Galle: Mr. Hassenaer.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. van der Erb.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Galle: Mr. Thackwell.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Saigon: Mr. Andrew Spooner.

Per French steamer *Ava*, from Marseilles, Sept. 12.—To Shanghai: Mr. J. C. Farnham.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie.

Per steamer *Diomed* (Holt's line), from Liverpool, July 6.—To Singapore; Mr. Hargreaves, Mr. Murray.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 29th ult., and published in our last issue.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 23rd May; the French mail from London, April 9, was received on the 21st May. The following summary of news is from the *North China Herald*:—

The annual meeting of ratepayers was held on the 18th May. Eighty persons, representing 237 votes, were present. Discussion was held upon a variety of subjects. Resolutions were passed in favour of the Municipal Waterworks, of lending Municipal money to build a new general hospital, of excluding proxies of resident ratepayers, and of making the Municipal year end with December instead of in March, and various other matters. A resolution announced by Sir Edmund Hornby, but withdrawn, has been a subject of much private discussion. It is felt that a great deal of work falls upon a Chairman of the Council who gives earnest attention to Municipal work; and we can see no good reason why the community should not give a special acknowledgment of those services. A proposal to give a permanent salary would be certainly unpopular. But the alternative of a special vote on expiry of the term of office would probably commend itself to the ratepayers. There is a great deal to be said, and a great deal has been said, upon the subject; but it is likely that some such recognition as that will by-and-by find approval.

At a meeting of the new Municipal Council Mr. Purdon was elected chairman, and Mr. Lemarchand vice-chairman, and the Council resolved itself into the following Committees:—Defence—Messrs. Purdon, Hart and Kidner. Finance—Messrs. Lemarchand, Cowie and Krauss. Watch—Messrs. Kidner, Hart and Heyden. Works—Messrs. Purdon, Mackenzie and Webb.

Our correspondent "Viator" returns to the charge about local taxation. He really seems to be "retained for the defence." He "furnishes anew every rusty old tool" that has been brandished for the last ten years as a reason to let the Mandarins have their way, and declines utterly to notice the counter-arguments which are patent in the Tientsin Treaty. The Chinese Government has a perfect right to tax its own subjects so long as it does not infringe on that Treaty. But, in levying on Foreign imports a tax of 2½ per cent. in addition to the import duty—while those imports are still within the limits of the Port—it does infringe the Treaty. It is not a question of temporary, fortuitous, or permanent residents of Chinese within the limits of the Foreign Settlement, but of the right of the Chinese Government to tax afresh goods which have already paid the only tax they ought to pay within the limits of the Port. It is likely that reasonable men will hold not only the Foreign Settlements but the Native City to be included within those limits; otherwise the words "Port" and "Interior" can have no distinct meaning. It is not a question as between governors and governed, though our impression is that the Chinese people would be very

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much obliged to any one who will relieve them from the oppressive taxation of their Mandarins. The point foreigners have to go on is treaty stipulation in regard to imports for which a tariff is laid down in the Treaty. And we repeat that we are convinced the Treaty Consuls would feel themselves justified—on a representation from the Chamber of Commerce—in addressing such a remonstrance to the Taoutai as would land him in this dilemma—either he would have to deny the levy of the squeezes—in which case every *lekin runner* found in the Settlement must be a thief; or he would have to prove that the said taxes are legal—which he cannot do.

It is reported at Tientsin that Mr. Hart's recent visit to Li Hung-chang had reference to the method to be pursued in negotiating such further loans as the Government or any of its provincial officers may need to make; the object being to centralise borrowing operations in Mr. Hart's hands, or at least in those of the general Government. It is hinted also that the recent consideration at Peking, of questions in regard to the construction of telegraphs and railroads, and the opening of mines was so far unfavourable that Li may be obliged to suspend his preparations for mining operations in the south-western part of the province of Chihli. For whatever reason, Li appears to be somewhat unhappy just now. The unfavourable attitude of the Central Government may be one reason for this, put perhaps the condition of his mother's health may be a greater reason. Her demise may happen at any time, and it is altogether likely that the great Viceroy will then be obliged to retire for the customary three years of mourning.

"Massacre fans" have appeared in the southern parts of the province; they are said to be of the most objectionable sort. The Consuls have been informed, and they are likely to take prompt action to have them suppressed. The first steps in any attempt to raise an excitement against foreigners ought to be met promptly. Whenever this is done, there is little danger to be apprehended. All or nearly all difficulties result from the efforts of people who conspire to create alarm and to implicate foreigners. Such persons are disconcerted when promptly shown up, and will generally abandon their operations.

Our Chinese contemporary, the *Wei-pao*, announces that its publication will be suspended for a time, in consequence of intended removal of the office to other premises. The Chinese say there is a doubt among the proprietors whether it shall be continued, as it is said not to have been remunerative.

Chinese of the male gender are again compelled to forego the tonsure for a hundred days, only three or four of which have transpired, the weather meanwhile waxing warm. They seem to think they are having too much of a bad thing, and as regards Chinamen who are living in the foreign settlement, there seems to be a determination to disobey the proclamation, and let those mourn for the late Empress who are obliged to, those who are within reach of the Yamen. It is between the thirtieth and fiftieth days that the discomfort of leaving the head unshaved is said to be the greatest.

It will be remembered that the Consuls referred to Peking, severally, as shown in a printed report of one of their meetings, the question of indemnity for the sufferers in the riot of May, 1873. We hear now, incidentally, that no settlement has been arrived at there. It appears that the Ministers look to the French Legation to press the matter, and that the Chinese have not met the latter in a favourable way. The prospect for the sufferers does not seem bright, under these circumstances.

We regret to hear that some apprehension is entertained for the safety of two Shanghai pilots—Messrs. Snowden and MacDonald. We are informed that on the 6th of May, at two P.M., Mr. Hume spoke the pilot-boat *New York*, outside, having Mr. Snowden, pilot, on board; and at four P.M. of same day, a Chinese boat, with Mr. MacDonald on board. At eight P.M. it came on to blow hard from the north-west, and the gale continued to increase until noon of the 7th. No tidings have been since heard of either boat up to this date.

The cathedralisation of Trinity Church has been arranged, and the ceremony will take place on the 23rd May. Our readers will be glad to learn that Bishop Russell intends to confer the office of Dean of the new Cathedral on the Rev. Canon Butcher, and that the Rev. T. McClatchie is to be appointed to a Canonry. Four very handsome brazen gas-standards, the gift of a friend who desires to be anonymous, have been placed in the chancel of the church. They are in strict keeping with the rest of the iron work introduced into the building, and have a very beautiful effect when lighted.

A meeting of the Temperance Society has been held, at which a number of visitors were present. Admiral Ryder occupied the chair. The Secretary's report and Treasurer's accounts were presented. A sensible address was read by Mr. Martin, several songs were sung, Mr. Iburg played a violin solo which was much appreciated, a congratulatory address was read by the Rev. C. H. Butcher, and the meeting wound up with a vote of thanks to Admiral Ryder for presiding.

The *Deucalion* has been the first steamer to get away with new teas. She was loaded down here, from river steamers, and left Woosung at 2.10 A.M. on the 21st May, but had to anchor until daylight outside the Red Buoy, owing to the thick fog prevailing.

Our correspondent reports an insurrection in Manchuria, and the despatch of troops to suppress it. We hear that the trouble is connected with the mines. The Chinese Government are perpetually endeavouring to repress an industry which they had better legalise. It is said that the mandarin who has been deputed to arrange matters is inclined to report in favour of this view.

A notice has been issued to the effect that the lamps formerly employed at Tunglo-tu, Tantoo, Bethune Point, and Wuhu, in the Chinkeang district of the Yangtsze, have been replaced by dioptric illuminating apparatus of the sixth order, showing a fixed white light.

A Kiukiang correspondent writes:—I hear that the native authorities have behaved very well in the settlement of the late missionary difficulty there. They have agreed to put the chapel building and furniture in good order, and to pay the full amount claimed for sundry losses of the mission servants. I am told also that this result has been reached without the exercise of any great pressure, the native authorities having met the representations of the United States' officials at once, and in a very friendly way.—The weather is close and lowering.

A person named W. Morris has been arrested in Hongkew, by a Consular constable from Chefoo, charged with embezzling about $600. He was taken to the Central Police Station and detained in custody, awaiting his return voyage to Chefoo.

The trial of the suit against the steamer *Ocean* for Tls. 200,000 damages for the loss of the *Fusing* commenced on the 20th May before the Supreme Court, and after occupying the whole of two days was adjourned till the 24th.

H.M. ships *Vigilant* and *Modeste*, with Admiral Ryder and Mr. Wade, returned from their cruise up the Yangtsze on the 19th May.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

The annual meeting of the Foochow General Chamber of Commerce has been held. There were present—Mr. P. G. Laurie, chairman; Messrs. Hales, Haslam, Krohn, Leith, Harton, Hickling, Bathgate, Smith, Dermer, Tatham, Lübbes, and Mitford (secretary). The Secretary read the notice convening the meeting, and the report was then read by the Chairman. The following are its principal features:—

In accordance with the resolution passed at the last annual general meeting of the Chamber, the committee placed themselves in communication with the various Treaty Consuls, on the subject of a telegraph line between the Settlement and the Pagoda Anchorage, and they are happy to say the concession was granted without any demur on the part of the authorities, and promptly placed in the hands of the Great Northern Telegraph Company, who lost no time in carrying out the project. The establishment of a telegraph line between this place and Amoy, thereby placing the community in immediate direct communication with both Hong Kong and Shanghai, is a consummation much to be desired, and this Chamber cannot sufficiently express the importance and value which it attaches to the carrying out of the project.

The regularity with which the steamers of Messrs. Douglas Lapraik and Co. have recently been plying—starting upon fixed days both from this side and from Hong Kong—has proved a great boon to this community, which cannot sufficiently express its recognition of the promptitude and courtesy displayed by the owners in thus making arrangements for the regular conveyance of its mails. The Chamber feels that it would be wanting in its duty were it to pass over this matter without acknowledgment, and without expressing a hope that ere long some arrangement may be made by the Post-office authorities by which Messrs. Douglas Lapraik and Co. may receive some more tangible recognition of their services in this respect than the mere verbal expression of the thanks of this community.

A considerable amount of attention has recently been drawn to the subject of damage to teas by heating, which is one of great importance to this community. There cannot be a doubt that teas stowed near the engine-room of a steamer are liable to get damaged and injured by the great heat which is thrown out. So completely was this recognised that only a few years ago the opinion was freely expressed that teas would not bear shipment by steamer; and that the supply of the leaf, notwithstanding the inroads of steam, would still continue to go forward by sailing vessels. This has not proved the case, and we have now to find the remedy for the evil complained of. Of course it would be very easy for shippers to stipulate that their teas are not to be stowed in the neighbourhood of the engines, but such stipulation, even if made, is liable to evasion, as the steamers would have to sacrifice a very considerable cargo space in accepting such an understanding. Captain Saunders, who is Marine Surveyor to many of our local offices, has suggested as a remedy that steamers should be provided with a false deck in the neighbourhood of the engine-room, leaving a clear unoccupied space of say ten or twelve inches between the main deck and the proposed false deck, and a similar clear unoccupied space at the side round the iron bulk heads of the engine-room, and that the through current of air and ventilation so caused would in a great measure tend to obviate the evil. The proposition is worthy of consideration, and may perhaps be the means of producing some further suggestions from those interested in the subject.

A case which has recently been before the Court in Shanghai; with reference to the subject of freight engagements, renders it desirable, with a view to avoiding disputes, that a clear understanding should exist on this point. It has always been understood to be a custom in Foochow that in the event of a vessel reducing its rate of freight all

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prior shippers are entitled to the benefit of the reduction, and it rests with this Chamber to decide if this rule is to be understood as binding in Foochow for the future.

From the Secretary's account current for the year ending 31st May, which has been audited by Mr. Masfen, it will be seen that the finances of the Chamber are in a satisfactory condition, there being a credit balance of $335.75, against a similar balance at the same time last year of $69.14. In consideration of the increase of work in the Secretary's department, the Committee considered it expedient to raise that gentleman's salary to $600 per annum, and they trust that this will meet with the approval of the members.

After some discussion, chiefly on the subjects of freight engagements and the Courier service, it was proposed by Mr. Tatham, and seconded by Mr. Hickling, that the report and statement of accounts for the past year be passed, and this was carried unanimously. The following gentlemen were then elected to form the Committee for the ensuing year, viz. :—Messrs. Paterson, Haslam, Pim, Young, and Walkinshaw. The proceedings terminated with a vote of thanks to the Chairman.

An unusually severe thunder-storm passed over this place on the evening of the 17th May. In the Settlement the residence of Messrs. Silverlock and Co. was struck, and several articles of furniture destroyed in the dining-room. Fortunately, nobody was injured, although it might have been otherwise had the accident occurred about half an hour later, when, in all probability, the members of the Hong would have been at dinner, and, as the dining-table was completely swept, escape from more or less injury would have been almost impossible. We hear of loss of life in the city and the southern suburb, but as to what extent there is no reliable information.

A sailing match came off on the 17th May, at the Pagoda Anchorage. The prize was a silver goblet presented by Captain Farrow ; and the conditions were that the Cup should be won by the same boat in two successive heats. Captain Pitman, of the steamship *Kwangtung*, kindly placed his vessel at the service of the committee, as a flag-ship, and such she literally was—being decked from stem to stern with bunting. The course selected was round a red buoy off Spiteful Island, and home to a line between the *Kwangtung* and a mark on Loo-sing Island. There were eight entries, and the match was won by the *Etta*, sailed by Mr. Goode.

We are informed, on very reliable authority, that the Foochow-Amoy Telegraph difficulty is completely at an end. The line will, we understand, be constructed by the Great Northern Telegraph Company, and worked by them for the Provincial Government ; but the company stipulate that the wire shall be open to foreigners at all times, when not absolutely required for Government purposes.

H.B.M.'s *Kestrel* has been relieved by the *Hornet*. The former vessel had been on this station for a considerable time, during which period both officers and men have earned the respect and good will of the community.

HONG KONG.

Our advices by the present mail extend to the 29th May ; the P. and O. mail from London April 16 was received on the 23rd May. The following items of intelligence are from the *Hong Kong Daily Press* :—

An extraordinary meeting of shareholders in the Victoria Fire Insurance Company was held on the 25th May, to take into consideration a proposition to wind up the Company. There were present :—Messrs. A. André (chairman), F. D. Sassoon, Sands, Hayllar, Q.C., C. P. Chater, Ladstein, W. H. Bell, Anton, Wheeler, J. T. Chater, Middleton, Nicaise, H. Cope, J. Greig, H. H. Nelson, Sandeman, McCulloch, J. J. dos Remedios, Kruse, Elwell, Karberg, da Costa, Head, Marafelt, Burrows, Hancock, Joost, Hubbe, &c. The Chairman, having read the notice calling the meeting, read the following letter which had been addressed to the directors, by thirty-seven of the shareholders, representing five hundred shares :—

We the undersigned, Shareholders in the Victoria Fire Insurance Company, Limited, have to request, in accordance with No. 51 of the Articles of Association, that you will be good enough to call an Extraordinary Meeting of Shareholders to take into consideration a proposition for voluntarily winding up the said Company, and for appointing Liquidators for said purpose.

The Chairman then spoke as follows :—

Before I request any of the gentlemen who have signed this letter to place a motion to that effect before the meeting, I consider it my duty to express to you the views of the directors in regard to winding up this company. Owing to the absence of any large conflagrations during late years, the financial position of the company is at present very satisfactory. On the other hand, the directors cannot close their eyes to the fact that the premia account shows a constant decrease, and any disaster coming over us would easily wipe out the profits of one or more years. The directors, on their part, do not wish to advocate any steps either to one side or the other ; but they cannot help thinking that if the company is to be wound up, no better time than the present can be chosen. The shareholders now will get a very fair return for their shares, while the future is uncertain, and it would not be wise to expect that we shall continue to be spared from losses. I have nothing else to say on behalf of the directors, but will be glad to receive a motion from one of the gentlemen who signed the requisition.

Mr. Burrows then proposed that the company be voluntarily wound up forthwith, and the motion was carried unanimously. Mr. C. P. Chater proposed, "That Messrs. André and Sassoon be appointed liquidators, and that their remuneration be at the rate of one per cent. on the total amount distributed to the shareholders." This was also carried unanimously. The Chairman then said there would be another meeting held in a fortnight to confirm the resolution which had been passed, and the proceedings terminated.

In the Supreme Court their lordships have delivered judgment in the case of Ow Shing Kew *v.* Bjorck. A special verdict was found in the case, which was an action brought by the charterers of the steamship *August Leffler*, against the master, as the agent for the owners, to recover damages for injury to certain goods belonging to the charterers and other shippers, by the alleged negligence of the master and mariners in the management of the vessel. The jury found that the injury was proximately caused by the coming in of the sea water. The plaintiff sued to recover not only for damage done to his own goods but to those of other shippers under bills of lading in the usual form signed by or on behalf of the captain. It was argued for defendant that the damage was caused by one of the excepted perils, but the answer to that was that where negligence was proved (the water entered by one of the sea cocks) exemptions in a bill of lading did not apply. The case turned upon the liability of the captain as agent of the owner, and the extent to which the charter party divested the owner of the responsibility. The Court found that the master was responsible, stating, however, that the owner might have been relieved of this liability had the point been raised at the trial. As it was, the plaintiff adopted the charter-party, and it was assumed on all sides that the charterers and the other shippers stood on the same footing, and were suing in the same right. Their lordships were of opinion that the verdict for plaintiff must stand.

An action has been commenced in the Supreme Court before Chief Justice Smale ; Captain Singleton (of H.M.S. *Ringdove*), and Captain Turton (of H.M.S. *Egeria*), two nautical assessors, in which the Great Northern Telegraph Company sued Messrs. Douglas Lapraik and Co. to recover $15,000 damages done to the plaintiffs' cable near Amoy by the *Yesso*, on the 7th of April. It was admitted on defendants' part that the damage was done by the *Yesso*, but it was urged that it was done by accident, and under the pressing emergency of deadly peril. The proceedings have not yet concluded.

On the 24th May three gentlemen started in a sampan for a sail across to Kowloon, but finding the wind rather too strong against them turned back when they had accomplished about half the distance. They then told the boatman to take in the sail, but he replied that he knew his "pidgin," and paid no further attention to the order. Almost immediately after the boat capsized, and the occupants were struggling in the water. Captain Drewes, of the steamer *Amoy*, who witnessed the accident, lost no time in getting out his gig and proceeding to the rescue. Happily he was successful in his attempt, though one member of the party had a very narrow escape. The police-boat was also promptly on the scene, and the party were transferred to their care. Subsequently they were transferred to the Yowmahtee ferryboat, which was passing at the time. Great credit is due to Captain Drewes for his praiseworthy efforts, and also to the police for the alacrity they showed in hastening to afford assistance. A sampan steering directly towards the spot altered its course when the occupants were aware of the occurrence. This is, we regret to say, a characteristic of the Chinese boat-people, and one that does not redound to their credit.

On the 26th May the Hong Kong Dramatic Amateurs gave a most successful performance of Mr. H. J. Byron's popular and well-known burlesque, *Aladdin, or the Wonderful Scamp*. It was preceded by a farce, entitled *An Unwarrantable Intrusion*, by Mr. J. Maddison. No expense was spared in the get up ; the costumes were most of them splendid and appropriate, and the scenery suitable and well painted. The Amateurs are to be complimented on their spirit in attempting a piece involving such numerous and elaborate preparations, and which compels so much exertion in order to ensure a proper representation. The piece is too well known here, and everywhere else, to necessitate our giving any sketch of the plot. We may mention, however, that a great many local hits were introduced, which were charged with fun, and were received with evident relish and gusto.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The present mail brings advices from this port to the 5th June ; the French mail from London May 7 was received on the 5th June. The following summary of news is from the *Straits Times* :—

The s.s. *Glenartney*, of the Glen line, Captain Gulland, has passed through with the first cargo of the new season's teas, having made the quickest voyage on record from Hankow and from Woosung. The passage from Woosung was accomplished

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in just 8 days 12½ hours, and from Hankow in 10 days 9 hours, the steamer reaching this port at 10.30 A.M. on the 30th May. The despatch with which her coaling was effected reflects great credit upon the Tanjong Pagar Dock Company; it was completed in exactly four hours, during which time 690 tons of coal were put on board—an average of 172½ tons per hour. The *Glenartney* left at five o'clock on the afternoon of the 31st May. The *Fleurs Castle*, Captain Dickie, arrived on the 3rd June, with teas from Hankow. She left Hankow on the 23rd, and passed Woosung on the 25th May. She left here on the 4th June. The s.s. *Glenearn*, Captain Auld, arrived at Tanjong Pagar Wharf on the 5th June, and left the same day. She left Hankow on the 24th, and passed Woosung on the 27th May. On the night of the 31st May she encountered a heavy typhoon. The gaffs were blown in two aloft, although no sails were set; the sails were blown to ribbons from the gaskets, and fears were entertained that the funnel would be blown or washed over; the steam pipes were bent and twisted, and even the steam whistle was twisted out of shape. The two after-wheels were smashed and two boats stove by the heavy seas which broke on board, all the booms on were broken in two, and the fires in the lee stokeholes extinguished by the water pouring down the engine-room skylight.

The carriage thieves are again at work, but we are glad to be able to record that one of them, operating in broad daylight, has met his deserts, having been caught in the very act. About midday, a Malay was riding in a hack carriage towards Campong Glam, having $73 in silver, tied up in a handkerchief, lying on the seat beside him. A Chinaman had got up behind the gharry, apparently for a ride, but he suddenly seized the bundle of dollars, and, springing to the ground, made off at the top of his speed. The Malay at once gave the alarm, and the carriage being stopped, some passers-by gave chase, and succeeded in apprehending the thief with the wole of the money in his possession. He was taken before the magistrate and sentenced to six months' rigorous imprisonment, and afterwards to find two sureties in $50 each for good behaviour.

A murder has occurred at Changhie, under somewhat curious circumstances. It appears that a fisherman had a young wife, of whom he entertained suspicions. One day he left his house as usual, telling his wife he was going out fishing, but instead of going he secreted himself on a platform among the poles where his nets were hung to dry, and kept watch over his house. He had sat there some hours, when, according to the story of the wife, she was sitting in her door, stitching, and an acquaintance came up; she having occasion just then to enter the house to put her child to bed, was followed by this man. They had scarcely got fairly inside the house before they were confronted by the husband, who had sprung from his hiding place and dashed into the house, armed with a sharp knife. He seized both his wife and her supposed paramour, but the wife, holding up her child, induced him to stay his hand for a moment, and by this means succeeded in escaping with a slight cut on the wrist. She fled from the house to a neighbour's, but gave no alarm, leaving her husband and the other man to fight out the battle as they might. Judging from the appearance of the house, the two must have had a desperate struggle; everything was overturned in the utmost confusion, a partition was broken down, and there were marks of blood in all parts of the house and on almost every article in the room; and the husband, who commenced the attack, was killed, while the supposed paramour was covered with ghastly wounds. Whether the survivor tells the truth it is impossible to say as yet, but that he killed the husband to save his own life scarcely admits of doubt.

The *Gazette* contains the financial statement of the Malacca Municipal Commissioners for the year 1874, with a comparative table for 1873 and 1874. There are no items in the receipts or disbursements that call for special remark; the total receipts from all sources amounted in 1874 to $21,626.83½, and the total disbursements to $20,606.84, leaving a surplus of $1,019.99½. The figures for the preceding year correspond very closely. In 1873 the total receipts aggregated $20,247.41, and the disbursements $21,062.46, leaving a surplus of $1,009.66½, or $10 less than the balance in hand at the end of the year.

On the 23rd May the following official telegraphic intelligence from Atchin was published at Batavia:—

On the 19th inst. a telegram was received *via* Padang, from the military and civil commanding officer at Atchin, dated the 15th inst., and running as follows:—"News has been received that Tuanku Daud has been appointed Sultan by the head men of the three Sagies. Pontianak left on the 13th for the West Coast with Sidi Tahir on board. State of health satisfactory—a few cases of cholera have appeared."

The *Gazette* notifies the appointment of the Hon. H. Plunket as Superintendent of Prisons, Penang, vice Captain Hatchell, resigned.

The average note circulation of the local banks during May was:—

Oriental Bank	$236,800
Chartered Bank of India, Australia, and China...	647,519
Chartered Mercantile Bank of India, London, and China	562,555

A telegram has been received from Hong Kong, stating that the s.s. *Douglas* was most daringly attacked by pirates in Foochow river on the morning of May 27. One Englishman and several Chinese were killed.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

KIUKIANG.—The total settlements up to latest advices had been 11,000 half-chests. Two chops had been bought at Tls. 54, which s equal to about 3s. 3d. per lb.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—The first musters of the new crop were placed on the market on the 12th May, being about a week earlier than last season, and, as usual at this port, the market opened the same day, by the settlement of a chop of Oonahm at Tls. 26½ per picul, followed by purchases of 6 chops Yong-low-tongs at Tls. 29 to 30, 1 chop Nip-car-see at Tls. 23½, 1 chop Ko-kew at Tls. 25.80, and 4 chops of Ning-chows at Tls. 40 to 48 per picul. During the next four days business, except in Kew-kiang Teas, was much restricted, owing to the scarcity of supplies, which were kept back by bad weather, and buyers who were eager to enter the market had in many instances to pay an advance of Tls. 1 to 2 per picul. The weather having become finer supplies are coming down freely, and we hope to see a lower scale of prices established. All teas suited to the Russian market are bought freely at full rates. Settlements of Hankow district Teas we estimate at 42,000 chests, of which about 15,812 chests have been taken by Russian buyers. There has been a very keen competition to secure all fine and choicest Ning-chows for the Russian market, and as much as Tls. 61 for Foey Gar chop, Tls. 62½ for Fock-pow and Tls. 63 for Ee-lan chops has been paid. These prices show an advance of nearly Tls. 10 per picul on the highest ever known. About 36,000 half-chests of this class have been purchased. It is as yet early to express an opinion as to the general quality of the crop, but we are inclined to think well of the teas from the districts of which we have so far received musters; excepting perhaps the Chon-sow-kais. The Ning-chows are again fine, and some few chops very choice; though we do not consider the average quality of these teas quite so good as they were last season. No Oonfas have as yet arrived. Prices have ranged:—For Ning-chow, Tls. 32 to 63 per picul, against Tls. 36 to 54 per picul last season; finest Oopacks, Tls. 33 to 42½, against Tls. 32 to 37 last season; other Oopacks, Tls. 24 to 32½, against Tls. 24 to 31½ last season; Oonahms, 23½ to 32, against Tls. 21¾ to 29½, last season. No low class teas have been sold. The steamers on the berth for London are the Glenartney, Glenfalloch, Fleurs Castle, Gordon Castle, Lotus, Hankow and Bengal. The rate of freight at present named is £5 per ton direct, £4 5s. per ton for transhipment from Shanghai per O.S.S. steamer, and Taels 21 per ton by the present French Mail boat. The Strassburg is also in port with her destination undeclared.

NEW SEASON'S TEA.

Since the arrival of the *Glenartney* we have to note the *Glenearn*, *Nestor*, and *Bengal*, and their samples are now on the market, but with little more animation than the sales ex *Glenartney*.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs.
May 16 ...	Lombardy (s.)	Shanghai	... 2,000,000
„ 21 ...	Deucalion (s.)	Hankow	... 2,500,000
„ 25 ...	Fleurs Castle (s.)... ...	„	... 3,200,000
„ 27 ...	Lotus (s.)	„	... 2,200,000
June 2 ...	Glenfalloch (s.)	„	... 2,300,000
„ 3 ...	Glenfinlas (s.)	Foochow	... 2,200,000
„ 11 ...	Agamemnon (s.)	„	... 2,700,000
„ 11 ...	State of Virginia (s.) ...	„	... 2,600,000
„ 7 ...	Hankow (s.)	Hankow	... 3,000,000
„ 7 ...	Braemar Castle (s.) ...	Foochow	... 2,500,000
„ 8 ...	Gordon Castle (s.) ...	Hankow	... 2,200,000
„ 17 ...	Venice (s.)	Shanghai	... 2,000,000
„ 21 ...	City of Baltimore (s.) ...	Foochow	... 2,750,000
„ 23 ...	Viking (s.)	„	... 3,000,000
„ 21 ...	Cutty Sark	Shanghai	... 1,300,000

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1874, to May 21, 1875	80265399	60799985	939115	20029908	161964407	43990
From June 1, 1873, to May 21, 1874	72000286	51751292	361183	16006637	139204428	48450

TO THE CONTINENT.

	Total lbs.	Bls. & Cases.
From June 1, 1874, to May 21, 1875	6357143	40638
Do. do. 1873, to May 21, 1874	8347035	27418

TO UNITED STATES OF AMERICA.

	Total lbs.	Bls. & Cases.
From June 1, 1874, to May 21, 1875	56030888	7332
Do. do. 1873, to May 21, 1874	46584806	6304

TO AUSTRALIA.

From June 1, 1874, to May 21, 1875	...15,281,862
Do. do. 1873, to May 21, 1874	...14,838,899

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TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bale China & Japan.
1843 to 1844	51,022,600	...*	1863 to 1864	117,163,586	46,603
1845 to 1846	57,334,200	18,600	1864 to 1865	121,236,870	32,313
1850 to 1851	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1862 to 1863	121,273,580	72,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅜d.	4s. 2⅛d
Shanghai ,, ...	5s. 9⅝d. to 5s. 9⅞d.	5s. 9⅝d.	5s. 10d. to 5s. 10⅛d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅜d.	4s. 2⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2¼d.	4s. 2⅛d.	4s. 2⅛d.
Manila ,, ...	4s. 1d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 309 to 310	224 to 224½
,, Hong Kong	27⅜ to 27¼ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.2.5	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 21 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 57½ per cent. discount.
China Traders' Insurance Company, $925 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 7½ premium.
Hong Kong Fire Insurance Company, $275 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 83 per share.
China Fire Insurance Company, $42 premium.
Victoria Fire Insurance Company, $60 premium.
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 73 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9d., at Hong Kong 4s. 2¼d., at Batavia F.11.95, at Manila 4s. 1⅛d., at Singapore 4s. 2d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.10 p.sh
Shanghai Gas Company ...	100 ...	100 ...	139 ...	5 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	71 ...	3 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ..	6 p.c.
French Gas Company	50 ...	50 ...	70 ...	6 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$470	$51¾ p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...		...Tls.300
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtaze Ins. Association ...	500 ...	500 ...	$547	...7½ p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	875	$150 p.sh.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.81 .	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$160 ex 72	6 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	142 ..	6 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90 ...	1 p.c.

CARGOES AFLOAT.

SINGAPORE AND PENANG.

Zenobia: 200 tons gambier, 200 tons sago flour, 35 tons pearl sago, 450 tons black pepper, 135 tons white pepper, 4 tons gutta, 2 tons coffee, 260 cwts. rattans, 550 cwts. hides, 5 tons india-rubber, 3 tons horns, 35 m. Malacca canes, 75 tons tapioca. Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. Phineas Pendleton: 850 tons gambier, 760 tons sago flour, 40 tons pearl sago, 30 tons black pepper, 15 tons white pepper, 10 tons sapanwood, 1,240 cwts. rattans, 53 cwts. hides, 35 tons tapioca. Coldinghame: 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 1,161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 70 tons gambier, 76 tons tin, 294 tons sago flour, 48 tons pearl sago, 312 tons black pepper, 73 tons white pepper, 16 tons coffee, 460 cwts. rattans, 195 tons sugar, 32 tons india-rubber, 55 tons tapioca. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Condor: 150 tons gambier, 210 tons pearl sago, 100 tons black pepper, 240 cwts. rattans, 10 m. malacca canes. Glenavon: 150 tons gambier, 10 tons tin, 455 tons sago flour, 85 tons pearl sago, 265 tons black pepper, 80 tons white pepper, 11 tons gutta, 500 cwts. rattans, 980 cwts. hides, 17 tons india-rubber, 4 tons horns, 63 m. Malacca canes, 80 tons tapioca. Caldew: 130 tons gambier, 115 tons sago flour, 10 tons pearl sago, 120 tons black pepper, 140 tons white pepper, 5 tons gutta, 60 cwts. rattans, 222 cwts. hides, 6 tons india-rubber, 10 tons horns, 21 m. Malacca canes, 27 tons tapioca. Ben Nevis: 30 tons tin, 207 tons black pepper, 6 tons white pepper, 160 cwts. rattans, 113 tons sugar, 2 tons horns. Proserpina: 100 tons gambier, 160 tons sago flour, 150 tons pearl sago, 24 tons black pepper, 240 cwts. rattans, 559 cwts. hides. Dewsberry: 100 tons gambier, 345 tons sago flour, 17 tons pearl sago, 3 tons white pepper, 180 cwts. rattans, 363 cwts. hides, 22 tons tapioca. Windermere: 185 tons gambier, 50 tons sago flour, 275 tons pearl sago, 95 tons black pepper, 2 tons white pepper, 6 tons gutta, 240 cwts. rattans, 120 cwts. hides, 23 tons india-rubber, 70 cwts. damar, 17 tons tapioca. Pauline: 20 tons tin, 245 tons black pepper, 10 tons white pepper, 57 cwts. nutmegs and mace, 380 cwts. rattans, 263 cwts. hides, 295 tons sugar, 55 tons tapioca. Eastern Province: 316 tons gambier, 55 tons black pepper, 60 tons white pepper, 366 tons gutta, 200 cwts. rattans, 357 cwts. hides, 5 tons horns, 2 m. Malacca canes, 36 tons tapicca. Brisbane: 255 tons black pepper, 280 cwts. rattans, 417 cwts. hides, 315 tons sugar. Nestor (str.): 109 tons tin, 11 tons gutta, 170 cwts. nutmegs and mace, 63 tons coffee, 73 cwts. hides, 15 tons india-rubber, 31 m. Malacca canes, 22 cwts. dragon's-blood, 15 cwts. cloves, 7 cwts. benjamin gum, 1,250 cwts. mother-o'-pearls, 35 tons tapioca, 75 cwts. gamboge.

MANILA.

Mikado: 405 tons sugar, 7 tons sapanwood. Canaan: 500 tons sugar, 445 tons hemp, 30 tons sapanwood, 1,140 cwts. mastic, 140 mil. cigars. Star of the West: 1,000 tons sugar, 480 tons hemp. Monte Rosa: 25 tons sapanwood. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Lyra: 406 tons sugar, 140 tons hemp, 6 tons sapanwood, 10 cwts. mother-o'-pearls. Estrella: 570 tons sugar, 230 tons hemp, 12 tons sapanwood. Invincible: 500 tons sugar, 306 tons hemp, 12 tons sapanwood, 250 mil. cigars. Araby Maid: 1,190 tons sugar. Angostura: 547 tons coffee. Penrith: 800 tons sugar. Belted Will: 1,000 tons sugar, 152 tons hemp, 15 tons sapanwood, 120 cwts. mastic. St. Kilda: 500 tons sugar, 632 tons hemp, 5 tons sapanwood. John Nicholson: 600 tons sugar, 354 tons hemp, 5 tons sapanwood.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, May 19, Horriang (str.), Craigforth (str.); from Liverpool, May 14, Antenor (str.); from Cardiff, 16, Zephyrus; from Hamburg, 18, Galatea (str.); from London, &c., July 3, James Shepherd.

At FOOCHOW.—None.

At HONG KONG.—From London, May 25, Glenlyon (str.); from Liverpool, 27, Oceanic (str.); from Glasgow, 25, Rajanattianuhar (str.); from Cardiff, 27, Harwich; June 28, Virginia; from Swansea, 26, Cap Horn; from London, &c., June 26, Galley of Lorne, Golden Spur, Bowen (str.); July 5, Sarpedon (str.), Erl King (str.), Glengyle (str.); 7, Devonhurst (str.).

At MANILA.—From Liverpool, May 22, Yrurac Bat (str.); from Boston, 15, Anahuac.

At BATAVIA.—From Liverpool, July 1, Strathblane; from Glasgow, County of Berwick; from Amsterdam, Aurora.

At SINGAPORE.—From Liverpool, June 2, Glaucus (str.); from Sunderland, Empress; from Cardiff, May 31, Ysusquiza; from London, &c., July 3, Argyll (str.); 5, Glenroy (str.).

DEPARTURES.

From SHANGHAI.—None.

From FOOCHOW.—For London, June 23, Viking (str.).

From HONG KONG.—None.

From MANILA.—For Liverpool, May 9, John Nicholson; for Channel, f.o., 12, Mary Blundell; 22, Lud and Charles; for New York, 17, Cleopatra, Regent.

From BATAVIA.—For Rotterdam, July 4, Hampton (str.).

From SINGAPORE.—For Liverpool, May 31, Aurera (str.); June 1, Tecumseh; for Marseilles, 5, Luigi C.; for London, 30, City of Baltimore (str.); July 2, Viking (str.).

TELEGRAMS FROM THE FAR EAST.

BURMAH.

CALCUTTA, JULY 6.—Sir Douglas Forsyth is expected here to-day. He will probably proceed immediately to Simla to report the result of his mission. It is believed that the refusal of the King of Burmah to concede a passage for British troops through his territory will be left for future consideration.

THE SILK AND TEA CROPS.

SHANGHAI, JULY 3.—Heavy rains have damaged the silk and the second crop of tea.

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A TURKISH EMBASSY TO PEKING.

("MORNING POST" TELEGRAM.)

BERLIN, JULY 9.—The Sultan proposes sending a special embassy to Peking, with a view to the furtherance of the interests of the Mahomedan subjects of the Emperor of China.

CHINA MARKET REPORT.

HONG KONG, JULY 8.—Grey shirtings, 8¼ lbs., $2.55. Cotton, fair medium Bengal, $12½. Tea, settlements at Foochow checked, owing to home advices. Total exports from China and Japan to the United Kingdom from June 1 to date, 53,125,000 lbs.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 8, at Nieuwe Diep, from Batavia, Conrad (str.); 9, at London, from Hankow, Glenearn (str.); from Shanghai, Nestor (str.); off Queenstown, from Rangoon, for London, Wiltshire; 10, at London, from Hankow, Bengal (str.).

DEPARTURES.—July 6, from London, for Yokohama, Flying Spur; 3, from Hamburg, from Shanghai, August Reimers; 9, from London, for Penang, Salus.

SPOKEN.—N. R. S. W. (British barque), from London, to Hong Kong, May 23, 0.5 S., 28 W.

MISCELLANEOUS.—Gibraltar, July 6.—Passed, Fleurs Castle (str.), from Hankow, for London. Port Said.—Arrived, July 4, Glenfalloch, from Hankow, for London; 9, Quang Se, from London for China. Suez, July 8, arrived, Lotus, from Hankow, for London; Sumatra, from Batavia, for Nieuwe Diep.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JULY 6.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, arrived here to-day at 6 P.M. She brings 93 passengers and a general cargo, including 253 bales of silk, 31,457 packages of tea, 134 packages of straw plaits, 141 of tobacco, 315 sundries, and £24,192 in gold for London, which part of her cargo will be forwarded to its destination per Company's steamer Euphrates.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, JULY 6.—The P. and O. Company's steamer Mongolia leaves at 4 P.M. to-day for Southampton, where she may be expected to arrive about the 11th inst.

INWARD MAIL DUE AUGUST 2.—GALLE, JULY 9.—The P. and O. Company's steamer Zambesi, with the China and Australian mails, leaves for Suez to-day. Australian gold for Europe, £460,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, JULY 6.—The P. and O. steamer Mirzapore, from Southampton, 1st inst., arrived at 6 A.M., and left at 10 A.M. to-day for Malta and Port Said.

OUTWARD MAIL OF MAY 21.—SHANGHAI, JULY 5.—The Messageries Maritimes Company's steamer Hooghly, with the London mails of May 21, arrived here to-day.

OUTWARD MAIL OF MAY 28.—SHANGHAI, JULY 8.—The P. and O. Company's steamer Sunda, with the London mails of May 28, arrived here to-day.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAKER—On the 17th May, at Hongkew, the wife of J. H. Baker, of a daughter.
BONHAM—On the 3rd July, at Enzersdorf, near Vienna, Lady Bonham, of a son.
MCLEAN—On the 5th July, at Inverness-terrace, Bayswater, the wife of David McLean, of a son.

MARRIAGES.

POLLOCK—COWIE.—On the 27th April, at Swatow, by H.B.M.'s Consul, assisted by the Rev. H. L. Mackenzie, M.A., William Pollock, of the Imperial Maritime Customs, to Maggie, fourth daughter of Thomas Cowie, of Montrose.

DEATHS.

ANDERSON——On the 5th June, at Bukit Tunggal, Singapore, Captain John Anderson, aged 83 years.
HALL—On the 29th June, at the Admiralty House, H.M. Dockyard, Devonport, the wife of Rear-Admiral Sir Wm. King Hall, K.C.B.
KELLY—On the 15th May, at Shanghai, Annie Josephine Kelly, aged 16 years and 4 months.
MACVICAR—On the 19th May, at Yokohama, Charles Young Macvicar, aged 35.
NISSEN—On the 3rd July, at Brompton, L. Theodor Nissen, of Altona, aged 32.

HOUSE OF COMMONS.

RUSSIA AND KHIVA.

(July 6th.) Mr. BAILLIE COCHRANE (C.), in moving for papers relating to the occupation of the Khanate of Khiva by Russia, called attention to the rapid advances made by that Power in Central Asia, and observed that the policy of extension of territory in the East which Russia was pursuing had created considerable anxiety and ought not to be met by a policy of "masterly inactivity" on the part of this country. Since the Crimean War Russia had extended her frontiers to the Caucasus, the Black Sea, and the Caspian, and had recently advanced her lines to Khiva and the Oxus. By means of the communications which she had thus established she could speedily concentrate large bodies of her troops in the immediate neighbourhood of our Indian frontier. Remonstrances with Russia being useless, the question was what was to be done. We should remember that Affghanistan was the key of the position, and our first steps should therefore be to appoint a person of great consideration and distinction as our representative at the Court of the Ameer. We ought also to favour the construction of a railway along the valley of the Euphrates and to keep a watchful eye upon Russian diplomacy.—Mr. HANBURY (C.) seconded the motion, and declared that throughout the whole of our history pledges and promises had never been so ostentatiously broken as they had been by Russia. Sweet credulity and innocent confidence had been the characteristics of the policy of our Ministers of State in recent years.

Sir G. CAMPBELL (C.) entertained views diametrically opposed to those which had just been expressed. The true policy for this country to pursue was that which had been described as one of "masterly inactivity." We could not prevent the advance of Russia, and when we were attacked we must rely upon our own strength for our defence. But to continue useless talk about Central Asia when we could not act might do very great harm, and could only serve to expose a raw in our political hide.

Mr. BOURKE (Under-Secretary for Foreign Affairs) said the papers asked for had already been laid upon the table; but further communications had passed between her Majesty's Government and the Government of Russia with respect to Central Asia which were not yet ripe for publication. When those papers were produced, as they would be at the proper time, they would show the great friendliness which existed between the two Governments. He admitted that Russia had not acted up to her engagements with respect to Khiva, but for obvious reasons it would be wrong for him to dwell upon that now, for not a single advantage would be thereby gained. As to the pursuit of a policy of "masterly inactivity," the amount of activity or inactivity to be displayed with regard to the foreign policy of England would entirely depend upon circumstances; but he remarked that he hardly knew exactly what "masterly inactivity" was. As to the question of what was to be done, it had never been the policy of England to declare beforehand what course she would take in the event of certain hypothetical circumstances occurring and under conditions which did not exist. Her Majesty's Government had no desire to advance their frontier in the direction of Central Asia, and they thought it the interest of both England and Russia that a reasonable distance should always exist between the frontiers of these two great empires. To define a neutral territory, however, would lead to differences and misunderstandings, and it was not the intention of Her Majesty's Government to enter into any formal engagement for that purpose. With regard to the States on our Indian frontier, it was the wish of the Government that they should be powerful and independent, and should be convinced that we were not an aggressive people; but it was not intended to enter into any engagements which would prejudice the interests of either side or hamper our future action with regard to them. Of the general foreign policy of the Government of India it was not his province to speak; he might remind the House, however, that the establishment of friendly relations with Affghanistan was no new policy.

Mr. BUTLER-JOHNSTONE (C.) indicated China as the India of Russia in the future. Why (he asked) had Russia been so anxious to get to Bokhara? For the obvious reason that that was the centre and focus of all the caravan routes to the Empire of China. If Russia could bring China within the scope of her trade, the result would more than compensate any expenditure which might have been incurred to bring it about. By that means she would obtain something like a monopoly of the trade of Asia, and she would, moreover, take up a much more important position than she at present enjoyed in the trade of Europe. By every means possible Russia had been endeavouring to get into China. While we in the most brutal manner were sacking the Summer Palace—while we, at all events, were carrying on the Opium war in a manner unprecedented in our history—Russia was intently engaged in securing advantages by means of commercial treaties with the Chinese Empire. Were he a Russian he would contemplate with pride the growth of Russian dominion and trade in Asia, but the question he had now to consider was whether the interests of England were at stake. If English goods were allowed to compete freely with Russian goods, that extension of Russian dominion would be of great advantage to this country. But Russia absolutely prohibited our goods from going into the countries over which she exercised jurisdiction. In one instance there was a duty of 40 per cent. on our goods, and a duty of only 2½ per cent. on Russian goods. We had grown tea in India with eminent success, and yet Russia absolutely prohibited Indian tea from coming into her markets. He held that this country, by a proper diplomacy, might exercise a greater influence at Peking than Russia, and he would be sorry to see "a policy of masterly inaction" carried out by England in China. The Russians were doing all they could in Japan as well as in China to show that they were the only true friends of that country, and that France and England were its enemies; and he was told that Russia was entering into an alliance offensive and defensive with Japan, so that the latter should close her ports against those countries with which Russia was at war. In conclusion, he begged to express his satisfaction at the statement which had been made by Her Majesty's Government,

Mr. BAILLIE COCHRANE withdrew his motion.

OUR RELATIONS WITH BURMAH

(8th.) Mr. GRANT DUFF having asked the Under-Secretary of State for India whether he was able to make any statement with reference to the recent negotiations with Burmah and the present state of our relations with that country—Lord G. HAMILTON said differences have during the last few years arisen between the Government of India and the King of Burmah. Sir Douglas Forsyth was sent upon a special mission to Mandalay to secure an amicable settlement of these disagreements, and we have reason to believe that a satisfactory settlement of the earlier matters in dispute has been agreed to; but the recent attack in Chinese Burmah upon the English Exploring Party, the murder of Mr. Margary, coupled with the very cordial reception accorded by the King of Burmah to the Chinese General Li-see-tahi, who we have reason to believe was implicated in, if he did not instigate, the recent outrage, rendered it necessary to insist upon the King of Burmah placing no obstacles in the way of obtaining redress. The King of Burmah has chosen this particular moment to refuse that which he had permitted in former expeditions—viz., the passage of British soldiers through his territories. It is earnestly to be hoped, and I believe there is every ground for believing, that the King of Burmah will yield to our just demands, and that no collision will occur. In reply to another question

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on the paper by Mr. RICHARD, the noble lord added that the production of papers on this subject at the present moment might be detrimental to the public service.

CONSULAR CHAPLAINS.

(9th.) Mr. HEYGATE called attention to the report from the Select Committee "appointed to inquire into the circumstances attending the withdrawal of the allowances granted to Consular Chaplains under the provisions of the Act 6 Geo. IV., c. 87," and moved that, in the opinion of the House, the withdrawal of Government grants in aid of the maintenance of Consular Chaplains under the provisions of the Act 6 Geo. IV., c. 87 was uncalled for and inexpedient, and should be reconsidered by Her Majesty's Government.

In the course of a somewhat lengthy discussion Colonel ALEXANDER pointed out that the Select Committee did not say a word about Consular Chaplains or their allowances; the only reference being a paragraph in the appendix in the report of Major Crossman, who, referring to a Consular church in China, said he thought it hard that a religious service should be maintained at the expense of English taxpayers for the benefit of seven tea-tasters on the banks of the Yangtsze. But these Consular churches were built for the benefit not of the permanent but of a migratory population, and if these allowances were withdrawn in the Consular ports, we virtually forced the residents there to make spiritual provision for the sailors resorting to those ports. Another reason for maintaining the relation between the Consular Chaplains and the Crown was that as long as you maintained it you had a hold over them, and could call upon them to minister to our sailors in the ports; but when the Chaplains were paid solely by the residents themselves, then you lost control over them. This was not a question of Chaplains, but of maintaining our name as a Christian people.

The Under Secretary of State for Foreign Affairs, Mr. BOURKE, said this question arose in 1869, when an inquiry was instituted into the whole of our Consular service, and the grant to our Consular Chaplains in China was withdrawn. Nothing was said against the measure. Every one of these Chaplains had been given a pension, and they were now being supported in their different localities by voluntary contributions. He trusted the House would support the decision arrived at by the committee. There was nothing to prevent the re-establishment of a Consular Chaplain in any place if a case for the other side was made out. He hoped the Government would be supported in adhering to the unanimous report of the committee.

The motion of Mr. Heygate was negatived.

CHINESE LEGATIONS.—THE MURDER OF MR. MARGARY.

(9th.) Mr. EATON asked whether any advice had been received from our Minister at Peking as to the decision of the Chinese Government to establish Legations and Consulates in Europe, and whether the mission appointed to inquire into the death of Mr. Margary had left Peking.

Mr. BOURKE said no official information has reached the Foreign-office on the first subject. Mr. Wade, our Minister at Peking, had not been there for some time when he wrote the last received despatch. Perhaps we may hear from him before long. The Mission appointed to inquire into the death of Mr. Margary has not yet left Peking, and the reason is the weather is extremely hot, and it is thought undesirable it should leave until the cold weather commences.

MR. ALEXANDER M'ARTHUR proposes to ask the Under-Secretary of State for India whether he can lay upon the table any report showing the nature and probable value of the trade which it is proposed to open up through Burmah with the western provinces of China.

Naval and Military.

The iron troopship Adventure, Capt. J. Darcy, arrived in Plymouth Sound on the 2nd inst., from Natal, with the battalion of Royal Marine Light Infantry from Yokohama on board, under the command of Lieut.-Colonel Richards. The Adventure was visited by Admiral Sir Henry Keppel on arrival. The Plymouth Marines were landed, and the Adventure then proceeded to Portsmouth with the section for that port. The Adventure will subsequently proceed to Chatham, where, it is understood, she will refit for further service. The corporals, drummers, and privates of the battalion have presented to Sergeant John James a silver watch and gold chain, as a mark of the respect and esteem in which he was held during his period of service as hospital-sergeant with the battalion. It is stated that differences of a serious nature having arisen between Colonel Richards, the officer in command of the battalion, and Lieutenant-Colonel Burton, second in command, a Court of Inquiry is to be held with a view to ascertain whether a court-martial is necessary. The consequences to one or the other of these officers is likely to be serious.

Lieutenant-Colonel R. J. Hay, Royal Artillery, has been appointed Superintendent of the Royal Gunpowder Factory, Waltham Abbey, vice Lieutenant-Colonel C. F. Young, R.A., deceased. Colonel Hay served as Assistant Adjutant-General of Royal Artillery with the Expedition to China in 1860, and was present at the capture of the Taku Forts and the surrender of Peking. He received a Brevet of Major and the medal with two clasps for his services in China. He joined the army in 1846, and became Lieutenant-Colonel in 1870.

The Glasgow, screw frigate, Capt. Theodore M. Jones, the flagship of Rear-Admiral Cumming, late in command of the East India station, arrived at Spithead on the 1st inst., having been relieved by the Undaunted. The passage home has been slow and tedious, in consequence of a breakdown in her machinery. The crew suffered greatly from the excessive heat at Aden. Having been away four years, the Glasgow has gone into harbour for the purpose of dismantling and paying off.

Commander U. C. Singleton, of the Ringdove, gun vessel (on the China station), has prosecuted the master of a merchant vessel at Mauritius for harbouring a deserter.

Among the late successful candidates for Naval cadetships was Mr. C. Keppel, son of Admiral Sir Henry Keppel, G.C.B., Commander-in-Chief at Devonport.

A report that Lord Clarence Paget will succeed Admiral Sir Henry Keppel as commander-in-chief at Plymouth in October next is officially contradicted.

Lieut. J. R. Broadley (1874) has been granted a year's foreign leave, to navigate a gunboat for the Chinese Government from Birkenhead to China.

The Cygnet, gun-boat, has been commissioned at Devonport for service on the Cape of Good Hope and the West African Station.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JULY 7.

The utmost quietude prevails in politics, and we seem to have entered upon the *saison morte*. The Parliamentary optimists hoped that the Second Chamber would meet in order to clear off some Bills before the session finally closed; but this hope has proved to be fallacious. The papers are of course still discussing the results of the late elections, and all sorts of predictions are made regarding the future. On the Bourse also a lull prevails. The magnates of the Money Market have deserted the field, and speculation has consequently come to a standstill, while another check to business has resulted from over-speculation in the dividends of the Dutch Trading Company. For several years past enormous transactions have been entered into regarding dividends, of course absolutely speculative. This wild betting caused all sorts of squabbles every year, and it seems to be impossible to put a stop to it. Some houses have, it is said, gained half a million of money, and, notwithstanding that, some speculators have had to stop payment. This year a sort of clearing-house was organised to settle the accounts. The Money Market is well provided, and perhaps this fact will have a good influence on a small loan which is being raised on behalf of the Java Steamship Company. Only a sum of two millions is wanted, to be repaid in the current course of twenty-five years. The shares will bear an interest of 5 per cent, while the price of issue is 90½ per cent.

Mr. J. C. Daru, Liberal, M.P. Zutphen, has died suddenly at Neuenahr in Germany. As candidates for the vacant seat are named Mr. Mackay for the anti-revolutionists and Mr. Tak van Poortvliet for the Liberals. It seems pretty certain that the last named will gain the victory.

The East India Association has resolved that the questions to be brought forward for discussion will for the future be made public some months before, in order that those members residing in Java may be able to give their opinion by letter.

I regret to state that the American Minister at our Court, Mr. Gh. T. Gorham, has resigned his post, and has left the Hague. His departure is most certainly a loss.

The direct communication between Flushing and London will be opened in the course of this month, some say on the 19th, others on the 26th. Powerful steamers will be employed in this service, which will be another improvement in the rapidity of our postal communication.

A LADY'S MISSION TO SEAMEN AND MARINES.—Mrs. Digby Dent, widow of the late Lieutenant Dent, Superintendent of Singapore Prison, has since her arrival in England, in the early part of May, been carrying on a wonderful work among the Marines of the Gosport Division. On one occasion she addressed about four hundred men with the permission of the Colonel-Commandant. She told them, in affecting terms, that as her martyred husband had been for several years attached to Forton Barracks, she felt particularly drawn toward its occupants, and she could not refrain from delivering to them a message, which was "Be ye also ready," for, as she pathetically put it, "If my husband had put off the question of his salvation until he had been stretched on his bloody bier, where would he have been?" "But he did not do so," she continued; "he was ready when the Master called, and he is now with Him in glory." She went on to urge her hearers to seek the one thing needful, and dwelt at some length on the compatibility of a man being at the same time a good soldier to his Queen and a true soldier of the Cross. In fact, she insisted that the more spiritually-minded was the man the braver would he be, and the more ready would he be to lay down his life at the call of duty. Many of her hearers were moved to tears, and some audibly sobbed. Last week she gave a tea to 200 Marines at Cook's Mission Hall, Stoke-road Alverstoke, when she gave another touching and solemn address. Several ladies, the wives, widows, and relatives of officers of both services, were also present, and sang many of Sankey's hymns, accompanied by the harmonium. The men heartily joined in the chorus. All returned orderly and quietly to their quarters, and it is believed that much good has been implanted, and that the effect produced is not one of a merely passing character. On Tuesday night Mrs. Dent proceeded to the Bethel at Gosport, where were gathered, at the invitation of Mr. Cooke, nearly 300 Marines, and again gave a stirring address, which was listened to with rapt attention by these gallant fellows and many of their relatives and friends, who had been purposely invited to take tea with them.

THE NEW SEASON'S TEAS.—Last year we noticed the arrival of the s.s. *Glenartney* from Hankow with the first seasons teas. This year she has again come in first, having made the passage in less time than last year. We have also to notice the arrival of the *Glenearn*, belonging to the Glen Line, as second ship from Hankow, she having made the passage in a few hours' less time than the *Glenartney*, notwithstanding she had to encounter heavy weather in the China seas. The *Glenfinlas*, another of this line, is shortly expected with the new season's teas from Foochow; her passage to Port Said shows the same average speed as the *Glenartney* and *Glenearn*.

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The London & China Telegraph.

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RUSSIA IN INDIA AND CHINA.

ON Tuesday last there was a debate in the House of Commons on the Central Asian Question, which had its origin in Mr. BAILLIE COCHRANE'S rising to call attention to the progress of Russia in that part of the world, and moving for papers relating to the occupation of the Khanate of Khiva. Although disclaiming the slightest feeling of antagonism towards the Russian Government, Mr. B. COCHRANE spoke in a somewhat contrary sense. He expressed the opinion that "no country, except Ger- "many, had made such rapid progress as Russia during "the last half century;" and he further remarked that "there was a phrase that she always had an Eastern iron "in the fire, and her territorial advances might lead to "the gravest complications not only in the East but also "in the West." In support of his ideas he cited the ancient plan of Russian operations, as laid down by a statesman early in the century, part of which was to send 50,000 men through Persia to India and drive England out of all her Eastern dominions; "therefore," added the honourable member, "the progress made in recent years "by Russia in Central Asia should not be a matter of in- "difference to this country." A passage in the speech of the succeeding speaker, Mr. HANBURY, is worthy of notice, for several reasons:—"If we saw her (Russia) "advance to Kashgar she would have no justification for "going any further, but then of what use to her is her con- "quest of the desert steppe with its three oases? But "she must advance, and as a proof that she meant to do "so, he might mention that the only things she attended "to in her recent conquests were the roads, which was "the more remarkable, as her own internal roads were the "worst in the world. (Hear, hear.) If she did so advance "she might not invade India, but she would intercept "our trade with China, a country with 400 millions "of producers and consumers. The whole history of "Russia had been one struggle to reach the Pacific "Ocean." Mr. HANBURY was succeeded by Sir GEORGE CAMPBELL, than whom, from the high position he has recently occupied in India, no one in the House, perhaps, has a better right to be heard on the knotty question of Central Asian politics. Sir GEORGE said that he had come to conclusions diametrically opposed to those of the previous speakers. He thought that our only course in the matter was one "of masterly inactivity, which could be adopted without leading to danger," and that if we could not stop the advance of Russia in Turkistan, the only other means of checking her was to march into Afghanistan. That course is, for many reasons, open to serious objections. "Our true policy, therefore," remarked Sir G. CAMPBELL, in conclusion, "was that, as we could not act, "we should not talk. . . . At the same time he be- "lieved Russia had other matters to attend to, and that "this question might be left to our sons and our grand- "sons." Mr. BOURKE, the Under Secretary of State for Foreign Affairs, then rose to speak on the part of the Government, a task which was rendered the more easy by the common sense view taken of the matter by his predecessor. On the whole subject of Central Asia Mr. BOURKE felt himself at liberty to say that communications had passed between Her MAJESTY'S present Government and the Government of Russia, and he confirmed an opinion which we ventured to express three weeks ago. "These com- "munications and despatches," added Mr. BOURKE, "are "not ripe for publication, but when the time comes to "produce them the House and the country will approve "the course taken, and will find an explanation of the "great friendliness existing at this moment between the "Government of Great Britain and the Government of "Russia." This assurance is very satisfactory, and was seemingly received in that sense by the House of Commons. In concluding his speech, the honourable member observed that allowing peaceful commerce between Turkistan and India to follow its natural course would, in his opinion, tend to confer untold benefits on both those countries; at any rate, it would help to cement the friendship which happily existed between the two great Empires of England and Russia; and he trusted that nothing which had been said that night would tend for a moment to disturb that friendship. Mr. BOURKE was succeeded by Mr. BUTLER-JOHNSTONE, who uttered the most arrant nonsense about the Opium trade and the Summer Palace.

BURMAH AND WESTERN CHINA.

THERE is such an unvaried agreement in the telegraphic intelligence and the letters from correspondents of the press, as to the precise position of our dispute with Burmah, and as to the exact demand which has been made and refused at Mandalay, that we cannot help accepting the version generally given as the truth. At the same time, we must call our readers' attention to the circumstance that we are still without any explanation from official sources; no statement has been made in Parliament, no authoritative announcement has appeared in Calcutta; and when we remember the peculiar pains which diplomatic agents usually take to keep their business secret, we cannot feel quite sure that the news sent us is thoroughly correct. If it is, then how odd that it should have leaked out. We must conclude that the information has got about either through Europeans "on the spot," that is, resident at Ava, or else through native officials attached to the Court. We make this reservation as to the substantial accuracy of the telegrams; at the same time we are far from thinking that our relations with Burmah have not assumed a very serious phase. Sir DOUGLAS FORSYTH has demanded a free right-of-way for British troops across the Emperor's territories, and this request has been refused. The Indian Government, before giving their agent his final instructions, must at least have foreseen the possibility of that what was asked would not be conceded; they must have been aware that it was suicidal impolicy to offer any conditions to the King of BURMAH which they were not prepared to enforce if necessary; they must have taken into account, too, the abstract right of every independent Sovereign to forbid the passage of foreign soldiers through his own territory, and that, consequently, the onus of justifying such a demand in the eyes of the public of this country will rest with those who took upon themselves to make it. All these points, as we say, cannot have escaped the Governor-General and his advisers, and the only conclusion therefore which we can draw with any confidence from what has taken place is that our Indian authorities are in possession of evidence which establishes the real complicity of the Burmese Court in the assassination of Mr. MARGARY, and that they have consequently determined long ago that, while the Chinese must be brought to book for their share in the guilty deed, Burmah also will have to be chastised. In brief, unless Lord NORTHBROOK had made up his mind for war in case of a refusal, he would not have run the risk of insult by asking for such a concession from the not too friendly Burmese. Affairs look exceedingly warlike. A war with Burmah may be a very proper and a very necessary course, or the reverse; we cannot well judge; because we are as yet but scantily informed as to the true issues of the dispute; but when Parliament has broken up some three weeks hence, the Government will have seven months of independence before them, and this little circumstance is not without its influence when a question of a petty war with an Indian Potentate has to be decided. The "peace-at-any-price" party will be chained to silence till the whole affair has been settled in the next cold season.

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In the event of hostilities we should of course seize Mandalay, and, perhaps, one or two other of the more important settlements on the banks of the Irrawaddy, driving his Burmese Majesty back into the jungle or to seek refuge among the Shan tribes. All this we can readily do; but are we to go on to annex independent Burmah, or should we set up some new monarch at Ava bound by more stringent treaties than his predecessor? The views entertained by many are opposed to annexation, partly on the ground that it would be unjust, and partly because, as they contend, it is good policy to have an independent kingdom in alliance with ourselves between our own frontiers and China. On the other hand, there are two points which ought never to be lost sight of: one is that until we have the valley of the Irrawaddy entirely under our own control we can never open up the much-talked-of trade route to Yunnan; and, secondly, by dividing Burmah into two halves we have produced an atrophy, and misgovernment in the independent portion. The authorities at Mandalay are demoralised by our over-shadowing supremacy, the country is in disorganisation, commerce is stagnated, and the people suffer from bad and impotent rulers who cannot maintain peace and good order within their own dominions. In justice to the inhabitants we ought not to cut off one or two provinces from a country and leave the remainder to get on as it can.

Since the above was in print Lord G. HAMILTON has announced to the House of Commons that a demand for troops to pass has really been made, and the very guarded language he used—("He hoped and believed the King would yield, &c.,")—fully confirms the general view as to the really serious character of the misunderstanding.

THE CHINA TRADE.

I.

IN a recent issue we extracted from *The Times* some remarks bearing upon the unsatisfactory nature of the China trade, to which attention was at the time directed by the failure of Messrs. COLLIE and Co., of Manchester. Some good may come out of considerable evil, if one effect of that failure be to call general attention at home to the nature of our trade with China, and to the causes which have gradually reduced a traffic which once was justly reputed one of the most paying in the world, to a position in which unsoundness, speculativeness, and unprofitableness have become its most generally recognised characteristics. Although the subject is unfortunately not new to China readers, and has in fact been dealt with only too frequently in these columns, we deem the present a fitting opportunity to pass in review some of the more prominent circumstances which have conduced to this state of affairs; to estimate broadly the existing position of the trade, and, finally, to suggest such remedies as may seem feasible in order to place the China trade upon a more satisfactory basis.

In order to form an accurate conception of the various circumstances which have worked together to bring the trade with China into its existing condition, it is necessary to go as far back as the year 1860, when the existing commercial treaty with China was concluded. At the time when that instrument was under negotiation it had been discovered that our trade with China was materially hampered by a variety of restrictions, both as to those who should be allowed to trade and in the form of oppressive internal duties of the nature of barrier, lekim, and other dues, which prevented the free circulation of our imports in the country, and enhanced the price of produce brought down to the Treaty Ports, then only five in number, for sale to our merchants. After much difficulty and protracted negotiation the Treaty of Tientsin was concluded, and it was hoped that its provisions would prove such as to do away entirely with the obstacles existing to a free development both of the export and import trade. "The design of the Treaty," says the Shanghai Chamber of Commerce, in the memorial with reference to the revision of the treaty which they addressed to Sir RUTHERFORD ALCOCK, H.M.'s Minister at Peking, in 1867, "was, "by throwing open the producing and consuming districts "to foreign capital and energy, and by fostering a closer "communication between the Chinese people and Euro-"peans, to introduce an element of progress into our "trading relations, previously shackled by innumerable "artificial and unjust restrictions;" but the memorialists add, "this object has only been attained to a limited extent." The opening of the new Treaty ports had no doubt given an impetus to the trade for some time, but as years went on it had been found that at each port trade was much hampered, and that the circulation of our manufactured goods in the interior was still greatly curtailed by barrier dues and other like exactions. This was impressed upon Sir RUTHERFORD ALCOCK in the memorial above quoted, and in others from the remaining Treaty ports, which were sent in to him at the same time. The difficulty was frankly admitted by Sir RUTHERFORD ALCOCK to exist, and he drew up a Convention with the Chinese Government for the revision of the Treaty, which, he held, would have the effect of greatly modifying the restrictions; but this Convention was considered so defective by mercantile men, both in China and at home, that sufficiently strong representations were made to the Government to induce them to refuse to ratify the Convention, and accordingly the China trade, to the present day, retains the defects found to exist in it when the Tientsin Treaty came into force, and admitted by Sir RUTHERFORD ALCOCK himself to have been only partially removed by that instrument. These defects, it will be shown further on, have largely contributed to the lamentable state of affairs which has for years past been deplored in China, and of which the effects are beginning to be appreciated at home.

(To be continued.)

IN consequence of the short interval between this and September it has been decided that no meeting of the Oriental Congress will be held this year; and according to present arrangements the meeting of 1876 will be held at St. Petersburg.

REGISTRY OF SHIPPING IN CHINA.

We have received copies of the "Instructions to Consuls in China and Japan" and of the "Instructions to Surveyors" in the same countries, which have been prepared by the Board of Trade and approved by the Secretary of State for Foreign Affairs. These books have been issued, and have been transmitted to China in consequence of the constitution of Shanghai into a port of registry under the China and Japan Maritime Order in Council of 1874, and are designed to give the necessary information to Consuls with reference to the subjects of which they respectively treat. There can be no doubt that these little handbooks will be of very great service both to officials and to those connected with the mercantile marine in China and Japan. The "Instructions to Consuls" forms a most convenient compendium of that most complicated portion of our law, the Acts relating to the registry of merchant shipping. The Consul is supposed, by a happy fiction, to be thoroughly conversant with all the sections of these Acts which apply to vessels abroad, but as a matter of fact, it is rare that even experienced Consular officers are found who have thoroughly mastered the details of these useful but eminently unattractive enactments. The various statutes regulating British merchant shipping extend from the year 1854 to the year 1873, and, as most of our readers are aware, a further Merchant Shipping Amendment Act is now under the consideration of Parliament. There are at the present extant no less than eight different Acts relating to British shipping, exclusive of the Colonial Shipping Act of 1868; and the great difficulty in regard to them is that one Act has the effect of amending certain sections of another; so that, before anyone can be certain of the actual law which applies on a given point, he has to consult very carefully the whole of the statutes now in force. If anything were wanted to prove the urgent necessity of something being done to reduce the unweildy mass of our statute law into a regular shape, it is to be found in the merchant shipping laws; and it is with no little satisfaction that we observe the skill with which this end has been accomplished, as far as is practicable under the existing state of things, in the compendiums under notice. To every section of the portions of the Acts relating to the registration or survey of vessels is appended an italic memorandum indicating repeal or modification by any subsequent section in any Act at present in force; and it is thus rendered comparatively easy with anything like reasonable care for those concerned to ascertain with certainty and precision the law with reference to any given point. Seeing how frequently mistakes have been fallen into not only by private individuals but by Consular and other officials in regard to important points connected with the registration and survey of ships, it is a subject

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of congratulation that a simple and effectual guide has been issued by the authority of the Board of Trade.

We understand that Mr. W. H. Tapp, the Registrar appointed under the recent Order in Council, has been engaged in the compilation of these handbooks. Mr. Tapp will proceed to Shanghai by the next P. and O. mail to take up his post as Registrar. Some slight hitches arose in consequence of a division of authority between the Board of Trade and the Foreign-office in the matter, which, however, was finally settled by the office of Registrar of Shipping at Shanghai being transferred to the former. This has caused some delay in Mr. Tapp's departure. It is satisfactory that the office has been placed under the Board of Trade, and it would probably be desirable that the Shipping-office at Shanghai should follow it, so that all shipping matters at that port should be under the responsible control of one department.

Literature.

Letters from China and Japan. By L.D.S. Henry S. King and Co., London. 1875.

The first six letters take us from England, *viâ* Marseilles, to Hong Kong, where "Miss F. became Mrs. —, and 'H. and I.' were merged in *we*." The writer's husband having but a brief leave of absence from his duties at the Foochow Arsenal, the happy couple had to leave Hong Kong a few days after their marriage, and the writer's experiences of China, or rather of the Arsenal near Foochow, then commence. Letters VIII. to XXXIV. describe her daily life at the Arsenal, which is varied only by occasional visits to Foochow. A few of the chief characteristics of the Chinese are lightly touched upon, and two or three festivals have a few lines devoted to them; the writer speaks rather more fully about some of the customs connected with deaths and funerals, her attention being called to that subject by the death of Shên Pao-chên's father, and she takes the opportunity of remarking, reasonably enough, that "the reverence of the Chinese for their parents is certainly one of the best features in their character, though some of the ways they have of testifying it are very ludicrous to European notions." Letter XXXV. is devoted to a pleasant trip on the River Min in a house-boat, and in the next two letters the writer records her visits to Shanghai and Ningpo. L. D. S. and her husband then crossed over to Japan, where they spent about two months before returning home. Their stay was chiefly at Yedo and Yokohama, in the neighbourhood of which they made some interesting excursions, and they were also able to get a peep at Nagasaki and Osaka. We will cite one passage, in which the writer sums up her impressions of the Japanese:—"They appear," she says, "to be even a more intensely conceited nation than the Chinese, and after attaining the most superficial knowledge on any subject, are quite satisfied they know as much as those who are teaching them. Notwithstanding also their eager desire to imitate everything European, it is astonishing how jealous they are of its being known that they have foreign instructors, and how anxious they are, on all public occasions, to keep them as far as it is possible to do so in the background." The last-mentioned trait in the Japanese character L. D. S. naturally could not be expected to look upon with a kindly eye; still she and her husband left the country, regretting that they were not able to see more of so beautiful a land, and so curious a people.

Under the heading of "Fine Art Notes and News," our contemporary, the *Academy*, contrived last week to fall into an odd blunder, which shows how little attention is paid by some people in this country to matters Chinese. "There has just arrived in Paris," we are told, "a most interesting collection of Chinese works of art, brought over by M. Sichel." So far so good; but our contemporary proceeds, "It appears the late Emperor Kien-long (*sic.*), anxious to replace his treasures destroyed in the burning of the Summer Palace by the French and English troops, sent emissaries to every part of his dominions to collect them." Now, as the reign of Kien-Lung lasted only from 1736 to 1795, we are not clear how that Emperor can, by any stretch of imagination, be supposed to have known anything about the burning of Yüan Ming Yüan. As the remainder of the note in question may prove interesting to those of our readers who are anxious to enrich their collections of Chinese "curios," we give it in full:—"On the death of the Emperor, the guardians of his infant successor caused the whole to be sold by public auction (?). M. Sichel was one of the chief purchasers, and these, together with the objects which he has himself collected at Peking, form a series of works of the highest interest and importance. The collection is not yet wholly unpacked, but will be displayed in the Rue Pigalle, until dispersed by public sale either in Paris or London."

Under the head of "Central Asia," it is stated in the current number of Trübner's *Oriental Literary Record* that Mr. H. W. Bellew, C.S.I., Surgeon-Major, Bengal Staff Corps, and author of a "Journal of a Mission to Kandehar in 1857-8," "Grammar and Dictionary of the Pukkhto Language," "From the Indus to the Tigris," &c., has just returned from his great mission in Central Asia, and is preparing for the press a work entitled "Kashmir and Kasghar—a Narrative of the Journey of the Embassy to Kasghar in 1873-4." As Mr. Bellew has probably the most extensive acquaintance with Central Asia of any living European, his work cannot fail to be exceedingly interesting.

From the same periodical we learn that 350 guineas is the price of the unique collection of works by, and relating to, Camoens, to which we made reference on a previous occasion.

Messrs. Trübner and Co. announce for publication, in October, the two lectures on Chinese Language and Literature, recently delivered at the Royal Institution, by Mr. Robert K. Douglas, of the British Museum, Professor of Chinese at King's College, London, and formerly of H.M.'s Consular Service in China.

The Geographical Congress at Paris.—This Congress will be opened on August 1, and promises to be a complete success, as far, at least, as the exhibition of maps and other objects bearing upon geography is concerned. The refusal of the Government to appoint a Commissioner has excluded private firms from the Exhibition; but there will be collections of maps and charts from the Admiralty, the Topographical Department of the War-office, and the Indian Survey-office. The Geographical Society will be represented by Sir R. Alcock, one of its Vice-Presidents, and will exhibit a collection of its *journals*. Most foreign Governments have appointed Commissioners and Commissions. Thus, Sweden will be represented by Colonel Versteek, Director of Topographical Surveys; M. Stiffe, librarian at Upsala University; Professor Forell, of the Geological Survey; M. Sidenbald, of the Statistical Department; and M. Rubenson, of the Meteorological-office. The Netherlands will be represented by Colonel Versteeg, Egypt by Dr. Sceweinfurth, &c. The business of the Congress will be transacted in sections, and the meetings are not to extend over ten days. The sections are, (1) mathematical geography, geodesy, and topography; (2) hydrography and ocean geography; (3) physical geography, meteorology, anthropology, and geology; (4) historical geography, ethnography and philology; (5) economical geography and statistics; (6) didactic geography; (7) travels. The programme already contains no less than 123 questions to be discussed by these sections. A general meeting will be held daily, in the forenoon. Amongst foreign geographers of note who will attend the Congress are Professor H. Kiepert, Dr. O'Peschel, D. A. Petermann, Weyprecht, and Payer, Dr. Nachtigall, and Dr. Schweinfurth. The Paris Committee have made arrangements with several hotels for a reduction of their ordinary charges, and every facility will be afforded to members to inspect the scientific collections and make excursions into the neighbourhood of Paris.

Correspondence.

THE SUPPRESSION OF THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your correspondent, "An Old Resident in China," appears to be a friend to the Anti-Opium movement, but his letter is calculated to prevent people from helping us. May I be allowed a few words in reply?

(I.) The performance of one duty is no excuse for neglect of another. As Christians our duty is to send the gospel to China; as British citizens our duty is to relieve China from the injustice she has suffered at our hands. *We* are the sovereigns of India; *we* are responsible for the Opium trade, and no man can shake himself loose from this grave responsibility by pleading that he supports missions.

(II.) Christian missions show no peculiar power for coping with the effects of opium-smoking. In England Christianity saves some from drunkenness and other vices, but in spite of its pure and mighty influence, these vices are not nearly extinct, are, indeed, not sensibly diminishing. In China, where Protestant Christianity numbers ten or twenty thousand converts, a mere drop in the ocean, it is not reasonable to expect that its progress can do much in this, or within several generations, to arrest the Opium-plague.

(III.) The best service English Christians can do to missions in China is to undo the evil and wrong of the Opium trade. As a missionary myself, acquainted with many missionaries now in China, I am bold to say that there is hardly a missionary there who, if you were to ask him which he would choose, the reversal of British Opium policy or a reinforcement of a hundred missionaries for China, would hesitate for a moment. No possible increase to missionary operations could render such service to Christianity in the East as the spectacle of a great Christian nation acknowledging and endeavouring to repair this grievous fault.

It is a pity that your correspondent has not more faith. If he and every other friend of missions in the United Kingdom would simply take so much trouble as to sign a petition to Parliament the thing would be done next session without any miracle. They are numerous and influential enough, if only they knew their power and would combine.—I am, &c.,

London, July 7, 1875. F. S. TURNER.

Nang Choy has written a long letter to *The Times*, which we regret our space prevents our giving in full. He says:—But if the English Go-

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vernment should after all decline to stir in this important question, for fear of the Indian revenue being put in jeopardy, let them declare their reasons in plain language. Let them admit this: We are perfectly aware of the evils and miseries caused to China by the use of Opium. We are responsible for the extent to which the Opium trade is now carried on in China, and for having introduced the drug into the tariff of our Treaty with China. We are licensing and encouraging its cultivation in our territories in India, and are deriving from that source a revenue of six millions sterling annually. We are very sorry for the evil consequences which ensue from Opium; but we cannot help it, because we cannot afford to give up the revenue. Let them boldly declare this to the world that all people may know how a Christian nation is treating China. But I am persuaded that the English nation is not so cruel as that. The English people, so famous for their love of right and justice, will surely not do to others an injustice which they would not tolerate themselves. It must be the mistaken policy of a few, and it needs but to call the attention of the English public to the grievance, and they will bring their unanimous opinion and influence to bear upon their Government with a view of inducing them to alter the objectionable policy.

With respect to the other part of the question—that if India should cease to grow the poppy other nations may supply Opium to China—I need not say much. For if the English Government were to strike out the clause concerning Opium in the Tientsin Treaty, the Chinese Government would prohibit all importations of the drug, and it is therefore not likely that other nations would go to the expense and trouble of growing an article for importation into a country where it is liable to seizure.

To insure, however, that substantial benefit will accrue to China in case of India ceasing to cultivate the poppy, I have every reason to believe that the Chinese Government will guarantee, on reasonable terms, the enforcing of the prohibitions against the importation, growth, and consumption of opium in my country.

To sum up in conclusion. I believe I have clearly proved that Opium is a poisonous drug, and its use has produced endless miseries to my country; that the British Indian Government is reprehensible, for the sake of a few millions sterling, for encouraging the cultivation of the poisonous drug and for fostering a trade which has such an evil tendency; and that the Government of my nation is very anxious to cope with the national evil, but owing to the legalisation of the Indian drug it is impossible for the Chinese Government to put a stop to it. These are the plain facts, and no one can dispute them. Whether the British Government, now that the Opium question in all its phases has been fully discussed in and out of Parliament, will still let things remain *in statu quo*, or will see the expediency of discontinuing the objectionable Opium system and adopting as ounder course of policy in India, remains to be seen.

That, for the sake of the national character of Great Britain, Her Britannic Majesty's Government may be moved to efface the foul stain from their escutcheon by reason of their national complicity in a pernicious traffic which has ruined millions of my countrymen, and which impedes greatly the progress of civilisation, cannot but be the wish of every true Englishman and the prayer of the Government and people of my country and of, I venture to say, every good Christian in the world.

BURMAH AND WESTERN CHINA.

(THE TIMES.)

In order to understand the refusal of the King, we must call to mind both his commercial and his political objects. A strip of debatable land, governed by savage and half-independent tribes, cuts off the north-east of Burmah from the Chinese Province of Yunnan, which is, perhaps, the richest part of China. Its precious metals, its coarser minerals, the fertility of its soil, its silks, and its manufactured stuffs long ago marked it out as a place that might be made one of the best markets in the East. It was cruelly wasted by the Panthay War, in which the Mohammedan part of the inhabitants made themselves masters, for a time, of a large stretch of territory, but it is nearly as good a field as ever for commercial enterprise. Two important attempts have been made to open it up to English merchants, by means of a route from India through Bhamo, which lies about 300 miles above Mandalay, at the very place where Burmah meets the debatable land. One, as we have said, was undertaken in 1868 by Major Sladen, and the other a few months ago by Colonel Brown. Both were defeated by the mingled agency of the Chinese and the Burmese Governments. The Chinese authorities were, doubtless, actuated by their inveterate dislike to strangers in general, and especially to those English traders who, in the name of peace, usually split up the nationalities of the East like a wedge. The traders of Yunnan were also anxious to keep the trade in their own hands. The King of Burmah had equally strong motives for wishing to keep our countrymen away from the rich Chinese Province. He concentrates all the wholesale trade of his dominions into his own hands by forcing the dealers in any commodity that will yield a profit to sell it at the price which he names, and by then re-selling it at any sum he can extract from the foreign merchants. Such is a great source of his revenue, and so much does he value it that, although he pledged himself to give freedom of trade to our countrymen by the Treaty of 1862, he afterwards systematically refused to abandon his monopolies. Apparently brought to reason by the retaliation of the Indian Government, he signed another Treaty of Commerce in 1867; but he has broken the second bargain as flagrantly, if not as openly, as he broke the first. Nothing but force will make him give up his monopoly of the wholesale trade. Hence one of the main reasons why he has been persistently hostile to the attempts of our merchants to open up an overland trading route with Western China. He knows that the trade with Yunnan would slip out of his hands if English caravans were to ply through Bhamo. It may be open to doubt whether such a line of traffic would prove highly profitable to our capitalists, and the lawless tribes of the debatable land would certainly make it perilous; but since we have begun the enterprise we cannot permit ourselves to be turned back either by the King of Burmah or the authorities of China. We cannot afford to make such a confession of weakness to rulers who lie in wait for an opportunity of breaking our hold on the East, and therefore the Indian Government does right to insist that it shall be allowed to send troops through Burmese territory for the protection of our merchants.

(DAILY NEWS.)

The stipulation to which the King of Burmah has refused his assent and the rejection of which has brought on the present difficulty was that he should allow British troops to pass through his territory if called on to do so by our Government. The only country conterminous with Burmah to which we could not send troops much more conveniently than through the Burmese territory is Western China. With Siam, which borders Burmah on the south-west, we are on the best of terms, and with Anam we have no quarrel, while each of these States is accessible from the sea. Burmah, on the other hand, since we have deprived her, first, of Arracan, Senassarim, and then of Pegu, is an inland State, presenting its north-eastern frontier to China for a distance of three hundred and fifty miles. For many years the attention of British statesmen has been directed to the importance of opening up trade with the west of China from British territory east of the Bay of Bengal. Captain Sprye suggested such a trade to Lord William Bentinck, and in 1844 memorialised Sir Robert Peel on the subject. In 1862 Colonel, now Sir Arthur Phayre, the able administrator of British Burmah, visited Mandalay under orders from the Government of India, to negotiate a treaty for the same objects, which, however, remain to this day unfulfilled. It is only in the interests of such trade that any importance can be ascribed to a demand for permission to send troops through Burmah. The permission of the Mandalay Government to carry goods up to the frontier of China might possibly become of no avail were there no means of overcoming opposition offered by the Governors of Yunnan. Questions have been raised from time to time as to the relative advantages of particular trade routes in this part of the world, and it was to throw light on these that the Indian Government lately sent an exploring party to survey the route from Bhamo in Burmah to Salifoo in the Chinese province of Yunnan. Various schemes have been proposed for effecting the same main object. At one time it was thought that goods now sent from Bengal round the Straits of Singapore to a Chinese port for Western China might be sent to their ultimate destination by opening the navigation of the Salween, which flows southward from the Chinese frontier to the Gulf of Martaban, but the river was found to be a series of rapids. During the former administration of Lord Salisbury a scheme was sanctioned for the survey of a line of railway from Rangoon to the Chinese frontier at Kiang Hung, but he went out of office, and the scheme was dropped. Six months ago a favourable opportunity seemed to present itself for attempting once more the opening of an intercourse which had suffered so many impediments. It was at first intended to send Colonel Horace Browne's party by the Mandalay and Theinee road to penetrate to Yunnan-foo and return by way of Tali-foo and Momein to Bhamo, but at the wish of the King of Burmah this plan was modified, and the examination of the Theinee road was postponed. The Bhamo route then alone remained to be taken in hand, and the mission was proceeding by it to the provincial capital of Yunnan to endeavour to work out there the problem of establishing a direct trade road by agreement with the Chinese authorities. How disastrously the enterprise ended is well known.

(STANDARD.)

The ground on which the King of Burmah has broken off the negotiations with the Indian Government irresistibly suggests some sort of understanding between him and China. So far as Burmah itself is concerned there should be no objection to the free passage of British troops. The King cannot seriously believe that we are aiming at any territorial acquisition at his expense. Were the relations between Burmah and China the same as those which have hitherto prevailed, almost from time immemorial, he should be inclined rather to help than to thwart any measures having for their object the repression of the Chinese influence on his northern and eastern frontiers. The trade between the British provinces and Yunnan cannot be otherwise than beneficial to the country through which it passes, and there has been nothing hitherto to lead us to suppose that it was regarded with jealousy by the Burmans. A good understanding with the Indian Government would appear to be not only the most expedient but the most profitable policy for Burmah, which has nothing to fear from British aggression, and everything to dread from the newly-awakened military ambition of her Chinese neighbours. That in view of all these considerations, which, doubtless, have been urged by Sir Douglas Forsyth upon his Golden-Footed Majesty, the King of Burmah has declined our friendship and preferred that of China makes the situation more serious than if it were simply a quarrel, as in 1825 and 1852, between ourselves and the Burmans. This is, in fact, the first appearance of China on the stage of Indian politics since the establishment of our Empire in India. The time has been, indeed, when the Chinese legions were able to carry their standards beyond the Burhampooter, and to overrun a great part of Bengal; but since we have been conquerors in India we have ceased to think of China as even a possible competitor on that ground. It may be that we shall live to see a great change in the ever-shifting scenes of the Indian drama. The China of to-day is a very different nation from that which was our neighbour and Burmah's even so late as 1852. It is no secret that her Government nourishes ideas of a great national regeneration; that her military forces have been vastly increased, and her armaments strengthened and made efficient by the introduction of European discipline, science, and weapons. The knowledge of all this must have reached the ears of the Burman Court at Mandalay, and it is not unreasonable to suppose that it has had some influence in determining the King to reject the demands of England. The Manwyne outrage is now proved beyond a doubt to have been the work of Chinese soldiers acting under the authority of Chinese officials. All this, while it increases the gravity of the question now pending of war or peace with Burmah, makes it doubly imperative upon us to insist not only upon a due atonement for the outrage, but upon such guarantees as shall secure us from any further annoyance to British trade on the Chinese frontier.

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Monetary and Commercial.

Referring to our last week's publication as to Messrs. Gregson and Co., we are glad to be able to correct the statement therein made as to their failure. The explanation given to us is that no acceptance of theirs was ever dishonoured, and that the indebtedness of the firm has been in liquidation in the ordinary way, and is now wholly discharged. It is with much satisfaction that we make this announcement.

In connection with the failure of the firm of Kilburn, Kershaw, and Co., the London and Westminster Bank now find that the securities held by them have been grossly over valued, and that William Kershaw, by fraudulent representations, obtained advances to the extent of about £150,000. The directors of the Bank have caused a warrant to be issued and a reward of £200 to be offered for his apprehension.

The Eastern Telegraph Company announce a dividend of 2s. 6d. per share, making, with the interim dividends already paid, 5 per cent. for the year.

It is notified, with reference to the estate of Mr. H. H. Severs, who was adjudicated bankrupt in December, 1869, that a dividend meeting will be held at the Bankruptcy Court on the 20th inst. At this meeting the assignees will submit statements of the bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made, and the creditors will declare whether any and what dividend shall be paid. Proofs of debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the dividend, and all claims not proved will be disallowed.

The suspension has been announced of the firm of John Ranking and Co., merchants, of St. Helen's-place. The firm has been established for nearly a century, and was in high repute. The cause of the stoppage is stated to be the failure of shipments and remittances. The liabilities are estimated at about £150,000.

We have received a circular from Messrs. Arles Dufour and Co., Lyons, stating that their firm has been formed into a company, with a capital of 6,000,000 francs.

A dissolution of the partnership of Messrs. James Fergusson and James Goddard, of Mincing-lane, tea-brokers, is gazetted.

Messrs. Nathan and Wood notify that in consequence of the retirement of Messrs. Percival and Co. they have made arrangements with Mr. Richard Aspinall, the acting partner in that firm, to continue in their name the business which he has hitherto conducted.

Mr. J. D. McKenzie's New York Tea Circular, dated 22nd ult., contains the subjoined remarks :—

Auction sales for cash continue without reserve, aud the immediate outlook for any favourable business is far from satisfactory. Excessive supplies crowded upon unwilling purchasers—who have already more Teas in stock than they can readily sell to their trade—must, of necessity, cause lower and lower prices as long as such a course is pursued. Settling day seems to have come at last to many people who have been doing large business on credit, and not on actual capital—who have traded, in order to keep afloat a little longer, with the vain hope that something would turn up to bring them out all right, and this, too, when a forced liquidation is the general condition of all branches of business in every commercial country in the world.

The traffic receipts of the Great Northern Telegraph Company for the month of June were this year f.393,080, last year f.386,374; the total receipts from 1st January to 30th June were this year f.1,995,477, last year f.2,076,371.

The average time of transit of messages by the Indo-European Telegraph Company between London and India *via* Teheran of all outward messages to India, the Straits Settlements, China, Japan, Java, and Australia, during the week ending July 2, was one hour eighteen minutes.

Bar Silver has slightly declined, and we quote it at 55 11-16d. per oz. A few orders for Mexican Dollars have come to hand, and in the absence of supplies a higher rate has been quoted, without, however, finding sellers, the market being cleared of this coin.

ARTICLES OF IMPORT.

The markets for almost all Eastern Produce have remained in a languid state, in some instances accompanied by a further considerable reduction in value, and generally the tendency in prices has been unfavourable to the importer. The exceptions to this depression have been few, the most important consisting of Coffee, which with only slight fluctuations has sustained previous rates. The Tea Market has been flat, and the first arrival of new season's Teas has attracted less attention than usual, and prices have opened about 1d. lower than in 1874.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—The chief feature of interest has been the arrival of the Glenartney on the 5th inst. with the first cargo of Teas from Hankow. The samples were shown freely, but the trade have exercised more caution than usual, and only about two-thirds of the cargo has been sold, prices ranging from 1s. 7d. to 1s. 9d. for good medium, 1s. 10d. to 2s. 1d. for fine, and 2s. 2d. to 2s. 7d. for finest grades. Exporters have bought very sparingly. The quality on the whole may be considered fully equal to the previous season, with perhaps the exception of the finest Ningchows.

Congous.—Red-leaf kinds : Old season's Teas have been neglected during the past week, and there is no change in prices to quote, or remarks to make as to the various kinds. Black-leaf kinds : A few sales have been made without change in prices. The attention of the trade has been given to the new Teas. New season's new-make kinds : Sales have been made from 11d. to 1s. per lb. for common to fair, 1s. 1d. to 1s. 3d. for good, showing rather firmer rates than those of the previous week. Ooloongs and Souchongs have been neglected, but prices are nominally without change. *Scented Teas.*—Canton Capers : Old seasons show no improvement, the demand being moderate. Further arrivals of new found only a slow sale at from 1s. 1½d. to 1s. 3d. for fair to good, the scent being poor. Orange Pekoes : Old season's Canton kinds show no change. New seasons have met with a fair demand, and previous prices have been fully maintained, especially for the finer qualities. Foochow kinds are without animation, buyers waiting the arrivals of the new season's. *Green Teas.*—There has been but little done privately. At public sale prices continue to show a low range, especially for common to medium kinds.

Messrs. James Goddard, Junior, and Co.'s Circular says :—The Glenartney arrived from Hankow with New Season's Congou on the 5th ; samples were on show on the same day. Some 4,000 or 5,000 chests and half-chests found buyers at from 1s. 7d. to 2s.; finest 2s. 3½d. to 2s. 6d.; but the trade have only bought in small parcels. Since the first day, sales have been slow and difficult to make ; the quality, as far as any opinion can be formed from a first cargo, is a fair average, somewhat light but rather well made. In all other kinds besides the auctions there has been very little doing ; the market is quiet. A few New Paklings have been sold for export at 2s. 3d.

SILK.

The market has been extremely quiet since the commencement of the month, business having been confined to small daily transactions for the supply of immediate requirements. There has been some little demand for certain classes of China Silk, and a few transactions have taken place at about former rates. Cantons and Japans have to a great extent been neglected, and prices of the latter have undergone a further slight decline. Deliveries 1st to 7th inclusive :—China, 694 bales ; Canton, 120; Japan, 87—total, 901 bales.

Messrs. Durant and Co.'s Circular says :—We are now entering upon the second half of the year, fortunately with brighter prospects than in January, although even then there appeared to be good ground for hope. The aggregate stocks are materially less than at this time last year ; our figures show a diminution of nearly 7,000 bales—of which China Silk alone stands for nearly 5,000 bales. Our quotations too are certainly not higher, even for China Silk as a whole, whereas in Bengal and Japan Silk they are very materially lower. All looms and mills are going full time, and at present the looms are gaining upon the mills, so that the large heaps of thrown Silk are gradually if not rapidly vanishing.

Messrs. Arles, Dufour and Co.'s Lyons Circular says :—We have had a well-sustained activity without excitement. Under the influence of high prices paid for cocoons in Italy, all descriptions of European Silk realised a small advance. Several contracts have been made for new French Silk, but in Italian sorts transactions to arrive have been so far extremely limited. As regards Chinas consumption remains very large, but stocks being far from exhausted, and holders apprehending the competition of a large production of common Italian Silk, there is not the least rise, in spite of high prices telegraphed from Shanghai.

LONDON QUOTATIONS—JULY 9.

CHINA.	
Tsatlee, No. 1	20s. 0d. to 20s. 6d.
,, No. 2	19s. 0d. to 19s. 6d.
,, No. 3	17s. 6d. to 18s. 6d.
,, Red Peacock	14s. 3d. to 14s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos.2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 15s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	13s. 6d. to 18s. 0d.
Idah ... ... (none	
Sodai... ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashita ... ... (none	
Hatchoji ... ... (none)	

COFFEE.

Supplies of Plantation Ceylon have met a good steady demand, and fluctuations in prices have been unusually slight, closing exactly on a par with those previously given, middling selling at 103s. to 105s. In Native business has been almost suspended. The closing quotations for Plantation Ceylon are :—Triage and ordinary 80s. to 95s., common to good small 95s. 6d. to 101s., low middling 100s. 6d. to 102s. 6d., middling 103s. to 105s., good middling to fine middling bold 105s. 6d. to 108s., good to fine bold 109s. to 114s. 6d., pea-berry 122s. 6d. to 128s.

SUGAR.

The production of refined having been on a smaller scale than for some months past, refiners have again bought with hesitation, prolonging the previous depression in the market and downward tendency in prices. Scarcely any business has been done in East Indian kinds, the only sales reported being 300 mats Native Penang at 16s. 3d. to 16s. 6d., and 400 tons unclayed Ilo Ilo at 16s. 6d. per cwt.

COCOANUT OIL has been rather more inquired for, and sales of new Ceylon have taken place at £37 5s. to £37 for pipes, and at £37 10s. for hogsheads. Cochin is quoted £41 to £43, according to quality.

CUTCH is firmer, and about 1,500 boxes have been sold at 24s. to 24s. 6d. for fine Pegue, with 25s. for fine Pagoda mark. In auction 11 boxes middling Pegu kind from Aden were sold at 21s.

CHINA PRESERVES.—35 casks Ginger were bought in at 6d.

CHINA HAIR, &c.—At auction of 15 cases Horse 8 cases sold at

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2s. 11d., 20 cases ditto Human bought in at 3s. to 10s. 6d. per lb., and 16 bales bristles were chiefly bought in at 2s. to 5s. per lb.

COLOMBO ROOT.—In public sale of 121 bags Ceylon offered a few only were sold at 24s. per cwt. for medium quality.

CAMPHOR has been steady at the recent decline; 250 boxes have changed hands at 70s. per cwt. for old re-weights and 67s. 6d. new landing weights.

CUBEBS.—Quiet but steady; retail sales effected at previous quotations.

DRAGON'S-BLOOD has been very quiet.

EBONY.—No business done.

ESSENTIAL OILS.—*Cinnamon* dull and supply abundant, and of 8 cases 5 sold at 2⅛ to 3d. per oz. for leaf. *Citronelle* has declined ½d. per oz., and of 151 cases, over one-third sold at 1½d. per oz., and a few cases at 1⅝d. *Aniseed* firmly held, and has sold in small lots at 10s. 6d. to 10s. 3d.; 8 cases at auction retired, closing quiet. *Cassia* dull; small sales at previous value, and of 32 cases at auction 3 sold at 4s. 4d. *Lemon Grass* steady, with small sales. *Nutmeg* quiet; 8 cases bought in.

GUMS.—*Benjamin* steady: One case fine Siam sold at £28; of 100 cases Sumatra a few only sold, middling seconds at £8 10s. *Copal:* Small trade at previous value. *Damar* quiet: Of 84 cases half sold at 57s. 6d. to 58s. for good. *Gamboge* quiet; 17 cases offered and retired.

GAMBIER has been quieter, and sales have been moderate, amounting to about 1,000 bales on the spot, at a reduction of 1s. per cwt. at 26s. 9d. to 27s. for whole bales, and 26s. 9d. ex quay; 50 tons just arrived have been sold at 26s. ex ship, all faults. For arrival the sales are about 200 tons, including June at 25s. 9d. ex ship.

GALLS.—China have been in steady demand at fully previous prices. By private contract about 100 cases worked have been sold at 53s., and for arrival about 250 cases unworked at 52s. 6d. At auction 187 cases unworked were bought in at 53s. per cwt. Statement of the movements of China and Japan Galls for the first six months of the three years—

	1875.	1874.	1873.
Landed ... ... boxes	4,120	3,949	5,436
Delivered	3,065	3,481	4,454
Stock, June 30	1,472	2,129	2,955

GALANGAL ROOT.—Market dull, and no business doing.

GUTTA-PERCHA is very quiet, but prices are steady at the decline recently noted.

HEMP.—There has been less demand for Manila, and only small sales have occurred at rather lower rates. Of the moderate supply catalogued for the public sales the greater part had been previously disposed of at rather lower prices, and the small remaining quantity met little demand, and was bought in. Of 860 bales offered about 500 bales were sold before the sale, price not reported; the remainder was bought in at £31 10s. One bale China was sold at £34.

HIDES.—Messrs. Dyster, Nalder and Co.'s monthly report is as follows:—Singapore, Penang and Rangoon, &c., Ox and Cow Hides: The market is dull, and a large portion of the hides offered remained unsold, although for those disposed of nearly late prices were obtained. The sales consist of 3,872 Singapore and Penang; light 13d. to 13½d.; seconds 10½d. to 11d.; thirds 7d. to 7½d.; heavy seconds 8d. to 10½d.; extra heavy 6d. to 8½d.; small, seconds 11½d. to 13d.; 2,228 Rangoon: light seconds 12d.; thirds 6½d. to 7d.; heavy, seconds 8½d.; extra heavy 7½d.; small, thirds 8d. per lb. Singapore, Penang, &c., Buffalo Hides: The supply has been moderate, and the demand good, but the prices required by holders have restricted business. The sales comprise 2,379 Singapore, &c.: Slaughtered, 1st heavy, average 34¾ to 42¼ lb. 5⅞d. to 6⅝d.; seconds 5d.; fair, ordinary, 1st heavy, average 28⅝ lb. 5⅜d.; seconds 5d. to 5¼d.; light average 11 to 11⅛ lb. 6d. to 7d. per lb. 371 Rangoon: 1st. heavy, average 37 to 42¾ lb. 4⅜d. to 5d.; seconds 4¼d.; Thirds 2⅛d. per lb. Java Hides: There are no sales of Ox and Cow to report. Few buffalo have been offered, and the only sales are 115 hides: Unshaved, 2nd heavy, average 23⅛ to 23¼ lb. 5⅜d. to 6⅛d.; 1st light, average 11⅝ lb. 7⅜d. per lb.

INDIA-RUBBER.—No transactions effected; 40 cases Borneo bought in at 1s. 4½d. per lb.

ISINGLASS.—No business done.

JAPAN WAX.—The market has continued quiet, with but small business privately at 50s. to 53s. for fair and fine, and of 74 boxes at auction half sold, yellow saucers at 48s. per cwt. There are signs of an improved inquiry at the close.

MUSK has been firm, and in good demand. At sale, of 105 caddies, &c., Tonquin, one-fourth sold at 43s. 6d. to 45s. per oz. for good selected well-shaped pods; 15s. 6d. to 16s. rough and bally, and 20s. wet pickings; 2 caddies Cabardine retired, and 15 tins Grain retired, but part subsequently sold, good at 50s. to 52s. 6d. per oz.

PEPPER.—*Black* has been quiet, with small private sales of Singapore at 5 9-16d. to 5½d., and Penang at 4⅝d. to 4½d. Auctions have embraced 7,307 bags, of which about one-third sold, Singapore at 5½d. to 5⅝d., closing with sellers at the lower figure; Penang at 4⅝d., with a few lots at 4½d.; Siam at 4⅝d. to 4½d., making the decline fully ¼d. per lb. Afloat, over 100 tons have been sold, Singapore, March shipment, at 5½d. Penang 4½d., with sellers at the close at lower rates. *White* is nearly ½d. per lb. down, and of 1,183 bags offered one-half was quitted at 6⅝d. to 6¾d. for fair Singapore, and 6⅛d. to 6¼d. Penang. Privately over 500 bags Singapore are reported at 6½d. cash.

PLUMBAGO.—At auction of 312 bales Ceylon about one-half sold, common dust at 8s., good fair ditto 8s. 9d., good bold chips 11s., medium small lump at 14s. to 15s., good to fine ditto 17s. to 18s. 6d.

RICE.—On the spot the demand has again been of the most limited character, and only scanty sales have been made at easy rates. Of the exceptionally heavy quantities afloat the first arrivals have taken place, but no business has been reported, and sales can only be effected at a further decline.

RATTANS.—Market steady; 13,700 bundles Singapore have been sold at £16 to £25 per ton for good quality.

RHUBARB.—The market for China has been steady; 70 cases sold, fair to good bold at 2s. 6d. to 3s. 11d., middling to fair 1s. 2d. to 1s. 10d.

SAGO.—Small pearl is in good demand, and for arrival 700 bags have been sold at 17s. 6d. ex ship, and 18s. 3d. landed. At auction 739 bags medium chiefly sold at 16s. to 16s. 6d., of 432 bags large the sound was bought in at 18s., but 370 bags damaged were sold at 15s. to 15s. 6d. for first class. *Flour* is dull, and at auction 1,186 bags Singapore 700 bags sold at 12s. to 12s. 3d., being 1s. lower.

TAPIOCA.—Of 700 bags Penang (Alma mark) 500 bags very fine were sold at 2⅞d., 300 bags Singapore partly sold, small white at 2⅛d. to 2¼d. Privately 250 bags very fine Penang have been sold at 2⅜d. *Pearl Tapioca:* 230 bags medium were bought in at 21s.

TIN.—The market is flat, and transactions have been very limited. The current quotations are: Straits on the spot £80 to £81, afloat £80; Banca £88 to £89; Billiton £83 per ton.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7; Bars, £8; Staffordshire Best: Bars, £9 to £10; Nail Rods, £9 to £9 10s.; Hoop, £10 10s. to £12; Sheets, £12 to £13; Scotch Pig, No. 1, £3 to £3 7s.; Swedes, Bars, Hammered, £17 to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d. to 8d.; Sheathing and Rods, 7¾d. to 8d. per lb.

TIN.—English Refined, £91. Tin Plates: Charcoal IC, per box, 30s. Coke, 23s. to 26s.

LEAD.—WB, £23 5s.; do., other brands, £22 to £22 2s. 6d.; Spanish soft, ex ship, £21 10s.; Sheet, £23 to £23 5s.; Shot (kegs extra), £26 10s.; White do., £29; Red do., £25.

SPELTER.—Silesian, £24 to £24 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £11.

Messrs. French and Smith's Circular says:—Iron is nominally £1 per ton lower in Staffordshire; the drop has, however, been to a great extent discounted. Copper is dull, in consequence of the last telegram of large charters from Chili, over 4,000 tons, for the fortnight. Tin Plates rather better in demand. Lead more inquired for. Quicksilver dull.

MANCHESTER GOODS.

Larger sales of Cotton in Liverpool have given a better tone to this Market, but so far no improvement in the demand is noticeable, and transactions in all departments continue of a very limited character. Prices are quotably the same, and generally these have been held for, slight concessions having been made in only a few cases, and for unimportant quantities.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Reference Count.	No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/7½	7/0
Do.	,, ...	7	14×13	38	8/0	8/4½
Do.	,, ...	8 4	16×15	39	8/1½	8/3
Do.	,, ...	8 4	16×15	40	9/6	9/10½
Do.	,, ...	9	19×19	41	11/7½	11/9
Do.	,, ...	10	19×19	43	12/6	12/9
T-Cloths	38 in....	6	14×14	43	5/1½	5/3
Do.	,, ...	6	15×15	44	5/6	5/6
Do.	,, ...	7	15×15	45	5/9	6/0
Do.	,, ...	7	16×16	46	6/3	6/4½
Mexican	,, ...	7	18×18	47	6/4½	6/7½
Do.	,, ...	7	18×18	48	7/6	7/9
Do.	36 in....	8	18×18	49	7/7½	7/7½
Do.	,, ...	8	18×18	50	8/9	8/9
Spots	White...	—	—	51	10/6	10/4½
Brocades	,, ...	—	—	52	10/9	10/7½
Drills	30 in....	15	—	53	3⅝d.	3⅝d.
Do.	,, ...	15	—	54	3⅜d.	3⅜d.
Jeans	,, ...	8	—	55	8/4½	8/6
Do.	...	8	—	56	9/4½	9/0
Water Twist.			16/24		28/32	
Good Seconds			10½		11½	
Best do.			11½		13	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun. 21	Garibaldi	Noyes	Hong Kong	Portland, O.
30	Margaret T. Weir	McNeill	Rangoon	Falmouth
30	Bali	Van Rossem	Java, for Amsterdam	Do.
30	Havre	Lebourgeois	Reunion	Havre
30	Europa	Hansen	Rangoon	Hamburg
July 1	Imbro (s.)	Collings	Colombo	London
1	Juanpore	Jones	Rangoon	Falmouth
1	Richard	Bamba	Do.	Do.
1	Burmese (s.)	Luck	Do.	London
2	Madura (s.)	Ordeman	Batavia	Nieuwe Diep
4	France	Exmelin	Manila	London
4	Scawfell	Campbell	Colombo	Do.
4	Glenartney (s.)	Gulland	Hankow	Do.
4	Bertha	Petrowsky	Hiogo	Do.
4	Zarita	Skantze	Rangoon	Liverpool
4	Chiswick (s.)	Hay	Do.	London
2	Madras (s.)	Whittles	Akyab	Nantes
6	Alblasserwaard	Zwart	Sourabaya	Amsterdam
6	Corona	Robertson	Manila	New York
7	Albert	Reed	Batavia	Do.
7	Elizabeth	Dannberg	Padang	Do.
7	Star of Jamaica	Stock	Shanghai	Do.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun. 28	Ocean	Cramer	Batavia	Amsterdam
28	Vier Gebroeders	v.d. Zee	Do.	Do.
30	Coldstream	Randall	Hong Kong	London
July 1	Primo	—	Singapore	Penarth
1	Lucayas	—	Do.	Do.
1	Ottolina	Ouwehand	Java	Antwerp
1	Olano	Longa	Manila	Glasgow
2	Naples (s.)	Flindt	China and Japan	London
3	Lady Belelau	Parry	Galle	Cardiff
1	City of Dublin (s.)	Hall	Rangoon	Glasgow
4	Centaur	Offersen	Singapore	Cardiff
3	Banian	Morgan	Do.	Liverpool
5	Buston Vale	Anderson	Galle	Cardiff*
3	Lady Allen	Houston	Batavia	Shields
2	Dordrecht II.	Rotgans	Samarang	Rotterdam
2	Torrington (s.)	Blacklin	Batavia	Do.
2	Adolph	Hupfer	Do.	Hamburg
6	Paraguay (s.)	Williams	China and Japan	London
6	Diomed (s.)	Jackson	China	Liverpool
6	Martha P. Tucker	Tucker	Batavia	Do.
4	Dupleix (s.)	Monge	Reunion	Marseilles
4	Josephine	Baille	Do.	Do.
4	Gebroeders Smit	Ruhaak	Batavia	Rotterdam
7	Canopus	Lange	Singapore	Cardiff

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lorne. For Singapore, Hong Kong, and Shanghai: Teviot, Glenartney.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock. For Shanghai: Titania, Albert Victor, Windhover, Agnes Muir. For Hong Kong: Gryfe, Marina, Hopewell, Carricks. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: George Croshaw. For Penang: Salus. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Orestes (str.). For Manila: Emiliano (str.). For Singapore: Amsterdam. For Anjer: Hawthorne. For Galle: J. P. Smith, Queenstown.

At GLASGOW.—For Singapore: Douglas Castle. For Colombo: Pictou Castle.

At GREENOCK.—For Batavia: Sourabaya.

SPOKEN.

SEMPIONE, from Rangoon, to Falmouth, May 25, 25.49 S., 5.25 E.
LENNATIN, from Bassein, to Falmouth, May 9, 22.52 S., 62.30 E.
R.J.D.B., from Rangoon, to Falmouth, May 20, 33.31 S., 36.15 E.
OCEAN ROVER, from Akyab, to Falmouth, May 19, 35 S., 18.54 E.
VANGUARD, from Penang, to London, April 26, 4.10 S., 88.40 E.
ANCIENT BRITON, from Sarawak, to London, May 16, 30.43 S., 11.30 E.
EDWARD BARROW, from Rangoon, to Falmouth, May 7, 34.37 S., 23.20 E.
PATRICIAN, from Rangoon, to Falmouth, May 27, 23.27 S., 0.50 E.
KATE CARNIE, from London to Singapore, May 14, 4 N., 23 W.
PERI, from Hong Kong, to Hamburg, May 28, 20 S., 1 E.
VICE-ADMIRAL MAY, from Sunderland to Macassar, June 30, 53 N., 2 W.
KANAGAWA, from Rotterdam, to Sourabaya, June 30, 49.43 N., 5.51 W.
JESSIE JAMIESON, from Liverpool, to Yokohama, May 26, 0.30 N., 24 W
PALLAS, from London, to Bangkok, June 2, 7.13 N., 25.57 W.
ELMSTONE, from London, to Shanghai, May 15, 20.54 S., 31.23 W.
ATTILA, from Newcastle, to Singapore, May 6, 24 S., 21.55 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £32. To Hong Kong: £26. To Singapore: £23. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

THE PAU TAH.—On the 1st inst., while on her trial trip, this new steamer, recently launched from the yard of Messrs. Denny Brothers, Dumbarton, for the China Merchants' Steam Shipping Company, struck on Roseneath Point; shortly after striking there were eight feet of water in the main compartment; the fore part, engine-room, and after hold remained tight; the pumps were set to work, and with the aid of two powerful tugs she was floated and beached at Helensburgh, and during the night pumped dry; at the time of the accident she had on board 1,000 tons dead weight. But for the vessel striking the trial would have been most satisfactory, she making an average of 11·620 knots. The coals have been discharged, and she was taken over to Messrs. Caird and Co.'s graving dock on the 4th inst., to undergo the necessary repairs.

FALMOUTH, JULY 4.—The barque Fidente, and the ship Reichstag, from Cardiff for Java, have been in collision. The latter vessel sustained some trifling damage to main rigging.

ST. HELENA, JUNE 11.—The Henriette, from Sourabaya, for Marseilles, which arrived here June 2, reports that her foretopmast was carried away at the cap by the heavy rolling of the vessel on April 15.

BATAVIA JULY 3.—The Petronella, from Rotterdam to Samarang, has stranded in Bali Straits; later advices state that five hundred tons cargo have been landed on the coast of Bali. A steamer has been sent to get her off; prospects doubtful.

FALMOUTH, JULY 8.—The Bastiaan Pot, from Cardiff, June 29, for Singapore, has put in here leaky.—Shanghai, May 22.—The Zephyrus, from Cardiff, arrived here May 16, reports that on the 10th January, in lat. 7 S., long. 28 W., while endeavouring to exchange time by chronometer with the ship British Princess, the two vessels came into collion, when she sustained considerable damage to port quarter and topsides. A leak was discovered after the collision, but kept under with the pumps; threw overboard twenty-five to thirty tons of coal. On the 15th March experienced a hurricane, and lost lower topsails, and split several others, in lat. 46 S., long. 157 E. She is undergoing repairs, and requires also to dock and r-emetal.

MISCELLANEOUS.

CAPE ST. VINCENT.—Passed, July 1, Conrad (str.), from Batavia, for Nieuwe Diep.

MALTA.—Passed, July 1, Glenearn (str.); 2, Fleurs Castle (str.), both from Hankow, for London.

PORT SAID.—Arrived, July 2, Groningen, from Batavia, and proceeded for Nieuwe Diep; 6, Glenfinlas, from Foochow, and left for London.

SUEZ.—Arrived, July 2, Hankow; 4, Glenfalloch, both from Hankow, for London.

ADEN.—Arrived, June 28, Sumatra, from Batavia, for Nieuwe Diep; July 4, Braemar Castle, from Foochow, and proceeded, after coaling, for London.

NEW YORK, JUNE 23.—The Hamilton, which arrived here on the 20th inst. from Manila, reports that on June 4, in lat. 19 N., long. 58 W., felt the shock and heard the noise of an earthquake, lasting about ten minutes, and commencing in smooth water; vessel pitched bows under during the disturbance.

ST. HELENA.—Arrived, June 2, Henriette, from Sourabaya, for Marseilles; 3, Pieter Adolph, from Banjoewangie, for Amsterdam; Hollinside, from Maulmain; 5, Yanikale, from Sourabaya, both for Falmouth; 8, Bolton Abbey, from Rangoon, for Queenstown; 9, Deutschland, from Rangoon, for Bremen; 10, Carlisle, from Rangoon, for Liverpool; Cornelia, from Passaroeang, for Amsterdam.

PASSED.—June 3, Guiseppina P., from Rangoon, for Liverpool; 9, Eurynome, from Akyab; Oswingo, from Rangoon, both for Liverpool.

ASCENSION.—Passed, May 26, Schiehallion, from Maulmain, for Falmouth; Lady Rowena, from Bassein, for Liverpool; 28, Deogaum, from Nagasaki, for London; June 2, Eagle, from Bassein, for Falmouth; 4, Albert William, from Rangoon, for Falmouth; Houri, from Bassein, for Liverpool; 5, Geerdina Wilhelmina, from Macassar, for New York; P.J.K.B., from Batavia, for Amsterdam; Virginia, from Akyab, for Falmouth; 11, John Ritson, from Maulmein, for Falmouth; Acadian, from Bassein, for Amsterdam; 12, Valentine, from Bangkok, for Marseilles; 13, Fearnought, from Rangoon, for Liverpool; 14, Envoy, from Manila, for London.

The steamer Glenartney, Captain Gulland, with the new season's teas, from Hankow, arrived at Gravesend on the 4th, having made the run from Woosung in 43 days 16 hours, and from Hankow in 45 days 12 hours, including stoppages. She is now on the loading berth for China ports.

LAUNCHES.

On the 29th ult. there was launched from the building-yard of Messrs. J. T. Caird and Co. an iron screw steamer of 1,249 tons B.M., and 220-horse power, for the Netherlands Steam Navigation Company of Batavia. The vessel was named the Bromo, by Miss Saunders, and is the fifth steamer built by Messrs. Caird for the Netherlands Company. The Bromo will be employed in the goods and passenger trade between Java and Sumatra.

Amongst the launches from the Clyde shipbuilding yards during last month were the following:—Steamers: Orestes, 2,000 tons, 250-horse power, for Messrs. Alfred Holt and Co., Liverpool, for the China trade, by Messrs. Scott and Co.; Rajah, 500 tons, 70-horse power, for the Borneo Company, for local trade, by Messrs. Murray and Co. Sailing vessel: Brodick Castle, 1,923 tons, for Messrs. T. Skinner and Co., Glasgow, for the Castle line of Clyde and Singapore traders, by Messrs. Wingate and Co.

MISSING SHIP.

On April 4, 1874, the Earl of Dufferin, owned by Messrs. W. R. Rice and Co., sailed from Cardiff for Yokohama, but was towed into Vigo dismasted, from thence to Liverpool, and again sailed on Nov. 26 she has not yet arrived at her destination; 75 guineas for reinsurance.

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Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

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Profits divided every five years.

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JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

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Threadneedle-street London, 1875.

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HEAD OFFICE—Rotterdam.
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Paid-up Capital, £741,000.
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Secretary, Mr. W. H. s'Jacob.

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F. A. Müller, Esq., President.

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LONDON BANKERS—The Union Bank of London.

The Bank buys and sells, and receives for collection Bills of Exchange; issues Letters of Credit and Circular Notes; undertakes the purchase and sale of Government and other Securities; receives Money on deposit; and transacts Banking business of every description, both in Europe and in India.

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J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

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MANAGER—D. McLean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

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*Khiva ...	2,609	450	July 15	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Thibet ...	2,593	400	July 22	Mediterranean, Aden, Bombay.
*Bokhara...	3,933	450	July 29	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Mongolia.	2,833	550	Aug. 5	Mediterranean, Aden, Bombay.
*Lombardy	3,723	450	Aug. 12	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Hindostn.	3,113	600	Aug. 19	Mediterranean, Aden Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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Anadyr	Aug. 1		
Djemnah	Aug. 15		
Tigre...	Aug. 29		
Ava ...	Sept. 12		
Hoogly	Sept. 26		

The Steamers of the 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 18th July, 15th August, and 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	July 21
Glenearn	100 A1	2,120	350	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	—	—	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

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Hong Kong	Carricks ...	A1 14 yr.	—	—	To follow
Shanghai ...	Albert Victor ...	A1 13 yr.	858	E.I.	With des
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	To follw.

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Pen., Sing. Hg. K., and Shanghai ...	Teviot.....	100 A1	1946	V.L.D.	July 9
Pen., Sing., Hg. K., and Japan	Lorne ... Venice...	100 A1 100 A1	1614 1963	V.L.D. V.L.D.	July 15 Aug. 25

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Steam via the Suez Canal. Last shipping day, 10th July

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Hong Kong	Marina	A1 12 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

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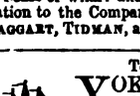
Lorne, s.s.	1,614	Gellatley, Hankey, Sewell, & Co. ...	July 10
George Croshaw ...	670	Wright Brothers, & Co.	July 10
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 21
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	Endof Jly
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Aug. 7
LIVERPOOL.			
Orestes, s.s. ...	2,000	Alfred Holt ...	July 15
Hector, s.s. ...	—	„ ...	July 24

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

To sail 17th July.



YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

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Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, July 12, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 620.] LONDON, MONDAY, JULY 19, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received July 19.
JAPAN—Yokohama	April 30	June 11	June 13*
Yedo	—	—	„ 9*
Osaka and Hiogo	—	—	
Hakodadi	—	—	May 21
Nagasaki	—	—	„ 18
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 18
New-chwang	—	—	„ 26
Hankow	„ 9	May 26	„ 25
Kiu-kiang	—	—	„ 26
Chin-kiang	—	—	„ 30
Shanghai	„ 16	„ 27	„ 28
Ningpo	—	—	„ 30
Foochow	—	—	„ 24
Formosa	—	—	„ 31
Amoy	—	—	June 2
Swatow	—	—	„ 5
Hong Kong	„ 30	June 4	„ 3
Canton	—	—	„ 4
Macao	—	—	
PHILIPPINES—Manila	„ 9	May 15	May 25
COCHIN-CHINA—Saigon	„ 23	„ 27	June 2
SIAM — Bangkok	—	—	„ 4
BORNEO—Labuan	—	—	May 25
Sarawak	—	—	June 7
JAVA — Batavia	„ 30	„ 31	„ 7
Samarang	—	—	May 27
Sourabaya	—	—	June 3
MALACCA STRAITS—Singapore	May 7	June 5	„ 12
Penang	„ 14	„ 11	„ 14
CEYLON—Galle	„ 28	„ 17	„ 25
Colombo	„ 28	„ 19	„ 23

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, and the Pacific mail with the Japan advices, were delivered, *via* Brindisi and *via* San Francisco respectively, this morning, their due date. The next inward (French) mail, with advices, Yokohama 2nd, Shanghai, 6th, Hong Kong 12th, Singapore 20th June, which is due, *via* Marseilles, on Monday next, the 26th inst., left Suez on the 14th inst., two days early, and may be expected on Saturday.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived July 16.—From Galle: Rev. J. Killner. To Venice, arrived July 19.—From Singapore: Mr. W. Lorrain. To Southampton, per P. and O. steamer *Hindostan*, expected to arrive July 25.—From Yokohama: Mr. F. Johnston, Mr. Malhiran. From Shanghai: Mr. D. Ross, Mrs. Featherstone and two children, Mr. W. Duffie, Mr. W. Grunnel. From Hong Kong: Mrs. Whittal and two children, Major and Mrs. O'Shaughnessy, Mrs. Pitman and three children, Mr. and Mrs. Sampson, Miss Carroll, Mr. G. A. Bencke, Mrs. Davis and child, Mr. J. Meldrum, Sergeant-Major Merritt, Mr. A. E. Atherley. From Singapore: Surg. F. McNamara, Captain Carleton, Mrs. Campbell, Master Alabasta. From Yokohama, to Malta, Mr. J. Farrugia.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, from Marseilles, July 18.—To Yokohama: Mr. Luther. To Hong Kong: Mr. Saunders. To Saigon: Mr. Poligni, Mr. Le Page. To Batavia: Mr. Rouff. To Singapore: Mr. Wickham, Mr. Seurtrie, Mr. Bern, Mr. Petit, Mr. Beman, Mr. Ellateria, Mr. Witte. To Galle: Mr. Hassenaer, Mr. Ormitage.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Yokohama: Mr. Seconda Salla. To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. Van der Erb.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Galle: Mr. Thackwell.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Saigon: Mr. Andrew Spooner. To Galle: Capt. Fairlie, Mr. Elphinstone.

Per French steamer *Ava*, from Marseilles, Sept. 12.—To Shanghai: Mr. J. C. Farnham.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel.

Per French steamer *Irawaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldié, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Khiva*, from Southampton, July 15.—To Yokohama: Mr. S. Mori, Mr. K. Kurobe, Mr. G. Yamada, Mr. S. Matenda, Mr. H. Moridera, Mr. T. Scott, Mr. T. Bellamy, Mrs. Kourimoto. To Hong Kong: Mr. J. Beale. To Singapore: Major O. H. A. Nicolls and lady, Mr. Suermont, Mr. A. Colquhoun, Mr. W. Park, Mr. J. Jolly.

Per P. and O. steamer *China*, from Brindisi, July 26.—To Shanghai: Mr. W. H. Tapp.

Per P. and O. steamer *Bokhara*, from Southampton, July 29.—To Yokohama: Mr. and Mrs. Jackson and two children. To Shanghai: Mr. F. J. Marshall. To Hong Kong: Navigating Lieut. J. Dixon, Lieut. H. H. Harward. To Singapore: Major R. W. Davies.

Per P. and O. steamer *Lombardy*, from Southampton, Aug. 12.—To Hong Kong: Mrs. E. Moore. To Ceylon: Mr. Cowley.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren.

Per Nederland Company's steamer *Voorwaarts*, from Nieuwe Diep, July 10.—To Batavia: Messrs. G. Folkertsma, E. Canneman, Mr. and Mrs. F. W. H. Muller, Mr. F. H. van Dommelin, Mrs. Mounier, Messrs. W. op ten Noort, H. Grondys, K. C. H. Sadee, J. A. J. Vorderman, A. Gording, D. S. Schoyer, Mr. and Mrs. Th. Kley and two children, Mr. and Mrs. N. Wafellakke and child, Mr. and Mrs. T. G. M. A. Carlier, Mr. and Mrs. T. Kesler, Messrs. C. J. Lacculle, J. A. Sianighe, F. L. Oostenbrock, C. Vreedenburgh, A. de Baat, W. Nieuwenhuys, G. Heuff, T. W. Bosch, C. Haccou, seventeen subaltern officers, 350 soldiers.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 26th May, and by the Pacific mail we have news to the 13th June; the French mail from London April 23 arrived out on the 10th June, and the following P. and O. mail of April 30 was received on the 11th June. The *Japan Mail* supplies the following items of news:—

A writer in the *Hochi Shimbun* makes a great lament about the burdens "borne by the people"—the incomes and pensions paid the nobles and samurai, the paper currency, the foreign debt, &c. He wants the command of the grain and the money, and summons "the boys of Japan" to urge on the movements *it matters not where*. Five years ago his head would have been in a basket by this time had he used such language. This is not the use to make of freedom. All this is pot-house and tavern talk—very well for men who frequent these haunts.

The robberies and attempts at robbery continue, and the police seem unable to cope with them. Of course the matter will be represented to the local authorities in a strong light, but a couple of mounted European constables should go the rounds of the settlement once or twice between 9 P.M. and sunrise. The nights are now short, and this plan could easily be carried out with an extra man or two on the staff—even if it require this.

An entertainment has been given at the Temperance Hall, which was largely attended by the crews of the men-of-war in harbour. The band of the *Challenger* performed during the evening, and a selection of vocal music was given by a party of amateurs. Mr. G. Pauncefort gave some recitations, which afforded great amusement to the visitors.

A Royal Arch Chapter will be consecrated at the Masonic Lodge on the 14th June.

H.M.S. *Audacious*, bearing the flag of Rear-Admiral Ryder, arrived on the 12th June.

A party of Chinese officials has arrived here by the *Kanagawa Maru*, with the view of visiting the various mines in this country.

A second meeting for the purpose of considering the best means of educating the numerous blind in this country has been held at the residence of Dr. Hall in Tsukidji. After a lengthened conference it was resolved to procure from America the necessary works printed in raised letters for that purpose.

The *Hochi Shimbun* says that a speculator has engaged the services of some twenty-five *geishas* (singing and dancing girls) in Yedo, who will shortly proceed to Melbourne. The remune-

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ration is said to be one thousand *yen*—the half of this being paid in advance and the remainder upon the accomplishment of the engagement.

A few nights since about a hundred of the prisoners confined in the new Yetchigaya gaol in Yedo made an attempt at escape, in which they nearly succeeded. A more stringent prison discipline would appear to be necessary.

The native newspapers give no account of the results of the practice upon the iron plates which the Government imported from Europe for experimental purposes. One incident alone is recorded: a gun was so badly pointed that the ball, in place of touching the target, struck and severely damaged the roof of a house.

Arinori Mori has been appointed Vice-Minister for Foreign Affairs, the post formerly held by Wooyeno, now Japanese Minister in London.

The French and German Departments are now excluded from the Kai Sei Gakkô. Hereafter the English language only is to be employed in technical and scientific studies. The scholars selected from the Kai Sei Gakkô to be sent to America to complete their education—about twelve—will start in the middle of July, the leaders in classes of law, mathematics, and engineering science.

The British and Belgian Ministers were to be honoured with an interview by his Imperial Majesty on the 11th June.

The steam-ship *Taiyu Maru*, which has been presented by the Government to Loo Choo, was to leave on the 11th June, stopping on her way at Osaka and Kagoshima.

Honno and Kondo, Japanese Secretaries of the Imperial Legation in London, arrived from England on the 8th June.

We have the authority of the *Hochi Shimbun* for the statement that the *Sumida Maru* and *Hiogo Maru*, steamships belonging to the Mitsubishi Company, have been appointed to sail for San Francisco, with exhibits for the Centennary Exposition at Washington on or about the 15th June.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

I once more, with your permission, presume to lay before the British public a few observations respecting the intended investigation into the assassination of Mr. Margary and his servants in the province of Yunnan, and which I trust your readers will at this moment deem acceptable. Mr. Margary, on his making the journey through China from east to west, stayed some days—report says a week—at the town of Manwyne; and was entertained by the Chinese civil authority of that place; Mr. Margary having been furnished with a passport, which was drawn up in the English and Chinese languages, and which bore the seals of Great Britain and China, and being besides furnished with despatches from the Tsung-li-yamên, at the desire of Mr. Wade, Her Majesty's Envoy, to the provincial authorities on the route. The Chinese functionaries at Manwyne were thus well aware that Mr. Margary was a British subject, and a British officer, travelling in the Empire of China by the written permission of the Chinese Imperial Government; and that it was consequently their duty, as stated in the passports, to protect and aid him while on the journey within their jurisdiction. Consequently, on Mr. Margary's second appearance in Manwyne, and still provided with a passport and despatches as before, the local authorities were fully cognisant of his nationality, and of his position as a British officer; and as the inhabitants of the place had already seen him holding official intercourse with their authorities on his first coming to Manwyne, they also, most undoubtedly, were perfectly cognisant of his nationality, and of his rank, for the Chinese people have the habit of asking for information on these points on seeing foreigners; and, consequently, when Mr. Margary was assassinated at Manwyne, both the Chinese functionaries and the Chinese people of the place were aware that a British subject, and a British officer, was being assassinated.

The civil authority of the town of Manwyne is Foo-sze, or native magistrate, and the military officer stationed there will be found to be of the rank of a Major in the Imperial service. The chief civil functionary at Tang-yue (Momein) holds the rank of Sub-Prefect, and from the Chinese Red-book I learn he is named Fang-kwei-fang, and is a native of Anhwuy province (a native of the same province as Li Hung-chang, and, I think, also as Pwan Ting-sing, the Fantae of Yunnan). The chief military authority at Tang-yue holds the rank of Major-General, is named Le Wei-shuh, and is a native of Yunnan province. From the accounts we have before us, it is shown that the town of Manwyne lies only a short day's journey, some seven or eight miles from the garrison town of San-ta-fu (by Du Halde), Santa (by D'Anville), in the "Middle Kingdom," Tsan-tah, and by the Sladen Expedition, Sanda. I will write the name, however, Chan-tah, as given in Williams's New Dictionary. Chan-tah appears to be a fortified place, and, of course, contains a suitable garrison, and lies on the route by the Tee-pe Pass from Bhamo to Tang-yue. The soldiers who attacked Colonel Browne's party were no doubt drawn from the garrisons of the fortified town of Chan-tah and of the city of Tang-yue. The commandant of the Imperial troops in the Tang-yue region holds the rank of Tsung-ping, or Major-General, and is named, as said above, Le Wei-shuh. General Margary, in his letter to *The Times*, alludes to the Chinese troops who attacked Colonel Browne's party "as being commanded by the nephew of Lee See-hie." Le Wei-shuh and Lee See-hie may be the same general under different names.

It is, under all these circumstances then, of great importance, for the strict and just carrying out of the investigations, that an official of high rank be appointed by the Central Government of China to go to Yunnan with the British officers, to aid them in every way possible, by his superior standing in the Imperial service, and by his being unconnected, as a provincial official, with the local provincial authorities of that part of Yunnan where the outrage was perpetrated, to obtain the actual facts regarding the assassination, so that the British officers may later have no doubts left on their minds as to who are the guilty parties. I have in my former letters already pointed out that Sung Paouhwa, the officer selected by H. E. Li Hung-chang to go with the two British officers in the Yunnan Commission, is not a proper man for the important business of investigation, in consequence of his subordinate standing as a Chinese officer giving him no authority over the Yunnan officials; for even the civil functionary of Tang-yue (Momein) is of higher standing, being a Sub-Prefect, than the officer selected by Li Hung-chang; and if the accounts we have received be true that the head of Mr. Margary was exposed over the gate of Tung-yue (Momein), the chief civil functionary of Tang-yue is assuredly a guilty party; and according to Chinese law must be interrogated, together with all his people, in regard to the assassination of Mr. Margary and his servants.

The *Peking Gazettes* of 15th and 16th May are to hand. In the first there is a long memorial—in fact the whole *Gazette* is filled with the memorial and its supplement—by Chin Yuh-ying, in his double capacity of Acting Governor-General (Tsung-tuh) of Yunnan and Kweichow provinces, and Governor (Suen-foo) of Yunnan, on the tribute sent by Mung Tun, the King of Burmah, to the Sovereign of China. There is no date appended to this State paper to show when it was penned by Chin Yuh-ying; but in the memorial itself it is mentioned that the Burmese tribute party crossed the borders of the prefecture of Tang-yue (Momien) on the 22nd January, and arrived at the capital city of Yunnan on the 9th and 22nd March; thus the memorial must have been penned after the latter date, and consequently after the assassination of Mr. Margary at Manwyne on the 21st of February.

I have no additional information to send you in the way of further direct proceedings on the part of the Chinese Government for investigating into the assassination. At present all eyes are upon Mr. Wade, Her Majesty's Minister, anxious to learn and to see what steps he will take in the Margary affair. Time, we are all well aware, will cause the wearing away and the disappearance even of a granite stone; what then must it not be doing every hour upon the persons of the Chinese officials in Manwyne and Momein regions? Every hour, consequently, that we allow to pass over without action is an hour of valuable time lost to acquire accurate data on the events of the assassination; for within an hour, those who perpetrated, or instigated others to commit the deed, may disappear from the stage; nominally by the course of nature, but virtually, more probably, by political action, through removal to another place. Every Englishman must at this moment be anxious that Her Majesty's Minister and the Government generally shall be put in possession of irresistible data respecting the murder, on which to ground a rightful demand for the most complete justice. For should we hereafter be compelled to throw away the scabbard, I trust it will be in our power then and afterwards to show to the whole civilised world that our cause, based on undeniable facts, is a just one; and I trust also that the whole civilised world will likewise then and afterwards approve of our action.

On the 17th May H.E. Li Hung-chang came to the mercantile establishment of the C.M.S.N. Company, situated in Tientsin, and after staying there for a quarter of an hour, went on board the C.M.S.N. Company's steamer *Yehsin*, and inspected her, this being her first trip to Tientsin from Shanghai, since her arrival from England. He remained on board for about half-an-hour, after which he proceeded in his sedan to the lately erected granaries of the Grain Transport Service, situated near the Rampart Forts, about 600 yards below the British settlement. He stayed there for a quarter of an hour, after which he returned to the city in his steam launch, which towed a gig conveying some of his people. His Excellency was accompanied in his inspection of the steamer and granaries by General Chin, the Commandant of the Tientsin garrison; by Woo, the Territorial Taoutai; by Sun, the Customs' Taoutai; by Choo, the Salt Taoutai; by Ma, the Prefect (Chee-foo) of Tientsin-foo; by Yin, the Magistrate (Chehsien) of Tientsin; and by Choo, the Taoutai of the Grain Transport Service, besides a host of petty mandarins, and escorted by a company of the Southern Legion. On his Excellency reaching the granaries, the Chinese gunboat manned yards and fired a salute of three guns. On his departure in his steam launch this was repeated.

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I recently mentioned that we had received tidings here that an insurrection had broken out in Manchuria, and that the Governor-General of this province had received instructions from the Central Government to send troops as soon as possible to the disturbed region. On the 18th May General Chin, the commandant of the garrison at Tientsin, inspected a regiment of foot soldiers—one thousand strong in rank and file, besides officers—a regiment of cavalry, five hundred strong in troops, besides officers, and a battery of artillery, and paid them one month's pay in advance. These troops will leave here on the 23rd May for Newchwang—the foot soldiers going by sea, and the cavalry and artillery going by land, *via* the Shan-hae Pass. The men are all natives of the province of Chihli, and drilled after the foreign fashion.

SHANGHAI.

The present mail brings advices from this port to the 30th May; the P. and O. mail from London, April 16, was received on the 27th May. The following summary of news is from the *North China Herald*:—

An important case has been heard in the U.S. Consular Court. F. B. H. Jenkins sued George B. Glover, Commissioner of Chinese Imperial Maritime Customs at this port, to recover Tls. 6,687, the alleged contract price of 275 revolving rifles and 140,000 cartridges. Plaintiff alleged that the contract was made by him with a duly authorised officer of the Chinese Government, and that the arms were imported under a special permit from the Superintendent of Customs at Shanghai, but that on their arrival the agent of the said officer refused to take them. In April last the plaintiff offered the arms and ammunition for sale by public auction, but the defendant was alleged to have stopped the sale, as being illegal and in violation of the treaty between the United States and China, signed on the 18th June, 1858. The hearing was confined to the question, raised by Mr. Wainewright, whether the defendant, as being a servant of the Chinese Government, and acting under its authority, was amenable to a Consular Court. Mr. Eames, for the plaintiff, contended that he was amenable, insomuch as it was not shown that he had not acted outside his instructions, and, further, that the arms, having been legally imported to the order of the Chinese Government, though afterwards refused by its officers, became disposable in the same way as ordinary merchandise. The Court decided in favour of defendant, holding that he was acting under instructions, and was justified in his action. It seems to us that the Court carries its idea of the possible duties of a Commissioner of Customs rather far.

The French Municipal report for 1874-75 shows a credit balance of Tls. 43,000. It is proposed to expend nearly all this during the ensuing year on public works, but a reduction on taxation is also promised. While certain people in the English Settlement are crying out to tax the Chinese more heavily, the French policy is to lighten their burdens. It is not difficult to foresee what would be the relative effect on the value of property in the two Settlements, if the different policies were carried out.

The English Council meeting of the 19th May was little more than a formal one, for the transfer of responsibility from the old to the new Council. While regretting that their resolution about an abatement of Mr. Fogg's land-tax was lost, the Council have, of course, no alternative but to collect the outstanding sum. As we have already remarked, we anticipate that steps will be taken to obviate this source of trouble in future. Further consideration of the Land Regulations is to be deferred till Mr. Rennie's report is received. Perhaps, as the matter has lapsed for the moment, it is well to have this document, as well as others, to lay before the ratepayers when discussion is invited. We hope, however, that neither matter will be left over till next spring. The annual meeting has enough to do with current business.

The Supreme Court has been again occupied for two days with the *Fusing v. Ocean* collision case. Judgment was delivered to the effect that both vessels were in fault, and that the damage sustained by both, together with that occasioned to the cargo, be added together, and that half the damage be borne by each vessel.

The *Courier* learns that one of Mr. Margary's Chinese attendants has arrived at Hankow, having escaped death himself through being absent from Manwyne on an errand at the time of the murder. "He was told that the two Chinese with Mr. Margary at the time (his cook and a man he had brought with him from the Shanghai Consulate) fought desperately—the latter killing several of his opponents before he himself was overpowered. Margary was killed before he had time to strike a blow. After despatching him and his two attendants, the crowd proceeded to his lodgings, where they found the teacher and the boy, whom they literally cut in pieces. Of course they stole everything they could lay hands on. Our correspondent gathered this information from his teacher, who saw and talked with the man the morning he wrote to us. But we hear that the man is half silly from privation and suffering, and is as yet unable to give a very coherent account of his proceedings." He had begged his way to Hankow, hiding all through the day, and travelling only at night.

Within the last ten days there have been several narrow escapes from fire within Chinese precincts, arising in every instance from the carelessness of the occupants of the houses. Of this it will be sufficient to cite one instance. At a late hour on a recent night an alarm was given that a fire had broken out in a chow-chow house in the Shantung-road. The cook, it appears, having put too much fuel in the stove, it blazed up and set fire to some wood-work close by. Running quickly up, the flames caught the roof, and had just broken through it when a foreign member of the police force luckily came up. The occupants of the house were making no effort to stop the progress of the flames. The policeman at once set to work, and by the aid of some of the women of the neighbourhood, who carried water for him, he succeeded in extinguishing the fire, which in a few minutes would have been beyond control. Cannot the Chinese be made to feel the necessity of carefulness in regard to fire!—perhaps by way of penalty at the Mixed Court in case gross carelessness is proved.

The gale of the 20th and 21st May is said to have been one of the most severe that has happened on this coast for a long time, and in the neighbourhood of the Saddle Islands it was felt with terrible intensity, involving much loss to native shipping and lamentable destruction of life. Mr. Snowden, the pilot concerning whose safety, and that of his crew, some anxiety was felt last week, came up the river on the 22nd May, having been weather-bound for several days among the islands. He reports that on the previous day he saw at one time three Ningpo boats bottom up, with several men clinging to the keels. At great risk he put out from his anchorage, and steered towards them in the hope of saving life. He succeeded at one time in getting close enough to see their features, but the sea was running so high, and the wind was so fierce, that it was equally impossible either to lower a boat, cast a rope to them, or steer the schooner near enough to take them on board, although he remained in their vicinity the entire day, experiencing the horror of seeing the unfortunate wretches washed off one and two at a time, until all were drowned before his eyes. The scene was, he says, most agonising, but owing to the noise of the wind and sea, he was spared the additional pain of hearing their cries for help. Large quantities of junk wreckage were floating in the neighbourhood of both the False and North Saddles, betokening the force of the gale. The brig *Georgina*, from Nagasaki, is on shore at the Block House Spit. Lighters have been sent to her assistance. She has been sold at auction as she lies. The hull, &c., realised Tls. 720, and the cargo (coals) Tls. 140.

We are glad to learn that the new Chehsien of Shanghai has arrived, and has taken over the seals of office. The departure of Yeh, the late incumbent, will be a source of congratulation both to foreigners and Chinese. No magistrate who has held office here since Shanghai was a Treaty port has excited such a feeling of indignant dislike by the cruel tortures that have been often used in this Yamen; and in one case at least, that of the actor Yang Yeh-liu, his conduct was as unjust as brutal.

We hear that the Chinese Government have decided to appropriate the amount required to secure a representation of their produce, manufactures, &c., at the Philadelphia Exposition. The sum which is needed is about 40,000 taels, and it is expected that for this they can make a better display than they did at Vienna. It is said that Hoo, Taoutai of Hangchow, will send on his own account about 10,000 taels worth of silks, porcelains, &c.

A Chefoo correspondent writes that the Chinese have a rumour of the death of Tso Tsung-tang, the Viceroy of Kansuh, and lately appointed Special Commissioner for affairs in Turkestan. We have heard nothing of it otherwise, and mention it for what it may be worth. It is important, if true, as Tso was the only Chinese who could compare in power and influence with Li.

The M.B. steamer *Kanagawa Maru* went on shore in the river above Half Way Point, and had to discharge cargo before she could be got afloat. The German barque *Saturnus*, from Hamburg, having some 23,000 kegs of powder and ammunition on board, is berthed outside the lower limits of the harbour.

The vexed question of the Bund frontage came up for discussion again at Kiukiang at a meeting of landrenters held on the 12th May. It was resolved to leave the Municipal Council to make such terms as they think fit, provided these are not less than Tls. 500 per annum for 500 feet. Tls. 100 per annum is to be charged for the privilege of attaching a pontoon to the Bund.

A flower show has been held in the British Consular compound, and went off successfully. The band of the *Audacious* was present, and the weather fine.

A cricket match between eleven of the Shanghai Cricket Club and eleven of H.B.M.'s Navy has been played, and resulted in a crushing victory for Shanghai in one innings.

On the Queen's birthday the various men-of-war and merchant-vessels in the river were dressed with flags, presenting a very gay appearance.

The Chinese gunboat *Fau Paw* is alongside the Hongkew

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Wharf, taking in one ten-ton Krupp gun and several others of smaller calibre for the forts near Ningpo.

On the 23rd May, Trinity Sunday, the Church of the Holy Trinity at Shanghai was erected into the Cathedral Church for the diocese of Bishop Russell, in North China. The *Celestial Empire* supplies the subjoined account of the ceremony :—

An almost overflowing congregation assembled last Sunday morning in Trinity Church, upon the occasion of its formal recognition by Bishop Russell as the Cathedral-Church of his diocese in North China. The step was one, as our readers are well aware, which had been in contemplation for some months previously, and the large attendance testified to the unusual interest felt in the proceedings by the community in general. By eleven o'clock A.M., the hour appointed for the commencement of the service, a large congregation had assembled, amongst them being H.E. the British Minister, Admiral Ryder, Sir E. Hornby, Judge of H.M. Supreme Court, G. F. Seward, Esq., U.S. Consul-General, and many officers of H.M. Royal Navy.

No fewer than nine clergymen took part in the service, which was opened by the choir singing the familiar old anthem, "I will arise." The service was read by the Rev. C. P. Scott, the Absolution being pronounced by the Right Rev. Bishop Williams, of the American Episcopal Church. The First Lesson was read by the Rev. F. F. Gough, and the Second Lesson by the Rev. J. D. Valentine ; at the conclusion of which a voluntary was played, and the Rev. Canon Butcher led the way down the nave of the church, followed by all the other clergymen (with the exception of Bishop Williams) in single file, meeting the Right Rev. Bishop Russell at the western door. They then returned in reversed order, the Bishop bringing up the rear, and supported on either side by Messrs. Krauss and Bell respectively, each trustee bearing the keys of the church upon a velvet cushion. Arrived at the chancel, the Bishop took up his position in front of the Throne, when the Rev. Canon Butcher thus addressed him :—"I, Charles Henry Butcher, Consular Chaplain of Shanghai, and Incumbent of this Church, do now, on behalf of its trustees and in the presence of this congregation, request you to state for their satisfaction and that of all others whom it may concern, whether it be your wish and purpose to select and assign this church as the Cathedral for your Diocese in North China." To which the Bishop replied :—"It is my wish and purpose so to do ; and I hereby declare that this Church is to be the Cathedral for my Diocese." The Rev. Canon Butcher then inducted the Bishop to his Chair, presenting to him at the same time the keys of the Church in token of his investiture. The Rev. Canons Butcher and MacClatchie then retired from the chancel while the Bishop took up his position within the rails of the communion-table, when they were both presented by the Rev. F. F. Gough, and invested by the Bishop, the former with the office of Dean, and the latter with a Canonry, of the Cathedral. The "Benedictus" was then immediately sung, and the service proceeded as usual to the end. The anthem was taken from Psalms 146, 122, and 125, music by Goss. The ante-communion service was read by Bishop Williams, and the *Kyrie Eleison* (Best) chanted by the choir, the Gospel and Epistle being read by the Revs. G. D. B. Miller and Elliott H. Thomson respectively. The hymns selected for the occasion were the well-known Trinity hymn, "Holy, holy, holy, Lord God Almighty" (No. 135, *Ancient and Modern*) and "Christ is made the sure foundation" (No. 244). The sermon was preached by the Right Rev. Bishop Russell from Isaiah ii. v. 3, after which the sacrament of the Holy Communion was administered to the clergy present by the Bishops, and by the Dean and other clergy to the congregation. The entire proceedings were very impressive, and such as will be long remembered by all who took part in them.

The following items of intelligence are also from the *Celestial Empire* :—

The state of the Tea market in Hankow is peculiar. It seems that the teas which have fetched the extravagant prices already quoted in our columns are not only inferior to last year's but actually cost ten per cent. less in the interior. The celebrated "Tls. 61.50" chop was bought last year at Tls. 54, and is not up to the previous one in quality. There has been such a rush for teas that it has been almost impossible to make satisfactory purchases, and everything goes to show that our correspondent was not far out when he characterised the opening of the market for 1875 as the maddest time of all the mad new year.

A question of damages, arising out of a collision between the steamer *Europe* and a Chinese junk, which occurred between Collyer's dock and the harbour-master's hulk, has been submitted to arbitration by common consent. Mr. Viguier, harbour-master, and Captain Roskell, of the P. and O. steamer *Hindostan*, are the arbitrators. The hearing of the arguments and facts on both sides was private, but the decision will shortly be made known.

H.M.S. *Modeste* went out from Woosung on the 27th May for target practice, returning next day. It is believed that she will remain at Shanghai until the end of July, when she will go to Hong Kong. The *Audacious* was said to be coming up the river with the first sufficient tide, but this seems unlikely, on account of her draught of water.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* :—

We hear of a bold attack upon the Customs' establishment at Pagoda anchorage. It appears that a short time ago two chests of opium were smuggled from one of the steamers in port, and landed in a village at the back of Nan-tai. The Customs' officer in charge of the steamer obtained information which led to the discovery of the smugglers, and subsequent confiscation of the drug—a result by no means pleasing to the contrabandists, who, Chinese fashion, immediately set to work to discover the informers. Suspicion was fastened on a sampan man in the employ of the Customs ; and one night, about ten o'clock, an armed snake boat pulled up to the Custom-House jetty, attacked the sampan in question, wounded the boatman's wife, and carried off their son—a lad of fifteen. We understand that the matter has been reported to the Tartar general, and that the people of the offending village will be severely dealt with.

The conditions under which the settlement of the Foochow-Amoy telegraph difficulty has been made are to the following effect. The Great Northern Telegraph Company have undertaken to properly construct for the Chinese Government an overland telegraph between Foochow and Amoy, and to commence the work not later than the 15th August next. The Chinese authorities have agreed to pay the company $154,500 in instalments at fixed periods. The company is to work the line on account of the Chinese Government, and teach Chinese pupils the art of telegraphy. The Chinese Government guarantee to protect the material required for the erection of the line, and hold themselves responsible for any delay occasioned through the unlawful interference of the inhabitants or others.

From Taiwan, we hear of extensive preparations on the side of the Imperialists ; but we do not learn of any further hostilities having taken place. *On dit*, that the foreign drilled troops, under command of Captain J. P. Macmahon, are expecting orders to proceed to Formosa, for service against the aborigines. H.E. Shen Pao Chen—the Imperial Commissioner in Formosa—is about to relinquish his office. The Footai of Fohkien will specially administer the Government of the island—aided by a valorous soldiery.

We understand that Tchun, the Mandarin in charge of the Gun Foundry at the City Arsenal, has been called upon to pay the sum of Tls. 1,000, as compensation to the family of the man who was recently killed by the bursting of a gun—on the principle, we suppose, of encouraging others.

HONG KONG.

Our advices by the present mail extend to the 5th June the French mail from London April 23 was received on the 1st June, and the following P. and O. mail of April 30 arrived out on the 4th of June. The following items of intelligence are from the *China Mail* :—

By the arrival of Messrs. Lapraik's steamer *Douglas*, on the 3rd June, we learned of a bold and as yet unprecedented attack upon that vessel, which anchored off Pagoda Island on the night of the 26th May. It appears that on reaching her destination she was boarded by Mr. Blacklock, one of the tide-waiters, who, having had considerable trouble before from smugglers, resolved to be on the alert—the more so as he was warned that an attempt to get away some of the opium on board would be made that evening. It was also said that the smugglers, some of whom had been foiled in a similar attempt on board the *Kwantung*, had vowed vengeance on whoever should interfere with them. He had taken the place of an officer named Le Breten, against whom the smugglers have a strong grudge. Most of those on board went to rest about ten o'clock. Mr. Brett, however, the chief officer of the *Namoa*, who was on board, remained up with the Custom House officer for some time later. When Mr. Brett turned in, Mr. Blacklock asked him for his revolver, saying that he expected to have a visit from smugglers in the course of the night, but he had omitted to bring any arms with him.

Nothing occurred till after midnight, when a snake boat was observed approaching the *Douglas*, with nearly a dozen of men on board. Mr. Blacklock on seeing them at once ordered them off, firing a shot over the boat. Of this, however, they took no notice, and attempted to climb up the ship's side. He then discharged the three remaining chambers of his revolver into the boat, which was so close that some of the shots must have taken effect. He was then leaning over the rail, and directly he had fired all his cartridges the pirates opened fire on him, and he received no less than twenty-five slugs right in the breast. He fell on the deck, expiring almost immediately. Upon seeing this the smugglers made off as fast as possible, and not a minute too soon for their own safety, as the chief engineer, Mr. Cornforth, Captain Burnie himself, and several of the crew, attracted by the noise of the firing, had by this time got on deck, the captain bringing with him a rifle and revolver. He fired both of these at the retreating boat, but whether with any effect is not known. It is, however, probable that the shots told, as the Chinese state that four men in the boat were killed, besides several wounded —a result that could scarcely have followed from Mr. Blacklock's three pistol bullets. Upon turning to look at the unfortunate officer, it was evident that he was dead. As a last hope, however, a boat was sent to the *Hornet* for medical assistance, and her surgeon at once confirmed the fact. Mr. Cornforth had a very narrow escape, he having "ducked" as the volley of slugs laid Blacklock dead at his side.

A gale passed over Hong Kong on the night of the 31st May.

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At times the gusts fully equalled those of a *bona fide* typhoon, and though both the city and the vessels in harbour have escaped with comparatively little damage, enough was done to show that it was no ordinary storm. On shore no great traces of injury are visible. Branches of trees were torn down along the roads, and the tiles have disappeared from the verandahs of some of the Hollywood-road houses and from those facing seaward belonging to Upper Wyndham-street. In Queen's-road Nos. 260 and 262, the latter occupied as the *Empire* tavern, had their first floors blown in, but the roofs appeared to have suffered only slightly. A few houses on Caine-road had their servants' quarters injured, and the Sing Ping Theatre lost a few tiles. Eastward the damage was greater. Nearly the whole of the Eastward end of the boat-house was blown in, and a part of the roof also sustained considerable injury. Along that part of the Queen's-road trees were torn up bodily. Several of the granite stones forming the Praya coping are again displaced and many of the davits were broken and the boats sunk. In the Public Gardens the damage done to trees and shrubs has been considerable. The City Hall had 53 panes of glass broken, besides several venetians, &c.

It was, however, of course, afloat that the storm was most felt. Nearly every vessel dragged considerably, but as the steamers had almost without exception got up steam but few accidents occurred. The *St. Andrews' Castle* and *Sudan* fared worst. At 11.15 P.M. the former vessel was struck by a violent squall, which laid her on her beam ends, and shifted her ballast. It was found necessary to cut away the masts to save the vessel; two of the crew were slightly injured. The German barque *Sudan* fared almost equally badly; at 11 P.M. she had to cut away her main and mizen masts. The *Princess Charlotte* and *Meanee* both lost a portion of their permanent roofing. The *Ferntower* lost one of her anchors. A collision took place between the *Black Prince* and *Gunga*, but no great damage was done. At Yowmahtee a junk was thrown up high and dry on the Eastern point, where she remains apparently undamaged. A cargo boat was also driven over there from West Point, and is in a similar state, her only loss being three guns which she had on board. A junk carrying a cargo of rice was sunk, as was also a boat trading between Hong Kong and Macao. A cargo-boat driven over there had on board 170 sheep, four of which died from the exposure or fright.

At Macao the storm appears to have spent a good deal of fury. A part of the Governor's residence has gone, and H.E. is now living with the Baron do Cercal. Several European families are staying there, but none have been injured. In the harbour, however, the destruction has been great. Whampoa appears to have suffered most, and Canton but slightly. The native houses at the former place have all been blown down, while the river between the two places is covered with wreckage.

We learn with sincere regret of the loss of the Macao steamer *Poyang*, Captain Carroll, while on her voyage to Macao, on May 31. The *Spark*, which brought the news next morning, reports that the sad catastrophe occurred a little to the southward of the Nine Islands. The *Poyang*, on her return trip from Hong Kong, took the inner passage; and after passing Lantao encountered a very heavy sea, which obliged Captain Carroll to anchor off the Nine Islands; but the sea was so terrifically heavy that nothing could be done, and the frail craft heeled over and foundered about eleven P.M. The great loss of life, especially of those who were much respected and very popular both here and at Macao, adds materially to our regret on this occasion. There were several passengers on board, and the captain, officers, and crew of a Portuguese vessel sold at Penang, many of whom are amongst those supposed to be lost. The total is stated at about 124, viz.:—Captain Carroll, the chief mate (Mr. Drummond), one Parsee (Mr. Colah), about twenty Portuguese, and say 100 Chinese. There were saved from the wreck two engineers (Messrs. Murphy and White), Captain Wade (of the *Chen Jui*), the purser, two watchmen, two pilots, four sailors, three firemen, one Chinese passenger, and captain's boy—making seventeen in all. The chief engineer, Mr. Murphy, was saved by clinging to the walking beam. He eventually seized some wreckage and drifted to an island, whence he was taken on to Macao by a native boat.

The passengers, it is said, would not take to the boats, but preferred to remain and take their chance on board the steamer, upon which life-preservers were distributed to those on board. The cargo would not seem to have been of very great value, as eighteen chests of opium and fifty slabs of tin are the only items given. At the point where the steamer foundered, slightly to the southward of Nine Islands, the typhoon appears to have struck with terrible force. Only the beam of the *Poyang* and tops of the guards are visible above water. When the intelligence reached Macao the authorities there tried their utmost to obtain boats to proceed to the spot, but all were so damaged that nothing could be done.

We cannot but concur with the generally expressed opinion that stringent measures should be taken to stop the frauds perpetrated upon houses in this colony which either manufacture ærated waters on the spot, or vend beer and other liquors imported from England. Two Chinese were yesterday charged at the Police Court, the one with selling and the other with buying for his master a liquid manufactured by themselves but bottled with the corks, capsules and labels of the Hong Kong Dispensary. The sitting magistrate discharged them with a caution, treating the offence simply as a very mild and scarcely punishable deception towards the second prisoner's master. We must say that it seems to us there was another party interested—the proprietor of the manufactory of which the corks and capsules had been thus dishonestly used. The only way in which the law can protect him is by severely punishing those who sell spurious soda water, &c., under what amounts to his own guarantee.

The action in the Supreme Court, in which the Great Northern Telegraph Company sued Messrs. Douglas Lapraik and Co. to recover $15,000 damages done to the plaintiff's cable near Amoy by the *Yesso*, on the 7th of April, has been concluded. The judgment delivered by Chief Justice Smale says:—I am of opinion that, regarding all the circumstances in which the *Yesso* was, she is not liable for any damage, and that the Company are not entitled to any of the relief they have asked. Considering, however, that the conduct of the captain in having given so little thought to the matter before cutting the cable, and his implied admission that he had not taken care enough in his promise to the Telegraph Company's agent when he said to him that he would take more care in future, considering also that the facts appeared in a very different light to the provements before the hearing than they now present themselves to the Court, I think that each party must pay their own costs.

The *Gazette* states that the Secretary of State for the Colonies has approved the appointment of Mr. Seth to be 1st clerk, and of Mr. James Parker to be 2nd clerk, in the Magistracy.—It is notified that His Excellency the Administrator has been pleased to appoint Mr. William Wilkinson Toller to act as Crown Solicitor during the absence on leave of Mr. Edmund Sharp.

The certificate of Captain Tannock, of the s.s. *Viking* (which vessel grounded on the Bombay Shoal in April last) has been suspended for three months. His conduct after the vessel grounded was approved.

We note the arrival, per *Thales*, of Col. Horace Browne, who was in command of the Birmo-Chinese Exploring Expedition. He is, we believe, on his way to Shanghai to confer with Mr. Wade.

The Rev. Sholto D. C. Douglas, Vicar of All Saints, Derby, has been preaching in Hong Kong. Printed addresses have been issued to the public, inviting their attendance to a series of services.

A new Government steam launch has been launched from Kowloong. She is a well-built powerful boat.

The Colonial Surgeon, Dr. Ayres, is now so much better as to be deemed out of danger.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 12th June; no later mail from London had been received. The following summary of news is from the *Straits Times*:—

The news of the interval has been of the most meagre description. Consequent upon the recent change in the administration of Government, necessitating close application on the part of our new Governor to enable him to master all the details, matters political remain in abeyance, and nothing has transpired of interest to Home readers. The native States remain tranquil, and there is no indication of any desire on the part of the chiefs to disturb the existing peace. We understand Sir William Jervois does not purpose visiting the Native States at present, lest the native rulers misconstrue the intentions of this Government into a too officious surveillance—but prefers to deal with them for the present through the British Residents appointed for that purpose, who will thus, having more apparent personal responsibility, be able to exercise a greater influence over the chiefs than if placed in a false position as merely the mouthpieces of the Governor, having no power to act in even the most trivial matters without previous reference to the central authority. Mr. Swettenham, Assistant Resident at Langkat, who has been here for the past four or five weeks, has returned to his post, and we learn that Mr. Davidson, Resident at Salangore, will visit Singapore after Mr. Swettenham's arrival.

The Committee of the Sailors' Home, at their meeting on the 3rd June, in view of the great increase in drunkenness among seamen, determined to urge upon the Government the necessity for restricting the number of beer and grog shops, which have latterly become very numerous. It was suggested that the difficulty would be met by giving the licensing power to a Bench of Justices, sitting regularly to hear applications, as at home and in some of the other colonies, instead of entrusting it to a regular Licensing Officer, as at present. So much inconvenience now results to shipmasters, especially in the case of steamers, through the temptations placed in the way of their men here, that any measure for restricting the number of grog shops within reasonable limits, while benefiting the morality of the place, must also prove of great advantage to them.

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The Committee of the Legislative Council appointed to consider the conditions upon which the Singapore markets should be handed over to the Municipality, presented their report on the 6th May, but it has only just been published. The report is very brief, and recommends that the whole of the Town Markets, with an annual income of about $25,000, be given over to the Municipality from the 1st July next, on condition that the latter undertake the upkeep of all the public roads in the island, which now cost about half that sum for maintenance. It is desirable, for the better management of the markets, and the better to enable the Municipal Commissioners to keep them clean, that the sole control should be placed in their hands, and the transfer will be advantageous both from an economical and sanitary point of view.

Edward Darke, an engine-room artificer of H.M.S. *Thistle*, was found drowned at Dalhousie Pier on the 7th June, having probably accidentally fallen into the water the previous evening when returning to his ship. This is the second fatal accident at Dalhousie Pier, and it is a somewhat singular coincidence that the victims in both instances were employed in the engineers' department of Her Majesty's Navy.

PENANG.

Our advices extend to the 14th June; the P. and O. mail from London May 14 arrived out on the 11th June. The *Penang Gazette* contains the following items of news:—

The steamer *Eastern Isles*, from Negapatam, arrived here a few days since with 350 coolies on board for this port and Singapore. Cholera, however, had broken out on board on the voyage, and up to the date of her arrival in Penang twenty cases had ended fatally. The port authorities here had the vessel anchored in the quarantine ground outside harbour limits, and the Colonial Surgeon attended to the sick. Subsequently the vessel went on to Singapore with the whole of her passengers, a Government Apothecary being sent down in her to attend to the sick.

Our latest advices from Atchin contain the subjoined item of intelligence:—A general attack upon the Dutch positions had been talked of for some time, and on the night of the 26th May an effort was made by the Atchinese chiefs to bring their men into the field. The attack, directed against two outposts only, Lamteboo and Lamara Oleyloo, was easily and speedily repulsed by the Dutch, without any loss whatever on their side. Evident signs of discouragement are beginning to display themselves in the Atchinese camp, and one of the influential headmen is said to have refused to take any further active part in the struggle. The state of health of the Dutch troops remains unsatisfactory.

A meeting of the Municipal Commissioners was held on the 8th June. The President, Colonel Anson, Messrs. Herriot, Noordin, and Tye Sin being present. A long discussion was raised regarding some proposed alterations which some of the Commissioners wished to have effected in their constitution by the Legislative Council, but the proposals were as vague as the Commissioners' opinions on their merits were undecided.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been little change in the market. There had been a slight increase in the demand for goods, but no improvement in prices, which showed in most cases a lower tendency. Woollens: As usual at the season the business in Woollens was restricted, and prices were merely nominal. Sales of plain Mousselines-de-laine had been made, but at low rates.

TIENTSIN.—The market is reported quiet, with accumulating stocks, and dealers appear to be holding off.

HANKOW.—The business had been very small, attention being almost exclusively directed towards the Tea market.

CHINKIANG.—Messrs. Spencer and Wolff write:—There has been a moderate inquiry for Cotton Goods since the date of our last. At the commencement of the week the prospects of trade looked brighter, and an improvement in the demand was confidently anticipated; later on, however, the market again became inactive; it closes quiet at quotations. A fair business has been conducted in Nailrod Iron.

SHANGHAI.—The Chamber of Commerce Circular says:—Cottons: There has been some inquiry for Drills during the fortnight, but the business which has resulted has not been large, and for other descriptions of Plain Cottons the market has been depressed. Best T-Cloths are easier, but do not show the decided decline in value which is noticeable with reference to other Grey Goods. Grey Shirtings of all weights and common T-Cloths of 7 lbs. are lower. 6 lbs. ordinary T-Cloths are quoted nominally the same as last reported. 64 reed White Shirtings are cheaper, other kinds nominally unchanged. In Fancy Goods the business has been trifling. Auction sales of Woollens have established lower rates for Cashmere, Long Ells and Spanish Stripes.

HONG KONG.—The arrivals besides mail steamers had been the P. Tchihatchoff, Tartar, Cheviot, Glenlyon, Rajanattianuhar, and Achilles, bringing full supplies of manufactured goods for this market and the North. The tone of the market had been generally very quiet throughout the fortnight. Prices were very much the same as last quoted, but there was little disposition on the part of the dealers to go further into stock, except at a decline; on the other hand, importers were not pressing sales, and for such goods as were in request full prices were obtainable.

CANTON.—Lead The demand had subsided, and forced sales of small lots had been made at $8.20 for ordinary brands, but there were few sellers at such a rate. WB was quoted $8.30 to $8.40 per picul.—Quicksilver after dropping to $110 had again rallied, and was worth $115 per picul.

BATAVIA.—The market continued almost at a stand-still, and there were no signs of a revival of activity.

SINGAPORE.—Messrs. Boustead and Co's. Circular says:—Piece Goods. The market has been somewhat more active since the date of our last advices, and clearances have been on a larger scale than for some time past. In prices of some descriptions there have been a slight decline. 8½lb Grey Shirtings have changed hands to a fair extent, but closing prices show a decline of 2½ cents. 6lbs. and 7lbs. are quiet. T-Cloths: 6lbs. in good request, and late arrivals have all found buyers. 7lbs. in moderate supply and fair request. 5lbs. taken at low prices. Mexican 7lbs. have moved at late rates. White Shirtings: Fine reeds are taken to a fair extent, but medium and low counts continue dull of sale. Grey Yarn: 40's keep dull and price is weak; 16 to 24's asked for to a small extent. Iron continues dull, and prices still have a drooping tendency; the few transactions reported show a decline in price.

PENANG.—There had been a more general demand for imports, and a moderate business is reported, but at prices showing a slight decline on previous quotations.

EXPORTS.

TEA.

YOKOHAMA.—The market had shown great activity, prices, however, ruling at times somewhat irregular, owing to anxiety on the part of sellers combined with the general cautious tenor of instructions from New York and the consequent restricted action of some buyers. Settlements, however, amounted to the large total of piculs 13,200 for the period, embracing all classes over common grades. Prices were a little firmer and ruled as under:—Good common, $28. to 31.; medium, $32.00 to 35.00; good medium, $35.50 to 37.00; fine, $38.00 to 41.00; finest, $42.00 to 45.00; choice, $47.00 to 50.00; arrivals were pouring in freely, but no large accumulation of stocks was likely to ensue for some time.

KIUKIANG.—Settlements of Tea from 9th to 25th May:—18 chops—5,000 ½-chests Kiukiang packed, Tls. 17 to 40; 45 chops—18,777½-chests, Ningchow, Tls. 30 to 56; 5 chops—2,255 ½-chests Hankow, Tls. 26½ to 35.

HANKOW.—Messrs. Drysdale, Ringer and Co's. Report says:—In our last we advised the opening of the Tea market, and the transaction of a large business at prices which had ruled somewhat irregularly, at one time showing an advance on opening rates, amounting in some instances to three taels per picul, and subsequently a sensible decline. Since this time we have seen the teas from all the various districts, and can now report more accurately thereon. Buyers for Russia have paid for choicest teas prices that entirely preclude their being offered on the London market, and it is not likely that any of these kinds will be seen by the home trade. A fair quantity of teas intrinsically but little inferior yet not coming up to the Russian standard have been taken for England at prices out of all proportion to the difference in quality, but the quantity of such grades is limited, and it will very likely be found that the supply of finest tea is not excessive. The bulk of the first cargoes destined for England consist of good medum to fine, costing 1s. 8d. to 1s. 11d., and as with each lot a falling off in quality is apparent, such kinds will hold their own against later shipments. The Ningchow district gained the reputation some years ago of producing the choicest black leaf teas, and this year has proved no exception to the rule. Last year the crop was an extraordinary one, both from the quantity of very choice teas and from their remarkable quality. Now, there is much less of the very choicest, but there is a good quantity of fine. The first purchases of Ningchows were made in Kiukiang on the 8th May, when Tls. 40 was paid for finest, and Tls. 50 for choice. On the 12th samples were shown in Hankow, and when it was found that choicest parcels were so scarce they were eagerly competed for at Tls. 50 to 62½. These grades were probably as fine as any of last year, being very strong full teas, with rich pekoe souchong flavour, and small, well made, even leaf. The first purchases commenced on a par with last season but gradually stiffened till an advance of Tls. 7 per picul was touched. The next grades which compared less favourably with the same standard of 1874 were taken at Tls. 40 to 50. Others again with less style in leaf but almost equal in liquor ruled from Tls. 30 to 37 about the same range as last year.

Comparative prices.

			1875.
Choicest	Tls. 50	to 62½	... 3s. 1d. to 3s. 7d.
Superfine	„ 40	to 50	... 2s. 4½d. to 3s. 1d.
Finest	„ 30	to 36	... 1s. 11d. to 2s. 3½d.
			1874.
Choicest	Tls. 45	to 55	... 2s. 9½d. to 3s. 4d.
Superfine	„ 36	to 45	... 2s. 4d. to 2s. 9½d.
Finest	„ 30	to 37	.. 2s. 0d. to 2s. 4½d.

Young-laou-toons composed the principal settlements on the day our market was opened, and were bought at Tls. 29 to 30, prices gradually advancing to Tls. 32 for no better quality. After all the first chops were settled, inferior grades were taken at the same prices, but latterly the decline has been equal to the previous advance. These teas are superior in quality to late years, having strength, in which they are usually deficient.

Comparative prices.

			1875.
Finest	Tls. 29	to 33	... 1s. 10½d. to 2s. 1d.
Fine	„ 26	to 29	... 1s. 8½d. to 1s. 10½d.

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1874.

Finest ... ... Tls. 29 to 32½ ... 1s. 11½d. to 2s. 2d.
Fine ... ... „ 26 to 29 ... 1s. 8½d. to 1s. 11½d.

Soon-yongs have been in great favour for the Russian market. They are very strong full teas, and have been bought up to Tls. 42 per picul. The second grades from Taels 30 to 33 are but little inferior, whilst the qualities ranging from Tls. 26 to 30 show probably as good value as anything settled.

Comparative prices. 1875.

Superfine ... ... Tls. 38 to 42 ... 2s. 4d. to 2s. 6d.
Finest ... ... „ 30 to 33 ... 1s. 11d. to 2s. 1d.
Good Medium to Fine ... „ 50 to 62½ ... 8s. 1d. to 3s. 7d.

Comparative prices 1874.

Superfine ... ... Tls. 35 to 38 ... 2s. 3½d. to 2s. 5d.
Finest ... ... „ 30 to 33 ... 2s. 0d. to 2s. 1d.
Good Medium to Fine ... „ 26 to 30 ... 1s. 9½d. to 2s. 0d.

Cheong-sow-kyes: The first purchases was on the 16th inst. at Tls. 36.50 to 37.50. On the following day a string of some 8,000 half-chests, not very much inferior were taken at Tls. 30 to 32, and further settlements were made on the same basis on the following day. Second chops, which are mostly strong useful teas, have been bought at Tls. 25.50 to 28.00 per picul.

Comparative prices. 1875.

Superfine ... ... Tls. 36½ to 37½ ... 2s. 3d. to 2s. 4d.
Finest ... ... „ 30 to 33 ... 1s. 11d. to 2s. 1d.
Good Medium to Fine ... „ 26 to 30 ... 1s. 8d. to 1s. 11d.

Comparative prices. 1874.

Superfine ... ... Tls. 36½ to 37½ ... 2s. 4d. to 2s. 5d.
Finest ... ... „ 30 to 33 ... 2s. 0d. to 2s. 2d.
Good Medium to Fine ... „ 27 to 30 ... 1s. 10d. to 2s. 0d.

Oonfars also opened at high rates for chops supposed to have some superiority. The next grades ranged from Tls. 30 to 33, being comparatively cheaper. These teas are greatly superior to last years, they then had all a suspicion of admixture with Lye-ling and Shun-tam leaf, now they seem free from this fault, and are strong useful teas with quality and Oonfar character, though generally the leaf is irregular and uneven.

Comparative prices. 1875.

Superfine ... ... Tls. 36½ to 40 ... 2s. 3½d. to 2s. 4½d.
Finest ... ... „ 30 to 33 ... 1s. 11d. to 2s. 3½d.

1874.

Superfine ... ... Tls. 35 to 37 ... 2s. 3½d. to 2s. 4½d.
Finest ... ... „ 30 to 33 ... 2s. 0d. to 2s. 2d.

Lye-lings have a large ragged leaf, and strong, harsh tarry liquor, though with more quality than last year. Business in them commenced at Tls. 25 to 25½ per picul, a price they have fully maintained, any lower tael price only representing lower qualities.

Comparative prices. 1875.

Good Medium ... ... Tls. 25 to 25½ ... 1s. 8d. to 1s. 8½d.

1874.

Good Medium ... ... Tls. 24 to 25½ ... 1s. 8d. to 1s. 9½d.

Ho-hows are better than usual, and possess a delicate flavour; the teas from the inferior districts such as Nip-car-szes, Low-yong, Ko-kew and Ping-kongs, are much the same as last year both in quality and price. It will be seen we make the crop generally a good one, that for the best teas very full price, were paid, but that kinds suitable for England have been laid down at a less cost than last season, owing to a lower rate of exchange and freight. Finest and Fine parcels are now gone, present arrivals consisting of medium to good medium teas A perceptable falling off in quality takes place with each fresh batch o' arrivals. f

Arrivals to date are.....	91,546 chests,	290,657 hf-chests.	16,272 boxes
Settlements	80,335 „	261,144 „	7,929 „
Against no. of days 1874	62,662 „	227,325 „	18,670 „
Stock.....	11,211 „	29,548 „	2,343 „

FOOCHOW.—Messrs. Westall, Galton & Co.'s Letter says:—The new season's Teas commenced arriving on the 13th May. The Pakling market opened on 19th May, since when a large business has been transacted, and total settlements of this description to date amount to 85,050 boxes. Prices paid have been most irregular throughout. Business commenced at an advance over last season's rates of some Tls. 3 to 4, whilst later purchases show fully Tls. 6; Russian buyers having been the chief operators during the past week. Rates have ranged from Tls. 26 to 37½ short, and the general quality of the crop is inferior to last season's. No purchases of Country Teas have yet been made. As far as has been shown, the quality of the crop on the whole must be considered inferior to last season's. Low country Teas from the Yung How, Suey Kut, Nin Yong districts, &c., appear badly made, and wanting in quality, whilst those from the Saryune country are of a good average description both in make and cup. The Fock Oan districts have again sent forward the most attractive Teas. Up-country Teas have not yet arrived in sufficient quantity to form an opinion as to their quality. No Souchongs have yet arrived. A few Oolongs are on show; two chops of Flowery Pekoe, and three parcels of Scented Teas have also arrived; but a report on these descriptions cannot be given until larger quantities are on the market. Paklings costing from Tls. 24 to 37½, Freight £4.10s., Exchange 4s. 3d., lay down in London at 1s. 6½d. to 2s. 2½d., but the quantity of the lower cost Tea purchased is very trifling.

AMOY AND TAMSUI.—Congou: There were musters on the Amoy market for about 60 chops, the quality of which was considered superior to last season's. No transactions are reported, the ideas of Teamen being $2 to $4 over value on the London market.—Oolongs: Some few musters of this description had been shown, and so far they appeared to be on a par with last season's crop. At present, however, it was hardly possible to form an estimate of the quality of the crop.—The market had opened at Tamsui on a basis of $25 to $38 in Amoy without duty, for Teas grading from good cargo to finest. About 3,700 packages had been received at Amoy, and were considered disappointing in leaf, but fairly good in water.

CANTON.—Messrs. Deacon and Co.'s Report says:—A large business has been transacted during the past fortnight, and prices have generally ruled in favour of buyers. Congous have not been much dealt in, and the stock is now much reduced, and almost confined to a few very undesirable parcels. At Macao, supplies of second crop leaf are coming forward slowly, and being rather dearly bought in the country, are not pressed for sale; the settlements on market have been chiefly low class, which, at prices reported, do not show as good value as obtainable a month ago. Scented Teas: Capers have been freely purchased and the settlements are on a very large scale; fine and finest maintain their value, and are comparatively scarce, fair to medium descriptions may be quoted Tael 1 cheaper than last mail. Purchases have been made at Tls. 18 to 22 for fair to medium, at Tls. 23 to 26 for good medium to fine, and higher for fancy parcels. Orange Pekoes, long leaf sorts of medium quality have been sold about half a tael below former rates, but the finer sorts cannot be bought at any reduction; in "new-make" kinds there have been some dealings at Tls. 16 to 18 per picul. The following is a summary of the fortnight's business:—Congou, 2,400 boxes at Tls. 19 to 23½ per picul; Scented Caper, 46,500 do., Tls. 18 to 28; Scented Orange Pekoe, 20,000 do., Tls. 16 to 28; Gunpowder, 1,700 do., Tls. 13 to 28; Pouchong, 200 half-chests.

SILK.

YOKOHAMA.—As the season was drawing to its close supplies were falling off, good assortments becoming scarcer every day, and owing to the difference of opinion among sellers as regards the prospect of the coming season, prices were extremely irregular. The unsold stock had been reduced to 300 bales. The shipments of the fortnight were 333 bales, making the total export to date 11,517 bales against 14,417 last year for the corresponding period of last season.

SHANGHAI.—The new crop was estimated at fully 80,000 bales, an increase of about 10,000 bales on last season's supply. Some 350 bales having arrived, the market had been opened at Tls. 260 to 270 for common No. 5 Tsatlee, and about 100 bales had been settled, 250 bales remaining unsold. These first arrivals, as usual, hurriedly reeled and coarse in size, were no criterion of the general quality of the crop.

CANTON.—Messrs. Deacon and Co. report as follows:—It is difficult to arrive at settlements of new silk since the market was opened ten days ago. 700 to 800 bales are reported to have changed hands, but it is probable that there are further dealings under contract, which have not transpired. Purchases were made, prior to departure of last French mail, on a basis of $320 to $325 per picul for No. 4 Tsatlee, but prices have since advanced, and $335 is now the figure for that classification, and the tendency is upward. Nos. 4, 4½ and 5 qualities have been chiefly in demand. The silk is an improvement on ordinary first yields, and shows a tolerably clean thread, of very fair quality. It is to soon to speculate regarding second crop, but advices from the country are to effect that the worms are favourably progressing. Loong-kong: Of this description 30 to 40 bales areincluded in above settlements. Long-reels: For India 60 piculs, and 40 bales have been taken by Parsees. Re-reels: The only contracts reported are 200 boxes. Stock is not easily computed, but may be put at 200 to 300 bales Tsatlee, 40 bales Loongkong, 50 bales Cumchuck, 50 bales Kowkong, and 100 bales of inferior staple.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo lbs.
May 27 ...	Lotus (s.)	Hankow ...	2,200,000
June 3 ...	Glenfinlas (s.)	Foochow ...	2,200,000
„ 11 ...	Agamemnon (s.)	„ ...	2,700,000
„ 11 ...	State of Virginia (s.) ...	„ ...	2,600,000
„ 7 ...	Braemar Castle (s.) ...	Foochow ..	2,500,000
„ 8 ...	Gordon Castle (s.) ...	Hankow ...	2,200,000
„ 17 ...	Venice (s.)	Shanghai ...	2,000,000
„ 21 ...	City of Baltimore (s.) ...	Foochow ...	2,750,000
„ 23 ...	Viking (s.)	„ ...	3,000,000
„ 21 ...	Cutty Sark	Shanghai ...	1,300,000

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, May 22, Forward Ho; from London, &c., Undine, Sarpedon (str.); July 15, Glengyle (str,), Devonhurst (str.), Erl King (str.).

At HONG KONG.—From Liverpool, May 31, Achilles (str.); from Hamburg, 30, Anna; from London, &c., July 9, Argyll (str.); 12 Gaelic (str.), Priam (str.), Amadine; 13, Glenroy (str.).

At SAIGON.—From Marseilles, July 8, Perseverance.

At BATAVIA.—From Greenock, May 24, Merapi (str.); from Cardiff, Jonge Cornelis; from Amsterdam, 27, John Bramall (str.); 28, Hampton (str.); from Rotterdam, June 2, Cornelia; from Bordeaux, Deux Frères; from Buenos Ayres, May 24, Moses B. Tower; from Flushing, July 8, Friesland (str.); from Amsterdam, &c., July 6, J. B. Walker (str.).

At SINGAPORE.—From Cardiff, June 8, Mogul; from Newport, 9, Wm. Wilcox; from Swansea, July —, Dovercourt.

At PENANG.—From London, June 3, Zehlima; from Glasgow, Pyah Pekhet (str.); from London, July 12, Hope.

DEPARTURES.

From SHANGHAI.—For United Kingdom, July 8, Craigforth (str.).
From FOOCHOW.—For London, July 11, Thermopylæ.
From HONG KONG.—For San Francisco, May 29, W. H. Besse.
From SAIGON.—None.
From BATAVIA.—For Marseilles, May 26, Sophie D.; for Nieuwe Diep, 27, Sumatra (str.); 29, Prinses Amalia (str.); June 1, Groningen (str.); for New York, May 25, Moonlight; for Nieuwe Diep, July 13, John Bramall (str.).

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From SINGAPORE.—None.

From PENANG.—For London, June 8, Cotherstone ; July 10, Galatea (str.).

VESSELS LOADING.

At SHANGHAI.—For London, Cawdor Castle (str.), Black Adder ; for New York, Grasmere.

At HONG KONG and CANTON.—For London, Denbighshire ; for San Francisco, Champion of the Seas, McNear.

At BATAVIA.—For Amsterdam, Hampton (str.), Jonge Cornelis.

At SINGAPORE.—For London, Boldon, Empress, Hylton Castle, Clausina : for Glasgow, Usuquiza ; for Boston, N. Boynton ; for New York, Olustee.

At PENANG.—For London, Zehlima, Kim Guan Huat.

FREIGHTS AND CHARTERS.

From SHANGHAI.—To London, per steamer, £4 10s. per ton ; to New York, per sailing vessel, £3 per 40 feet.

From FOOCHOW.—To London, by steamer, £4 10s. per 40 feet ; (by telegram) £3 10s.; market dull.

From HONG KONG and CANTON.—To London, by sailing vessel, £3 2s. 6d. per 50 feet ; by steamer, £4 5s. per 40 cubic feet.

From BATAVIA.—To Holland, as last quoted.

From SINGAPORE.—To London, per steamer, £1 1s. to £1 5s., gambier £3, sago and tapioca, £3 10s. ; measurement goods, £4 10s. ; by sailing vessel, £3 5s. ; to Liverpool, £2 15s. for dead weight, £3 5s. for light freight ; (by telegram, to July 10), £2 5s.

From PENANG.—To London, per steamer, tin £1 10s. ; tapioca, £3 10s. ; measurement goods, £4 10s. ; by sailing vessel the rates are unaltered ; (by telegram, to July 10), £2 12s. 6d.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
May 21 ...	Penrith ...	Ilo Ilo ...	Falmouth
„ — ...	Witch ...	Hong Kong ...	London
„ 22 ...	Balgownie ...	London ...	Hong Kong
„ 23 ...	Anne Cheshyre ...	Antwerp ...	Do.
„ 23 ...	Ernest ...	Havre ...	Do.
„ 24 ...	Svanen ...	Shields ...	Cheribon
„ 25 ...	Mutlah ...	Cheribon ...	Falmouth

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JULY 16.—The P. and O. Company's steamer Baroda arrived here at 6 A.M., and the India and China mails left at 7 A.M. to-day for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, JULY 12.—The P. and O. Company's steamer Hindostan, with the India and China (heavy) mail, left at 4 P.M. to-day, for Southampton, where she may be expected about the 25th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JULY 11.—The P. and O. Company's steamer Mongolia, from Calcutta, *via* the Suez Canal, arrived this morning, bringing the heavy India, China, and Australian mails, 128 passengers, £543,868 in specie, and 14,204 packages of cargo. Her sailing dates were—Calcutta, June 1 ; Madras, 6th ; Galle, 10th ; Aden, 21st ; Suez, 26th ; Port Said, 27th ; Malta, July 2 ; and Gibraltar, 6th.

NEXT INWARD MAIL.—SUEZ, JULY 14.—The Messageries Maritimes steamer Djemnah, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 22nd inst.

INWARD MAIL DUE AUGUST 9.—GALLE, JULY 12.—The Messageries Maritimes Company's steamer Tigre, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, JULY 16.—The P. and O. steamer Geelong left Suez at 11 P.M., and the Mirzapore at midnight to-day, with the outward India, China, and Australia mails of the 1st-9th of July, for Bombay and Calcutta respectively.

OUTWARD MAIL OF JUNE 18.—GALLE, JULY 12.—The Messageries Maritimes steamer Peiho, from Marseilles 20th ult., left here to-day for Singapore.

OUTWARD MAIL OF JULY 2.—SUEZ, JULY 11.—The Messageries Maritimes steamer Djemnah, with the outward French mail, for China and Japan, left here to-day for Aden.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, JULY 13.—The Nederland Company's steamship Voorwaarts left here to-day for Batavia, Samarang, Sourabaya, &c., with the Netherlands mails, a large number of saloon passengers, 370 Dutch troops, £20,000 in specie, and a full cargo.

TELEGRAMS FROM THE FAR EAST.

BURMAH.

(TIMES TELEGRAM.)

RANGOON, JULY 12.—When Sir D. Forsyth was present, the King appeared willing to concede all that was required ; but after Sir D. Forsyth left, the King wrote to Lord Northbrook refusing to British troops a passage through his territory, and consequently great distrust prevails here.

SIMLA, JULY 14.—The official *Gazette* publishes a resolution of the Viceroy notifying the conclusion of the Burmah mission. With reference to the refusal of the King of Burmah to permit the passage of a British escort through his territory, the Viceroy is confident that the fresh communications now being made will attain the desired object and result in the maintenance of friendship between Great Britain and Burmah.

RANGOON, JULY 14.—According to reports received here, an insurrectionary movement has broken out in the neighbourhood of Khamo, in Burmah.

CENTRAL ASIA.

BERLIN, JULY 13.—The Russian *Invalide* says that Yakoob Khan, who keeps a garrison of 10,000 men at his capital, has despatched 12,000 others to guard his Eastern frontiers against the Chinese. All these troops are armed with breechloaders and drilled *à l'Européenne*.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 13, at Falmouth, from Bassein, Nordstjernen ; 14, from Rangoon, for Bremen, Meltke ; from Macassar, Johannes ; 15, at London, from Manila, Canaan ; from Sarawak, Asterion ; Hankow (str.), from Hankow ; at Falmouth, from Rangoon, Albert Wilhelm ; at Queenstown, from Rangoon, Sempione ; 16, at New York, from Batavia, Skimmer of the Waves ; 17, at London, from Hankow, Glenfalloch (str.) ; at Falmouth, from Rangoon, A. H. Willie ; off Isle of Wight, from Maulmein, Eliza Campbell ; 18, at Falmouth, from Maulmain, Gibson Craig ; from Bassein, Eagle ; from Rangoon, Edward Barrow ; at Liverpool, from Rangoon, Fearnought.

DEPARTURES.—July 15, from Liverpool, for China, Orestes (str.) ; 12, from Amsterdam, for Macassar, Maria Anna Catharina Elisabeth ; for Singapore, Nicolaas Witsen ; 16, from London, for Hong Kong, Teviot (str.) ; from Cardiff, for Galle, Tabor ; for Hong Kong, Joachim Christian ; 15, from Rotterdam, for Batavia, John Howard (str.) ; 17, from Cardiff, for Galle, Malia P. ; for Hong Kong, America.

LAID ON.—At London, for Colombo, Scawfell.

SPOKEN.—Mary Queen of Scots, from Portsmouth to Galle, June 10, 6.39 N., 22.21 W. ; Dorset, from Colombo, to London, June 3, 10 S., 12 W. ; Mary, from Flushing, to Batavia, June 10, 4.17 N., 21.31 W. ; Urania, from Batavia, to Amsterdam, June 12, 5 N., 23 W. ; Deogaum, from Nagasaki, to London, June 9, 6.20 N., 25 W.

CASUALTY.—The French barque Comète, from Singapore to Marseilles, destroyed by fire in Banca Straits, is posted at Lloyd's ; crew saved, with the exception of second officer. Portsmouth, July 17, put in : Teviot (str.), from London for China, with main feed broken.

MISCELLANEOUS.—Aden, July 4th, arrived, Holland (str.), from Nieuwe Diep and left 5, for Batavia. Passed, July 3, Borneo (str.), from Nieuwe Diep, for Atchin.—Port Said, July 12th, sailed, Braemar Castle, from Foochow, for London ; 18, arrived from London, for China and Japan, Naples, Malta. July 18, passed, from London, for China and Japan, Paraguay (str.)

THE MURDER OF MR. MARGARY.

THE reply of Lord DERBY to the question of Lord STRATHEDEN and CAMPBELL on the subject of the mission proposed to be despatched from Peking was hardly satisfactory. Considering that H.M. Government have not given any information on this subject since the promise made by Mr. DISRAELI some six weeks ago, we quite expected that Lord DERBY would have availed himself of the opportunity to make a statement on the whole subject of the attack on the Expedition. The advices received through the ordinary channels have been very contradictory. In the report of the reply of Lord DERBY it will be observed that no allusion is made to the Chinese Commissioner who is to accompany Mr. GROSVENOR and Mr. BABER, and this is the most important item. We trust that Lord CAMPBELL will not rest satisfied with the very scant information afforded. The following is the report of the subject :—

HOUSE OF LORDS.

(July 16th.) Lord STRATHEDEN and CAMPBELL asked Her Majesty's Government when the projected mission from Peking to inquire into the circumstances attending the murder of Mr. Margary would proceed, and of what persons it was intended to compose it.

The Earl of DERBY said that two gentlemen had been appointed to attend the inquiry which would take place in reference to the murder of Mr. Margary. One was Mr. Grosvenor, the Second Secretary of Legation in the diplomatic service in China, and the other was Mr. Colborne Baber, in the Consular Service. The selection of those gentlemen had been made by Mr. Wade, and it had been approved of by Her Majesty's Government. It was intended that those gentlemen should set out on their journey to the place of inquiry at the end of next month, as the Government were quite aware of the inexpediency of not allowing any unnecessary delay to take place, but there were some difficulties to overcome in regard to the long land journey through Southern China, and it would be necessary to wait until the great heats incident to that climate were over. The very object of the inquiry which those gentlemen would attend was to ascertain accurately all the facts and circumstances of the case, and therefore it was out of his power to discuss those circumstances now.

THE *Russian World* directs the attention of the Russian Government to the proceedings of the Americans in the Ochotsk Sea, and counsels them to take instant measures for neutralising the efforts of the United States of America to gain a footing on the Kurile Isthmus. If, it says, we let the Americans establish themselves there, a conflict between Russia and the United States will sooner or later become unavoidable, and in case of a war between the two Powers Japan will be against us. A war of this nature might also possibly bring about a separatist movement in Siberia.

THE "Occidental and Oriental" Company's steamer *Oceanic* arrived at San Francisco on the 29th ult., with advices from Yokohama to the 18th ult.

THE Madrid *Imparcial* states that a Chinese diplomatic agent will come to Madrid, and Chinese Consuls be appointed in Cuba.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, JULY 19, 1875.

THE NEW SEASON'S TEAS.

ONCE more we have a repetition of perhaps one of the most unaccountable phases of mercantile madness which occurs in any branch of business throughout the world. Ten steamers with 25,000,000 lbs. of the new season's tea have been despatched from Hankow during the space of ten days, and in two months the total shipments from China amount to near 50,000,000 lbs., or about one-third of the supply for the whole year. On what grounds has this undue pressure been carried out? Can it be assumed that the dealers in England are ready and eager to buy and stock themselves against a possible short crop? This has proved fallacious ever since the opening of the Suez Canal. Year after year has it been demonstrated that the dealers will only buy when the market is forced down by continuous "sales without reserve," in fact, completely smashed, as far as the importers are concerned. When we turn to the China end and to the buyers at Hankow, who so prematurely open the market and load off these steamers with such reckless haste that even the time necessary for despatching consignees' letters and bills of lading is not given, we are equally at a loss to account for the course pursued. What is the necessity, we ask, for the overstrained anxiety for "opening the market" when the results are shown, and proved year after year, to leave nothing but loss? Why cannot the buyers exercise the same mercantile wisdom as the Chinese seller? Why give in to the prices demanded when they have decidedly the best position, as the buyers, with the dollars ready. On this last occasion the market was opened on May 12, an earlier date than ever known. It is idle to suggest that the Chinese can hold out longer than buyers. The tea *must* be sold to foreigners, and being on the spot, ready for shipment, incurs certain expenses every day it is not sold and delivered. We repeat, with proper tact, the buyer has decidedly the best of it as to the power of commanding the opening price and in the quantity shipped off. There is no real necessity to force the enormous shipments we have recorded in the first two months. To assume that merchants of responsibility and capital are the men who enter on such wild and reckless operations is not reasonable; we can only conclude that this extraordinary folly is owing to a competition forced on by firms of no responsibility or capital, but who are unfortunately countenanced by banks who accept their drafts. That such a magnificent trade as the China Tea trade, should be so injudiciously handled as to be only a source of worry and loss to importers, is one of the most astounding spectacles on record in any branch of mercantile affairs.

THE WATER SUPPLY OF SHANGHAI.

THREE months' ago, when noticing the Customs' Medical Reports for the half-year ending March 31, 1874, we briefly alluded to Dr. JAMIESON'S remarks on the highly unsatisfactory state of the water supply at Shanghai, and we are glad to find that there is now some reasonable prospect of this condition of affairs being changed for the better before long, though we must own to some surprise that in a settlement, situated as Shanghai is, a matter of such vital importance to the well-being of the inhabitants should have been neglected, if not treated with supreme indifference, for so many years. We can understand that small settlements, like those, for instance, on the Yangtsze, whose municipal affairs are necessarily administered with extreme economy, and in which there is no room for private enterprise, are obliged to rest content with their daily supplies of mud and water, drawn from the bosom of the Great River, and trust implicitly in the virtues of alum and filters for their protection, but with Shanghai the case is totally different.

For some few years past the subject of the water supply has, we believe, been fitfully agitated in Shanghai, but as the agitation never led to any practical result, we must suppose that tolerably pure water was looked upon as too great a luxury for the inhabitants of the model settlement. More recently two companies,—the Shanghai Waterworks Company and the Loonghwa Company—have been proposed for the attainment of this most desirable object, but neither of these, it would seem, is destined to make its fortune out of the necessities of the settlement, for the Municipal Council is prepared to deal with the question of the water supply, and probably, all things considered, the matter will be best left in their hands. At the annual meeting of the ratepayers, held on the 18th of May, a resolution was passed, after a lengthy discussion, and after two hostile amendments had been negatived, authorising the Council "to take such steps as "may appear necessary to have the estimates for the water-"supply, as proposed in the Report from the Works' Com-"mittee, submitted to some competent authority; if re-"quisite, to engage an engineer for the purpose, and on such "report—if favourable—to obtain tenders from responsible "firms for carrying out the scheme which appears most "feasible." Mr. PURDON, the Chairman of the Council, introduced the resolution to the meeting with some very sensible remarks, which, as the result of the debate showed, carried conviction to the minds of the majority of those present. Sir EDMUND HORNBY started three objections to the proposal, the chief being "that anything "which a private company can do and is willing to try to "do, and which legitimately falls within the province of "a private company to do, private enterprise ought to be "allowed to effect." Much of the discussion which followed hinged upon this objection, in bringing forward which Sir EDMUND appears to have lost sight of a growing opinion in this country that matters of such great importance to the community as gas and water supply will be better entrusted to the management of a public body responsible for its actions to that community than to private and comparatively irresponsible companies. Mr. KESWICK made short work of the Chief Judge's objections, and maintained that "it was a public and not a private matter to provide water for a community." Later on in the meeting he spoke more explicitly, observing that "he thought the ratepayers should consider very "carefully before deciding whether it would not be better "to have a scheme from the Council [rather than those pri-"vate undertakings mentioned above] under such manage-"ment that they would be able to deal with it. They should "be careful not to part with the authority the Council has. "To him it was clear that the supply of water should be "a Municipal affair, as much as the care of the roads and "jetties, and not issue in a private undertaking. As a mat-"ter of finance also, if there were sufficient prospect of "emolument to induce two rival schemes, if the advantages "appeared such to private companies, it was right for the "Council to undertake the work. They would find private "individuals still ready to invest, and there could be no "fear of the tax involving hardship on the community." Mr. J. B. TOOTAL'S amendment, moved in the interests of the proposed Shanghai Water Works Company, and ably seconded by Dr. JAMIESON, did not find favour with the meeting after the common-sense way in which Mr. PURDON, and more especially Mr. KESWICK had put the whole question. In his speech Mr. TOOTAL made an allusion to "Hongkew wharves," which Mr. KESWICK very soon disposed of, and he was also very hard on the land renters. "He appealed," he said, "to the ratepayers, not the land "renters. The land renters,—where were they? Ab-"sentees, most of them, living on turtle and in luxury, "whilst their agents here were blocking up our homes and

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"filling our streets with Chinese, and filth, and disease." But it was of no use, for the ratepayers would not listen to the voice of the charmer, and refused to give permission to the Shanghai Water Works Company to break up their streets. Mr. T. W. KINGSMILL'S attempt to shelve the question for a month met with no better fate, and the original resolution was then carried, which, we hope, will result in the Municipal Council being able, at no distant date, to give the settlement that supply of good, wholesome water, which it needs so much.

THE COMPRADORE SYSTEM.

AMONG the causes which have contributed to the number of frauds and defalcations which have had to be lamented in China there is probably none which has worked more powerfully than the Compradore system, especially in the lax manner in which it has been often conducted. Originating in the old days of China, when our relations with the natives were of a totally different character to what they are at present, the system of entrusting large funds and extensive business interests to the exclusive conduct of native employés has been perpetuated into times when neither the necessities of trade nor the advantages to be obtained by the position of the native so employed continue to exist. It is true that the functions of the Compradore have been of late years considerably curtailed; but he has not been even now reduced to the position which he ought to occupy under the altered state of things. The Compradore is no longer the only medium of communication between the native and foreign merchant; and consequently a large proportion of the sales and purchases are now conducted without him. But in many houses the Compradore is still entrusted almost exclusively with the monetary affairs of the business, and there does not appear any longer a necessity for a functionary of this kind. A native shroff is, of course, necessary for the conduct of such transactions as would in the ordinary course of a home business be managed by a cashier; but it is not necessary that large funds should now pass through the Compradore's hands, as was the case in former days, when the facilities for conducting business were very different from what they are now. At present there are numerous banks, with branches in all the leading ports of China, who are perfectly willing to undertake all such business for their clients, and to whom all funds of magnitude should be entrusted, in the same way as is done with the bankers of mercantile firms at home. No merchant would ever think of having thousands of pounds for a single day in his strong box, much less of entrusting it to any single employé, and there is in the present day no reason whatever why so obviously imprudent a system should be adopted in China. There have been several cases of late years in which the danger of such a course has been amply manifested, and although the Compradore is "secured," there is always great difficulty in getting the money from his sureties, and even when this can be done, the trouble, anxiety, and uncertainty which must always result from defalcations of the kind are uncompensated for. Altogether it is evident that the day has come when, if we wish to maintain our own in China, we must conduct business upon a much more rigid system than has hitherto been the case. It is true that of late years there has been an improvement upon the old extremely happy-go-lucky style of doing things in China, which has ruined many a house and blighted the career of many a promising young man; but there is still a great want of more prudence, care, and foresight, of more discipline and order in the conduct of business, before matters will be upon anything like a satisfactory footing. Above all, we are confident that the China trade will never regain its old standing and reputation until the sporting and speculative tendencies which have grown up like a rank weed from the fitful prosperity which followed the opening of the new ports in 1860 be entirely done away with, and until there be a higher appreciation of experienced, sound and reliable men in opposition to the shrewd, talented, speculative, and too often unscrupulous young sparks who have hitherto been the ideal of the "smart" commercial man in China. Private operations by employés in houses ought to be rigidly stamped out. The indulgence in time bargains, and other speculative transactions by men who have neither the experience nor the capital necessary to conduct such operations, has been the chief cause of the defalcations. Those who occupy positions of influence in the mercantile world should set their faces against all such practices, and give more encouragement to the less showy but steady, persevering, and reliable workers who must in all places form the great staple of the respectable and sound portion of any mercantile community.

WITH reference to the recent proceedings in the National Assembly of France, regarding the subsidy of the Messageries Maritimes, we understand that the Committee of the Assembly to which the Bill for terminating the mail contracts with the Company was referred, has received a communication from the Minister of Finance, who stated the result of certain negotiations which were opened. He announced that the Company had consented to a diminution of one million of francs on the amount of the subsidy, and to convey gratuitously the families of functionaries travelling on Government service. On the other hand, the Company demanded modifications in some of its services, and the extension of all the contracts to a uniform date in the year 1888. The committee has ratified this arrangement, and will recommend its adoption.

AT a valedictory dismissal in the Missionary College at Islington, the Church Missionary Society took leave of the Rev. J. BATES and the Rev. R. PALMER, who are shortly returning to their work in China; and also of the following additions to the missionary staff:—The Rev. J. C. HOARE and the Rev. W. S. BRERETON; and Mr. G. LANNING, who takes charge of the Mission School at Shanghai.

THE EASTERN TELEGRAPH COMPANY.

The half-yearly meeting of the shareholders in the Eastern Telegraph Company (Limited) was held on the 13th inst., at the City Terminus Hotel, Cannon-street, for the purpose of receiving a report from the directors, together with a statement of accounts, and declaring a dividend. The chair was occupied by Mr. John Pender, M.P.

The Chairman having briefly alluded to the figures as given in the report, said that, speaking of cables generally, he might say the principal expenditure of the company had been on the Lisbon cable. Whether the cable was defective or was not laid down properly at first he did not know; but, on the other hand, the Red Sea cable had cost the company comparatively nothing since it was laid. The engineer's report showed that none of the company's cables exhibited signs of electrical deterioration; but, on the contrary, the longer they remained in the water the greater was the improvement in the insulation, as the statistics showed that there had been a general and gradual improvement, and in some cases the insulation showed an improvement of from 45 per cent. to 75 per cent., so that experience showed, therefore, that submarine cables would be rather long-lived than otherwise. The traffic to Egypt had not increased in the manner in which the directors could have wished, even with the extra facilities which had been afforded. The reason was that trade had been so bad that gentlemen hesitated before expending a sovereign in sending a telegram. The Indian traffic remained much the same as when he addressed the shareholders six months ago, and the company was suffering from the badness of trade in another sense, because gentlemen were devoting their ingenuity to inventing and perfecting codes, so that twice or thrice as much could be put in one word than hitherto, or, in other language, "packed" messages were sent—a thing which the company had complained of at first. The position of the reserve fund was this, that it had been increased to £159,000, of which £70,000 was invested in good Government stock and £60,000 in cable capital in stores, which could be at any moment recouped by the issue of the surplus shares, amounting to 10,300, and the balance was at the bankers', lent upon first-class security. When the company took over the Levant system the board thought it would cost £250,000, but they only issued debentures for £200,000, and so the reserve had been kept in working. He concluded by moving the adoption of the report. Lord William Montagu Hay briefly seconded the motion.

A conversational discussion ensued, in which Messrs. E. J. Herapath, G. Baraham, W. Fox, J. Veeres, F. Walker, G. Ford, and S. Haywood took part. In reply to questions, the Chairman said the company was only getting half the amount for messages which it received at first, so that, though the traffic had increased, yet there had been no corresponding increase in the profit, though the cost of working the traffic had been considerably augmented. In bad times the work of the directors was much more onerous than when things were going on prosperously. Looking at the risk which submarine cables ran he thought they ought not to be satisfied with a return of less than 10 per cent. The report was adopted, and the dividend of 2s. 6d. per share, making 5 per cent. for the year, declared.

The proceedings closed with a unanimous vote of thanks to the chairman and his colleagues.

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Monetary and Commercial.

The absurdity of maintaining the old custom of six months' sight bills against shipments from China was fully demonstrated in the drafts drawn against the teas per *Glenartney*, which vessel arrived and landed her cargo before many of the drafts were even presented. When sailing ships took four months to come home, *via* the Cape, there was some sort of necessity for the six months' usance, but it is needless now, and fraught with injury to both bankers and responsible merchants.

At a meeting of the creditors of Messrs. Rainbow, Holberton, and Co., 15A, St. Helen's-place, merchants, a statement of affairs prepared by Messrs. Turquand, Youngs, and Co. showed the total debts to be £61,515, with assets £6,336. The liabilities on account of A. Collie and Co. amounted to £53,170. Resolutions were passed to liquidate the estate by arrangement, and Mr. John Weise, of Messrs. Turquand, Youngs, and Co., was appointed trustee, with Messrs. Phelps and Sedgwick as solicitors to the estate. Sympathy for Messrs. Rainbow and Co. was expressed by the creditors.

It is announced that the half-yearly interest due 1st August next on the Imperial Government of Japan Customs Loan for £1,000,000 will, together with the bonds drawn on the 6th May last, be paid on and after the 3rd proximo at the counting-house of Messrs. J. Henry Schroder and Co.

The directors of the Globe Telegraph and Trust Company announce that, subject to the final audit, the accounts show a balance available for dividend which will enable them at the general meeting on the 30th inst. to recommend the declaration of a final dividend of 3s. per share on the preference shares, making, with previous quarterly payments, 6 per cent. for the year ending 18th July, 1875, and of 2s. 6d. per share on the ordinary shares, making, with previous distributions, 5 per cent. for the year ending the same date.

The report of the Ouvah Coffee Company for the year ending May 31 states that the sales amount to 9,372 cwt. of coffee, as against 9,447 cwt. the previous year, and the net average price realised per cwt. is 87s. 4d., against 95s. 9d. for 1872-73. The net profit for the year, after paying all expenses in Ceylon and London, is £18,136. To this has been added the amount of £2,608 brought forward from last year's operations, making in all £20,744. But of this sum £2,000 has been placed to reserve, as a substitute for the debentures paid off in January last; an *ad interim* dividend of 10s. per share has already been paid, and the directors now recommend the payment of a further dividend of £1 per share, making 15 per cent. for the year. There will then remain a balance of £3,744 unappropriated.

The report on the position of business in the Manchester Market is again devoid of interest, the transactions having continued on the same limited scale so long prevalent. There is no very appreciable change in values, but there has been a more general desire to meet buyers' views, though the reductions asked for have only in a few cases been conceded; business is consequently checked. Yarns show more weakness than goods, but in both the increase of stocks is beginning to be felt.

At a special meeting of the shareholders of Hester and Co. (tea merchants), it was resolved, after the difficulties under which the company was labouring had been explained by the chairman, to voluntarily wind up the company, with Mr. Charles T. Marzetto and Mr. H. M. Carter as liquidators, with authority to sell the assets of the company, and the company to be called the Tea Company (Limited), in other words, to reorganise the company.

The solicitors of Messrs. J. P. Westhead and Co., of Manchester, have issued a circular, in which they inform the creditors that after a careful examination of the affairs of the firm and of its individual partners, by Messrs. Delloitte and Halliday, public accountants, the assets are found to be sufficient, not only to pay all liabilities in full, but also to show a very large surplus. The circular adds :—"It is impossible for the senior partner at his time of life actively to direct a large business, and under the advice of his friends, and with the concurrence of his partners, he has therefore decided to transfer the assets and business of the firm to a company to be formed with limited liability."

An insurance case, that of Ionides *v.* the London and Provincial Insurance Company, which lasted during the whole of the past week in the Court of Queen's Bench, is worthy of notice, if only for the proof it affords of the necessity for reforms in our method of legal procedure, and for the light it casts upon the law's delay. This case was on the cause list for trial no less than three years ago, but the sittings closed before it could come on, and it has been awaiting its turn ever since. The legal sittings in the Queen's Bench terminated on the 10th inst., but it was arranged that a special day should be fixed to conclude it.

The deliveries of tea from the bonded warehouses in London for the week ended the 10th inst. amounted to 3,104,611 lbs., of which 2,218,741 lbs. was for home consumption, 526,657 lbs. was removed coastwise, 322,856 lbs. was exported, 32,393 lbs. was removed coastwise for shipment, and 3,964 lbs. was for ships' stores. The duty received was £55,469, being an increase of nearly 20 per cent. on the preceding week.

Messrs. Davidson and Co. have been appointed Lloyd's agents at Ningpo.

Delays of two or three days have occurred in the delivery of telegrams from China, the wires being out of order.

There has been a fair inquiry for Bar Silver; the price, however, remains as last quoted, viz., 55 11-16d. per oz. standard. Mexican Dollars have realised 54½d. per oz.

The amount of bullion per P. and O. Steamer *Khiva*, from Southampton on the 15th inst., was :—In silver to Penang, £10,000; to Singapore, £10,000; to Hong Kong, £9,372; to Shanghai, £1,000; total, £30,372.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for June show that the declared value of the exports in the month was £18,336,129, against £19,367,613 in June last year, or a decline of 5¼ per cent., and the total for the first six months of this year amounts to £109,843,350, against £117,831,214 in the corresponding period in 1874, a decrease of 6¾ per cent. The value of the imports in June was £31,948,826, against £34,028,658 in the same month last year, or 6½ per cent. less, and for the six months £183,844,087, against £186,398,369 in 1874, or a diminution of 1½ per cent., but 1 per cent. more than in the first half-year in 1873. Considering the commercial disturbances which took place last month, these figures can hardly be deemed to be unsatisfactory; but the effect on the exports of cottons is apparent, while in the majority of other articles, manufactured iron excepted, there has been an actual increase in the quantities shipped. In textile fabrics cotton yarn shows a decrease of 8 per cent. in quantity and 10 per cent. in value; cotton piece goods a decrease of 18¾ per cent. in quantity and 15 per cent. in value (almost exclusively in the exports to British India); linen yarn, an increase of 21 per cent. in quantity and 37 per cent. in value; linen piece goods, an increase of 5 per cent. in quantity and 1 per cent. in value; woollen yarn, an increase of 25¼ per cent. in quantity and 26¾ per cent. in value; woollen cloths, an increase of 1¾ per cent. in quantity and 4½ per cent. in value; worsted stuffs an increase of 1 per cent. in quantity, but a decrease of 1½ per cent. in value; iron and steel an increase of 5 per cent., in quantity, but a decrease of 13 per cent. in value. Coal shows an increase of 31 per cent. in quantity, but the increase in value is only 4 per cent. In the imports, corn shows a total of value of £1,906,600, against £2,551,528 last year, or a decrease of 25 per cent.; but the decrease in the quantity is only about 3 per cent. Raw cotton has decreased 22 per cent. in quantity and the same in value; flax decreased 16 per cent. in quality and 13 per cent. in value; raw silk decreased 46 per cent. in quantity, but as much as 51 per cent. in value; wool increased 37½ per cent. in quality and as much as 50½ per cent. in value. Tea has increased 12 per cent. in the total value, but the quantity entered for home consumption has increased only about 2 per cent.; the total value of coffee has decreased 13¾ per cent., and the quantity entered for home consumption about 14 per cent.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 30th June. 1873.	1874.	1875.
China and Hong Kong	lbs.	1,143,500	1,249,400	863,400
Japan	„	714,800	20,000	729,400
Straits Settlements	„	211,300	197,300	99,800
Ceylon	„	4,400	32,700	5,000
		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	5,288,060	7,328,300	7,268,600
Japan	„	4,021,910	3,039,900	8,676,700
Straits Settlements	„	1,145,110	1,256,560	1,022,300
Ceylon	„	100,700	176,000	90,700

COTTON MANUFACTURES.

To		For the Month ended 30th June. 1873.	1874.	1875.
China and Hong Kong	yds.	21,775,400	18,861,000	34,126,100
Japan	„	1,998,500	595,400	2,479,800
Philippine Islands	„	683,700	827,100	1,885,700
Java	„	1,550,000	2,250,000	4,954,300
Straits Settlements	„	5,674,500	7,762,700	6,603,000
Ceylon	„	1,944,400	3,825,200	3,278,100
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	178,768,300	209,253,340	205,944,400
Japan	„	11,962,547	11,808,300	19,988,900
Philippine Islands	„	4,451,340	5,551,440	14,175,200
Java	„	9,822,250	17,707,100	33,381,900
Straits Settlements	„	26,239,900	50,300,700	42,607,800
Ceylon	„	16,484,300	20,695,700	17,553,100

WORSTED STUFFS.

To		For the Month ended 30th June. 1873.	1874.	1875.
China and Hong Kong	yds.	1,589,780	1,080,170	1,395,000
Japan	„	319,780	18,140	717,800
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	8,793,750	6,189,800	7,624,400
Japan	„	1,283,630	606,980	3,677,800

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WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th June. 1873.	1874.	1875.
China and Hong Kong	yds.	150,510 ...	84,570 ...	142,800
Japan...	,,	120,010 ..	11,420 ...	46,100
To		For the Six Months ended 30th June.		
China and Hong Kong	yds.	1,152,190 ...	439,960 ...	844,300
Japan...	,,	515,210 ...	29,420 ...	104,900

LEAD TO CHINA AND HONG KONG.

For the month ...	tons	217 ...	696 ...	808
For the six months ...	,,	1,248 ...	5,669 ...	4,522

ARTICLES OF IMPORT.

There has been no change of any importance in the Produce Markets during the week. Large supplies of Tea have met a dull market, and prices show considerable decline. The market for Coffee and Rice has slightly improved, but all other articles continue very quiet.

TEA.

The market the past week has been in a very unsettled state, owing to forced sales, and prices compared with the range for Teas, ex Glenartney, show in some cases a decline of 4d. per lb. Prices are by no means low, but owing to the excessive price paid in China the out-turn to importers is a loss of 1d. to 4d., with a few exceptions. Dealers are still very cautious buyers, believing that with the enormous supplies to arrive during the next few weeks prices will settle down to a lower range; they are determined not to buy forward, having suffered heavy losses through depreciation on Scented Green Teas, by reason of over supplies from China. Quotations are 1s. 1d. to 1s. 5d. for good common Shantam to medium quality tarry Oonam kinds, 1s. 4d. to 1s. 8d. for good to medium Oopacks, 1s. 9d. to 2s. for fine Pekoe flavoured kinds Ooanfa and Ningchow, 2s. 1d. to 2s. 6d. for finest quality. New-make Congou sells at public sale at 10d. to 10½d. for ordinary common, being full quotations, but really good quality from this district realises only 1s. to 1s. 1d. per lb. Scented Caper could not well be worse; old Season's have sold at 6d. to 8d. per lb. below the counterparts of some six to eight months' since, and new-leaf generally is most disappointing, being deficient in scenting properties. The low prices ruling for months past should long since have checked supplies, but nothing short of absolute ruin will remedy the disastrous business.

Messrs. Goddard, and Co.'s Circular says:—The market, which was very quiet at the date of our last, with the cargo of one steamer of New Season's Moning to hand, has given way considerably with further arrivals; privately, sales were most difficult, the trade refusing to buy, and at auction prices have fallen 2d. per lb. for the medium to fine grades, of which the bulk consists, the finest and choice qualities, which are comparatively more scarce, have better maintained their value. Privately sales have been made as low as 1s. 1d. Deliveries from London, from 1st to 12th instant, inclusive, or ten days, 1875, 5,130,624 lbs., against ten days, 1874, 4,946,550 lbs. Imports, deliveries, and stocks in London, from 1st January to 30th June:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
44,551,359	60,469,554	80,274,576	88,058,693	53,573,346	50,821,304

Messrs. Arthur Capel and Co.'s Circular says:—Since last week four more steamers have arrived with new season's black-leaf Congous, thus largely increasing our supplies on offer, whilst the demand still remains very inactive; nor is this to be wondered at in the face of the evident anxiety on the part of some importers to realise, several parcels having been offered at public auction without reserve even before the Teas were in the warehouse. The result has been a decline of fully 2d. per lb. on the fair kinds, 1d. to 1½d. on medium to good medium, and 1d. per lb. on fine kinds, and even at this reduction the trade buy only sparingly, whilst up to the present time exporters have scarcely bought at all.

Congous.—Red-leaf kinds: There is no change to notice in prices in these kinds. Some arrivals of new season's Pak Lins have met only with a moderate demand, prices ranging from 2s. to 2s. 3d. per lb., the quality being hardly up to last season's. Black-leaf kinds: Old season's show no change in prices, sales being to a moderate extent. In new, fair kinds have sold from 1s. to 1s. 2d. per lb., fair to good medium from 1s. 3½d. to 1s. 8d., fine from 1s. 9d. to 2s. 2d., and finest 2s. 4d. to 2s. 7d. per lb., showing a marked decline on the opening rates for all but finest qualities. New-make kinds have been neglected, and prices for common are ½d. per lb. lower. Some new season's Oolongs have been sold from 1s. 2d. to 1s. 8d. per lb.; in old but little has been done. Souchongs remain without change. *Scented Teas.*—Canton Capers of new season sell very slowly, the bulk of them being deficient in scent, and prices have been rather easier. A few parcels of fine have sold at full prices. Orange Pekoes: Common to fair have sold from 11d. to 1s. 1d. per lb.; fine remain firm. In Foo Chow kinds, both of Caper and Orange Pekoe, there is nothing of interest to report. *Green Teas.*—The market remains dull and inactive; but very few parcels have been offered at auction, and privately it is difficult to sell; prices show no material change.

Messrs. W. J. and H. Thompson's Circular says:—Since our last, four steamers have arrived from Hankow, but the trade generally showing no inclination whatever to buy, only a trifling amount has changed hands, and these at rather irregular rates, but lower, for all fair to good medium grades. Foochow Congous: Some parcels of new Paklings have been sold from 2s. to 2s. 3d. per lb. As regards old imports there is little of any kind left in first hands; quotations are unaltered. Black-leaf Congous: Several parcels of fair to medium grades have been sold at auction at 1s. 1½d. to 1s. 6d. per lb., showing 1d. to 2d. decline; good to fine, a few sales made privately at 1s. 7d. to 1s. 10d. per lb., at about 1d. per lb. decline; fine to finest are generally held for late prices. Tayshan Congous: Fair to medium have been sold at 1s. 1d. to 1s. 4d. per lb. In Scented Teas there is no new feature. Good common Scented Orange Pekoes, new import, have been sold at 10½d. Green Teas are without any inquiry.

	1875. lbs.	1874. lbs.
United Kingdom stock, on June 30, 1875, was estimated at	58,500,000 ...	61,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	13,354,000 ...	2,956,000
Export of New Season's Tea, from the whole of China, to July 12, on the water, is estimated at about, against same time last year	44,000,000 ...	44,000,000
	115,854,000 ...	108,456,000

SILK.

The market has shown no alteration during the week. In the public sales of China Silk Piece Goods on the 14th inst. the few Pongee Handkerchiefs offered, 550 pieces only, sold well at 18s. for plain white, 19s. 10d. for figured white, 18s. for plain crimson, and 23s. 6d. for figured crimson; 50 pieces of Pongee Silks, 30 yards, were sold, and of 1,000 pieces plain white China Silks, 13 yards by 15 inches, thin silky quality, 500 were sold at 8s.; 350 plain white Crape Shaws were bought in at full prices.

COFFEE.—The market has continued very firm, and moderate supplies of Plantation Ceylon at sale have been taken off readily at prices in favour of the importer. Quotations:—Plantation Ceylon, triage and ordinary 82s. to 96s., small to low middling 98s. 6d. to 104s., middling to fine middling 104s. 6d. to 110s., bold 111s. to 118s., peaberry 124s. 6d. to 127s. 6d.; 100 bags Manila sold, Zambranza at 87s. to 83s.

COTTON.—The tone of the market has been quiet, and the sales, which are confined to spot parcels, are at about previous rates, viz.—Tinnivelly, 5¼d. to 5⅝d.; Western Madras, 4 9-16d. to 5d.; Salem, 5½d.; Bengal, 4⅜d.

CANES.—In auction, 119,992 Tonking were bought in at ⅜d. to ¾d.; 4,000 sold at ½d. 22,000 Yellow Bamboo bought in at 1½d. and 18,000 Whanghee at 1⅝d. to 2d.; 52,250 Partridge small part sold at ¾d. to 2d., the bulk bought in at 1⅞d. to 2½d., and 900 Manoo at 7d. each.—Rattans, 2,200 bundles Singapore sold at £15 5s. to £21 5s. per ton.

COIR GOODS.—The public sales have been small, and passed off with moderate spirit. Prices underwent very little change, but occasionally were rather favourable for buyers.

COCOA-NUT OIL.—There has been a steady market, new Ceylon ruling at £37; Cochin at £43 to £43 10s.; but until the quality of recent arrivals is known, which will determine the price of fine, business is suspended.

PLUMBAGO.—In auction, 28 barrels Ceylon sold, lump at 15s. 6d. to 16s., chips at 9s. 6d., dust at 8s. 3d. per cwt.

PEPPER.—*Black* in auction met a steady demand, and brought quite previous rates, but only 1,127 bags were offered, of which 870 bags sold—viz., 178 bags Singapore at 5½d. for fair current and one small lot at 5⅝d., 183 bags Saigon at 4½d. and 516 bags Penang at 4⅝d. to 4½d. per lb. *White* was also steady. Of 496 bags offered, 396 bags sold, fair Singapore at 6⅝d. and common at 6½d. per lb.

RICE.—The market has somewhat improved, and the demand has been steady for floating cargoes of soft grain, prices closing firmer. On the spot 200 tons old heated Bengal have changed hands at 10s. 7d. per cwt. The coast cargo Rangoon, per J. W. Holmes, 1,397 tons, has been taken at 5s. 2½d., Bremen; also the cargo Rangoon, per Winchester, 1,405 tons, at same price, for Bremen. Capsie Glen, containing 793 tons Rangoon, at 8s. 3d.; Dovre, containing 1,823 tons Bassein, April sailing, at 7s. 10½d.; and Adelina, containing 732 tons Bassein, May sailing, at 8s. per cwt. Thursday 1,500 bags old Necransie sold at 7s. 9d., cash, and three cargoes afloat at firmer prices, one of 1,400 tons Rangcon at 8s. 1½d., ex ship; one of 730 tons ditto, at 8s. 3d., Continental terms; and of 1,000 tons Necransie, at 7s. 10½d., Continental terms.

SUGAR.—A quiet tone has continued to pervade the market, but some improvement in the demand for West Indian sorts has been manifested. In East India kinds nothing has been done.

SPICES.—*Cinnamon:* 50 packages bought in at 2s. 4d. to 2s. 11d., and 200 bags Chips at 6d. per lb. *Mace* is unchanged. *Nutmegs:* But few parcels offered, and full rates obtained for the portion sold. Of 20 packages Penang 15 cases sold, fine brown, average 68 nuts to the lb., at 4s. 1d., 77's at 3s. 9d., and 130's at 2s. 6d. to 2s. 7d.

TAPIOCA.—547 bagsSingapore bought in, good bold at 2⅝d. per lb.

TIN continues dull, and a further reduction has occurred. Quotations are:—Straits on the spot, £78 10s.; afloat £78; Banca, £89; Billiton, £83 per ton.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.21	Albert Russel	Nichols	Singapore	Sydney, C.B.
30	Hope	Hancock	Yokohama	New York
30	Minnesota	Avey	Hong Kong	Charleston, U.S.
July 3	August Reimers	Oestmann	Shanghai	Hamburg
3	Profess. S. Thomas	Pot	Padang	Amsterdam
5	J. P. Smith	Thomas	Galle	Liverpool
6	Flying Spur	Croot	Yokohama	London
6	Hoek van Holland	Otto	Batavia	Rotterdam
7	Iris	Wendt	Hong Kong	Hamburg
8	Hero (s.)	Petschike	Singapore	Cardiff
8	Meteor	Dierksen	Hong Kong	Do.
9	Salus	Poland	Penang	London
10	Dominico G.	Carbone	Singapore	Cardiff
10	Voorwaarts (s.)	G. van Roggen	Batavia	Nieuwe Diep
11	Albert Victor	Beale	Shanghai	London
13	Queenstown	Kent	Galle	Liverpool

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ARRIVALS.

Date.	Ship.	Captain.	From	At
July 8	Conrad (s.)	Ridder	Batavia	Nieuwe Diep
8	S. R. Lyman	Pinkham	Rangoon	Bremen
8	Norma	Nussbaum	Hong Kong	Hamburg
9	Glencarn (s.)	Auld	Hankow	London
9	Nestor (s.)	Courtney	Shanghai	Do
10	Hippolyta	Gray	Rangoon	Liverpool
10	Bengal (s.)	Douglas	Hankow	London
10	Ems	Aeckerlin	Tjilatjap	Rotterdam
10	Kelso	Dodds	Singapore	New York
11	Mikado	Lempfert	Manila, for Hamburg.	Falmouth
11	Theophane	Follett	Rangoon	Liverpool
11	Winchester	Arnold	Do.	Queenstown
11	County of Stirling	Delgarno	Probolingo	Falmouth
12	Wiltshire	Davison	Rangoon	London
12	Fleurs Castle (s.)	Dickie	Hankow	Do.
12	Campsie Glen	Smith	Rangoon	Falmouth
12	J. W. Holmes	Holmes	Do.	Do.
12	Maury	Lorne	Bassein	Do.
12	California	Ludeling	Rangoon	Do.
12	Undine	List	Rangoon, for Hambug.	Do.
12	Star of the West	Taylor	Manila	Liverpool
12	Mathilda	Norgeu	Rangoon	Queenstown
12	Auguste	Buck	Singapore	Hamburg
13	Havilah	Owen	Ilo Ilo	Boston, U.S.
13	Schiehallion	Levack	Maulmain	Falmouth
13	Phineas Pendleton	Nichols	Singapore	Liverpool
13	Malta	Kavanagh	Rangoon	Do.
13	Tenasserim (s.)	Polson	Do.	Do.
13	Deucalion (s.)	Butler	Hankow	London
13	Jessie Morris	Owen	Bassein	Falmouth
13	Liguri	Sargain	Rangoon	Queenstown
14	Prince Regent	Graham	Do.	Liverpool
14	Hawarden Castle	Mathews	Do.	Do.
14	Houri	Thomas	Bassein	Do.
14	Woodham (s.)	Page	Do.	Do.
14	Eurydice	Kemp	Rangoon	Do.
14	City of Manchester	Holmes	Do.	Do.
14	Prospero	Wilmarth	Do.	Do
14	Ocean Rover	Jones	Akyab	Falmouth
14	Jessie Osborne	Falconer	Rangoon	Do.
14	Condor	Steffens	Singapore, for Hambg.	Do.
15	Omba	Thompson	Shanghai	London
15	Zenobia	Hutchins	Singapore	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lorne. For Singapore, Hong Kong, and Shanghai: Teviot, Glenartney, Fleurs Castle, Glenearn.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock. For Shanghai: Titania, Windhover, Agnes Muir. For Hong Kong: Gryfe, Marina, Hopewell, Carricks. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: George Croshaw. For Colombo: Eleanor.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Orestes (str.). For Manila: Emiliano (str.). For Singapore: Amsterdam.

At GLASGOW.—For Singapore: Douglas Castle. For Colombo: Pictou Castle.

At GREENOCK.—For Batavia: Sourabaya. For Singapore: Sleidrecht.

SPOKEN.

N.R.S.W., from London, to Hong Kong, May 23, 0.5 S., 28 W.
COULNAKYLE, from London, to Yokohama, June 6, 2.30 N., 25.40 W.
BERTHA, from Bangkok, to London, May 22, 2.19 N., 19.54 W.
BESTEVAER, from Amsterdam, to Samarang, June 17, 14 S., 36 W.
SHALIMAR, from Cardiff, to Yokohama, June 29, 41 N., 24 W.
SHUN LEE, from London, to Rangoon, June 30, 49.39 N., 7 W.
JESSIE JAMIESON, from Liverpool, to Yokohama, May 31, 1 S., 24 W.
PENDRAGON, from Rangoon, to Liverpool, June 10, 2 N., 22.20 W.
NOACH II., from Rotterdam, to Batavia, May 31, 0.36 N., 26.12 W.

[FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £32. To Hong Kong: £26. To Singapore: £23. To Penang: £23, f.o. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d To Shanghai: 30s. To Hong Kong: 27s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

PORTLAND, O., JUNE 21.—The Forward, Strachan, which arrived here June 10, from Hong Kong, struck the ground on entering the Swash Channel, whilst in charge of a pilot, and continued to strike for a distance of about two to three cables' lengths, when she beat over into the South Channel, with part of false keel carried away. The master states that she makes very little water at present, and as far as can be ascertained has sustained only trifling damage. She will be surveyed as soon as the cargo is discharged.

MISCELLANEOUS.

GIBRALTAR, JULY 11.—Passed, Glenfalloch (str.), from Hankow, for London.

PORT SAID.—Arrived, July 4, Glenfalloch, from Hankow, and proceeded for London; Stentor, from Liverpool, for China; 14, Gordon Castle, from Hankow, for London; County of Sutherland, from Liverpool, for Batavia.

SUEZ, JULY 8.—Arrived, Lotus, from Hankow, for London; Sumatra, from Batavia, for Nieuwe Diep; 10, State of Virginia, Agamemnon, both from Foochow, for London;, 11, Braemar Castle, from Foochow, for London.

ST. HELENA.—Passed, June 13, Usko, from Rangoon; 16, Ole Smit Ploug, from Akyab, both for Falmouth; 18, Baron van Pallandt van Rosendaal, from Batavia, for Amsterdam.

PAU TAH.—In consequence of the damage received by this steamer through striking on Roseneath Point, she will remain in dock about two or three weeks; some of the plates will have to be removed from her bottom, and sundry other defects made good before she will be ready to take another trial trip. Captain Gibbon, who took out the Daybreak for the China Merchants' Steam Shipping Company, in Jan. 1873, has arrived from China, and will take command of the Pau Tah so soon as she is ready for Sea.

FUNG SHUI.—This steamer, now building at Messrs. Denny Brothers, Dumbarton, for the China Merchants' Steam Shipping Company, is a sister ship to the Pau Tah, and will be launched next month.

LAUNCHES.

Another steamer has been built by Messrs. John Roach and Son, of Chester, Pennsylvania, and was launched from their yard on the 5th ult., for the Pacific Mail Steamship Company; this fine vessel is 3,000 tons burden, and has accommodation for 153 cabin and 1,200 steerage passengers; on leaving the ways she was named City of New York.

NOTICE TO MARINERS.

China.—Pescadores Islands.—Intended Light on Litsitah Point.—The Customs Department at Shanghai has given notice that a lighthouse will shortly be erected close to the present native light tower on Litsitah point, south-west extremity of Fisher island. The light will be a *fixed* white light, elevated about 220 feet above the level of the sea, and in clear weather should be seen from a distance of fifteen miles. The illuminating apparatus will be dioptric or by lenses, of the fourth order. The tower will be of iron, and circular in shape, 33 feet high, painted black, and the dwellings and boundary wall white. Approximate position, lat. 23° 32′ 45″ N., long. 119° 28′ 15″ E.

China.—Amoy Harbour.—With reference to Notice to Mariners, No. 84, dated 15th June, 1875, on the construction of a lighthouse and intended exhibition of a light on Tsing-seu island, information has been received that the above light is intended to supersede the one which it was contemplated to exhibit on Chih-seu island, and which was mentioned in Notice to Mariners No. 110, dated 1st Oct., 1870.

THE receipts of the Sues Canal Company in June reached 2,115,000f. received from 108 vessels, against 1,429,373f. and 82 vessels in 1874 and 1,699,017f. and 87 vessels in 1873. The tolls in the first six months amounted to 15,259,170f., against 12,611,949f. in the first half of 1874, and 11,846,309f. for 1873. The increase in the traffic is even greater than shown by the receipts, as during the first five months of 1874 the dues were levied on the gross tonnage.

SUNDRIES PER "LATHLEY RICH," FROM NEW YORK, FOR YOKOHAMA, JUNE 17.

3 bxs. harness		3 do. vices	20 doz.
2 do. drugs		1 do. drills	3 doz.
3 kegs horseshoes		1 do. wrenches	6 doz.
1 cs. blackboard		60 kegs nails	
1860 fire bricks		500 oars	
120 pkgs. stoves and fixtures		1 cs. augers	10 doz.
32 bxs. grates and fixtures		280 pcs. and pkgs. machinery and fixtures	58,130 lbs.
190 pkgs. hardware		100 brls. cement	
730 bxs. clocks		10100 cs. oil	101,000 gls.
50 cs. chairs	50 doz.	50 do. spirits turpentine	500 gls.
1350 cs. slates		20 brls. rosin	
1216 pkgs. glassware		5 do. pitch	
100 bxs. soap	6,000 lbs.	80 cs. canned goods	
10 bls. cotton duck	6,615 yds.	100 do. cider	
7 cs. cotton goods	3,903 yds.	25 pkgs. furniture]	
100 cs. chalk		5 do. medicine	
47 cs. acids		101 do. burners	
997 tons coal			
1 cs. scoops and shovels	5 doz.		

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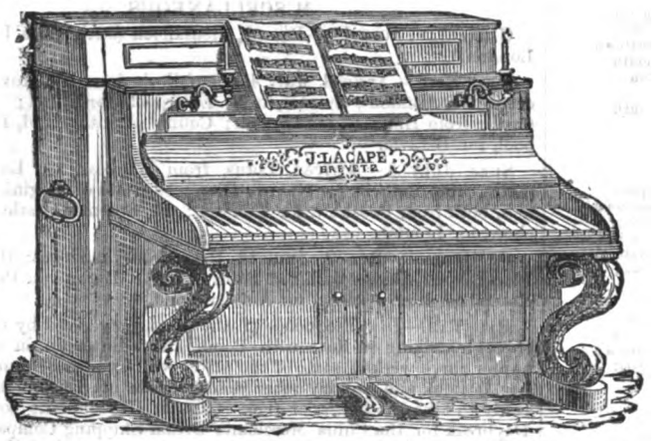
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

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TABLE GLASS OF ALL KINDS.

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NOTICE.

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Recognised by the International Convention of 30th April, 1862.

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SUB-MANAGER.—H. DUVAL.

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Capital, $5,000,000. All paid up.

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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL BACKHOUSE & CO., LEEDS

A CURE FOR ALL !!!

HOLLOWAYS OINTMENT

Possessed of this REMEDY, Every Man may be his own Doctor. It may be rubbed into the System, so as to reach any internal Complaint, by these means, it cures Sores or Ulcers in the THROAT, STOMACH, LIVER, SPINE, or other Parts. It is an infallible remedy for BAD LEGS, BAD BREASTS, Contracted or Stiff Joints, GOUT, RHEUMATISM, and all Skin Diseases.

CHILIAN GOVERNMENT FIVE PER CENT. LOAN, 1873, for £3,276,500.—Fourth Half-yearly Drawing.—NOTICE IS HEREBY GIVEN, that the 79 BONDS, the numbers and particulars of which are hereunder specified, amounting to £24,500, were this day DRAWN by lot for payment at par, in accordance with the conditions contained in the Bonds of this Loan, at the office of the Oriental Bank Corporation, in London, the Agents of this Loan, and in the presence of Thomas Kynaston Weir, Esq., the Consul in London of, and representing, the Republic of Chili; and Patrick Campbell, Esq., representing the said Oriental Bank Corporation; and of Mr. William Duff, Notary Public; and that the same will be paid on or after the 1st day of September next, by the said Oriental Bank Corporation, upon the said Bonds, and all interest Coupons not then due, being left at the said Bank three days for examination.

The drawn Bonds will cease to bear interest on the 1st day of September next.

Numbers and Particulars of the Drawn Bonds.

	Nos.	Nos.	Nos.	Nos.	Nos.	Nos.	Nos.	
	1	245	364	508	666	699	846	
	10	253	480					
10	Bonds for £1,000 each ...				...	...	...	£10,000
	1050	1096	1118	1686	1935	2445	2683	
	1080	1102	1151	1702	2081	2538	2696	
	1083	1107	1153	1709	2199			
19	Bonds for £500 each ...				...	...	...	9,500
	3172	3689	4167	4688	5214	5465	6078	
	3187	3694	4168	4786	5290	5502	6425	
	3346	3698	4171	4802	5355	5510	6637	
	3431	3795	4213	4808	5435	5514	6648	
	3443	3876	4306	4903	5445	5700	6682	
	3449	3930	4360	4927	5458	5824	6929	
	3554	3940	4378	4980	5463	5828	6944	
	3613							
50	Bonds for £100 each ...				...	...	...	5,000
79	Bonds, amounting together to					...	...	£24,500

For the Oriental Bank Corporation (Agents for the Loan),
P. CAMPBELL.

London, 16th July, 1875.

Present—William Duff, Notary Public, London.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides [illegible] and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Thibet ...	2,593	400	July 22	Mediterranean, Aden, Bombay.
*Bokhara...	2,933	450	July 29	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Mongolia.	2,833	550	Aug. 5	Mediterranean, Aden, Bombay.
*Lombardy	2,723	450	Aug. 12	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Hindostn.	3,113	600	Aug. 19	Mediterranean, Aden Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr ...	Aug. 1	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah ...	Aug. 15		
Tigre... ...	Aug. 29		
Ava	Sept. 12		
Hoogly ...	Sept. 26		

The Steamers of the 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 15th August, and 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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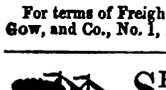
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,016	330	July 21
Glenearn	100 A1	2,120	330	Aug. 6
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	—	—	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,130	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow

For terms of Freight and Passage apply to MCGREGOR, GOW, and Co., No. 1, East India-avenue, London.



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SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Gryfe	*AA1	1073	E.I.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follw.
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing. Hg. K., and Japan	Lorne ... Venice...	100 A1 100 A1	1614 1963	V.L.D. V.L.D.	July 20 Aug. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, 20th July

FOR YOKOHAMA and HIOGO, calling at Penang, Singapore, and Hong Kong, the splendid Clyde-built screw steam ship LORNE, 100 A1, 1,614 tons gross register, 1,035 tons register, 150-h.p. nominal, 750-h.p. effective; M. J. BUTCHER, Commander; Victoria Docks. This fine high-classed steamer, owned by Messrs. John Warrack and Co., of Leith, is favourably known in the Indian trade.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; and 109, Leadenhall-street, London, E.C.

CHINA.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hopewell ...	A1 14 yr.	W.I.D.	With des.
Hong Kong	Marina	A1 12 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 14th August, the favourite full-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register, WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS from London via the Suez Canal for SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A1, 300-h.p. nominal, G. B. DICKIE, Commander; loading in the South West India Docks, and will be despatched 30th of July. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Lorne, s.s.	1,614	Gellatley, Hankey, Sewell, & Co. ...	July 20
Glenartney, s.s. ...	2,106	McGregor, Gow, & Co.	July 21
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	July 30
Glencarn, s.s. ...	2,120	McGregor, Gow, & Co.	Aug. 6
LIVERPOOL.			
Hector, s.s. ...	—	Alfred Holt	July 24

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

To sail 20th July.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

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CREME DE FRAISES (new Cold Cream).

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MacEWEN, FRICKEL, & Co.,

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS

THE LONDON AND CHINA TELEGRAPH

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Tientsin	JAMES HENDERSON
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Yokohama	E. L. B. MCMAHON

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 621.] LONDON, MONDAY, JULY 26, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received July 23.
JAPAN—Yokohama	April 30	June 11	June 13*
Yedo	—	—	„ 9*
Osaka and Hiogo	—	—	
Hakodadi	—	—	May 21
Nagasaki	—	—	„ 25
CHINA—Peking	—	—	„ 31
Tien-tsin	—	—	„ 29
Chefoo	—	—	„ 26
New-chwang	—	—	June 2
Hankow	„ 9	May 25	„ 1
Kiu-kiang	—	—	„ 3
Chin-kiang	—	—	„ 6
Shanghai	„ 16	„ 27	„ 4
Ningpo	—	—	„ 6
Foochow	—	—	„ 1
Formosa	—	—	„ 8
Amoy	—	—	„ 9
Swatow	—	—	„ 12
Hong Kong	„ 30	June 4	„ 10
Canton	—	—	„ 11
Macao	—	—	
PHILIPPINES—Manila	„ 23	„ 1	„ 10
COCHIN-CHINA—Saigon	May 7	„ 8	„ 17
SIAM—Bangkok	—	—	„ 11
BORNEO—Labuan	—	—	May 25
Sarawak	—	—	June 7
JAVA—Batavia	„ 7	„ 7	„ 17
Samarang	—	—	May 27
Sourabaya	—	—	June 13
MALACCA STRAITS—Singapore	„ 14	„ 13	„ 19
Penang	„ 14	„ 11	„ 14
CEYLON—Galle	June 4	„ 26	„ 27
Colombo	May 28	„ 19	„ 26

* By Pacific mail *via* San Francisco received July 19.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on the 23rd inst., being three days early. There are no later Japan advices. The next inward (P. and O.) mail, with advices, Yokohama 9th Shanghai, 13th, Hong Kong 19th, Singapore 27th June, which is due, *via* Brindisi, on Monday next, the 2nd proximo, left Galle on the 9th inst, one day later.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Djemnah*, July 21.—From Yokohama: Mr. Bryner. From Shanghai: Mr. Carr and family, Mr. Gallagher, Mr. Bailey, Mr. Bateman. From Hong Kong: Messrs. Casanova, Kerr, Smith, Hart, Berger, Caldera. From Saigon: Messrs. Gras, Gadras, Pegollo. From Batavia: Mr. De Wiet. From Singapore: Messrs. Hinniknott, De Equiradu, Negus, Mulet, Chevillard, Mac Smith. From Galle: Messrs. Robertson, Wealey, Herring, Anderson, Jaunet, Mr. and Mrs. Boyd, Mr. and Mrs. Rudd.

PASSENGERS OUTWARD.

Per P. and O. steamer *China*, from Brindisi, July 26.—To Shanghai: Mr. W. H. Tapp.

Per P. and O. steamer *Bokhara*, from Southampton, July 29.—To Yokohama: Mr. and Mrs. Jackson and two children. To Shanghai: Mr. F. J. Marshall. To Hong Kong: Navigating Lieut. J. Dixon, Lieut. H. H. Harward. To Singapore: Major R. W. Davies. To Ceylon: Mr. J. P. Gadesden.

Per P. and O. steamer *Lombardy*, from Southampton, Aug. 12.—To Hong Kong: Mrs. E. Moore. To Ceylon: Mr. Cowley.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren.

Per P. and O. steamer *Baroda*, from Brindisi, Aug. 9.—To Singapore, Mr. Robertson.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Yokohama: Mr. Seconda Salla. To Batavia: Mr. Van B. Vaanders. To Singapore: Mr. and Mrs. Van der Erb.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Galle: Mr. Thackwell, Mr. A. Gray.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Galle: Capt. Fairlie, Mr. Elphinstone, Mr. and Mrs. Cameron.

Per French steamer *Asa*, from Marsellles, Sept. 12.—To Shanghai: Mr. J. C. Farnham. To Saigon: Mr. A. Spooner.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per steamer *Glenartney*, from London, July 23.—To Singapore: Mrs. H. Brown, Mrs. and Miss Vaughan.

Per steamer *Antenor* (Holt's line), expected to arrive July 26.—From Shanghai: Mr. R. W. Hurst.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 19th inst., and published in our last issue.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

If a western traveller had arrived at this place from Europe, *via* Russia, on the morning of the 21st May, he would, if he had stood on the Bund at eight o'clock in the morning, when the usual daily gun was fired from the British gunboat and the flag of England hoisted, have been astonished to see the foreign anchorage of the port of Tientsin without a single foreign merchant vessel moored in it, either steamer or sailing vessel; and might, if he had never read of the trade of Tientsin, have naturally jumped to the conclusion that there was very little foreign trade carried on in this part of China. The next morning, at the same hour, the foreign merchant shipping was represented in this port by an American three-masted schooner, laden with Fuhchow wood.

About noon on the 21st May the regiment—one thousand strong—of foreign-drilled foot soldiers, armed with muzzle-loading Enfields, which had been ordered to Newchwang by the command of the Central Government, marched down the Taku-road, situated at the west of the British settlement, for Taku; where it embarked in the C. M. S. N. Co. steamer *Yungching* and the Chinese gunboat *Chinhai*, on the 23rd. On the 27th, the cavalry, five hundred strong, and the horses of the artillery, also left Tientsin for Newchwang, but proceeded there by land, through the Shanghai Pass, and not by sea. It is stated that the commander of the forces at Tientsin, General Chin, was obliged to enrol, in order to make up the complement called for by the Central Government, a number of the men of the Southern legion, people say about thirty per cent. of the forces going to Newchwang. These are quite the men, from what we have hitherto heard of them, likely to join the insurgents as soon as they can conveniently do so, after reaching the field of action and coming face to face with rebels.

On the morning of the 24th May, about seven o'clock, a south-west gale began, and all day we had it continue, with much local dust. What is now wanted at Tientsin to make us drink the full cup of bitterness is an earthquake to shake the roofs of our houses over our heads; after that a change may take place in our favour, to make a residence in Tientsin bearable. The 24th was the Queen's birthday. As the gale prevented the British gunboat being dressed with her flags, and as the residents near to the men-of-war anchorage have objected to the vessels-of-war firing salutes, Her Majesty's subjects at Tientsin have had to dispense with any celebration of the day, and to be content with simply wishing her many returns of it.

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I hear of a very serious burglary committed about a month ago at the house of Mr. Boad, at Taku, and for which no redress has yet been obtained. It seems that Mrs. Boad was awoke one night, in her husband's absence, by hearing people in the room, and on asking them what they were doing, received the cool reply, "belong rob the house." And two of the burglars forthwith attempted to strangle her. Being a strong woman she was fortunately able to save her life, but could not prevent the robbers decamping with their gains. The case has been reported by Mr. Vice-Consul Middleton, and Li Hung-chang promised Mr. Mongan that he would send orders to have the thieves arrested. Nothing has, however, yet been done, and it is important that the case should be again urged strongly on the authorities. The Chinese about Taku are a very rowdy lot, and, if they find these ruffians are not arrested, will draw their own conclusions that foreigners are powerless to obtain redress, and may be robbed and maltreated with impunity. We ought to insist on the establishing of some better means of keeping order at Taku. The officials, if they can be so called, who are at present charged with the duty, live in places where Shanghai people would not like to see their Chinese servants housed, and have not much better pay than those servants receive. How can they be expected to keep up a fitting position, or to inspire respect among the people? It is no use urging the present case on them; it must be taken higher, and redress be insisted on.

I have no political news from Peking. Here, likewise, nothing has taken place of importance to be mentioned in the Press; I am told that altogether two thousand men—foot, horse, and artillery—left this place and Taku for the seat of trouble in Manchuria. The rumour is that some natives of Tientsin are the leaders in the insurrection, and that their forces have up to the present been beating the Imperial forces wherever they have met in the field. They are said to be fully armed with foreign rifles, and even field-pieces of foreign make. The population here have no hopes that the force which has just left here will be able to stand up against the rebels. We shall soon hear, I imagine, of a fresh war-tax being levied to pay for the expenses incurred through an army being sent from China proper to Manchuria.

The correspondent of the *Celestial Empire* writes:—In reply to the joint letter of the Consuls to the Viceroy setting forth the facts of the finding of the picture representing the massacre of foreigners by Chinese, a reply has been received, which is everything that could be desired. Attention is called to the fact that on the occasion of former complaints, the pictures were seized and the blocks destroyed, and a proclamation issued by the Taoutai. The present case is taken to be that of ignorant persons in remote and rural districts, beyond the natural observation of officials. The Tientsin and Customs Taoutais are ordered to send deputies to the place in question, to join the local magistrates in a thorough search for these pictures and the blocks, punishing offenders according to law. They are also to issue interdictory proclamations enjoining local officials to make inquiries, and to check idle rumours among rustic people, and this in the interest of the welfare both of Chinese and foreigners. If the subordinate officials concerned manifest the least energy in the case, there is some reason to hope that we shall have seen the last of a style of painting which has never been popular among the foreign community.

SHANGHAI.

The present mail brings advices from this port to the 6th June; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

In view of the decision given by the arbitrators in the Yang-king-pang Encroachment case, the French Council ask the English Council to join them at once in determining a future bund line. The construction of the Honan-road bridge will be at once gone on with. This bridge, it will be remembered, was ordered before the difficulty about proportionate payment arose, and is paid for in equal shares by each municipality. A piece of land necessary to widen the Rue du Consulat near the Bund has been bought at the rate of Tls. 5,000 a mow; another piece near the Rue Montauban has been bought at the rate of Tls. 1,000; the Jesuit Fathers have given up some other portions gratuitously. The Council have delayed deciding upon Messrs. Butterfield and Swire's application to build a shed on their wharf. The constitution of an assessment committee was resolved on, in the manner previously mentioned. The Council wish to decide on a line of demarcation for the quays on the Hwangpoo, off the French Concession, agreeing with the frontage line of the other settlements; the work has been entrusted to Mr. Kingsmill. The plan will be submitted to the Consuls when decided on, with a representation of the necessity for a uniform line being decided on.

The English Council are in correspondence with the Trustees of the General Hospital about plans, site, &c. The knowledge that the lease of the building on the French Bund expires on the 31st December evidently weighs on the trustees, but it would seem impossible that a new hospital can be built and ready for occupation before that date, so there is no object in deciding hurriedly. An arrangement to continue for a while in the present building, or some other interim arrangement, will have to be made anyhow. A rather warm correspondence has passed between the two Councils, on the subject of Yang-king-pang bridges. The French Council threaten to "appeal in the proper quarter" to have the discussion as to the proportion of expenditure on the two bridges decided in another manner than that proposed by the English Council, which they say is equivalent to trying whose patience will last longest. We do not exactly see where the authority exists, that is to constrain this municipality to spend more money on bridges than it chooses. The proposal to halve the cost is a strictly fair one, and we presume it will be adhered to. It is unfortunate that the division of the foreign settlement into two municipalities allows such questions to arise. The Council took the opportunity of Mr. Mitchel's departure from Hong Kong to acknowledge the desire he has always shown to consult the convenience of the community in working the Post-office.

The A. D. C. have given their fifth and last performance for the season, and, with marvellously good luck, hit upon a cool night for the event. On the day the first announcement was made the thermometer stood at 88. Thanks to the subsequent change of weather, it had fallen to 67, and people could look forward with pleasure to the evening's entertainment. The pieces selected were *Tweedleton's Tail Coat*, *Cox and Box*, and *My Dress Boots*. The first and last were rather trifling pieces, of which we can only say that the most was made by the actors. *Cox and Box* was the great success of the evening, and we think we may say of the season.

A Naval Court of Inquiry sat at the British Consulate on the 4th June, to investigate the circumstances attending the wreck of the British brig *Georgina*, on the Block-house shoal, on the night of the 9th May. The Court censured Captain Mitchell for running so far up the Yangtsze at night without a pilot; but, taking all the facts into consideration, returned him his certificate of competency.

The magistrate of Quinsan has come down to Shanghai for the purpose of trying the two men concerned in the attack on Mr. Cooper. But owing to the unavoidable absence of Mr. Cooper and others of the witnesses, Mr. Medhurst has arranged with him to let the case lie over till their return, when the magistrate will either come down again, or, if he prefer, try the case in the presence of a Consular officer at Quinsan. The wounded man has also been produced, and was examined by Dr. Johnston. The Quinsan magistrate, Mr. Davenport, and Chen, the magistrate of the Mixed Court, were present. The man was led in in the usual Chinese style—when it is thought necessary to make a pretence of grave injury—supported by a bearer under each arm; but we understand that Dr. Johnston's examination quite substantiates Mr. Cooper's statement. The man had certainly been hit by about eighteen shot, but so slightly that the greater part had either fallen or been picked out. The only one remaining was imbedded skin deep in the neck, and was at once extracted.

We have to acknowledge the thirteenth annual report of the Peking Hospital (for 1874). Dr. Dudgeon always imports into his reports a quantity of interesting information, and the present one is no exception to the rule. Of course there is a great deal of detailed medical practice, which is not attractive, but there is a good deal of curious information intermixed, that will well repay perusal. The total number of patients prescribed for during the year was 20,000, of whom 9,000 were new. When we are told that the hospital has been supported by voluntary contributions, and find from the balance sheet that the cost has been only Tls. 365, we have additional reason to congratulate Dr. Dudgeon on the amount of relief afforded. Dr. Dudgeon has just gone home for a well-earned holiday, after eleven years' successful superintendence of the hospital, and Dr. Bushell takes charge during his absence.

The Engineer-in-Chief notifies that the wreck of the *Kiang-loong*, off Hen Point, is now entirely under water, and that a red fixed light will be exhibited from a boat placed to mark the wreck. Vessels are, however, cautioned not to depend upon this light, as, owing to the strong current, the boat may not be able to retain its position in rough weather.

News has been received from Hong Kong, that the steamer *Poyang* had been lost in a typhoon. Only the chief and second engineers and a few passengers were saved. It is reported the China Traders Company had a $50,000 risk on her; we do not hear that any other local company was interested in the hull.

H.M.S. *Vigilant*, with Admiral Ryder and Mr. Wade, left on the 31st May for Ningpo. The intention is, we believe, to proceed afterwards to Foochow and Amoy, and return to Shanghai in about ten days.

Our Newchwang correspondent notes the arrival of the regiment of foreign-drilled Chinese troops, of whose intended departure our Tientsin correspondent gave us information some days ago.

We understand that the Polytechnic Institution has at last succeeded in purchasing a suitable piece of ground at the top of Canton-road.

We take the subjoined items of intelligence from the *Celestial Empire*:—

There have been but few events of public interest during the

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past week, and the most varied phenomena have been meteorological. The first few days were signalising by pouring and incessant rain, the thermometer marking twenty-one degrees lower than two or three days previously; but latterly the weather has changed again, and is now sultry enough.

A question of damages arising out of a collision that happened lately has been referred to arbitration; and was heard on the 29th May at the British Consulate. The accident occurred by the steamer *Europe* having come into contact with a Chinese junk on the river, somewhere between Collyer's Dock and the Harbour-master's station. The arbitrators chosen were Mr. S. A. Viguier, Harbour-master, and Captain Roskell, of the P. and O. Co.'s steamer *Hindustan*. The case was conducted in private; and we are informed that it has been decided that the junk was to blame for attempting to cross the steamer's bow; and the *Europe*, because she was going at a rate considered by the arbitrators to be too fast. The damages on both sides are therefore to be assessed, and each party is to pay half.

Two men are in the lock-up of the Mixed Court on a charge of attempting to defraud the Hong Kong and Shanghai Bank, in a manner so childish that really one can hardly view the crime with the necessary seriousness. Some one had thrown aside an old cheque-book, in which one blank cheque remained. This has been filled up with figures of about Tls. 300, signed, seemingly by a Chinese, with some undecipherable name, and presented to the bank for payment, apparently with the idea that it would be paid like a bank-note. The perpetrator of this very feeble and foolish fraud being arrested, said he had received the cheque from another man, who has been also taken into custody, and states that he picked up the cheque near the Mitsu Bishi Company's offices. Inquiries are in course of being made on the matter.

The late Che-hsien, Yeh, certainly did many curious things which will be long remembered by all who ever had any cause of controversy with him; and the present incumbent, Sung, appears to be a gentleman of equal eccentricity. It seems that an unfortunate individual, in a fit of temporary insanity, committed suicide last week by cutting his throat and performing that artistic but somewhat painful operation euphemistically spoken of as the "happy despatch", and Sung was naturally compelled to hold an inquest upon the corpse. But instead of doing so in a civilised and decent manner, Mr. Sung selected as the scene of his judicial inquiries the middle of the Che-kiang-road, where the gashed and bleeding body was exposed, uncovered, in broad daylight, to the view of a gaping crowd of several hundred men, while the mandarin pursued his investigations surrounded by his clerks and underlings taking notes in their official books. Traffic was entirely interrupted, and—as far as we can discover—no attempt was made by the police to interfere with the revolting scene. Surely so flagrant an outrage upon public decorum is within the scope of municipal supervision.

A ceremony very interesting to our Catholic readers took place last Sunday, at Sikawei, viz., the procession of Corpus Christi. The mildness of the weather and the cool breeze attracted many spectators, and the roads through which it passed were gaily decorated with banners and candelabra. Shortly after four o'clock the procession left the church, wending its way round the village of the Observatory to the bridges of the Convent and of Sikawei, and back to the church, where some canticles appropriate to the occasion were sung. The ceremony concluded with the Benediction of the Blessed Sacrament at half-past five.

Another meeting has been held at the Temperance-hall, and was very well attended, notwithstanding that the doors of the Lyceum were open at the same hour, which led some of the friends of the society to fear that the hall would be deserted for the evening. One very pleasing feature was the presence of many sailors, there being probably from sixty to seventy blue-jackets among the audience.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

Admiral Ryder is expected at any moment, in the *Vigilant*. The Chamber of Commerce would, we think, do well in availing of the opportunity to point out to his Excellency the expediency of affording the British community of this port a more ample naval protection throughout the year. Amoy, a place of far less consequence, so far as British interests are concerned, is the rendezvous of one or more gunboats all the year round, while we are deprived of naval protection for nearly half that period. Recent events at the Pagoda Anchorage have sufficiently demonstrated the folly of indulging in any kind of belief in the power or willingness of the Native authorities to afford adequate protection to the persons and property of foreigners. H.B.M.'s gunboats *Growler* and *Midge* are now in port, awaiting an inspection by Admiral Ryder.

The coolies employed in the matting of tea packages were on strike a few days ago. Their demand for an increase (nearly cent. per cent.) of wages was, we understand, promptly acceded to by certain foreign hongs. Strikes are not unknown out of China, but a sweeping demand for double wages—in a country where all the necessaries of life are uncommonly cheap—is a serious matter even in these golden days. How will a similar demand be dealt with on the next occasion—say June 1876? The problem is an interesting one.

Advices from Taiwanfoo refer to a recent heavy engagement between the Imperialists and the aborigines, resulting in the abandonment of an entrenched position by the former. With characteristic veracity the Chinese claim a victory.

The review of Bow and Arrow troops in garrison commenced on the 29th May at the South Camp, and was continued on the following day. As a semi-theatrical display it was somewhat imposing; as a military effort supremely ridiculous.

From Tamsui we learn that the tea crop is very inferior, owing to the heavy rain experienced during the recent picking.

Our readers will regret to learn that Mr. James Hart (the popular Commissioner of Customs at this port) is about to be transferred to Shanghai.

HONG KONG.

Our advices by the present mail extend to the 12th June; no later mail from London than April 23 had been received since 4th of June. The following items of intelligence are from the *Hong Kong Daily Press*:—

It is very difficult to decide from the facts at present known how far the King of Burmah is really implicated in the atrocious outrage by which Mr. Margary lost his life and the Yunnan Expedition was broken up. The testimony is very conflicting, and there is some reason to fear that the real truth will not be elicited. A great difference of opinion prevails among British officials, some believing his Majesty to be entirely innocent of any sinister or unfriendly designs against the British Indian Government, while others are deeply impressed with the conviction that he is not to be trusted further than he can be seen, and is capable of the worst treachery, when it can be safely adventured upon. Thus Colonel Wyndham states that the Golden Footed Monarch is most anxious to settle matters amicably, and denies all complicity in the failure of Colonel Horace Browne's Expedition. Further, that his denial is confirmed by careful private inquiry, and that the rumoured ill-treatment of foreigners by the King is quite unfounded. Captain Cooke, the officiating Political Agent at Bhamo, on the other hand, is reported to be of opinion that the King's protestations of friendliness are not worth a moment's credence, and that strong measures will have yet to be taken to bring him to his senses.

At the police-court Kwok Acheong and seventeen other Chinese were charged with gambling on Messrs. MacEwen, Frickel and Co.'s premises. It appeared from the evidence of Police-Inspector Gray that he went to Messrs. MacEwen, Frickel and Co.'s premises at 9.15 P.M. On entering the servants' room at the basement of the house the prisoners rushed out of the room, but he seized them and handed them to the police. He went in and found a round table with a mat fastened to it. On it was a lamp, a large quantity of cash, and a number of lighted candles, giving a good light in the room. There was a cup for covering the gambling cash, a counting stick, counters, three dollars and ninety cents in silver, three dollar notes, and in a bag on the table were other $3, seven cents in copper and 200 cash. The prisoners made the usual lame excuses. The first was fined $200, in default six months; the second and fifth $50 each, or three months; the seventh and tenth $15 each, or one month; and the rest $25 each, or six weeks' hard labour.

Another case tried at the Police Court has been that in which the masters of the Himli (No. 43) and Kwon Fong Tai (No. 86) shops in the Hollywood-road, were charged with affixing fraudulent trade marks on boxes of cigars. The defendants were charged with exposing for sale in their shops certain boxes containing what purported to be Manila cigars, and having a certain label on them representing that the said cigars were manufactured at Manila, whereas there were made at Hong Kong. It was proved that the cigars were not only offered for sale, but they were actually sold, and it was in evidence that papers were found on the premises in large quantities of the same kind as the labels found on the boxes. The boxes too were done up with these papers in a manner to deceive any one who did not examine the cigars themselves, as well as papers bearing the words, "Real fabrica de tobacos de Manila." There were also found in the shops blocks for printing the borders or edging. The defendants were fined $50 each, and all boxes, labels, and blocks were confiscated.

The decision arrived at in this case cannot fail to give satisfaction. There is no kind of doubt the defendants were perfectly well aware that though they themselves did not sell the cigars as genuine Manilas they would be retailed as such. Vast quantities of these spurious and inferior weeds have been palmed off upon the unsuspecting sailors who visit the port, and a good profit is doubtless made out of them by some one. Even supposing for a moment, however, that they are not sold much above their value, a fraud is still perpetrated. The venders of pure Manila cigars are injured both by being cheated out of their trade and getting a bad reputation for their wares. The consumer is also defrauded, for he is persuaded that he has bought the genuine

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article when it is really a wretched imitation. It is true the price should always be a guide, and it doubtless is to many; but there are others ignorant of it, or think they have dropped upon a bargain. We have little sympathy with the haggler who is always on the look out for a bargain, and who is unwilling to give a fair price for his purchases; such people deserve now and then to be bitten; but the public ought to be protected from imposition as far as the law can do so. Especially is it necessary that a vigilant supervision should be kept over all articles of consumption. We trust the police will continue the crusade they have commenced against the vendors of spurious and adulterated goods.

On the 8th June an extraordinary meeting of the shareholders of the Victoria Fire Insurance Company of Hong Kong was held at the office. There were present—Messrs. André (chairman), F. D. Sassoon, Hayllar, Q.C., Sands, J. Greig, Karberg, C. P. Chater, McCulloch, A. H. Chinoy, Middleton, Anton, Landstein, J. T. Chater, Sandeman, Joost, Handcock, Ellwell, and Head. The Chairman said the business before the meeting was the confirmation of the minutes of the meeting held on the 25th May, when it was agreed to wind up the company. Mr. Head (secretary) read the minutes of the last meeting. The Chairman then moved that they be confirmed. Mr. Middleton seconded, and it was carried. The Chairman then said, on behalf of the liquidators, that an arrangement had been come to whereby the Hong Kong and the China Fire Insurance Companies had agreed to take over the business of the Victoria on very favourable terms. As soon as the accounts were ready they would be laid before the shareholders at a meeting which would be called for that purpose. Mr. Middleton asked if the register would be kept open for transfers. The Chairman said the liquidators had the power to keep it open, and it would be kept open till they closed it. The proceedings then terminated.

On the arrival of the Canton steamer *Powan*, in the general rush made by market people a coolie belonging to a vegetable lan coming on shore with another coolie, with a load between them on a bamboo, suddenly slipped and fell overboard, taking with him his load. He could not swim, and was near drowning, when Mr. E. L. Stuart, one of the wharfingers, leaped over, dived after him, and brought him to the surface. Mr. Stuart has been the means of saving the lives of many at the Canton wharf in a similar manner.

In consequence of a belief amongst the Chinese that we are to have another typhoon this week, very few of them have taken passage in the Hong Kong, Canton, and Macao Company's steamboats, especially in the boat running to Macao.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 19th June; the P. and O. mail from London May 14 was received on the 13th June. The following summary of news is from the *Straits Times*:—

Considerable consternation has been caused here by the news of the seizure of the British steamer *Carrisbrooke* off the coast of Hainan, by a Chinese cruiser. Two or three steamers usually leave this port about this season for Hainan, taking passengers and such cargo as is found saleable there. Messrs. Bun Hin and Co., the agents here of the *Carrisbrooke*, received a telegram from Messrs. Russell and Co., the Hong Kong agents, to the effect that the vessel had been seized three-and-a-half miles from the shore of Hainan, when proceeding to Hong Kong, thirty miles distant, and that application would be made to have the vessel released on bail. Application was at once made to the Governor, to invoke the assistance of the Hong Kong Government in procuring the release of the steamer, and a telegram was accordingly despatched to the Administrator of Hong Kong, to which the following reply has been received:—

"To Governor, Singapore.—Hong Kong, 16th June.—*Carrisbrooke* seized for breach of article forty-seven of Tientsin Treaty. Hainan not yet open for trade. Vessel taken to Canton for investigation by Mixed Court. Consul notified regarding inquiry. *Carrisbrooke* disabled by cruiser.—ADMINISTRATOR."

We think there is some mistake in the above telegram, as the port of Kiung Chow, in Hainan, is distinctly mentioned in the Treaty as open to foreign trade, and is also set down in the China Sea Directory as a Treaty port. It is rumoured, however, that the *Carrisbrooke* did not go to Kiung Chow, but to another port named Pan Kay, in the north-eastern part of the island. It is said, also, that she was fired into in consequence of having disregarded a warning shot fired across her bow. This would explain her seizure under Article XLVII. of the Tientsin Treaty. We understand that in consequence of the statement in the Hong Kong Administrator's telegram, "Hainan not yet open for trade," measures have been taken by the owner here to intercept the steamer *Penang*, which left some days ago for that island.

On the 15th June nine men suffered the extreme penalty of the law for the murder of Captain Digby H. Dent, superintendent of prisons, on the 13th February last, in the criminal prison. A company of soldiers and a strong force of police were present to preserve order; but there was no attempt at a demonstration of any sort on the part of the Chinese, only a few of whom assembled, apparently out of mere curiosity, to witness the execution. There was a considerable gathering of Europeans and Eurasians, but few natives. The men were executed three at a time. The first three submitted to their fate in silence, but some of those who followed indulged in the most disgusting obscenity, and one defiantly assured Captain Hodgson, the present acting superintendent of prisons, that he might expect a fate similar to that of Mr. Dent; and, with curses and imprecations issuing from his lips, was ushered into eternity. The Governor, after giving the subject his most anxious consideration, determined that nine out of the eighteen prisoners who were sentenced to death for conspiracy in the gaol outbreak should have their sentences commuted into penal servitude for life. As the presence in the gaol of these prisoners would be objectionable and prejudicial to its discipline, his Excellency has asked the Indian Government to permit their being sent to the Andaman Islands. The Governor, as a mark of appreciation of their conduct, has directed the release of the European and Eurasian prisoners who rendered such notable aid on the occasion of the outbreak.

On Sunday, the 13th June, Mr. N. de Miklouho Maclay left Johore to commence his long intended excursion to Pahang. We are informed that Mr. Maclay will take the overland route up to the Indau river, following the same till the Indau mountains, which he wishes to ascend. From there he intends first to search for the savage Oran-Tekam (so called after a small tributary of the Pahang river), located in that portion of the country. Mr. Maclay is still uncertain what further course he will take, as his health, which has already delayed his departure for several months, is still so unsettled as to prevent him from positively determining his route throughout the whole trip, which must, to a great extent, depend upon circumstances.

A concert in aid of the fund for distressed foreigners at this port, arranged by some gentlemen amateurs, was given at the Town-hall on the 18th June, at which Signora Palmeira, Signorita Persiani, and Signor Palmeiri kindly volunteered to give some of their favourite pieces; several ladies and gentlemen amateurs also assisted in the entertainment, the whole musical arrangements being placed in the hands of Mr. Salzmann. The concert proved a great success, both as to the numbers present and the variety and excellence of the programme. Sir W. F. D. Jervois, though unable through a prior engagement to attend in person, gave his patronage, and a donation of $25 to the fund. The proceeds of the concert and any subscriptions will be handed over to the Colonial Secretary.

The s.s. *Glenfinlas*, Captain Wilcox, for London, with the first cargo of Foochow teas, passed through this port on the 13th June. She left the Pagoda anchorage at 12.30 P.M. on the 6th June, passed Sharp Peak at 2.30 P.M. same day, experienced fine weather throughout passage, and arrived in Singapore Roads at 3.30 P.M. on the 13th. After coaling, she proceeded on her voyage at eleven o'clock the same night. The steamers *Braemar Castle* and *Gordon Castle* arrived on the 17th, and the *State of Virginia* on the 18th, all from Foochow, tea laden. The *Braemar Castle* and *Gordon Castle* coaled and were despatched at four o'clock on the morning of the 18th, and the *State of Virginia* left the same night. As the *Braemar Castle* was being brought alongside Tanjong Pagar wharf, through some misunderstanding of the pilot's orders, she went crushing end on into and half way through the wharf, doing damage to the extent of upwards of $1,000. We understand there was no question on the part of the ship as to who was to blame: it is said the accident arose through the engines being turned ahead instead of astern.

From Bangkok we learn that Dr. H. Stanius, Consul for the German Empire at Bangkok, presented his credentials to H.M. the King on the 1st June, and received his Majesty's exequatur. On the 5th the same ceremony was observed by Mr. W. H. Senn van Basel, the new Consul for the Netherlands, who was received in State and duly accredited by his Majesty's exequatur. The new Royal residence erected for his Majesty the King was formally dedicated on the 28th and 29th May, immediately after which his Majesty entered into possession.

The *Samarang Courant* of the 25th May contains the following intelligence:—"To-day there was effected the seizure of the British ship *Waterlily*, which is shortly to be sold for the benefit of the creditors of the said vessel." An advertisement appeared afterwards in the same journal to the effect that she is to be sold by public auction at Samarang on the 12th July. It may be remembered that not long ago mention was made in the *Straits Times* of the *Waterlily* having been condemned as unseaworthy by two successive commissions of experts at Samarang, shortly after a commission of experts at Batavia had previously pronounced her to be seaworthy. This naturally gave rise to some discussion in the Java papers as to confidence in experts.

In the *Java Bode* of the 23rd May appears an extract from private letter from Delhi, dated the 1st May, in which the following particulars are given of a Chinese coolie outbreak there:—

Yesterday forenoon, at about eleven o'clock, Mr. H., the owner of a tobacco plantation on the Perchoot river (about four hours from th

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chief town), was at the close of the morning's work sitting in the verandah of his dwelling-house, with his two European employés, when from seventy to one hundred of his coolies, all of them armed with knives, sticks, and sharpened nibongs, came rushing on with dreadful shouts, attacked the house, and so beat the three Europeans, and also several Klings and Malays, that some of the latter were left lying for dead. Several of the coolies endeavoured to steal the money-chest from the office, and one of them carried off two muskets. Fortunately, one of the employés was enabled to lay hold of a musket, and to shoot down therewith, on the spot, the coolie who was murderously attacking him. Had it not been for his presence of mind, the three Europeans, who are now merely severely injured inwardly and outwardly, would have been murdered beyond a doubt, while the mutineers might have, without the least trouble, persuaded the Chinese coolies on the other estates to effect a general rising. The insurgents, on seeing one of their comrades fall, took the standing of injured innocence, lifted up the corpse and marched to the chief town; for there the authorities will kindly hear the poor coolies and protect them from their barbarous masters. The mutineers arrived at the chief town with all that they possessed, and some of them have expressed themselves to the effect that they will not return to the estate they belonged to until after the hanging of the European who had, in self defence, shot dead one of their comrades. From this you may infer what a high opinion the Chinese coolies here have of themselves.

After the preliminary inquiry at the chief town, eleven of the coolies had to be taken to prison. When the policemen endeavoured to effect the arrests, the rest of the coolies essayed raising a riot, and thrashed effectually two policemen who were trying to preserve order with drawn swords. The soldiers in garrison were immediately called out, and by the effective measures of the officer in command order was soon restored. That planters here at Deli are not without danger to their lives you will have inferred from the foregoing, but there is more. They are also exposed to dangers of a pecuniary nature which their fellow planters in Java do not experience. The same 200 Chinese coolies of the aforesaid estate where the outbreak took place had each received advances of from 100 to 200 guilders, and they left the estate just when the young seedlings had to be planted out. It is still uncertain when these coolies will return, but, in any case, they could not be regularly at work again until after the little tobacco plants have been damaged or become unfit for transplanting.

The *Government Gazette* notifies the appointment by the Governor of Mr. J. C. Buyers as a shipwright surveyor in Singapore.

The average note circulation of the Penang Branch of the Chartered Bank of India, Australia, and China during May was $44,850.

The next Criminal Assizes will open at the Court-house on July 6. We understand there are but few cases, so far, for trial.

The steamer *Chow Phya* has been sold at auction, and realised $19,000.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHINKIANG.—Messrs. Spencer and Wolff write from this port:—We are at last in a position to report more favourably on our market for Grey goods, which is now fairly brisk for medium to good makes of Shirtings and T-Cloths. Stocks are light, but in the absence of all activity in the Shanghai market it is impossible to establish higher rates here.

SHANGHAI.—The *North China Herald* Report says:—The disposition on the part of the natives to remain idle has been very strong. Rainy weather and settling day have been the sedatives. But the auctions have been powerfully instrumental in compelling the traders to do business, and everything offered—Long Ells and Spanish Stripes, C.P.H. Scarlet, excepted—brought previous prices, but Long Ells realised a handsome decline, and Spanish Stripes are reported to have dropped 2 to 3 cands. per yard, from the value current in the native market on last mail day. From this general maintenance of former quotations, private sellers are gleaning encouragement and hope. In their opinion it proves a bare market, and the expectation of a better business when the causes of the prevailing quiet shall have been removed—and, indeed, there are signs of improvement already apparent. At the close there is more inquiry for common 8¼ lb. Grey Shirtings; for Drills, of which recent sales and resales amount to 8,000 pieces, and some of them at better prices, for 7 and 6 lb. ordinary Mexican T-Cloths, for English Sheetings, for Chintzes, and Turkey Reds of the lightest weight, for Velveteens, Crapes, and for 9¾ to 10 lb. Grey Shirtings, and in each article progress has been made.

MANILA.—During the interval a fair amount of business had been transacted in the market for Plain Staples, but the prices obtained have in most cases been of an unremunerative character. Coloured goods, with the exception of Prints, are extremely quiet, and difficult of sale at covering prices.

SAIGON.—There had been but little alteration with regard to Manufactured goods, quotations being as follows:—Grey Shirtings, 8¼ lbs. $2.25 per piece, 7 lbs. $1.90 per piece; T-Cloth, 6 lbs. $1.55 per piece, 5 lbs. $1.25 per piece, 4 lbs. $0.95 per piece; White Irishes, nominal, $1.45 per piece.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—Our last circular was dated on the 26th May, and since that time an active business has been done in Tea, rates have been irregular, but generally we do not make them any lower, as any drop in the tael price is compensated for by an equal inferiority in quality. The business of the week includes sales of Ningchows at Tls. 27 to 60 per picul, Second Pack Oonfars at Tls. 25.50 to 28.50, Cheong-sow-kyes at Tls. 25 to 26, Toong-shangs at Tls. 28 to 33, Soon-yongs at Tls. 25 to 31, Lye-lings at Tls. 20.00 to 23.50 per picul. Settlements for the week, 22,834 chests, 67,711 ½-chests, 8,103 boxes, against corresponding week 1874, 38,089 chests, 74,652 ½-chests, 4,996 boxes. Although arrivals and settlements to date are so much in advance of last year, it is stated by teamen that the ultimate excess in the first crop will be trifling. Teamen are now commencing to ship to Shanghai, all the direct steamers from Hankow being full. It is said that the picking of the second crop will commence in about four days, and musters may be expected about the end of this month. The Lotus, Glenfalloch, and Hankow, have sailed for London.

SHANGHAI.—Business on this market had not yet fairly commenced, but two small parcels of Ningchow had been purchased at about 33 Taels, and it was said that offers up to Tls. 22 for Shontam kinds had been declined. Teas were coming down very slowly, the stock on offer being only about 8,000 chests, and composed chiefly of common low grades of Oonam and undesirable parcels of Ningchow, which had been neglected in Hankow.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—Purchases of Tea from the Fock Oan and Ching Wo districts commenced early in the week, and 35,300 half-chests of these kinds have now been taken. Settlements of Paklings reached 110,660 boxes. The first operations in country Teas were commenced on our market on June 3, since which date purchases aggregating 16,062 chests have been made. Buying has been neither heavy nor general so far, Teas from a few of the districts only having attracted attention. Suey Kuts have been taken at the same price as last year, and Saryunes at an advance of Tl. 1, the quality of the former of these district Teas being inferior. A large business has been done in the Fock Oan kinds, and purchases of Teas of this description show by far the best value; prices opened some Tls. 3 over last season's rates, but latest purchases show a considerable decline. Scarcely any business has been transacted in common kinds, owing to the exorbitant demands of the Teamen. Souchong: Only a few chops have been shown. Oolongs are decidedly poor; a fair quantity has been settled at last year's rates. Flowery Pekoe: The colour and make of the Teas on show are poor, and the quality is scarcely up to the standard. Scented Teas: The few chops on show are, as usual with the first arrivals, well made, but wanting in scent, and prices asked for them are extreme. Quotations are:—Congou: 6,140 chests finest to choice, 2s. 0½d. to 2s. 2½d.; 31,940 chests fine to finest, 1s. 9¾d. to 2s. 0½d.; 20,380 chests good medium to fine, 1s. 6¾d. to 1s. 9½d.; 2,220 chests flavoury to medium, 1s. 3¾d. to 1s. 6½d.; 310 chests common to flavoury, 1s. 0¾d. to 1s. 3½d.; 387 chests leafy to common, 10¾d. to 1s. 0½d.; Oolong: 2,046 half-chests, 1s. 5½d. to 1s. 7¾d. The above quantities show the total amount of Tea settled to date, including Paklings and Ching Wos.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs.
May 27 ...	Lotus (s.)	Hankow ...	2,200,000
June 5 ...	Hindostan (s.)	Canton ...	2,200,000
„ 11 ...	Agamemnon (s.)	Foochow ...	2,700,000
„ 7 ...	Braemar Castle (s.) ...	Foochow ..	2,500,000
„ 8 ...	Gordon Castle (s.) ...	Hankow ...	2,200,000
„ 17 ...	Venice (s.)	Shanghai ...	2,000,000
„ 21 ...	City of Baltimore (s.) ...	Foochow ...	2,750,000
„ 23 ...	Viking (s.)	„ ...	3,000,000
„ 21 ...	Cutty Sark	Shanghai ...	1,300,000
„ 23 ...	Antenor (s.)	Canton ...	1,750,000
„ 23 ...	Russia (s.)	Hankow ...	2,200,000
„ 23 ...	Blackadder	Shanghai ...	1,200,000
July 1 ...	Galatea (s.)	„ ...	2,000,000
„ 1 ...	Montgomeryshire (s.) ...	Foochow ..	2,000,000
„ 8 ...	Craigforth (s.)	Shanghai ...	2,200,000
„ 8 ...	Statesman (s.)	Foochow ...	2,000,000
„ 8 ...	Thermopylæ	„ ...	1,200,000
„ 8 ...	Nyassa	„ ...	1,000,000
„ 8 ...	Black Prince	„ ...	1,200,000
„ — ...	Undine	„ ...	1,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.20p.sh
Shanghai Gas Company ...	100 ...	100 ...	138 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	71 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	70 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$475	$51¾ p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...		Tls.300
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$542	15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	875	$150p.sh.
China and Japan Marine Ins. Co.	Tls.500 ...	Tls.100 ...	Tls.92	4 p.c.
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	140	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90	5 p.c.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to June 4, 1875	10413151	990960	47359	4057825	14809295	44124
From June 1, 1874, to June 4, 1874	2721278	89920	—	3860781	6691979	49731

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1874, to May 31, 1875	6357143 40985
Do. do. 1873, to May 31, 1874	8350035 27756

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1874, to May 31, 1875	56072162 7373
Do. do. 1873, to May 31, 1874	46617868 4341

TO AUSTRALIA.

From June 1, 1874, to May 31, 1875	15,289,462
Do. do. 1873, to May 31, 1874	14,875,419

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,092,600	...*	1864 to 1865	121,236,870	33,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,604	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	161,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,378
1862 to 1863	121,273,580	72,687	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d
Shanghai ,, ...	5s. 9⅝d.	5s. 9⅝d. to 5s. 9¾d.	5s. 10d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d.
Manila ,, ...	4s. 1⅞d.	4s. 2d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 312	228
,, Hong Kong	27⅝ to 28 dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.6.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 25 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, $810 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, par (nominal).
Hong Kong Fire Insurance Company, $290 prem.
Union Insurance Society, $50 premium.
China and Japan Marine Insurance Company, Tls. 98 per share.
China Fire Insurance Company, $42 premium.
Victoria Fire Insurance Company, $60 premium.
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 72 per share.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 18, Galley of Lorne (str.), Oleander, Satsuma.

At SHANGHAI.—From London, May 29, Tchihatchoff (str.); June 3, Glenlyon (str.), Cheviot (str.); from Glasgow, May 30, Rajanattianuhar (str.); from London, &c., July 20, Glenroy (str.).

At FOOCHOW.—None.

At AMOY.—None.

At HONG KONG.—From London, June 10, Kaisow; from Liverpool, June 11, Glaucus (str.).

At MANILA.—From San Francisco, May 23, Comet; 24, Edward May; 29, Favorita, Yosemite; June 3, Condoren.

At SAIGON.—From Havre, June 14, Bluche; from Monte Video, 7, Columba.

At BATAVIA.—None.

At SINGAPORE.—From Cardiff, June 17, Enrico Dandolo; from Antwerp, 14, Norden (str.).; from Clyde, July 22, Antipodes, Birdstone.

At PENANG.—From Liverpool, July 22, Menelaus (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, June 1, Antenor (str.); July 21, Cawdor Castle (str.).

From FOOCHOW.—For London, July 17, Glamis Castle (str.).

From AMOY.—For New York, July 22, Oxfordshire (str.).

From HONG KONG.—None.

From MANILA.—For Channel, f.o., June 2, Bremontier; for Liverpool, May 29, Cordelia; for New York, June 4, Kendrick Fish; for Boston, June 4, Archer; for San Francisco, May 29, Florida.

From SAIGON.—For La Plata, June 11, Marie Felicite.

From BATAVIA.—For Nieuwe Diep, July 17, Prinses Amalia (str.).

From SINGAPORE.—For London, June 15, Hylton Castle; 19, Empress; for Glasgow, June 19, Ysusquiza; for New York, June 15, Olustee; for Boston, 15, N. Boynton.

From PENANG.—For London, July 21, Tartar (str.).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 21, at Falmouth, from Rangoon, Abeona; 18, at Amsterdam, from Banjoewangie, Bali; 21, at Liverpool, from Rangoon, Pendragon, Mathilde; 22, off Dover, from Hankow, for Bremem, Strasburg (str.); 21 at Havre, from Manila, Batavia, 22, at Amsterdam, from Batavia, Groningen (str.); 14, at Odessa, from Hong Kong, Russia (str.); off Deal, from Foochow, for London, State of Virginia (str.).; 23, at London, from China, State of Virginia (str.).

DEPARTURES.—July 21, from Sunderland, for Singapore, Lanercost; 19, from Nantes, for Reunion, Fanny; from Hamburg, for Hong Kong, Gustav Adolph; 21, from Greenock, for Batavia, Sourabaya; from Shields, for Galle, Passover; 20, from Hamburg, for China, Feronia (str.); from Amsterdam, for Sourabaya, Louise; 23, from London, for Shanghai, Glenartney (str.).

SPOKEN.—Graafstroom, from Banjoewangie, to Amsterdam, June 7, 3 S., 19 W.; Leicester, from Batavia, to Amsterdam, May 10, 23.10 S., 58 E.; Duesbury, from Singapore, to Liverpool, May 31, 24.30 S., 54.30 E.; Catharina, Amsterdam to Samarang, June 13, 44 S., 25.28 W.; Hammonia, from Hamburg to Macassar, June 8, 5.51 N., 24.1 W.

CASUALTIES.—Hong Kong, July 22.—The Glenlyon (str.), from Foochow, for London, with tea, has arrived, but cannot proceed on account of defective shaft; have telegraphed to owners for a new shaft; the new crank shaft has been sent out in the Glenartney; the cargo will be transhipped to the Glengyle or Glenroy. Batavia, June 16.—Advices from Sourabaya, dated June 10, state that the James Condie would be hauled further on the bank in order that the divers might be able to examine the leak more accurately, and see if it could be stopped. In the meantime the surveyors have advised that no more cargo be discharged, but that it be sold as it lies, as the tins in which the petroleum is stored have corroded and become full of holes, most of them being empty or leaking. The rigging was stolen and the cabin damaged by the natives.

MISCELLANEOUS.—Passed Gibraltar, July 19, Voorwaarts (str.), from Nieuwe Diep, for Batavia. Port Said, July 22: Arrived, Torrington, from Rotterdam, for Batavia; Diomed, from Liverpool, for Shanghai. Greenock, July 22: The floating dock Sourabaya, destined for Java, proceeded to the Gareloch to adjust compasses previous to starting for Java. This vessel has been singularly unfortunate since she was launched at Paisley a considerable time back. After starting the first time she put back with defective steering gear, and when lying at the Tail of the Bank on the eve of starting the second time she encountered the terrible gale of the 21st October, 1874, and was driven ashore at Ardmore, where she lay for some time. After being taken to the Garvel Park Graving Dock and thoroughly overhauled and remasted she is again about to essay the voyage.

LAUNCH.—On the 20th inst. an iron sailing ship was launched from the building-yard of Messrs. Richardson, Duck, and Co., South Stockton, of the following dimensions, viz.:—Length over all, 220 feet; length between perpendiculars, 200 feet; breadth, extreme, 35 feet; depth in hold, 21 feet 9 inches; 1,121 tons. She is classed 100 A at Lloyd's, has been built under special survey to the order of Messrs. Capper and Alexander, Cardiff, for the India and China trade and is a sister vessel to the Abercarne, which was launched in June last. As the vessel left the ways she was named Aberaman.

THE SINGAPORE ROUTE TO AUSTRALIA.

WE do not lay claim to the gift of prophecy, but are glad to see that the opinions we expressed a year ago, as to the importance of this new line of communication, are being borne out. Our view of its probable success was based not so much on the advantage it offered as a postal and passage line between this country and Australia as upon its being "the missing link" between the colonies and the Far East. It seemed to us obvious that where producing and consuming countries were thus brought into regular and immediate connection the result must be profit not merely to commerce, but to those who afforded it new but long wanted facilities. We believe from news that reaches us from Queensland that the Government are so satisfied with the past year's working of the service performed by the European and Australian Steam Company's line that they asked for an increase of speed to ten knots, in consideration of an increase of the postal subsidy.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CRANE—On the 11th June, at Tanjong Katong, Singapore, the wife of C. H. Crane, of a daughter.

GODDARD—On the 17th July, at Morland-road, Addiscombe, the wife of John Goddard, jun., of a daughter.

HUTCHINSON—On the 19th July, at Samarang, Island of Java, the wife of Richard Hutchinson, of a son.

MOSS—On the 20th July, at 4, Windsor-terrace, Eastbourne, the wife of M. H. Moss, late of Ceylon, of a son.

SCHETELIG—On the 11th July, at the Palmaille, Altona-Hamburg, the wife of Arnold Schetelig, M.D., of a daughter.

SHAW—On the 3rd June, at Singapore, the wife of Captain E. J Shaw, of the American ship *Julia H.*, of a son.

SYMONS—On the 18th July, at Nyanza House, Southampton, the wife of Alfred Symons, Commander P. and O. Company's service, prematurely, of a daughter.

MARRIAGES.

D'AQUINO—GOULARTE.—On the 24th May, at the Cathedral Church, Macao, by the Rev. V. d'Almeida, and before Messrs. C. V. da Rocha and J. E. Scarnichia, Sponsors, Eusebio H. d'Aquino, third son of the late Jose Thomaz d'Aquino, of Macao, to Helena Maria, daughter of the late Jose B. Goularte, of Lisbon.

MIDDLETON—MAXTON.—On the 22nd July, at St. Peter's Church, Belsize-park, by the Rev. F. W. Tremlett, D.C.L., William Henry Middleton, M.D., of Mullingar, Westmeath, to Maria Louisa, daughter of Peter Maxton, 37, Belsize-park, Hampstead.

DEATHS.

ANNESLEY—On the 20th July, at Hawkhurst, Surrey, of apoplexy, the Hon. W. O. B. Annesley, youngest son of the third Earl Annesley, aged 36.

BULLEN—At Box-hill, Penny Cross, near Plymouth, William Henry Bullen, second surviving son of the late Robert Bullen, of Mauritius, in his 41st year. Indian and Mauritius papers, please copy.

DUNCAN—On the 23rd May, at Hong Kong, the infant son of R. Duncan.

GIBBS—On the 20th May, at Peking, James Hopson Gibbs, Assistant Audit Secretary and Deputy Commissioner in the Chinese Maritime Customs Service, aged 39 years.

HOSUNGJEE—On the 23rd May, at Hong Kong, Nowrojee Hosungjee, Parsee merchant, aged 50 years.

THOMSON—On the 16th July, one week after his return from Hong Kong, John, eldest son of D. Thomson, 21, Myddelton-square, in his 28th year.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JULY 23.

It creates much surprise and some amount of indignation that at the recent elections there was no question raised with reference to our Colonies. "Clerical" or "Anti-clerical" was the only war-cry by which all parties were appealed to. It seems as if Holland had no colonial possessions at all. Must we think that the Colonial question is solved? I am quite convinced that this is by no means the case. Forced labour (*heerendiensten*) is not yet abolished, although actual slavery has been put an end to; the means of communication have been improved only on paper; for the education of the natives, something, but not much, is done, and the money destined for improvement of the colonies is spent with somewhat more care than in former times. The Dutch nation is herewith quite content. The objects of the Society for the Welfare of the Javanese are thought to be simply a display of sickly philanthropy. The natives are believed to be too idle to work, too stupid to enjoy liberty. To be subjected to our rule is a sort of privilege, and we have only to be moderate, and no complaints will be heard from them. This was the cry in 1854, and it is still believed in. To illustrate this it is only necessary to recall to mind the debate in the Second Chamber about the Coffee *enquête*. The strongest opponents of forced labour were convinced that this culture could not be abolished without great pecuniary sacrifices, and this was the conclusion, that it was better to make injustice permanent than to surrender a certain revenue. The majority, and amongst them were some Liberals, rejected a motion which would have put an end at once to the existing state of things. When the result was made known the Liberal papers were indignant, but the nation remained as calm as ever. The people were quite content.

The papers contain a description of the Dutch Hôtel, which has been built for Prince Henry at Port Said on the Boulevard du Port, *vis-à-vis* the *Bassein des Atelicrs*. It has a frontage of 6,000 metres, including the garden, and for the land a sum of f.400,000 was paid, whilst the cost of the building amounted to one million. The Consulate of Holland, a hotel, and a large warehouse will be established in this building. Of course the investment of the capital in the enterprise will prove in the first years to be anything but profitable, but in the future a better return may be expected. This, however, is not the chief object. The Prince's idea was to promote the interests of Dutch trade and industry. In one of the numerous saloons a permanent exposition of Dutch produce will be held. Another undertaking, in which one of our princes has invested a good deal of capital, is the new steam-line between Flushing and London. On Monday next the inauguration will take place, and thereafter the steamers will ply daily, Sundays excepted, between Flushing and Sheerness. The steamers will have accommodation for 150 passengers in the saloon and for fifty passengers second-class. The entire voyage will occupy only eight hours, of which only five and a half hours will be at sea. The steamers are first-class, and this communication between England and the Continent will be—it is asserted—the cheapest and most comfortable in existence. The management of this company has been placed in the hands of the Royal Steam Navigation Company.

It is very unfortunate that even our leading papers have no special correspondents in Java. They only reproduce a part of the news from the Batavia papers, and, as this is always compiled in a hurry, people do not read even the spirit of the press. Now and then, however, an occasional correspondent troubles himself to forward a letter to one or the other paper. Thus, for instance, writes an officer belonging to the East Army to the *Dayblad*:—"The service at Batavia is very hard; I have to do the duty of four officers, because one half of the army is confined to the hospitals. I cannot tell you much good about our small force. It is exhausted; deceased soldiers are brought by hundreds to the burying-grounds, or are walking crippled along the roads. There is nothing but misery here; and if no change is made I fear much for the consequences, which must be very serious. In Atchin things go on very slowly. Nothing can be done before July, when the rainy season is over." This letter is probably unexaggerated. That there is a great want of officers is proved by the fact that the Indian Government have asked for one hundred more second lieutenants, and, in consequence, an extra examination will take place in November, to which subaltern officers will be admitted.

Some time ago I told you that there had been an influx of German Jesuits into the province of Limburg. I now find in the German clerical papers advertisements asking communication relative to any residences which are at disposal in Holland to be bought for this purpose. Up to this moment the Clericals have not meddled much with politics, but now they have become more daring. The Bishop of Roermond has published a manifesto by which he prescribes what must be done by the clergymen regarding the communal elections. I need scarcely add that this has caused much indignation, especially on the Liberal side.

During the last weeks a great number of soldiers, chiefly Belgians and French, have been enrolled at Harderwyk for our East-India-army, but at the same time desertions are so numerous that henceforth no leave of absence will be accorded to foreigners who enlist. The great want is still for medical officers, notwithstanding that a bounty of 3,000 guilders is given.

The ex-minister of the War Department, Earl Van Limburg Stirum, has published a pamphlet in support of the principle of obligatory military service, and on the 25th inst. he will begin to publish in the *Vaderland* the names of those compatriots who are in favour of his proposals. I fear that these lists will not be very long. The Dutch are not a military people.

The pensioned Lieutenant-Colonel de Rochemont, ex-adjutant of the late Governor-General of Java, Mr. Loudon, has arrived at the Hague. It has not yet transpired whether he adheres to his intention to hold a meeting in the Crystal Palace at Amsterdam to explain the history of the Atchin war.

The Second Chamber will meet on the 10th August in order to deal with a Bill to re-model the election districts, whilst in the same time a Bill will be laid before the members to complete our railway-net by constructing a few small provincial lines.

Endeavours are being made in Belgium to establish uniform custom-duties for Holland and that country.

The markets for Colonial Produce afford nothing calling for special report; there is a complete lull in trade.

Naval and Military.

Two Chinese officers who have been despatched by their Government to make a tour of the ports of Europe and gather all possible information on naval affairs have asked permission to go through a course on board the Excellent, gunnery-ship, at Portsmouth. The Lords of the Admiralty have intimated, in reply, that they must content themselves with a visit of inspection.

The Queen has approved the appointment of Captain C. J. Matthews, of the 57th Regiment, as acting aide-de-camp to Major-General J. A. Street, C.B., commanding the troops in Ceylon.

Commander John E. Stokes is appointed to the command of the Woodlark, gunboat, on the West Indian Station. Commander Stokes has seen considerable service in China. In 1857 he proceeded to China in the Inflexible, and commanded paddle-box-boat at several attacks against the Chinese Fleet. He landed with the naval brigade at Canton, and was specially promoted for the taking of that place in 1858. He proceeded again to China in 1864, and was first lieutenant in the Rattler for one year, and commanded three gunboats, viz., Janus, Forester, and Oppossum, for four years. He received the thanks of the American Government for service rendered to their Consul on the Coast of Borneo, and also received the approval of the Admiralty for attacks on piratical junks when in command of the Forester. He proceeded in the Opossum 350 miles above Hankow, on the Yangtsze, the first vessel that ever proceeded so high up this river. Was promoted to commander 1869, and in 1872 was appointed commander of the Steam Reserve at Devonport, which he held three years and five months. He has four medals and three clasps for war services.

Brevet Lieutenant-Colonel W. H. Orme, half pay, late 85th Light Infantry, has been appointed Fort Major at Guernsey, vice Brevet Lieutenant-Colonel Welman, whose five years has expired. Colonel Orme served with the 3rd Light Dragoons during the Sutlej campaign of 1848-49, and was present at the battle of Mookee and Ferozeshah, at which last he was severely wounded in the arm. He was Deputy-Assistant Quartermaster-General at the Cape between 1858-62, having previously served there as Aide-de-Camp to Sir James Jackson, and was lately in Mauritius with Major-General Selby Smyth as Aide-de-Camp.

We regret to hear that all attempts to prevent an exposure of the differences which arose in Japan between Colonel Richards and Lieutenant-Colonel Burton, of the Royal Marines, have failed, and, consequently, a court-martial will assemble at Devonport on the 31st inst., under the presidency of Colonel Boyle, R.M.L.I., C.B., to try Lieutenant-Colonel Burton for having failed in his duty in not having reported the conduct he found fault with in Colonel Richards to his superior officer at the time of its occurrence.

The camp in immediate connection with the forthcoming field artillery experiments on Dartmoor will be pitched in Okehampton Park on or before the 1st of August, the troops to be provided for therein being the E Battery E Brigade Royal Horse Artillery; C Battery 25th Brigade Royal Artillery; and half a battery of the 10th Brigade Royal Artillery. Lieut.-Colonel Tod-Brown, C.B., R.H.A., will be in command.

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The farewell banquet which the electors of Chatham had arranged to give to their late representative, Admiral Elliot, will not take place. The Admiralty has furbished up an old rule, which has been very indifferently observed of late years, and prohibited Admiral Elliot from attending the banquet, on the ground that officers on full pay ought not to take part in any political demonstration.

A detachment of the 2nd Dragoon Guards (Queen's Bays), consisting of contingents from Leeds, Preston, and Bury, has been embarked upon the steamer Windsor, at Liverpool, bound for Dublin. The detachment numbered 7 officers, 170 non-commissioned officers and men, 29 women, 51 children, and 136 horses. Other bodies of troops will sail for Dublin next week.

A distinguished service reward of £100 per annum has been conferred on the Venerable Archdeacon Henry Press Wright, M.B., the Senior Chaplain to the Forces. Mr. Wright was promoted for meritorious service as Provincial Chaplain to the Army in the Crimea, and has received the Crimean medal with clasp, Sebastopol, and the Turkish medal.

Brevet-Major W. C. O'Shaughnessy, the senior captain of the 12th Foot, who has for the last few months been attached to the staff of Major-General the Hon. Francis Colborne, C.B., commanding in China, and Acting Military Secretary, has been called upon to rejoin his battalion at Kinsale, and Captain S. G. Huskisson, 80th Foot, has been appointed to the vacancy.

The United States' screw frigate Tennessee, Captain Low, bearing the flag of Rear-Admiral W. Reynolds, arrived at Gibraltar on the 13th inst. from New York on her way to China, *viâ* the Suez Canal, and was to proceed in about eight or ten days for her destination.

Rear-Admiral W. H. Stewart, C.B., Controller of the Navy, and Mr. N. Barnaby, Director of Naval Construction, have inspected the Adventure, troopship, which was found to be in bad condition, and the expectation is that the ship will be paid off and laid by.

Legal.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

THE "INDUS" AND THE "ABBOTSFORD."

This was an appeal from a decree of the Judge of the High Court of Admiralty of the 25th of January last. The suit arose out of a collision between the steamships *Abbotsford* and *Indus* in the English Channel, off Dover, on the morning of the 24th of November last. The *Indus*, which belonged to the P. and O. Company, is a vessel of 2,234 tons, manned by a crew of 150 hands, and at the time was on a voyage from London to Bombay with a cargo of merchandise. She was in charge of a licensed Trinity pilot. The *Abbotsford*, a ship of 1,697 tons, with a crew of 88 on board, was on her way from Antwerp to New York, with a large number of passengers and a general cargo. The case on the part of the *Abbotsford* was that she had stopped off Dover in order to take a pilot on board, and that, while in waiting, she observed the *Indus* on her port quarter at a distance of a quarter of a mile. The *Indus* made no change in her course in spite of the loud warnings of those on board the *Abbotsford*, and the result was a collision in which both vessels were more or less damaged; on the other hand it was contended that the collision was caused by a sudden change in the steering of the *Abbotsford*, attributable to negligent and reckless navigation. The Judge of the Court below considered the *Abbotsford* alone to blame; hence the present appeal.

Their Lordships, after hearing the arguments at considerable length, allowed the appeal, and reversed the judgment of the Admiralty Court, with costs.

BANKRUPTCY COURT.

IN RE JOHN RANKING AND CO.

The debtors, Messrs. Harvey Ranking and Augustus Ranking, merchants, trading at 11, St. Helen's place, as John Ranking and Co., have filed a petition for liquidation by arrangement. Their liabilities are estimated at £110,000, after deducting the value of the securities held by creditors, with assets, consisting of merchandise, book-debts, and securities, and also of real estate in England and in Egypt, and elsewhere, valued at £70,000. Mr. Baker (Lawrance and Co.) now asked that Mr. Robert Fletcher, accountant, should be appointed receiver and manager. It appeared that a preliminary meeting had been held, at which the creditors expressed a strong opinion that the assets should be forthwith placed under control.

The Registrar granted the application.

IN RE J. C. FOWLIE.

This was another heavy failure. The debtor, described as a merchant, of Leadenhall-street, has filed a petition for liquidation, with liabilities £140,000, and assets, consisting of furniture, £1,100; cash-book debts and claims, £50,000 and upwards; and property in Ceylon estimated at £10,000. Mr. Registrar Hazlitt refused an application for an interim injunction staying further proceedings under a debtor's summons issued at the suit of one of the creditors, it being contrary to the practice of the Court to interfere with any steps which creditors may take under section 7 of the Act.

CHARGE OF FRAUD AGAINST MESSRS. COLLIE.

On the 21st inst., Alexander Collie, of Kensington Palace-gardens, and William Collie, of Aytoun-street, Manchester, until recently carrying on business as merchants in London and Manchester, were brought up at Guildhall, on a charge of obtaining large sums of money from the London and Westminster Bank by means of false pretences. In the information the amount was stated to be £200,000 and upwards, but it was rumoured that the actual amount involved was about £1,500,000.

Mr. Poland, who prosecuted, said that in this case he appeared for the London and Westminster Bank, who considered it their duty to prosecute the prisoners for conspiring together to defraud them of various large sums of money. The prisoners were of the firm of Alexander Collie and Co., of Leadenhall-street, and Manchester, and it appeared that Alexander Collie attended to the business in London, and William Collie attended to it in Manchester, and it was alleged on the part of the prosecution that they conspired together to draw bills which were nothing but accommodation bills, and they represented that they were trade bills given for goods sold, and bearing on the face of them certain marks and numbers purporting to refer to the bales of goods and the accounts in the ledger. He produced one of the bills, which purported to be for value received, and it had on its face "for value received," and certain marks which purported to refer to the description of goods that the bill was given for. A large number of those bills had been negotiated, and although a great number of the bills had not the words "for goods" on them, they had certain marks on them which were equivalent, for they had those marks which purported to refer to accounts of goods delivered. The defendants sent bills accepted by various persons to bill brokers, and by that means put them into circulation. It was well known that the bill brokers could not discount those bills with their own money, and several of them went to the London and Westminster Bank. In May or June last they failed, and their liabilities were about £3,000,000, but of that sum there were from £1,500,000 to £1,750,000 worth of those bills in circulation. The London and Westminster Bank had about £500,000 worth of those bills, and after giving credit for all they could get from the estate they would be at a loss of between £200,000 and £300,000. It was obvious that the bank would not have discounted bills to that large amount if they had not believed that those bills were given for goods that had been supplied, and that the marks and numbers on the face of those bills referred to those goods. On the examination of the defendants' books, which were placed in the hands of Mr. John Young, of the firm of Turquand, Youngs, and Co., accountants, it was found that those bills were not genuine trade bills drawn for goods sold, but accommodation bills, and that there were no such goods sold, and no such accounts in the ledger as those indicated by the marks on the face of the bills, and also that the persons accepting the bills had no goods accounts with the defendants. The London and Westminster Bank believed they had a responsible drawer and acceptor, and upon that assumption they would have discounted to a reasonable amount, but they never would have discounted to such an amount if they had not believed, from the marks on the face of the bills, that they were *bonâ fide* bills of commercial transactions. By examining the books they found that there were goods to the amount of £63,000, or from that to £100,000, which were all that represented the million and a half or million and three-quarters for which bills were in the hands of the bank and other persons. He would just lay evidence sufficient before the Court to justify a remand, and then ask that the case should be adjourned.

Mr. Serjeant Ballantine said he appeared for the defendants, and quite agreed with Mr. Poland that there must be a remand, and was willing that it should take place without going into the evidence until they were able to go into it fully. Sir Thomas White concurred, and said he felt bound to ask for large bail. He had therefore come to the conclusion that he must have two bail in £2,000 for each prisoner, or four in £1,000 each, and themselves each in £4,000. He would not take upon himself the responsibility of accepting bail which had not been inquired into by the prosecutors, and he therefore would not accept bail until it was approved. With regard to an application that the prisoners should be allowed to be taken to Newgate in a cab, he could not accede to that request. He could not see that there was any difference at present between them and poor people who were charged with a similar offence, only for a smaller amount. The two prisoners must, therefore, go in the van with the others. Shortly afterwards the prisoners went away in the van. They were released on bail on the 23rd inst.

Miscellaneous.

The Eastern Extension and China Telegraph Company (Limited) announce an issue of 3,200 Six per Cent. Debentures for £320,000. The price of issue is £100, payable by instalments extending to 1st February, 1876. The paid-up capital of the company amounts to £1,997,500, and the net annual income of last year amounted to £162,677 1s. 7d.

THE GEOGRAPHICAL CONGRESS.—The Geographical Congress in Paris has commenced its sittings. The British Section occupies the fourth and fifth rooms in the wing of the Tuileries next the Seine, and is under the charge of Colonel Montgomerie, R.E., F.R.S., &c., Her Britannic Majesty's Commissioner for the Congrès International des Sciences Géographiques. The Catalogue commences with a long list of the various maps, &c., contributed by British India. This portion of the British Empire is well represented by the engraved sheets of the Great Indian Atlas. The chief piece is a compilation map, showing the vast extent of the Himalayan system of mountains which separates the plains of India from the plains of Eastern Turkestan, Yarkund, &c. The other maps comprise characteristic specimens of most of the Provinces of British India from surveys executed at various dates under the orders of the Government of India, more especially showing the later development of the trigonometrical and topographical work in the Himalaya mountains in the more hilly, and generally the least known, portions of India.

TRIAL TRIP.—The Poonah, belonging to the P. and O. Company, left the South Dock, Sunderland, on her trial trip, on the 20th inst. This vessel was taken to Sunderland upwards of 18 months ago, to have 84 feet added to her length. She was built as a passenger boat for the Company in 1862 and is now 435 feet in length. Her engines (by R. and W. Hawthorne, of Newcastle) are 600-horse power. The cylinders are 56 inches and 97 inches respectively in diameter, and the stroke is 4 feet 6 inches. She is fitted with six boilers, with three fur-

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naces for each boiler, which will consume from 30 tons to 35 tons coal daily. She was towed out to sea by steamtugs, and a run was made for a distance of eight miles straight ahead, during which time the vessel behaved admirably, and the engines gave every satisfaction.

MR. DISRAELI presided on the 16th inst. at a meeting held in Willis's Rooms to promote the movement for erecting a memorial to Lord Byron. The right honourable gentleman opened the proceedings with an eloquent speech, in which he expressed his desire "to see in some public place the semblance of this great man, so that the English people, when they pass, shall recognise one of the greatest masters of the English language." On the motion of Lord Stanhope, seconded by Lord Rosslyn, it was resolved to make an appeal to the public for funds to erect a statue of the poet in the metropolis, and a vote of thanks to Mr. Disraeli for presiding was proposed by the Earl of Lovelace, son-in-law of Lord Byron.

THE place in the elephant-house at the Zoological Gardens, vacant by the death of the Indian elephant last week, has been filled by a Sumatran rhinoceros *(Rhinoceros Sumatrensis)* from Johore, "deposited" by Mr. Jamrach, the well-known dealer. The Society's collection already contained examples of four different species of these animals, but this makes a fifth, and renders the series of rhinoceroses by far more complete than any that has yet been brought together.

WHAT bids fair to be a most successful annual gathering of the members of the Royal Archæological Institute of Great Britain and Ireland has been opened at Canterbury. Three sections—Antiquities, Architecture, and History—will hold meetings, the Presidents being Mr. G. T. Clark, Mr. Beresford Hope, M.P., and Dean Stanley respectively. The programme proposed to be got through is a heavy one, but agreeably diversified.

THE CHINA CUP which is annually presented by the Volunteers in China for competition at Wimbledon has this year been won by Gloucester, who scored 365 points. The cup is competed for by teams of ten efficient Volunteers from each county, and the conditions are ten shots at 500 yards with the Snider. Last year the cup was won by Middlesex with 404 points out of a possible 500.

TIN-TUN-LING, the well-known Chinese resident in Paris, has published a very singular novel in Chinese, the wording beginning, as in all Chinese works, on the right-hand side of the page. The work in question has been translated into French by Mr. Charles Aubert. It is a bibliographical rarity.

THE Eastern and Australian Company's steamer *Singapore* arrived at Townsville, from Singapore, on 16th inst., with London mails of 28th May. The Company's steamer *Normandy* left Brisbane for Singapore on the 17th inst., with Australian mails, for London.

THE statement recently made that the Turkish Government intends to send a special embassy to Peking in order to defend the interests of Mussulman subjects of the Chinese Empire is repeated from Constantinople.

THE Chinese language is to be for the future included in the list of normal school studies at Boston, U.S.

HOUSE OF LORDS.

THE COOLIE TRAFFIC.

(July 19th.) Lord STANLEY of ALDERLEY called the attention of the House to the Coolie traffic, and asked the Secretary of State for the Colonies to state the result of his inquiries into the death of two Coolies from flogging in Province Wellesley, and what progress had been made in framing a law for the protection of Coolies in the Straits Settlements; and moved for the law for the protection of Indian immigrants to be laid on the table. The noble lord remarked that on the 11th of May a deputation of the Anti-Slavery Society waited on the Secretary of State for the Colonies to make representations as to Coolie labour in all the Colonies and the necessity of supervision of the transport of Coolies, of the contracts entered into by them, and of their treatment when their engagements expired. Owing to misreporting, the deputation were represented to the world as having requested the Secretary of State to put down Coolie labour, and an evening paper said that the supervision of Coolie contracts was as little necessary as that of Irish or English emigrants' contracts, though those emigrants went out to join people of their own language, religion, and laws. What really happened was that Mr. Sturge, speaking for himself only, stated to the Secretary of State what a short time before he had written to the leading journal—that the emigration of Coolies was only the slave trade under another name. Now, he would mention in defence of Mr. Sturge that a French Deputy, M. Victor Schœlcher, came over to London a short time before the deputation went to the Colonial-office, to represent the state of the Indian Coolies in the French Antilles to the Aborigines' Protection Society, and he there made a similar statement to that of Mr. Sturge, of his conviction that Coolie immigration could not be distinguished from the slave trade, and in support of this view he had brought with him a French Colonial newspaper called the *Journal d'Outremer*, containing a report of the excessive mortality of Indian Coolies on different plantations. While excepting the islands of Mauritius and Bourbon and the Straits Settlements, he entirely concurred with Mr. Sturge and M. Schœlcher as to the more distant West India Islands, and believed that it was almost impossible to prevent the transport of Coolies to those islands differing from the slave trade. He might remind their lordships that all the horrors of the African slave trade owed their origin to a want of thoroughness on the part of the philanthropists in the beginning of 1500, and to the adoption at that time of the principles, nay, of the very words used by the noble earl to the deputation:—

"Considering the commercial depression that exists in many of the West India Islands, a system of Coolie importations, if it can be administered under due safeguards, should be favoured by Government."

These were the considerations which brought Negro slaves to America for the relief of the Mexicans and Caribs, who were fast dying out under the labour imposed upon them, and whose sufferings stirred up the good Bishop Las Casas to write of the destruction of the Indies. The burdens that were destroying the aborigines of America and the Antilles were transferred to the shoulders of the Africans till Wilberforce raised his voice in behalf of those oppressed men, and with such effect that the Africans were now almost everywhere emancipated; but if the Secretary of State for the Colonies did not take care the error of transporting Africans across the ocean to relieve Americans would be repeated under his auspices, and Hindoos and Chinese would have to relieve the negroes by suffering all the horrors formerly imposed upon the Africans. When his noble friend the Secretary of State for the Colonies answered the deputation of the 11th of May he did not think he could have read the Blue-book on the Macao Coolie traffic; not a word in that Blue-book contradicted the assertion of Mr. Sturge, and there was much in the reports of Sir Brooke Robertson and in the despatches of the Secretary of State for Foreign Affairs which confirmed it. So long as the Colonial-office could not efficiently provide for the well-being and protection of Indian Coolies at Mauritius, Reunion, and the Straits Settlements, it would be still more doubtful if it would be able to secure these objects and safeguards in the more distant West India Islands. The Chinese Coolies in the West Indies were in still greater need of protection than the Indian Coolies, who, being our subjects, found zealous supporters among the Calcutta, Madras, and India-office officials. Most of the Chinese who had been transported to Peru, Cuba, and other parts of America had been taken there against their will, or in ignorance of where they were going. They did not require to go to America for the purpose of emigrating, for there were ample fields for Chinese emigration nearer China, places to which they could go and find their countrymen and associations ready to assist them on their arrival. And how could the Secretary of State for Foreign Affairs consistently urge the Portuguese Government not to allow emigration from Macao under any form, and even after proposing regulations for the protection of the emigrants, if the Secretary of State for the Colonies were to encourage a similar emigration, and so appear to justify the criticism of the Portuguese Minister, that "the British functionaries had markedly hostile dispositions to any emigration which might seek other shores than those of British colonies?" It might be readily understood that the Secretary of State for the Colonies should have been rather too much influenced by the colonists and by colonial representations, and by the natural desire to hear of flourishing colonial budgets, and should have lost sight of the public opinion of this country, which would not allow of the substitution of Chinese for African slavery; he (Lord Stanley of Alderley) might also say the public opinion of Germany, for in the Blue-book on the Macao Coolie traffic there was a note from the German Ambassador strongly repudiating, on behalf of one of his subjects, the imputation of being concerned in this iniquitous trade. The public opinion in Spain and Portugal was also very much changed of late years, for in the modern novels of the Peninsula the villain of the plot was always a slave trader, and the name of *negrero*, or negro trader was now a most opprobrious epithet. He desired also to call the noble earl's attention to a matter of which he had been informed by an Australian magistrate—namely, the kidnapping of women in Polynesia, which was said to have become so general that nearly every master of a vessel and many of the mates carried Polynesian women on board their vessels, entered on the ship's articles as wives of the men they had nothing to do with. The law of Western Australia, that no women be permitted to be shipped there, should be copied. He did not intend to go into the case of the Coolies in Mauritius—the subject and the Blue-book relating to it were too large; but when the noble earl talked of safeguards for the protection of the immigrants he (Lord Stanley of Alderley) would ask what measures he was taking, and why he had not already taken measures, to remedy the state of things under which the families of Coolies who died in Mauritius were robbed of their property under forms of legal administration. Among the cases of property left by Indian Coolies and absorbed by the curator reported by the Commissioners appointed to inquire into the abuses concerning Indian immigrants into Mauritius might be quoted that of Millapore Monisamy, who died and left effects which were sold for $630 82c., or about £130. The legal expenses amounted to $630 51c., leaving a balance of 31c., or 1½d. There were, however, other legal expenses which were defrayed by the sale of Monisamy's jewels, which sold for $877 52c., or about £183, and when all legal expenses were paid there remained a balance of $11 53c., or £2 8s. There was also the case of Jaunkee, who went temporarily mad, had £44 of property sold for £8 12s. 4½d., and 8s. 8½d. of it was left for his children. He would also ask the Secretary of State whether he intended to take any steps to relieve the immigrants who had completed their five years' contract service of the heavy charges imposed on them for photographs (2s.) and pass-tickets (20s.). From the report of the Commissioners it appeared that for a number of 116,333 photographs the sum of £23,311 12s. had been charged to Mauritius during five years. The photographer holding the contract informed the Commissioners that his profits were £6,000, leaving £17,311 for the cost of photography; but the Royal Engineers' highest estimate came to £5,201, leaving £12,110 to be accounted for. Two Coolies were flogged by two planters on the Malakoff estate, in Province Wellesley, in the Straits Settlements; they died of it, and the two planters were sentenced to three and four months' imprisonment. These sentences appeared to be very lenient, but it happened that the brother of one of the planters died, and applications were made to the Governor, Sir Andrew Clarke, for his release, in order that he might look after the plantation. The Governor accordingly remitted half of his sentence and set him free, and, as the other planter was in the same case, he remitted half of his sentence also, apparently to avoid invidious distinctions. If the Governor had made his remission of the sentence conditional on the payment of some compensation to the families of the Coolies whose deaths they had caused, he would have shown more regard for justice and for those safeguards which the noble earl the Secretary of State for the Colonies desired to establish

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for the protection of Coolie immigrants. He (Lord Stanley of Alderley) did not in this matter impute any fault to Sir A. Clarke other than that of excessive good nature and, perhaps an inability to say no; but, for the sake of the future, he would ask his noble friend to join with him in an expression of regret that Sir Andrew Clarke should have allowed himself to be induced by the planters' representations to remit half of sentences which were already too lenient. To show that contracts and engagements of Coolies required supervision and revision by an officer of the Indian Government, he might mention a case which recently happened in the Straits Settlements. Some seventy Coolies had engaged to labour for planters (Messrs. Brown and Co.) for two years, and had had their passage-money from India advanced, which advance had been repaid. These Coolies left off work six days before the complete expiration of their two years, and a portion of them were brought before a magistrate, under the Indian Act XIII. of 1859. The magistrate dismissed the summons, and his decision was reversed by Mr. Justice Ford, who held that these Coolies' contracts were binding on them, which obliged them to be jointly and severally responsible for one another's labour, so that one man out of 100 might have to make good the work of ninety-nine absconders. The appellant, the agent for the planters, did not ask for this, so Mr. Justice Ford only required the magistrate to order the Coolie (1) to work up the six days, and (2) to work up the loss of labour occasioned to the planters by their default. Now this decision of Mr. Justice Ford, if it were upheld, would establish a system of slavery. It would probably be met and prevented by the Indian Immigrants' Protection Act, now under the consideration of the Colonial-office. This draft Act omitted, however, to limit the period for which Coolies might be engaged. In the Straits the practice had usually been for two years, but in Mauritius five years was the usual term. A person whose opinion had great weight with him (Lord Stanley of Alderley), and, he believed, would have no less with the Secretary of State for the Colonies, observed to him that before the Straits Settlements passed under the Colonial-office the immigration of Coolies from India was free, and as beneficial to the immigrants as it was to the Settlements. He believed that the cause of the change and of the necessity on the part of the Indian Government of imposing restrictions on Coolie emigration to the Straits had been the diminution of protection given to Coolies in the Straits, owing to the falling off in the quality and independence both of judges and magistrates, since the transfer of the Straits from the India-office to the Colonial-office. This falling off of judicial and magisterial quality seemed on the increase, and this downward tendency had been much advanced by the fact that summary jurisdiction, formerly confined to the Government police magistrates, had recently lapsed into the hands of merchant and planter magistrates, who were not so well qualified.

The Earl of CARNARVON said that if the noble lord had read his despatch in reference to the report of the commission which inquired into the subject of the Coolie traffic in the Mauritius he would have found much of the information for which he asked. He had stated in that despatch what he believed to be the great and crying abuse of the traffic; he had recommended various alterations, and he had pointed out that there were also other things open to consideration. It was very often stated that the Coolie traffic was modified slavery, but those who said so mixed up the question of the importation of Chinese Coolies in foreign ships and from foreign ports with the importation of Coolies from India and China in English ships, under the English flag and under English law. He was quite willing to concede that the importation of Coolies from Macao under the Portuguese flag had been attended with cruelties and horrors. Whatever might have been the intention of the Portuguese Government, great cruelties in connection with the traffic had been practised under its flag, but he indignantly denied that any cruelty had been committed under the English flag. If abuses had taken place they had been exceptional. Sir Bartle Frere, in drawing a distinction between the condition of the Coolie in India and his condition in an English colony, put the case thus: In India the Coolie could not as a rule earn more than 1½d. or 2d. a day, and was nearly always on the verge of starvation. In the British colonies, on the other hand, he worked only five days in the week, and earned 1s. a day; if he took task work, he received for each task 1s.; he was well lodged, he was provided with medical attendance, he was protected by special legislation, and in almost every colony he was guaranteed a return passage to his own country. Those persons, therefore, who spoke of them as undergoing modified slavery threw about their words with a recklessness and imprudence which was mischievous, if not something worse. The condition of the Coolie in the English colonies might be inferred from some figures which he was in a position to give their lordships. In British Guiana, in eight years ending in June, 1874, 2,100 Coolies returned to their country, taking with them no less than £64,000 of savings, and in 1872 950 returned, taking with them £24,700. In Trinidad 400 Coolies returned to their homes with £11,500 savings, and in 1874 330 returned with £10,000 savings. Besides that, £40,000 was standing to the credit of Coolies in the bank, and 60 of them had placed £6,000 in the Colonial Bank at interest. Their position in the colonies could not under such circumstances be said to contrast disadvantageously with their position in their own country. He would take one more instance. In the Mauritius, in seven years, ending in 1872, no less than £24,000 was remitted by Indian Coolies to India; in 1873, 619 returned with £8,500; and between 1860 and 1871 the enormous sum of £93,400 was actually invested by Indian Coolies in land in the Mauritius. These figures were so remarkable that they called for no comment from him. As he had already stated, every Coolie was entitled to a passage back to his own country, but in British Guiana they constantly refused it, and preferred to remain in the colony. Reports reached this country last year in reference to some atrocities which took place upon two estates or plantations, and he regretted extremely what was done in regard to them, and took some blame to himself that he had not made use of stronger language in reference to them. In future the Government would take every precaution by legislation to prevent a miscarriage of justice in cases of the same nature, and with that view he had pressed upon the local Government for a new ordinance which should deal with such questions, and which would prevent injustice being done to the Coolies; but it was a matter which required extreme care and consideration, as would be seen when he placed the papers in reference to it on the table of the House. He believed that he had fairly answered all the noble lord's questions, and though they were questions which did not excite much interest in this country, yet they affected to a most important extent the condition of the Coolies. He felt, however, that do what the Government would in regard to legislation, there would always be some possibility of abuses springing up, but he hoped that by improved regulations those abuses would be reduced to a minimum.

The Earl of KIMBERLEY had heard the fair and able defence which had been made by his noble friend in reference to the Coolie traffic. There were, no doubt, two sides to this question, the bright side and the dark one, which had been presented to their lordships in respect of this particular instance in the Straits Settlements, but it would be unfair, unjust, and impolitic, and, indeed, most disadvantageous to the planters and to the Coolies if they should rush to the conclusion that because abuses had occurred that there was no hope of a better state of things. As regarded the Mauritius, he was not one of the six persons referred to who had mastered the report. It was exceedingly bulky, and required much study, and that was his excuse for not being better acquainted with the contents of that Blue-book; but he would suggest that the power which existed in the West Indies of depriving plantations of Coolie labour in case the Government should not be satisfied with the treatment of the Coolies should be resorted to in other colonies, and he contended that Coolie emigration to the Mauritius should be entirely stopped if the Government there did not do what Her Majesty's Government required to be done. He was glad to find that new regulations had been made for the Straits Settlements, for it was not safe that Coolies should be employed in large numbers on any estate without special regulations being made for their well-being.

Lord STANLEY of ALDERLEY then withdrew his motion.

HOUSE OF COMMONS.

(July 22nd.) Mr. RICHARD asked the Under-Secretary of State for India when the correspondence relating to the differences between the King of Burmah and the Indian Government, promised by him on the 22nd of June, would be produced; and whether it would be still detrimental to the public interests to furnish Parliament with some authentic official information as to the character and issue of the recent negotiations with the King of Burmah.—Lord G. HAMILTON said: I stated on the 22nd of June that papers should be laid before Parliament relating to the differences between the Government of India and the King of Burmah when their publication would not be detrimental to the public interests. As the negotiations are not yet concluded it would not be advisable to lay upon the table of the House papers containing incomplete, and consequently misleading, information. Upon the 22nd of June I also stated that the differences between the two Governments had been satisfactorily settled, with the exception of one which I hoped would be amicably disposed of. I have nothing to add to that answer, except that the hope which I then expressed was, and continues to be, well-founded.

THE DIFFICULTY WITH BURMAH.

(THE TIMES.)

Whatever else may come of our disagreement with the King of Burmah, it can scarcely fail to open up a Trade Route with Western China. It is easy to see the commercial and even the political importance of such a highway, even if we dismiss the overcharged expectations raised some years ago. There was then a belief that the trade of the Chinese Empire might be reached through Rangoon instead of the Treaty Ports, and that our ships might be spared the long, dangerous, and costly navigation of the China seas. A railway or a tramway, it was thought, could be made from Rangoon, to one of the frontier towns on the south-east of China, and thus we could "tap" the commerce now poured out through Canton. Another road would be formed from Mandalay or from Bhamô to some town near the Yang-tse-Kiang, and that great river, the chief highway of China, would enable us to divert to the Irrawaddy, and thence to Rangoon, the immense mass of merchandise now shipped at Shanghai. Thus the voyage might be greatly shortened, and one of our own ports would become the chief shipping station east of India. Telegraph wires would also run along the new trade routes, and would link Calcutta and London with Canton, Shanghai, and even perhaps with Peking. So brilliant a prospect might make Russia despise her own tardy advances through Central Asian steppes, and prompt her to push on faster than ever towards the Western frontiers of China. Some day the scheme may become a reality, but in the meanwhile it is a little too like cloudland to be of much account in commercial calculations. A less Conservative nation than the Chinese would take a long time so to unlearn its habits as to divert the stream of trade to new routes, and thus ruin old ports. Their jealousy of strangers would stand in the way of their manifest interests; and, even under the rule of a friendly Power, it would need many years to develop the appliances of a great trade along a new road of more than 2,000 miles. But we should take a short-sighted view of our duty in the East if we were not to prepare the way for such a diversion of the Chinese trade. China is clearly on the eve of some great change, in spite of the conservatism which she has raised to the dignity of a religious duty, and there cannot be a doubt that it will throw her immense spaces more open to the West. Her rulers may fight against destiny with the spasmodic vigour which the representatives of ancient institutions often display when confronted with new conditions; but resistance will only increase the change by shattering the already weakened network of authority. Russia does not forget that such must be the future of the Chinese Empire. She is pushing her troops towards its eastern boundaries for political as well as trading objects. The Chinese, if they should be the victors in the approaching struggle with the Ruler of Kashgar, and should win back

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the territory out of which he drove them, would bring their outposts close to those of Russia, and thus increase the danger of a collision. The rapid approach of Russia towards the outlying provinces of China, her power of diverting its trade, and her facilities for profiting by any political change in the Empire are all so many reasons why we also should prepare a way by which a great stream of commerce should in the future flow into our own territory. Some years ago the Indian Government was unwilling to meddle with the matter, lest new communications with China should stir up embarrassing difficulties, and all the peremptory vigour of Lord Salisbury was needed to overcome the resistance of Calcutta. But the advance of Russia is adding political to the commercial inducements which urge us forward, and the Indian Government is showing greater readiness to face the inevitable difficulties of its changing relations with China. There are also more prosaic reasons for opening up new trade routes. Even if we cannot draw to Rangoon the main stream of the commerce which flows into the Treaty Ports, we can reach a peculiarly rich field of commercial enterprise in the Western Provinces of China. Yunnan, which lies nearest to Burmah, is the richest district in the Empire. It is said to have ten millions of people, and more than twenty considerable cities. At one time it carried on a large trade with Burmah, but commercial intercourse was almost stopped by the Panthay rebellion and the growing dangers of the way. The contest between the Mohammedan population and the Chinese authorities ruined several of the cities, and laid waste large tracts of fertile country. Lee-see-tahi, the robber general who was recently honoured at the Court of Mandalay, is answerable for much of the havoc. But now that the power of "Sultan Suleiman" has been destroyed, and that the province is at peace, the marvellous industry of the people is again drawing forth the full riches of the soil, and the trade with Burmah is regaining its old proportions. It might be immensely developed in a few years if our hardware, our cotton stuffs, and woollen goods were sent by a short and cheap route to the bazaars of the chief towns. The people would eagerly trade with us if the authorities would allow them. Major Sladen's party found no jealousy of strangers among the population of the frontier town which they reached in their exploring expedition, but the inhabitants never see any Europeans, and they receive only the most wretched specimens of our manufactures. Once a commencement made, time alone would be needed to open up other markets besides Yunnan by means of the great water way which runs from west to east of China.

The physical obstacles are considerable, but they could be overcome. Even if a railway or a tramway from Rangoon to the Chinese frontier be deemed impracticable there remains the route by way of Bhamo. At all seasons of the year the Irrawaddy is navigable to that town by steamers drawing no more than three feet of water. The way is not stopped even when the channel is swollen by the spring rains. From Bhamo the path is clear and easy for about twenty miles, but then the real difficulties begin. The way must wind among the Kakhyen Hills, and some engineering skill would be needed to make it suitable. The tribes of the district systematically exact black mail from the passing traders, and pillage the people of the plains. We fear they would be inclined to pay scanty respect to the telegraph wires which would span their ravines if they happened to be in want of metal. Nevertheless, it is believed that a little management and the payment of a fixed toll might induce them to respect the goods of Europeans. A more formidable difficulty arises from the jealousy of the Chinese authorities and traders. The mandarins would keep us out of Yunnan for the same reasons as they tried to prevent us from settling on the seaboard of the Empire. They are aided by the native merchants who have hitherto conducted the trade with Burmah. The spirit of commercial exclusiveness flourishes all the world over, and Yung-chan is the headquarters of a great native company which clamours for "protection to native industry" in a fashion that reproduces the less meritorious part of our own corn law debates. Lee-see-tahi has striven to give effect both to the official and the commercial spirit of isolation by means of his marauding bands, and they still lie in wait for any practical missionaries of free trade. But the chief difficulty is the jealousy of the King of Burmah himself. He is hostile to the opening of a great English trade between his country and Western China because he is the chief trader in his dominions, and he desires to keep the stream of riches in his own hand. English counsel has not yet been able to teach him that he might gain far more indirectly from a great and free foreign trade than he now obtains directly from his monopolies. His opposition is also political as well as commercial. Although the vainest of beings, he does not lack shrewdness; and he suspects that wherever the British trader puts a foot in the East the British soldier will soon follow. He fears that a great commercial route from Bhamo would give the Indian Government the same hold of the Upper reaches of the Irrawaddy that it has already gained of the Lower. Hence he has set his face against the exploring parties with a persistency which even his duplicity has not been able to hide. His present refusal to let English troops go with our exploring parties or our traders confirms the suspicions of his good faith. To insist that they shall go without a British escort into the country of the Kakhyens and the regions under the command of Lee-see-tahi is simply to insist that they shall go to their death. On this point it is the duty of the Indian Government to be resolute alike for the sake of our commerce and of our political influence.

(SATURDAY REVIEW.)

The consequences of a conflict with Burmah must be kept in view. The Germans have read other nations a valuable lesson in regard to the importance of obtaining information beforehand as to the nature of a country that is likely to be traversed by their troops. A little of the spirit of Von Moltke would not be amiss even where the object is merely to ascertain how many days of rough travel it will require for a pony or a bullock to convey its load to a given point. And though this precaution may seem trivial to enthusiasts who wish to tap, by telegraph or railway, the province of Szechuen, or to indignant writers who urge that the policy of non-extension must now and then be put aside, it ought not to be ignored. Now all that we know of the territory beyond Bhamo at present is that it swells into mountain ranges of considerable altitude, and that it is held by tribes subject to "all the disturbing influences of the Chinese and Burmese Powers." There are Burmese Shans, and there are Chinese Shans; there are Kakhyens divided into Lakone, Cowrie, and Hansa; there are high ridges and rushing torrents, and, in fact, the long line of a difficult and dangerous frontier, infested by bodies of men of whom the most trustworthy authority, writing from the spot, has said that, having been despoiled themselves during a period of anarchy, they are compelled to seek their livelihood in the reckless spoliation of others. A Chinaman of some influence asked one of the pioneers of our exploring party in the year 1868 how he expected to succeed where kings had tried and failed. The truth is that these expeditions into an unknown country which has not even the settled government of an ordinary Oriental despotism are likely to lead to complications which we can neither unravel with profit nor abandon with honour. Until we know the precise nature of the request made by us and refused by the King of Burmah, it would be premature to attempt to pronounce decisively on the point. But it is hardly in accordance with the principles of international law that we should go to war with the ruler of a foreign country because he refuses to allow the place of his ordinary policemen to be taken by a Jemadar of Mohammedans or Sikhs. As regards the impolicy of war or further annexation there seem scarcely to be two opinions. We should be no nearer to the back of the north wind, or to the region of peaceful barter and exchange, if our frontier towns were Hotha and Bhamo instead of Prome or Thayetmyoo. Then, at a time when it may be desirable to mass troops on the North-Western frontier of India, or to impress native rulers by the show of highly-disciplined and well-equipped forces, it would be extremely inconvenient to have calls made on our military strength in another and remote corner of our vast dependency, in order to curtail the possessions or to punish the audacity f a sovereign between whom and the prominent castes of India there exists neither social nor political tie. A campaign in Burmah would not produce half as much effect on discontented Mohammedans in India as the repression of an *emeute* in one of its great cities, or a summary retribution inflicted on troublesome frontier tribes in the Punjab. From the latest telegrams we indulge a hope that Lord Northbrook may yet devise some means of asserting our dignity or restoring our credit without resorting to extreme measures. But the present dilemma should be a lesson against henceforth giving rash official recognition to explorations in wild countries at the suggestion of credulous Chambers of Commerce. We may select the most capable and judicious of leaders. We may cut down an exploring party to the narrowest limits compatible with efficiency. We may provide all the safeguards which sagacity and experience can suggest. But it ought to be remembered that a Government which lends itself to such inoffensive little expeditions may any day, and in spite of every precaution, be committed to a vast expenditure, if not to a great war.

(MORNING POST.)

If we are not going to annex Burmah for its own sake, and if we can at any moment force our way to Mandalay or further, what is the purport, what can be the purport, of this haggling about formal treaty rights of passage for our troops? To protect scientific or other expeditions to China, is, perhaps, suggested as a reply. But this reply seems curiously inadequate as an answer to the question. Has the consent of the Chinese Government been previously obtained for British troops to escort any future expeditions through Western China? Has this consent been even asked? By no means. There has not been a word upon the subject broached at Peking, and it is perfectly notorious that if the demand were made it would be refused as peremptorily as if it was Germany that was asked to permit the peregrinations of French regiments through Alsace and Lorraine. It is only the other day that the Chinese Government stamped out a formidable insurrection in Western China; and even if no insurrection had ever existed at Yunnan, is there a scintilla of ground for imagining that the Chinese Government would ever permit military escorts of English or Russians to traverse the dominions of the Chinese Empire? We are, it seems, in this position, accordingly, that even were the King of Burmah to grant the strange permission demanded from him we should not be an inch nearer to our assumed object—the protection of our trading or scientific expeditions. It is not on Burmese territory that we have to fear attacks such as the one which cost the brave Margary his life, and no agreements with the Court of Mandalay can have a featherweight of influence on the Chinese side of the border. It is the Peking Government alone which can guarantee the safety of British travellers or caravans in China; and until we know the result of the Commission of Inquiry which the Chinese Government has despatched to Yunnan we are entitled to hope that Mr. Margary's murderers will be chastised with the strong arm of the law. At the worst, and supposing that we may have to declare hostilities against China, what is the use of this diplomatic contest about rights of passage through Burmah? Whenever we have to set seriously about invading Western China we must do it in such force that the notion of any resistance being offered by Burmah is simply absurd. If, when we notify the Burmese Sovereign that we are under the necessity of directing thirty or forty thousand men across his territory, he chooses to side with China, so much the worse for him. But in the meantime what on earth can be the purport of huckstering and bargaining about concessions which can only be useful to us in a certain emergency, and which, in that emergency, we can make sure of when we like? If the King of Burmah were to grant a permission which could only be availed of against China, he would be placing himself in a very unpleasant position as regards his powerful Chinese neighbours, who have a thousand means of making Burmah very miserable. After all, we may never go to war with China, and we should scarcely go to war merely to protect Burmah from the troubles which the Chinese Viceroys in Yunnan would be pretty certain to excite, and which they may have already begun to excite. Let us be prepared to deal a strong and decisive blow when the need arises, but let us avoid superfluous complications which, however they may exercise the self-importance of subordinate officials, bring neither glory nor profit to the Empire.

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The London & China Telegraph.

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"FESTINA LENTE."

IN our school-days we remember to have been called upon to write themes on such subjects as "Festina lente" and other analogous maxims, and we were, therefore, early impressed with the impropriety of undue haste and all "leaps in the dark" in general, but, in those halcyon days of our youth, we never remember to have had brought under our notice such a very literal interpretation of the old Latin adage above quoted as that presented to the House of Lords on July 16 by the Secretary of State for Foreign Affairs in his reply to Lord STRATHEDEN and CAMPBELL'S question. Poor Mr. MARGARY was foully murdered on February 21, and the British officers appointed to be present at the inquiry into the circumstances attending that scandalous outrage are to set out (presumably from Shanghai) at the end of August. This dilatoriness seems almost incredible. It is all very well to talk *now* about the hot season—for that matter we should fancy that it is not exactly cold even at the end of August in South-Western China—but surely, if only a reasonable amount of energy and promptitude had been displayed in dealing with this very serious question, the Commission might have left for the place of inquiry at the end of March or the beginning of April. Her MAJESTY'S Government appear to be supplied with such scanty information from China that it may be well to draw their attention to the fact that the Chinese have quite recently changed all the officials who might in any way have been held responsible for Mr. MARGARY'S murder, and this method of proceeding they, no doubt, look upon as check-mate to the demands we are languidly making upon them for proper satisfaction; it certainly will tend to complicate matters, already sufficiently complicated. The noteworthy intelligence we refer to has just reached this country in a letter addressed by its Tientsin correspondent to the *North China Daily News*. The *Peking Gazettes* of the middle of May, it seems, contain a memorial from CHIN-YUH-YING, the Acting Governor-General of Yunnan and Kweichow, which must have been written more than a month after the murder took place, as it mentions the arrival of the Burmese Embassy at the capital city of Yunnan on March 22. In this memorial the names of the civil and military officers at Momein, &c., incidentally appear, and the names do not tally with those in the Red-book. "This action on the part of the Chinese Government," observes the writer alluded to before, "strikes me very forcibly as being worthy of the consideration of Her MAJESTY'S Minister." It is most certainly deserving of consideration, and an official explanation of the matter ought at once to be demanded. "I am particular in remarking upon all these matters," continues the writer, "as it is of great import-
"ance that the British officers (Messrs. GROSVENOR and
"BABER) should know beforehand who were the Chinese
"officials who actually held office. . . . when Mr. MAR
"GARY was assassinated. The British officers should, as
"early as possible, have an accurate memorandum of all
"the officials . . . in order to call upon the judge of the
"Court to examine every one of them."

LORD STANLEY ON COOLIE EMIGRATION.

LORD STANLEY'S motion on the Coolie traffic, and on the treatment of Coolies in the English Settlements, extended over so wide a range of topics, and mixed up so many questions essentially distinct, as to render him liable to the serious charge of misleading public opinion, and conveying mischievous, because erroneous, notions of the effects of the emigration movements from India and from China. We quite admit that the regulation of the Coolie traffic and the treatment of Coolies are subjects well worthy the attention of the Legislature; and much credit is due to Lord STANLEY for the pains he thus bestows in vindicating the rights and interests of the labourers; but that does not justify him in overstating his case, and in representing Coolie emigration to be negro slavery in disguise. Lord STANLEY'S method of attack was in this wise:—He referred to the treatment of natives of India in the Mauritius, to the state of the Chinese in the West Indies, to the kidnapping sometimes practised by merchant vessels in Polynesia, to the immigration of Chinese into Singapore, to the condition of the Klings in Province Wellesley; and tying up all these different cases—so to speak—into one bundle, he condemned the entire system, as though our colonies were collectively responsible for the special evils which have arisen in connection with the labour supply in each particular settlement.

As to the emigration of Coolies from China, there is no kind of reason why such legislative restrictions and supervision as long experience has shown to be most advantageous should not be persistently and rigidly put in operation by our local authorities; and if Lord STANLEY can point out any defects in the existing system they can be easily amended, and he will have done good service; but it is no good talking about prohibiting the "traffic." Can we prevent the redundant poor in China from finding an outlet in foreign countries? Chinese emigration is a great fact; we may do something to protect it from abuses, we cannot check it. The Chinese Government are far more to blame in this matter that anybody else. We may do our very best, and the results will still be unsatisfactory as regards Chinese Coolies. The Coolie wants to emigrate, the negro-slave wanted to stay at home; and that makes all the difference between the two cases. Yet the Coolie, before he has acquired experience, is as stupid as the nigger, and has really far less independence. When grown men are too helpless to take care of themselves no legislative interference can really work satisfactorily; it must needs be in the nature of a make-shift. Afterwards, when the Coolies have been working together on a foreigner's estate, they get a trick of banding together, and discover that they may perhaps gain something by crying out that they have been ill-used, deceived, and so forth. Philanthropists in England are sometimes apt to overlook certain peculiar and difficult traits in the Chinese character. We are far from denying the need for strict supervision of Coolie traffic and Coolie labour; much injustice, much cruelty, has occurred, and we hope when the new Ordinance to deal with the whole question in the Straits has been made public it will prove a satisfactory measure.

The case of the emigrant natives from India, whether in the Mauritius, the West Indies, or the Straits, stands on a wholly different footing. These Indians, as Lord STANLEY himself admitted, are our own subjects; they find zealous protectors and supporters among our local officials; they understand the rights which British law gives them; they have been born in the healthy atmosphere of personal freedom, and they are, in short, pretty well able—in any British colony at least—to take care care of themselves. There is not the slightest ground for saying that emigration from British-Indian ports resembles the African slave-trade. Earl CARNARVON made a complete reply to Lord STANLEY'S criticisms on this head of his subject when he pointed to the actual wages earned by Coolies in Bengal, and to the sums remitted home by the same class of people from the colonies to which they had emigrated. In Bengal a labourer is paid from 1½d. to 2d. a day, in English colonies the same man receives from 10s. to 12s. a week, besides house, medical attendance, and a free passage home. From 1864 to 1872 2,100 Coolies returned from British Guiana to India, taking with them in savings £64,000; while in Mauritius £93,400 was saved

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by the Coolies from 1860 to 1871. These facts speak for themselves. The truth is that in the interest of the Coolies —whether Indian or Chinese—and in the interests of our colonies, the right policy to be pursued is to enact wise and strict laws and regulations adapted to the circumstances of each particular settlement, and when enacted to see that they are rigidly carried out. It is most mischievous to cry out for the suppression of the Coolie traffic, and not only mischievous but useless, for we cannot prevent men from emigrating, and shall only spend our money to no purpose. Of course we are not going to defend particular instances of abuse; the flogging case in Province Wellesley seems a very bad one, and the offenders may congratulate themselves on the leniency with which they were treated. Still we do not think Lord STANLEY justified in imputing general unfitness to the judges and magistrates in the Straits. The charge is vague, and therefore impossible to disprove.

IN another column will be found a telegram stating that it is rumoured at Peking that a special Embassy is to be appointed to England with reference to the murder of the late lamented Mr. MARGARY. It is sincerely to be hoped that this does not indicate that we are to look for a repetition of the CHUNG HOW Embassy, and we take the earliest opportunity of warning the Government here of the impolicy of changing the *venu* of the discussion from Peking to Downing-street. The Chinese have obviously every interest in so doing, while we have as obviously everything to lose and nothing to gain by consenting to such a plan. There can be no ground for the Chinese sending a special Embassy to London except the hope that they may obtain, from the necessary ignorance upon many points connected with the question on the part of those at home, what they apprehend they will fail to obtain from the full information which will naturally be in the possession of a Minister resident in Peking, speaking the language and able to watch the development of every phase of the matter to be decided. It is sincerely to be hoped that Mr. WADE has not suggested or given his countenance to such an Embassy.

FRANCE IN THE FAR EAST.

The Treaty of Commerce of 31st Aug., 1874, between France and Annam has been approved, without discussion, by the French National Assembly. The engagements taken by the French Government in connection with the said treaty will be fulfilled before the present year is out.

Orders have been given at Toulon for fitting out the *Mayenne*, one of the five steamers the French Government promised to hand over to the King of Annam within a year from the ratification of the treaty. The *Mayenne* will be armed with two smooth-bore howitzers, of 12 cent. calibre, with ammunition at the rate of 200 rounds for each piece over and above the ammunition that may be required for the journey. The *Mayenne* will carry, besides, six other pieces of artillery, and 1,000 breech-loading rifles of the *tabatière* kind, with 200,000 cartridges.

The two transport ships leaving Toulon on the 20th of July and 20th of Sept. next will each take for Hué 500 *tabatière* rifles.

By a decree of the President of the French Republic, dated 5th July, MM. A. Garrido and L. Palasne de Champeaux, administrators of first class in the service of native affairs in Cochin China, have been appointed inspectors in the same service, vice MM. Reinart and Turc, who are placed on the unattached list.

The *Moniteur de la Flotte* gives the following information as regards the latest movements of the French naval divisions of the China and Japan seas, and of Indo-China:—

Talisman, commanded by Frigate-captain Darcq-St. Hilaire, arrived at Aden, from Suez, on the 26th May.

The ironclad corvette *Montcalm*, with Rear-Admiral Krantz, commander of the French division in China and Japan, arrived at Yokohama on the 22nd May, with the corvette *Volta*, commanded by M. Floucaud de Fourcroy, and having on board, as an officer, the Duke of Penthièvre, one of the Orleans princes.

The *D'Assas*, under Ship-captain Brossart de Corbigny, left Saigon on the 10th of May, for Batavia and La Reunion.

The *Duchaffaut*, under Frigate-captain Le Helloco, sailed on the 14th of May from Saigon for Hainan.

The transport ship *La Sarthe*, after leaving Saigon on the 20th of May last, struck on a coral bank, and was obliged to go back to Saigon for repairs. The damage, however, was trifling, and the ship was able to sail again a few days later.

Correspondence.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is with great diffidence that I address you on a subject that I thought had been pretty well disposed of by the Anti-Opium League, and I should not now be doing so but for the fact of having read Mr. Turner's letter to you and an extract of a letter to *The Times* by Nang Choy, published in your issue of the 12th inst., on the same matter. I will therefore be very brief in what I have to say. Your correspondent says, "As British citizens it is our duty to relieve China from the injustice she has suffered at our hands." What injustice has she suffered from us? I have never been able to discover any, and if he means Opium, I must tell him that Opium was produced and eaten and smoked in China and India before we had anything to do with either country. My experience of China and the Chinese is derived from a life of over thirty-two years in the country and among its people, and I have yet to learn how the Opium trade has impeded missionary work; I have not seen it, and I do not believe in it. There are many Chinese who would, no doubt, be better off if they did not smoke Opium, but one does not see the amount of misery from Opium smoking that is to be seen in European countries from spirit drinking. I have seen and have read of more misery and crime in England arising from the over use of gin, &c., in the space of three years than I ever did in China, and I firmly believe there is more evil and wrong done, or concocted, of a Saturday night in one of our large gin-palaces than there is done in all the Opium-smoking places in the city of Ningpo in a week. I have often visited the native smoking places and tea-houses in the cities of Ty-wan or Tou-wan, Formosa, Amoy, Foochow, Ningpo, Soochow, and other large places in the north of China, and have never seen anything like what is to be seen outside any ordinary gin-shop in London. I know that many missionaries in China make the plea that their non-success in getting converts to Christianity is due to the Opium trade; I do *not* agree with them on this point. What I maintain is, that China is not suffering, nor has she suffered injustice at our hands, nor has the Opium trade prevented missionaries from getting converts to their views. As an Englishman I would rather sign a petition to Parliament to put a restriction on gin-palaces and gin-shops than to sign one to interfere with our Indian revenue or the Opium trade in China. The missionaries can make their minds easy so far as we as a nation are concerned, for when I left China two and a half years ago the province of Shansi alone was growing enough Opium as to be seriously interfering with the sale of Malwa Opium, and it was expected that this province would, in the course of a few years, produce a sufficient supply so as to exclude our Indian drug from the North of China, and this too was generally supposed to be under the direct encouragement of the Peking authorities. I will, if you will allow me, through your columns, give "Nang Choy" a little of my opinion in my next.—In the meantime I beg to subscribe myself, Sir, yours truly,

July 19, 1875. OLD CHINA.

THE NEW SEASON'S TEA.

(To the Editor of the *London and China Telegraph.*)

SIR,—I am very glad to notice that you call prominent attention to the recklessness with which the present tea season has been opened at Hankow, and I only wish that there were some better chance than there is of your well deserved strictures inducing something like reasonable caution on the part of the buyers in China. If it is true that the China trade can be conducted only in the reckless manner in which it is now carried on, there is but one conclusion to which all sensible men must come in regard to it, and that is that the sooner they retire from it the better. I do not deny that there are difficulties to be contended against, and the competition in the present days is sharp, and that the Chinese holders of tea, often backed by loans from foreign banks, are able to combine to the detriment of the foreign buyer; but all this is grievously and unnecessarily enhanced in severity by the over-eagerness displayed at the opening of the seasons. It would be thought that instead of there being on an average about a year's consumption of tea in stock at home, we actually did not know where to put our hands upon a pound of tea, and it was necessary for the China merchants to come to our relief, like that of a besieged and starving city.

Before the teas are fairly on the market Chaszees are busy making offers to the teamen upon samples sent in advance, and it is hardly surprising that these astute traders should see their advantage in holding back and increasing the prices against such eager buyers. But, Sir, as you pointedly suggest, there has been no reason whatever for hurrying home new season's teas since the opening of the Suez Canal, and, as a matter of fact, arrivals of new teas have not realised prices upon the London market in any way proportioned to the enhanced rates paid for them at the opening of the seasons in China.

The buying for the "New Season" seems to me to be kept up in China as a species of excitement recurring once a year, like bet-

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ting at the races; to have about as much *raison d'être*, and to be conducted in very much the same manner and upon not unsimilar principles. Once let this artificial hurry to crowd the larger proportion of the tea operations into about a fortnight be given up, and it will soon be no longer profitable for the Chinese dealers to hold their teas against reasonable offers, if they be not at once snapped up at unreasonable ones, and it will again be possible to conduct business upon something like a sound basis; but so long as purchasers are found, who, backed up with unlimited credits, are willing to go in neck or nothing, on a kind of "heads I win and tails you lose" principle, we can look for nothing but those disastrous results which have of late years caused so many men of capital and responsibility to withdraw from a trade which, properly handled, ought to be one of the steadiest and most profitable in any part of the world. In conclusion, I would call attention to the detriment which is worked to the trade by merchants having any interest in the steamers which take the teas, and being consequently, as has notoriously happened, liable to purchase teas not on account of their showing a probability of a profitable out-turn, but more to avoid delay in loading the vessels.—Your obedient servant,

London, July 21, 1875. AN EX-CHASZER.

(To the Editor of the *London and China Telegraph.*)

SIR,—The able leader in your last issue touching upon the state of the China trade, as regards the import of tea, attaches, in my opinion, too much blame to the banks. On looking over purchases made at Hankow at the opening of the eason, amongst buyers who have largely competed with the Russian and German houses, are firms enjoying unlimited credit, by reason of their reputed wealth and standing, and who, instead of conducting business on the principles of supply and demand, have by rash operations fostered and encouraged the spirit of speculation rampant since 1870, who also appear to have quite ignored the great changes caused by telegraphy and the Suez Canal.

The day has gone by for China as a sealed book, when the entire trade was carried on by a few firms. Now the number of traders has vastly increased, but the produce to be bought and sold has not increased in the like proportion, and firms must be content to do a smaller and safer business, and thus help to bring about a more healthy condition. The remedy is in the hands of those conducting the trade, to alter the present system of speculative trading, which has led to results that all must deplore, and which it would appear is not realised by those operating at the shipping ports in China. The export of tea from all China to 17th July is given at 72,000,000 lbs., the bulk of which will result in disastrous losses.—I am, &c.,

July 20. MINCING LANE.

CARGOES AFLOAT.

—o—

SINGAPORE AND PENANG.

Professor Van der Boon Mesch: 303 tons gambier, 220 tons sago flour, 150 tons pearl sago, 150 tons black pepper, 60 tons white pepper, 340 cwts. rattans, 295 cwts. hides, 6 tons horns, 20 m. Malacca canes, 8 cwts. mother-o'-pearls, 10 tons tapioca. Coldinghame: 25 tons tin, 793 tons black pepper, 180 cwts. rattans, 1,161 cwts. hides, 420 tons sugar, 18 tons horns. Vanguard: 70 tons gambier, 76 tons tin, 294 tons sago flour, 48 tons pearl sago, 312 tons black pepper, 73 tons white pepper, 16 tons coffee, 460 cwts. rattans, 195 tons sugar, 32 tons india-rubber, 55 tons tapioca. Constantia: 395 tons gambier, 150 tons pearl sago, 140 tons black pepper, 160 cwts. rattans, 223 cwts. hides. Glenavon: 150 tons gambier, 10 tons tin, 455 tons sago flour, 85 tons pearl sago, 265 tons black pepper, 80 tons white pepper, 11 tons gutta, 500 cwts. rattans, 980 cwts. hides, 17 tons india-rubber, 4 tons horns, 63 m. Malacca canes, 80 tons tapioca. Caldew: 130 tons gambier, 115 tons sago flour, 10 tons pearl sago, 120 tons black pepper, 140 tons white pepper, 5 tons gutta, 60 cwts. rattans, 222 cwts. hides, 6 tons india-rubber, 10 tons horns, 21 m. Malacca canes, 27 tons tapioca. Ben Nevis: 30 tons tin, 207 tons black pepper, 6 tons white pepper, 160 cwts. rattans, 113 tons sugar, 2 tons horns. Proserpina: 100 tons gambier, 160 tons sago flour, 150 tons pearl sago, 303 tons black pepper, 240 cwts. rattans, 747 cwts. hides. Dewsberry: 100 tons gambier, 345 tons sago flour, 17 tons pearl sago, 3 tons white pepper, 180 cwts. rattans, 363 cwts. hides, 22 tons tapioca. Windermere: 185 tons gambier, 50 tons sago flour, 275 tons pearl sago, 95 tons black pepper, 2 tons white pepper, 6 tons gutta, 240 cwts. rattans, 120 cwts. hides, 23 tons india-rubber, 70 cwts. damar, 17 tons tapioca. Pauline: 20 tons tin, 245 tons black pepper, 10 tons white pepper, 57 cwts. nutmegs and mace, 380 cwts. rattans, 263 cwts. hides, 295 tons sugar, 55 tons tapioca. Eastern Province: 316 tons gambier, 55 tons black pepper, 60 tons white pepper, 36 tons gutta, 200 cwts. rattans, 357 cwts. hides, 5 tons horns, 2 m. Malacca canes, 36 tons tapicca. Brisbane: 255 tons black pepper, 280 cwts. rattans, 417 cwts. hides, 315 tons sugar. Cotherstone: 182 tons black pepper, 260 cwts. rattans, 508 cwts. hides, 346 tons sugar. Bolden: 475 tons gambier, 47 tons sago flour, 146 tons pearl sago, 135 tons black pepper, 15 tons coffee, 280 cwts. rattans, 675 cwts. hides, 10 tons india-rubber, 14 tons horns, 25 m. Malacca canes, 105 cwts. mother-o'-pearls, 10 tons tapioca. Tecumseh: 855 tons gambier, 925 tons sago flour, 45 tons pearl sago, 20 tons white pepper, 1 ton gutta, 480 cwts. rattans, 640 cwts. hides, 7 tons tapioca.

MANILA.

Monte Rosa: 1,000 tons sugar, 825 tons hemp, 25 tons sapanwood. Envoy: 750 tons sugar, 43 tons hemp, 12 tons sapanwood. Lyra: 406 tons sugar, 140 tons hemp, 6 tons sapanwood, 10 cwts. mother-o'-pearls. Estrella: 570 tons sugar, 280 tons hemp, 12 tons sapanwood. Invincible: 500 tons sugar, 306 tons hemp, 12 tons sapanwood, 250 mil. cigars. Araby Maid: 1,190 tons sugar. Angostura: 547 tons coffee. Penrith: 800 tons sugar. Belted Will: 1,000 tons sugar, 152 tons hemp, 15 tons sapanwood, 120 cwts. mastic. St. Kilda: 500 tons sugar, 632 tons hemp, 5 tons sapanwood. John Nicholson: 600 tons sugar, 354 tons hemp, 5 tons sapanwood.

Monetary and Commercial.

Tenders for £600,000 in bills on India were received at the Bank of England on the 21st inst., when the amounts allotted were to Calcutta £348,000, to Bombay £228,000, and to Madras £24,000. Tenders on all the Presidencies at 1s. 9⅜d. will receive about 24 per cent. There is apparently a better demand for remittances to the East.

The report of the Alliance Bank (Limited) has been issued. Including £10,528 brought forward, the available total is £47,426, from which the directors recommend a dividend at the rate of 6 per cent. per annum, free of income-tax. It is also proposed to cover in full the whole of the losses from recent failures by carrying the balance forward, and to add to it £10,000 taken from the reserve fund, and £1,422 realised during the six months from the outstanding account of the old bank. A considerable amount, it is expected, will be ultimately recovered, but meanwhile the directors believe it to be the interest of the company that the worst possible results should be recognised.

The directors of the London and Provincial Bank have issued their half-yearly report. The available balance is £18,140, out of which a dividend is recommended at the rate of 10 per cent. per annum, and £4,707 is carried forward. The directors remark that it will be satisfactory to the shareholders to learn that the bank has been unaffected by the commercial failures that have recently taken place.

The report of the Imperial Bank (Limited) for the half-year ending 30th June states that the net balance of profit remaining for appropriation is £34,032 1s. 2d., and a dividend at the rate of 8 per cent. per annum is recommended, £7,132 1s. 2d. being carried forward.

The directors of the National Discount Company have issued their report for the past half-year. The net profit amounted to £68,140, and a dividend is recommended at the rate of 10 per cent. per annum. The balance of £28,140, together with £100,000 which the board regret it is necessary to take from the reserve fund, is to be set aside to meet the losses arising from the failures of the past half-year.

The report of the Imperial Credit Company for the half-year ending the 30th June last states that the net available balance amounts to £15,349, out of which the usual dividend is recommended at the rate of 6 per cent. per annum, or 4s. 6d. per share.

The Report of the Globe Marine Insurance Company state that the accounts of 1873-4 were closed on the 30th ult., with a balance which, when carried into the general account, leaves the net profit for that year £13,778. The company's articles of association provide that whenever the net profits in any year shall have sufficed to pay a dividend of 10 per cent. on the paid-up capital, 25 per cent. of the surplus is to be distributed *pro rata* amongst such of the insurers as shall have paid during the year £500 and upwards in premiums. Such distribution will therefore be made.

At a meeting of the directors of the Thames and Mersey Marine Insurance Company in Liverpool, it was resolved to recommend a payment of 4s. per share, being 2s. per share dividend, and 2s. bonus, making, with the dividend on account paid in January last, 6s. per share, or 15 per cent. per annum for the year ended the 30th June last.

The shareholders of the City Bank at their meeting on the 20th inst. adopted the report of the directors. The dividend declared was 8 per cent., as already announced. The chairman adverted in severe terms to the loss which the bank had sustained by recent failures, and seemed to point to the possibility of the bank instituting criminal proceedings against the drawers and acceptors of some of the bills upon which a loss had arisen. The statement of accounts will be found in our advertising columns.

The half-yearly general meeting of the Telegraph Construc-

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tion and Maintenance Company (Limited) was held on the 20th inst.; Sir Daniel Gooch, M.P., the chairman, presided :—

The chairman said there was no resolution to propose; the half-yearly meetings were held in order that the shareholders might have an opportunity of asking questions. The work they had had in hand during the present year had been very small. In the course of a few days, however, he hoped the company would conclude a contract for a cable, 1,380 miles long, from Sydney, New South Wales, to New Zealand, and he trusted that for the rest of the year they would be well employed. They knew of no other work like the one he had mentioned coming forward, but they were quite prepared to take work should it present itself. He did not think it was unfortunate even for them that there should be a cessation for some time in the construction of these long cables. He thought this work had gone on now for some time, and with a little rest he hoped the existing cables would remunerate their shareholders better than they had in the past. He would be happy to answer any questions. Mr. Abbott thought the vacancies on the Board caused by the deaths of Mr. Wanklin and Admiral Sherard Osborn should be filled up, and by gentlemen of high social position and strict integrity. The chairman, in reply to questions, said he knew of no director of the company who was "dealing" in their shares, and he knew of no other company which held the company's shares except the Globe Company. Mr. Abbott explained that the company alluded to was the Share Investment Trust. The chairman, in reply, said they, of course, were not responsible for the action of the Board of the Share Investment Trust, who were at liberty to act as they pleased in the interests of the Trust. There was only one vacancy on the Board, not two, and this was owing to the death of Admiral Osborn. It was rather difficult to fill up this vacancy with a gentleman of Admiral Osborn's abilities, but when they did so they would appoint one who would be a credit to the company, and who would bring them business. The proceedings then terminated.

At a general meeting of the Newcastle and Gateshead Chamber of Commerce Mr. Hugh Taylor, the president, in the chair, the secretary said there were now special measurement certificates printed by the Board of Trade in connection with the Suez Canal. A question arose about the *Dilston Castle*, which passed the Canal in ballast. The Canal Company had re-measured her according to the new rules, and they made her 250 tons larger than she was. He wrote to the Foreign Secretary (Lord Derby), asking him if he did not consider the new measurement was a surtax; and he had a reply from the Foreign-office to the effect that they believed the measurement was correct, and that they had considered the matter in conjunction with the Board of Trade; and it was evident that in the measurement the Canal Company had not deducted the Crew space, and that to avoid such difficulty in future it was desirable to apply to the Board of Trade for a special certificate, which would be recognised by the Suez Canal Company. He, therefore, wrote to the Board of Trade and asked how these certificates could be obtained; and the reply was that "application should be made by the owners of the vessel on the enclosed form, Surveys 6, to the Superintendent of Mercantile Marine at the port where the vessel is lying. No fee will be charged; but a sum of £1 must be paid to the Superintendent on account of expenses." The *Dilston Castle* went through in ballast, and the tonnage register British measurement only related to ships with cargo, and they were entitled to measure ships in ballast according to the Danubian rules.—The President said that as it was a small fee, it was desirable to have these certificates.

Messrs. Morton, Rose, and Co. invite subscriptions for £287,500 Sterling Five per Cent. Coupon Bonds of £100 each of the City of Providence, State of Rhode Island, issued under authority of Acts of the Legislature of the State of Rhode Island and Providence Plantations, for the purpose of erecting a City hall and the construction of a system of sewerage. The bonds are offered for subscription at £90 per £100, thus giving a return of 5½ per cent., and will be repaid at par in London in 1895, by means of a sinking fund.

Under the provisions of the Act which has just received the Royal Assent, the Lord Chancellor has appointed Mr. Francis Savage Reilly, barrister-at-law, as the new arbitrator in the affairs of the European Society. The appeal from his decisions—as well as from those of Lord Westbury and Lord Romilly, which are at variance with each other—will lie to the Court of Appeal in Chancery.

The subjoined circular has been issued by the accountants with reference to the affairs of Messrs. Edmund Jones and Co. :—

We have submitted the result of our investigation in this matter to the largest creditors, representing over £85,000, and as the principal asset is a debt due by Messrs. E. Jones and Co., of Rangoon, the value of which cannot be ascertained until the balance sheet of that house reaches England (which will probably be in a few weeks), it was thought better to postpone convening the general meeting of creditors until advices from Rangoon are received.

At an adjourned meeting of the creditors of Messrs. Hay, Ingram, and Co. it was resolved to liquidate by arrangement, Mr. Waddell being appointed trustee with a committee of creditors. The liabilities are £107,979, with assets, mainly in the hands ofcreditors, of £21,190.

The failure is reported of Messrs. Paton, Cook, and Co., manufacturers, Glasgow and Glengarrock, Ayrshire, with liabilities estimated at £60,000. Messrs. Heald, Mathwin, and Co., shipbrokers, of Billiter-street and Constantinople, are also stated to have suspended payment.

The first meeting of the creditors of Messrs. Collie and Co. will be held on the 28th inst.

A limited amount of Silver by the West India steamer has been sold at 55⅝d. per oz. standard. The market is now however firmer, and the quotation is 55 11-16d. per oz. standard. Mexican Dollars have been disposed of at 54½d. per oz., being the quotation current of late.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8 to 9
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	20 to 22
20	City	10	13¾ to 13¾
100	Colonial	30	59 to 61
500fr.	Comptoir D'Escompte de Paris... ...	All	610 fr.
Th.200	Deutsche	All	Th.156
£28¼	Hong Kong and Shanghai	All	18 to 20
50	Imperial	15	17½ to 18½
50	London and County	20	63 to 65
50	London Joint-Stock	15	48 to 50
100	London and Westminster	20	66 to 68
25	Oriental	All	43 to 44
50	Union of London	15	42 to 43
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅝ to 7¾
10	Eastern Telegraph	All	7 to 7¼
10	Great Northern	All	9¾ to 10
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	2¾ to 3¼
12	Telegraph Construction Company ...	All	23¾ to 24¼
20	India-rub., Gutta-perc., & Teleg. Works	All	18 to 20
8	Reuter's	All	9¼ to 10¼
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5 to 6 pm.
20	Globe Marine	4	1¼ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	par to 2 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	31 to 33
25	Ocean Marine	5	4 to 6 pm.
20	Thames and Mersey	2	3¼ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	4 to 5 pm.
	TEA COMPANIES.		
50	Assam	20	48 to 51
20	British Indian	All	6 to 7
20	Darjeeling	All	16½ to 17½
10	Eastern Assam	All	4¾ to 5
20	Jorehaut, Limited...	All	50 to 55
20	Do.	14	
10	Lebong	All	13¼ to 14¼
10	Upper Assam	All	1¾ to 2¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	5⅞ to 6¼ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	2¾ to 3¼
10	General Credit and Discount	7½	7¾ to 7⅞
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1¼ to 1½ dis.
25	National Discount	5	9¼ to 9½
500fr.	Messageries Maritimes of France ...	All	607½ fr.
£50	P. and O. Steam	All	41 to 43
50	Do. Do. 1867	10	7 to 5 dis
100	Royal Mail Steam...	60	64 to 67
402fr.	Suez Canal...	—	668¾ fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	113 to 115
92½	Do. 7 per cent....	All	103 to 104

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 32 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

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China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 10, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

THE ITALIAN SILK CROP.

The present year, as far as the quality and produce per ounce goes, is one of the best on record since the disease of 1848 swept away this most important branch of Italian industry. Previous to that year Italy realised f.250,000,000 by the sale of raw silk, and supplied foreign manufacturers with 8,000,000 lb., whereas China, Bengal, Spain, Greece, France, Turkey, and Persia together could furnish but 1,070,000 lb. Came "the disease," not gradually or partially, but suddenly and everywhere, and Italy—who once feared no rival, who since Roger I. brought silk winders and weavers from Greece to teach their "art" to the Sicilians, could boast that from the hatching of eggs to the manufacture of the finest silk stuffs, silk velvets, silk gauzes, she was independent of all the world—was compelled to purchase her raw material from abroad or close her factories.

Now, thanks to that practical common sense which so distinguishes the Italians after fifteen years of steady fight with the insidious foe (her industrial as well as political triumphs dating from '59-'60), she has at last got the upper hand. I cannot say that he is totally defeated, dead and buried, but, by dint of unwearying vigilance, by the use of every imaginable weapon, he is so far worsted that Italy each year rejoices in a plentiful crop of cocoons, and this year not merely of the wee, light-weighted, pale Japanese offspring, but of her own original treasures, the large oval, solid, golden cocoons which were once her pride and glory. For many years after the setting in of the silkworm malady Italy was entirely dependent on Japan for silkworm spawn, and although the original cartoons, when they had not suffered by the sea-voyage, generally succeeded the first year, the eggs laid by the worms must have taken the disease from the atmosphere or from the mulberry leaves, for in the following year most of them went to the bad, and for many successive years silk-worm breeders trusted to nothing but original Japanese cartoons, the peasants themselves bargaining with their masters that they should not have "native" or "reproduced" spawn. This rage for Japanese seed led a set of rogues to buy up all the old cartoons, cover them with the most worthless spawn, and sell them as genuine Japanese; others purchased in Japan the refuse of the market, especially the *bivaltini*, a species which lays and spins twice in the year, whose cocoons are light and worthless.

ARTICLES OF IMPORT.

Scarcely any alteration has occurred in the position of the Produce Markets, the only decided activity being still restricted to Coffee, which has advanced to a higher point than for about three months past. Most of the other leading articles have remained in a prostrate condition, and prices have descended to a still lower point. The heavy arrivals of new season's teas have depressed the market, and prices have again given way. Owing to the prolonged unfavourable weather, and rapid advance in the value of Corn, there has been a large demand for floating cargoes of Rice, and prices have advanced 3d. to 9d. from the lowest point. Extreme dulness has prevailed in the Cotton Market, and prices have again receded. Cutch and Gambier are rather dearer. Metals continue in a depressed state, and a further reduction has occurred in the value of Tin.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market is in a very unsettled state, and arrivals continue on a large scale, and the trade seeing the evident anxiety of importers to force sales, and in the absence of orders for export to any extent, buy with the greatest caution, and the sales made in almost every instance have been at lower prices. The Glenfinlas arrived on the 21st instant with the first cargo of new Kaisow. Only a few sales have been made in medium kinds The quality, so far ascertained, is hardly equal to that of the previous season. In the public sales 11,718 packages have been brought forward, the whole of which have been sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,099,817	2,047,269
Coastwise	616,298	562,297
Exports	391,010	494,549
	3,017,125	3,104,115

Congous.—Red-leaf kinds: Old season's show no change. In new, Kaisow kinds have sold from 1s. 7d. to 1s. 8d. for medium kinds, 1s. 9d. to 1s. 11d. for fine. Pak Lin kinds: The large arrivals by Glenfinlas and mail steamers have been on offer to-day, but buyers seem disinclined to pay previous prices. New-make kinds: Common have sold from 10½d. to 10½d. per lb., fair 11d. to 1s., good 1s. to 1s. 3d., being about last week's rates. Oolongs and Souchongs show no alteration. *Scented Teas.*—Canton Capers: Further arrivals of new season have come to a very dull market, and sales have been difficult to make for fair to good medium kinds, except for parcels with better scent than the average. Canto Orange Pekoes remain without change. Foochow kinds of old season's show no change. A parcel of new season's is reported sold at 1s. 9½d. per lb. *Green Teas.*—There is no change to report. Some 2,500 packages have been sold without reserve, 1,313 being new season's, from Swatow, which sold from 11d. to 2s. per lb. for common to fine kinds.

Messrs. W. J. and H. Thompson's Circular says:—The late heavy arrivals have had a depressing effect upon the market, more particularly as the dealers have received little encouragement from their country buyers. The steamer Glenfinlas, from Foochow, arrived on the 21st inst., with the 1st cargo from that port, but up to the present ime very few sales are reported, and great indifference is shown. Foochow Congous, ex Glenfinlas, a few sales only have been made of medium at 1s. 6½d. to 1s. 7d. per lb.; good to fine, 1s. 8d. to 2s. 1d. per lb. In old imports hardly any transactions are reported, except a few common to fair sold at auction at 9¾d. to 11d. per lb. Black-leaf Congous: Fair to medium, of new season, have been sold at 1s. 2d. to 1s. 5d. per lb.; good to fine, 1s. 7d. to 1s. 10d., showing in many cases a decline of ½d. to 1d. per lb.; finest to extra fine are better supported, and sales have been made chiefly for export at 2s. 2d. to 2s. 8d. per lb. In old import good common to fair have been sold at 10½d. to 1s. 1½d. at public auction. Tayshan Congous: Good common to fair, 11½d. to 1s. 1d. per lb. Scented Teas: Capers, common to fair, 9½d. to 1s. 0½d., of new import; medium, 1s. 3d. to 1s. 4d. Orange Pekoes, good common, 10½d.; fair, 1s. to 1s. 1d. Green Teas: Sales without reserve have been held, and prices do not show any change. The China sales, which have been held daily, amount to 15,296 packages.

Messrs. Sillar and Co.'s Circular says:—Public sales of the newly arrived congous, by the steamer Glenartney, commenced on the day following the publication of our last Circular. These auctions or "knock-outs" were continued without intermission during the week, and the teas offered were divided among the "jobbers," or buying brokers, as they style themselves, at about 4d. to 6d. per lb. below their value. Eventually a firm of selling brokers withdrew the remainder of the teas advertised in their catalogue as without reserve, upon the plea of the "condition not being satisfactory," and the sales for the time being were suspended. About 20,000 packages of China Teas and 1,000 of Indian have been offered. Further sales of the New Season's Congous commenced yesterday, and will be continued to-day and to-morrow, when a chop ex Bengal, alluded to above as having been withdrawn on account of its condition, will again be offered, the catalogue stating that the brokers' marks upon the tea are to be taken as final. Congou: The quotations of the new season's black-leaf Congous are about 6d. per lb. lower than at the date of our last report; they now range from 1s. 1d. to 2s. per lb. Latterly holders of fine Teas have been firmer, and the market for these kinds has rallied a little. Sales of extra fine descriptions are reported as high as 2s. 10d. per lb., but these must be looked upon as quite exceptional. The choicest Teas will not be offered in this market at all, having been purchased in China for the Russian market at prices far beyond what any dealer in this country cares to pay. The Glenfinlas, the first steamer from Foochow, arrived yesterday. We have heard of no sales so far; her samples are being hawked round the market, and meet with little approval from the trade. The Teas have a fresh burnt flavour about them, but we have seen none comparing with the Hankow Teas in quality at the prices asked.

SILK.

There is no improvement to notice in the position of the market. Prices are irregular, and with few exceptions show a further slight decline. China Silk has been taken in small quantities, both for export and the home trade, but generally at a reduction of about 3d. per lb. on rates previous ruling. In Cantons transactions have been on a small scale, Japans have been difficult of scale, and the tendency of prices is downwards. Deliveries, 1st to 21st inclusive:—China, 2,398 bales; Canton, 341; Japan, 418; total, 3,157 bales.

LONDON QUOTATIONS—JULY 23.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 6d.
,, Red Peacock	14s. 0d. to 14s. 3d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s. 0d. to 11s. 6d.
Canton	11s. 6d. to 14s. 6d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	13s. 6d. to 18s. 0d.
Idah ... ... (none)	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

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COFFEE.

The auctions, which have presented only moderate supplies of Plantation Ceylon, have gone off with active competition, and prices have risen almost daily, until a total advance of 4s. to 4s. 6d. per cwt. has been established. Yesterday, however, when a larger quantity was offered, this advance was not quite supported, but prices remain 3s. 6d. to 4s. higher than a fortnight ago. Middling Plantation has sold at 107s. to 107s. 6d., being the highest quotation since April last. Native has also advanced 2s. per cwt., good ordinary selling at 92s., and bold at 100s. Manila is also higher. Closing quotations are:—Plantation, triage and ordinary 82s. to 98s., common to good small 100s. to 104s., low middling grey 104s. to 105s. 6d., middling 106s. to 108s., good middling to fine middling 108s. 6d. to 110s. 6d., good to fine bold 111s. to 118s., pea berry 124s. to 127s. 6d. Native, greenish Galle kinds 89s. 6d., good ordinary 92s., fine bold 98s. 6d. to 100s., pea-berry 101s. 6d. The sales of other East India have included 689 bags Indan and Zamboanza Manila at 86s. 6d., to 88s., and 60 bags brown Penang at 79s. 6d. to 80s. per cwt.

SUGAR.

With fewer refiners at work than for some time past the demand for the raw article has continued on a small scale, especially for this period of the year, and the market has remained in a depressed state throughout the fortnight, prolonging the downward course of prices, and at the close a further reduction of 3d. to 6d. is established. The only sale of East Indian kinds has been 4,000 bags unclayed Manila at 16s. per cwt.

CUTCH is quiet, but prices are firm; a moderate business having been effected in fine Pegue at 24s. 6d. to 25s. per cwt.

CHINA STRAW PLAIT.—At auction 96 bales were offered, of which about 56 bales sold, white at £7 to £7 16s., mottled at £8 5s., the remainder bought in, broad Bedford £15 to £30 per bale.

CAMPHOR.—About 400 cases China have changed hands privately and at auction, good old re-weights at 68s. 9d. to 69s. for small lots, damaged and very wet 63s. to 65s., the market closing steady.

COCOA-NUT OIL.—The market has been quiet, and prices are quoted slightly lower, only a small business being done in Ceylon at £36 10s. to £37, and in Cochin at £41 to £43 per ton.

COLOMBO ROOT has continued very quiet; of 130 bags offered a few only were sold at 18s. per cwt. for ordinary quality, the finer sorts being scarce and in request.

DRAGON'S-BLOOD.—Quiet, but steady; 7 cases sold, reed, mouldy at £9 15s., lump, good at £7 10s. to £7 12s. 6d. per cwt.

ESSENTIAL OILS.—*Anniseed* firmly held, but quiet, with small sales at 10s. to 10s. 3d. *Cassia* dull; small sales at previous value. *Lemon Grass* quiet; 44 cases retired. *Nutmeg* quiet; of 6 cases 1 only sold at 7d. per oz. for good white. *Cinnamon* steady; and of 4 cases offered 3 sold, fair sweet at 4s. 7d., leaf 2¼d. to 2¾d. *Citronelle* steady at the recent decline; of 42 cases one-third sold at 1½d.

EBONY.—At auction 28 tons (143 logs) Ceylon bought in at £13.

GAMBIER has been in rather better demand, and prices have recovered, closing about 1s. 1d. per cwt. dearer on the spot. On the spot the sales reach 1,000 bales at 27s. to 28s. for whole bales; and 50 tons arrived at 26s. 9d. ex quay. Pressed cubes have been sold at 35s.; for arrival 500 tons have been sold, including April sailing, at 26s. 6d. to 26s. 9d., June sailing at 25s. 9d. to 26s. ex-ship; at auction 634 bags cubes were bought in at 35s. for blocky to 41s. for fine free, except 250 bags damaged and heated, which sold at 27s. 6d. to 39s. 6d.; 497 bales pressed ditto were bought in at 35s.

GALLS.—China have been in fair demand at steady rates, and further sales have been made on the spot, including 300 cases at 52s. 6d. to 53s. At auction 61 cases middling rather mixed and broken, of fresh import, at 52s. 6d. to 53s., one lot sifted at 54s. per cwt.

GUMS.—*Benjamin* steady; 10 cases Siam retired; and of 171 cases Sumatra a few only sold, fair seconds at £8 15s. to £9. *Copal* quiet, and sellers rather than buyers; of 482 cases and bags auction a few of the former sold at 27s. for fair hard. *Damar:* Rather more inquired for; small sales of fair Batavia at 58s. *Gamboge* quiet; of 8 cases offered only 1 case sold at £10 for fair pickings.

GUTTA-PERCHA.—No business has been done.

GALANGAL ROOT.—There have been no transactions, the stock being held above the current value.

HEMP.—The market for Manila has remained quiet, and prices are rather cheaper.

HIDES.—There was an improved demand for East India at the public sales, and more than half the quantity offered was sold. The moderate quantity of Singapore and Penang Ox and Cow offered was fairly competed for, and about late rates were paid for the portion sold. Buffalo: Very few Batavia offered, which were withdrawn; but Singapore, Penang, &c., were mostly sold at fully late rates.

INDIA-RUBBER.—No business doing.

ISINGLASS.—The demand at the periodical auctions was slow, especially for Bombay, which declined 3d. to 4d. per lb. for tongue. Penang sold irregularly, but on the whole steadily. Of 77 cases Penang about 60 cases sold, good to fine clean tongue at 4s. 2d. to 4s. 6d., ordinary to medium at 3s. 3d. to 3s. 9d., good to fine pale leaf at 4s. 8d. to 5s., medium at 4s. 2d., good pale cake at 1s. 4d. to 1s. 5d., medium at 9d. to 10d., 33 cases Manila sort from New York withdrawn; of 11 bales 6 cases Saigon a small part sold, very fine leaf at 4s. 10d., tongue at 1s. 9d.

JAPAN WAX has been very dull, and sales have been extremely limited in extent at the previous value.

KITOOL FIBRE.—6 tons Ceylon chiefly sold at 7d. to 9½d., inferior 4¾d. to 5½d. per lb.

MUSK.—The auctions have embraced only 28 caddies Tonquin, of which over half sold at 13s. to 14s. for rough and bally false packed; 2 caddies Cabarding and 8 tins grain retired. A few caddies good Tonquin sold privately at 45s. per oz.

PEPPER.—*Black* continued quiet for some time subsequent to our last, but at the close there was more demand, and a fair trade doing at full rates, viz., Singapore at 5⅜d. to 5½d.; Penang, 4⅜d. to 4½d. Auctions have embraced 4,641 bags, of which about one-third sold on similar terms. Afloat a large business has transpired in Singapore at 5½d. to 5¼d. for May-June, and 5½d. (to cover bear sales) April-May sailing. *White* is in better demand also, and has improved ¼d. per lb.; of 670 bags offered the bulk sold at 6⅝d. to 7d. for fair; 500 bags sold privately at same rates, and 25 tons afloat at 7d. per lb.

PLUMBAGO.—The large quantity of 1,450 barrels Ceylon, consisting chiefly of late arrivals, has been offered by auction, a good part being fine lump, prices of which show a decline of 1s. per cwt. Other kinds realised about late rates, about 600 barrels finding buyers, ordinary lump at 9s. 6d., low middling to good small and medium ditto 12s. 6d. to 16s., fine to fine bold selected 17s. to 18s., common chips 9s. 3d., middling to fine ditto 9s. 6d. to 11s., low to fine dust 7s. 6d. to 10s. per cwt.

RICE.—After a long period of depression the market for floating cargoes has improved, the unfavourable weather and rise in corn having led to a speculative demand, which, with a better demand for the Continent, has resulted in extensive sales at a recovery of 3d. to 4½d. for cargoes off coast, and about 6d. for distant from the previous lowest point, Rangoon selling at 8s. 1½d. to 8s. 3d. for arrived cargoes, and 8s. 4½d. to 8s. 6d. for distant, and in one instance 8s. 9d. is reported. On the spot there has been only a moderate inquiry, and business is unusually small; the sales comprise Bengal middling to good at 10s. 7½d. to 11s. 9d.; Rangoon at 8s. 6d., Bassein at 8s. to 8s. 3d., and Necransie at 7s. 9d. to 8s. 3d. per cwt.

RATTANS of good quality have been firm; auctions have embraced 16,000 bundles, the bulk of which was disposed of at £15 5s. to £23 10s. per ton for ordinary to good.

STICKLAC is quiet and lower in price; at auction of 422 cases and boxes Siam offered 10 cases fair free but rather dusty and woody sold at 90s., the remainder bought in at 85s. for rather blocky to 105s. for fine free.

STAR ANNISEEDS have been in somewhat more demand; 31 cases fair quality but rather broken have been sold in auction at £5 12s. 6d. per cwt.

SOY has been more inquired for, but no transactions are reported.

SPICES.—*Cassia Lignea:* 200 boxes unworked bought in at 56s. About 1,000 boxes unworked have been sold privately at 53s., and subsequently 250 boxes at 55s. to 56s. *Cinnamon:* Of 47 bales Ceylon only 6 bales sold, third sort at 2s. 2d., fourth at 1s. 10d., the remainder bought in, first 2s. 10d. to 2s. 11d., second 2s. 7d. *Cinnamon Chips:* 201 bags were bought in, ordinary to fair at 4½d. to 6d. *Nutmegs:* 20 cases Penang, chiefly of old import, were sold at steady rates, average 68 nuts to the lb. at 4s. 1d., 77's at 3s. 9d., 130's at 2s. 6d. to 2s. 7d.; 117 boxes limed 98's sold at 2s. 10d.; 15 cases Java limed 130's bought in at 1s. 10d. *Mace:* Of 6 cases 23 boxes 12 casks Java about 8 packages sold at lower rates, low broken red at 1s. 3d., ordinary 1s. 6d., the remainder bought in at 1s. 6d. to 2s. 2d.

SAPANWOOD.—At auction of 58 tons offered 20 tons Ceylon sold at £11 5s. to £11 17s. 6d., including slightly damaged.

SAGO.—In auction only 466 bags were offered, and all sold, fine small at the advanced price of 21s. 6d., good large at 16s. 9d. to 17s. *Flour:* 170 bags Singapore bought in at 13s.; privately 500 bags Singapore have been sold at 12s. 7½d.

TAPIOCA.—691 bags Singapore chiefly bought in, good bold Malacca sort at 2⅜d., good small white at 2½d., only 144 bags grey selling at 2d. to 2⅛d. Pearl Tapioca: 350 bags good medium sold steadily at 19s. 6d., with one lot at 20s.

TIN continues dull, and has again slightly declined. Quotations are: Straits on the spot and afloat, £78; Banca, £87; Billiton, £81 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The market has exhibited extreme quietness, the operations of buyers having been on a very restricted scale, and at no better terms than ruled last week.

QUOTATIONS FOR CHINA GOODS.

			Reference lbs.		Count.		No.		Price.	Price this time last year.
Grey Shirtings	... 39 in....		7	...	14×13	...	37	...	6/6	... 7/0
Do.	... ... ,, ...		7	...	14×13	...	38	...	7/9	... 8/1½
Do.	... ... ,, ...		8 4	...	16×15	...	39	...	7/9	... 8/3
Do.	... ... ,, ...		8 4	...	16×15	...	40	...	9/1½	... 9/7½
Do.	... ... ,, ...		9	...	19×19	...	41	...	11/3	... 11/7½
Do.	... ... ,, ...		10	...	19×19	...	42	...	12/1½	... 12/7½
T-Cloths	... ... 32 in....		6	...	14×14	...	43	...	5/1½	... 5/3
Do. ...	... ... ,, ...		6	...	15×15	...	44	...	5/6	... 5/6
Do. ...	... ... ,, ...		7	...	15×15	...	45	...	5/9	... 6/0
Do. ...	... ... ,, ...		7	...	16×16	...	46	...	6/3	... 6/3
Mexican	... ... ,, ...		7	...	18×18	...	47	...	6/4½	... 6/7½
Do. ...	... ... ,, ...		7	...	18×18	...	48	...	7/6	... 7/9
Do. ...	... ... 36 in....		8	...	18×18	...	49	...	7/4½	... 7/7½
Do. ...	... ... ,, ...		8	...	18×18	...	50	...	8/6	... 8/9
Spots ...	... ... White...		—	...	—	...	51	...	10/3	... 10/3
Brocades	... ... ,, ...		—	...	—	...	52	...	10/6	... 10/6
Drills ...	... ... 30 in....		15	...	—	...	53	...	3 5-16d.	... 3⅝d.
Do. ...	... ... ,, ...		15	...	—	...	54	...	3⅜d.	... 3¾d.
Jeans ...	... ... ,, ...		8	...	—	...	55	...	8/0	... 8/6
Do. ...	... ...		8	...	—	...	56	...	9/0	... 9/0

	Water Twist.	16/24	28/32
Good Seconds	... ...	19½	11½
Best do.	... ...	11½	13

METALS.

IRON.—Welsh: Rails, £7; Bars, £8 to £8 5s.; Staffordshire Best: Bars, £9 to £10; Nail Rods, £9 to £9 10s.; Hoop, £10 10s. to £12; Sheets, £12 to £13; Scotch Pig, No. 1, £3 to £3 7s.; Swedes, Bars, Hammered, £16 10s. to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d.; Sheathing and Rods, 7¾d. per lb.

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TIN.—English Refined, £87. Tin Plates: Charcoal IC, per box, 30s. to 34s. Coke, 23s. to 26s.

LEAD.—WB, £23; do., other brands, £22 to £22 5s.; Spanish soft, ex ship, £21 10s. to £21 15s.; Sheet, £23 to £23 5s.; Shot (kegs extra), £26 10s.; White do., £29; Red do., £25.

SPELTER.—Silesian, £24.

QUICKSILVER.—In bottles of 75 lbs. each, £10.

Messrs. French and Smith's Circular says:—In Iron there is no change to notice. Copper continues dull, and price flat. Tin: Foreign is slightly easier; English is very quiet. Tin Plates unchanged, and slow. Lead maintains its improvement, and is very firm. Quicksilver is reduced to £10 per bottle.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 13	Nordstjernen	Kramer	Bassein	Falmouth
14	Moltke	Hanck	Rangoon, for Bremen	Do.
14	Johannes	Gahrs	Macassar	Do.
15	Canaan	Manson	Manila	London
15	Asterion	Lewis	Sarawak	Do.
15	Hankow (s.)	Symington	Hankow	Do.
15	Albert Wilhelm	Muntz	Rangoon	Falmouth
15	Sempione	Romairino	Do.	Queenstown
15	Landsborough	Thomas	Maulmain	Havre
16	Skimmer of the Waves	Gooch	Batavia	New York
16	Charles Mathilde	Dussan	Reunion	St. Nazaire
16	David Brown	Colcord	Singapore	Marseilles
16	South Tyne (s.)	Hallett	Akyab	Bordeaux
16	St. Joseph	Bonscarre	Do.	St. Nazaire
17	Glenfalloch (s.)	McBain	Hankow	London
17	A. H. Willie	Herveger	Rangoon	Falmouth
17	Esperance	Guillon	Singapore	Boston, U.S.
18	Ville de St. Servan	Galene	Reunion	St. Nazaire
18	Gibson Craig	Ruthen	Maulmain	Falmouth
18	Eagle	Hodgson	Bassein	Do.
18	Edward Barrow	—	Rangoon	Do.
18	Urania	Hissink	Batavia	Amsterdam
19	Umgeni	Scorgie	Colombo	New York
20	Dronning Sophia	Dyberg	Akyab	Falmouth
20	Pearl	Harding	Batavia	Boston U.S.
20	Glenfinlas (s.)	Wilcox	Foochow	London
21	Aurrera (s.)	Larrinaga	Manila	Liverpool
22	Deogaum	—	Nagasaki	London
22	John Clark	Peterson	Singapore	Boston, U.S.
22	Mystic Belle	Plummer	Banjoewangie	Do.
22	Huddersfield	Norman	Penang	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 12	M. A. Cath. Elizabeth	Reeders	Macassar	Amsterdam
12	Nicolaas Witsen	Woude	Singapore	Do.
14	Batavia	Croco	Batavia	Genoa
15	Orestes (s.)	Bewley	Shanghai	Liverpool
15	John Howard (s.)	—	Batavia	Rotterdam
15	Christian	Stehr	Yokohama	Hamburg
16	Teviot (s.)	Nesbit	Hong Kong	London
16	Tabor	Morice	Galle	Cardiff
16	Joachim Christian	Reimer	Hong Kong	Do.
17	Maria P.	Niccola	Galle	Do.
17	America	Holdt	Hong Kong	Do.
17	Voorlichter	De Willigen	Batavia	Amsterdam
17	Peabody	Gouellen	Reunion	Marseilles
17	Ingmar	Hansen	Macassar	Hamburg
18	Nahor	Orhannovch	Hong Kong	Cardiff
19	Cape Horn	Young	Java	Do.
19	Douglas Castle	Skinner	Singapore	Glasgow

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lorne. For Singapore, Hong Kong, and Shanghai: Fleurs Castle, Glenearn.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock. For Shanghai: Titania, Windhover, Agnes Muir, Omba. For Hong Kong: Gryfe, Marina, Hopewell, Carricks. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: George Croshaw. For Colombo: Scawfell.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Hector (str.), Patroclus (str.), Nestor (str.). For Singapore: Amsterdam.

At GLASGOW.—For Colombo: Pictou Castle.

SPOKEN.

MARY QUEEN OF SCOTS, fm. Ptsmth., to Galle, June 10, 6.39 N., 22.21 W.

DORSET, from Colombo, to London, June 3, 10 S., 12 W.

MARY, from Flushing, to Batavia, June 10, 4.17 N., 21. 31 W.

EUROPA, from Batavia, to Amsterdam, July 8, 34 N., 40 W.

PUNJAUB, from London, to Yokohama, June 10, 4 N., 25 W.

DUTCH BARQUE, from Manila to Havre, June 15, 10.34 N., 38.30 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £35. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 32s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

PORTSMOUTH, JULY 17.—Put in, Teviot (str.), from London, for China, with main feed broken, and sailed again on the 18th.

NEW YORK, JULY 8.—The Albert, arrived here yesterday from Padang, reports:—March 7, experienced a severe hurricane from N.E., lasting seven days, then dying out for about two hours, which afterwards veered to N.W. and blew with much greater violence for nine hours, causing a very heavy sea from every direction, breaking over the vessel fore and aft, filling the cabin and forward house with water, damaging all the medicine and a large amount of stores. The pumps were kept going constantly. Afterwards had light Trades and variable winds; was becalmed seventeen days between lat. 1 and 3 N.; most of the time had torrents of rain. June 27, in lat. 29.30, long. 73, boarded schooner Harbeson, which supplied us with provisions and medicine.

MISCELLANEOUS.

GIBRALTAR, JULY 17.—Passed, Strasburg (str.), from Hankow, for Odessa; 18, State of Virginia (str.), from Foochow, for London.

MALTA, JULY 14.—Arrived, from Foochow, State of Virginia (str.), and proceeded for London; 18, passed, from London, for China and Japan, Paraguay (str.).

ADEN.—Arrived, July 4, Holland (str.), from Nieuwe Diep, and left, 5, for Batavia. Passed, July 3, Borneo (st..), from Nieuwe Diep, for Atchin; 19, Statesman (str.), from Foochow, for London.

PORT SAID.—Arrived, July 12, from Foochow, Braemar Castle, and left for London.

A QUICK PASSAGE.—The Hankow (str.), Captain Symington, owned by Messrs. Watts, Milburn, and Co., London, which left Woosung on the 4th of June, arrived in London on the 16th inst., having accomplished the passage in 43 days 4 hours. She is a sister ship to the St. Osyth, belonging to the same firm, which recently made the passage from London to Australia in 44½ days. Both steamers were built on the Tyne by Messrs. C. Mitchell and Co., and were engined by Messrs. R. and W. Hawthorn.

FUNG SHUI.—This steamer, now building at Messrs. Denny Brothers, Dumbarton, for the China Merchants' Steam Shipping Company, is a sister ship to the Pau Tah, and will be launched next month.

LIGHTHOUSE FOR BASSES STRAITS.—Messrs. Shearer, Smith, and Co., of Craignair, near Dalbeattie, are constructing a lighthouse, which is to be erected on the Little Basses Rocks, the design of Mr. J. N. Douglas, engineer to the Trinity Board. The tower is wholly formed of Dalbeattie granite, and is of the following dimensions—height, 101 feet 8 inches; diameter, 33 feet 3 inches at base, and 22 feet at top; it is circular throughout, and contains sixty-four courses of masonry.

THE PACIFIC MAIL COMPANY.—Commodore Maury, lately in command of the company's steamer City of Tokio, has been appointed commander of the company's fleet on the Pacific.

TELEGRAMS FROM THE FAR EAST.

THE MURDER OF MR. MARGARY.

SHANGHAI, JULY 19.—It is stated at Peking that the Chinese Government proposes to send an Embassy to England in reference to the murder of the late Mr. Margary.

GERMANY AND CHINA.

PARIS, JULY 22.—It has been rumoured here to-day, in circles which are usually well informed, that the German Government has made overtures to China for the cession of the island of Formosa. The reception of the proposal by China is, it is said, of a nature to render the arrangement very possible. It must be remembered, however, that previous reports of the attempted acquisition of foreign stations by Germany have invariably proved unfounded.

CHINA MARKET REPORT.

HONG KONG, JULY 22.—Grey shirtings, 8¼lb., $2.50; 16-24 water-twist, $105; cotton, fair medium Bengal, $13½. Tea—Canton quiet, but steady; Foochow firm and active demand. Total exports from China and Japan to the United Kingdom from the 1st of June to date, 65,625,000lb. Exchange on London—Six months' bank bills, 4s. 1½d.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
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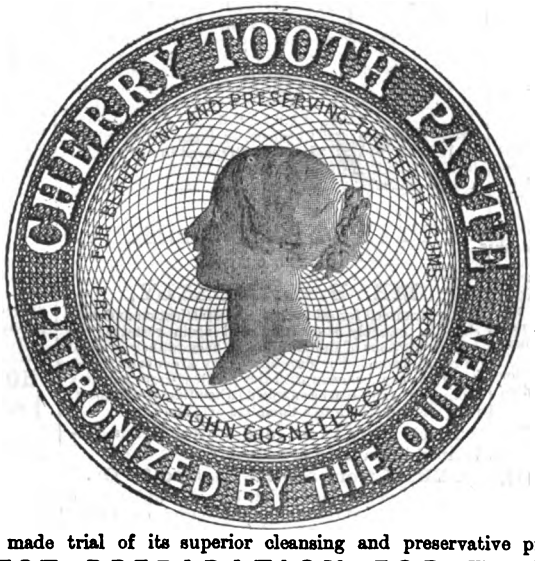

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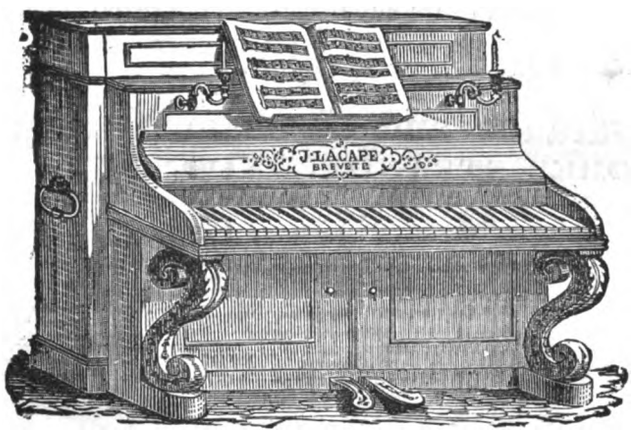

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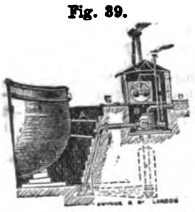

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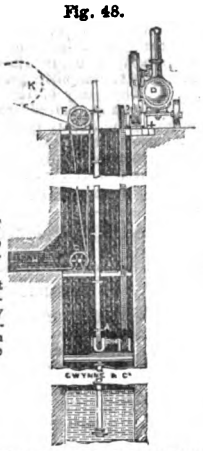

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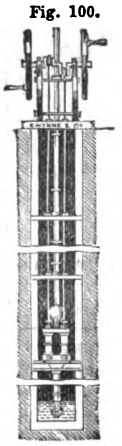

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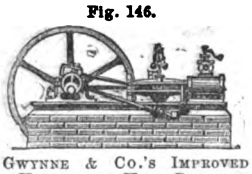

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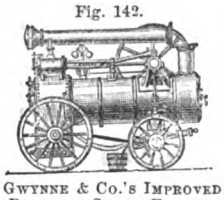

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Fig. 192.

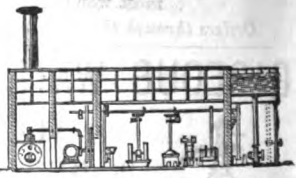

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Fig. 193.

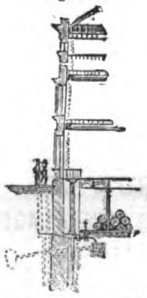

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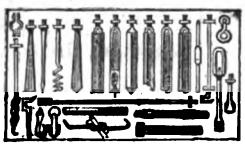
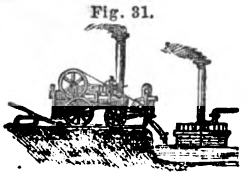
Fig. 121.



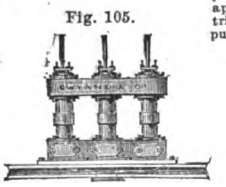
GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

79, GRACECHURCH-STREET LONDON, E.C.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers

The *London and China Express* on Sale

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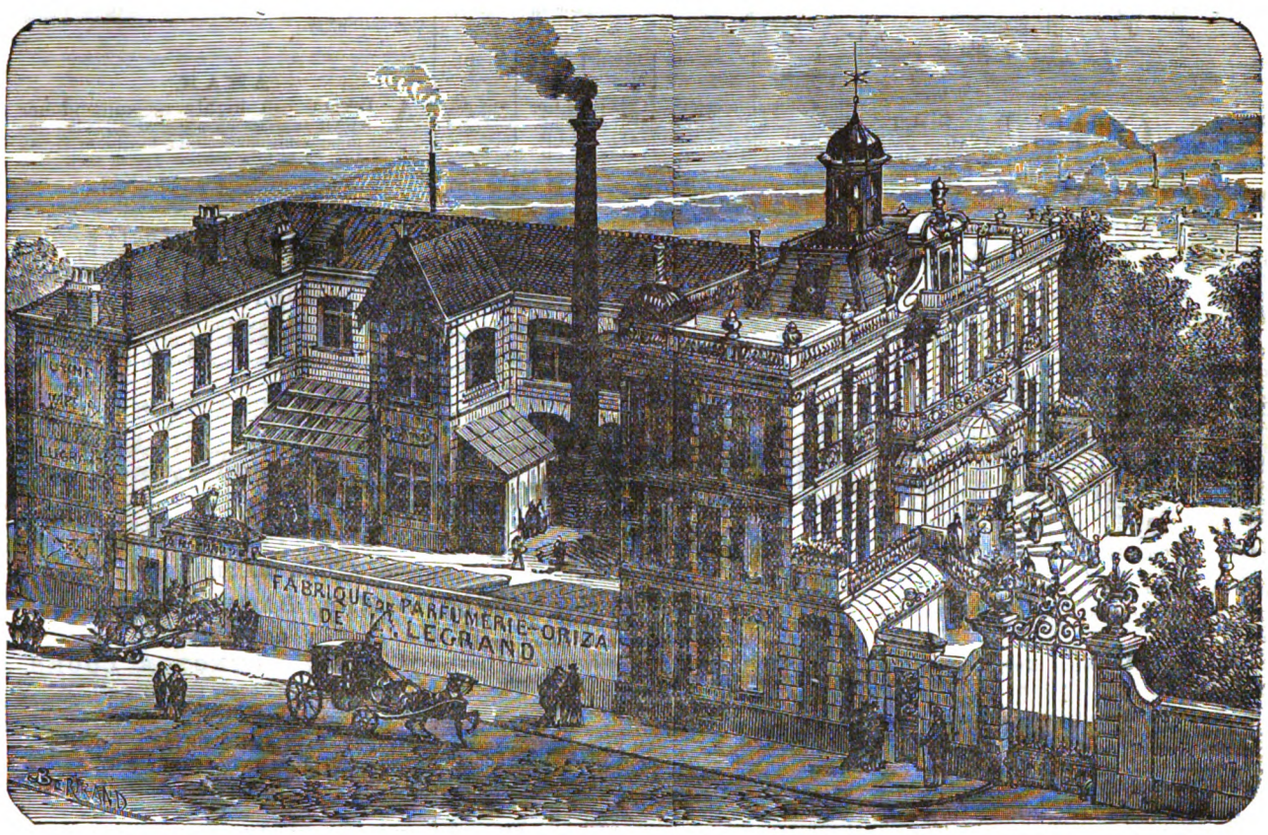
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Bokhara...	2,933	450	July 29	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Mongolia.	2,833	550	Aug. 5	Mediterranean, Aden, Bombay.
Lombardy	2,723	450	Aug. 12	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Hindostn.	3,113	600	Aug. 19	Mediterranean, Aden Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr	... Aug. 1	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah	... Aug. 15		
Tigre...	... Aug. 29		
Ava ...	... Sept. 12		
Hoogly	... Sept. 26		

The Steamers of the 1st and 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 15th August, and 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Aug. 6
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	—	—	To follow
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Gryfe	*AA1	1073	E.I.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follw.
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing. Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Aug. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

CHINA.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hopewell	A1 14 yr.	W.I.D.	With des.
Hong Kong	Marina	A1 12 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam v.a the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 14th August, the favourite full-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register. WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

CASTLE LINE OF STEAM PACKETS from London, via the Suez Canal, for SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent Clyde-built steamship FLEURS CASTLE, 2,470 tons, 100 A1, 300-h.p. nominal, G. B. DICKIE, Commander; and now loading in the South West India Dock. Last shipping day July 30. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

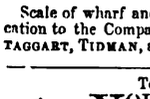
To be followed by the s.s. Gordon Castle.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Fleurs Castle, s.s. ...	2,470	Thos. Skinner & Co.	July 30
Glenearn, s.s. ...	2,120	McGregor, Gow, & Co.	Aug. 6
LIVERPOOL.			
Hector, s.s. ...	—	Alfred Holt	July 24

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

To sail 7th August.



YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

NOTICE.

MESSRS. JUSTUS LEMBKE and Co., of Hong Kong, have established a BRANCH of their Firm at HAMBURG, under the charge of Mr. PAUL EHLERS, who is authorised to sign the Firm per procuration.

GUERLAIN,
15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

AMAH.

A FAMILY proceeding to China would be glad to hear of an AMAH desirous of returning to the East who could undertake the care of young children during the voyage.

Address, G. H. B., 1, Claremont-villas, Oakfield-park, Croydon, Surrey.

AMAH.

A LADY can highly recommend her AMAH as either wet nurse, or nurse to young children to any family proceeding to Shanghai by French mail of Aug. 29, or by a previous French mail. Half passage paid.

M. W., 3, Grove-hill, Tunbridge Wells.

HERMANN-LACHAPELLE,
MANUFACTURING ENGINEER,
144, FAUBOURG POISSONNIERE, PARIS.

Continuous Apparatus for manufacturing Aerated Drinks, Vertical Steam Engines, &c.

For particulars see the large Monthly Advertisement.

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COMMISSION AGENT
SAN FRANCISCO.

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SAFES, BAGS, BOXES, &c.,
All fitted with their
PATENT DETECTOR LOCKS,
Sent post free to any part of the world.
CHUBB AND SON,
57, ST. PAUL'S CHURCHYARD, E.C., and
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LONDON.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Foo-Chow	HEDGE and Co.
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON
Nagasaki—Japan ...	PIGNATEL and Co.
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Yokohama	E. L. B. MCMAHON

THE LONDON AND CHINA EXPRESS.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, July 26, 1875.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 622.] LONDON, TUESDAY, AUGUST 3, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The present Mail was only partially delivered at 4 P.M., and we are compelled to go to press without our papers and circulars from many ports.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 3.
JAPAN—Yokohama	May 7	June 20	June 24*
Yedo			
Osaka and Hiogo	—	—	„ 20*
Hakodadi			
Nagasaki			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	June 8
Kiu-kiang	—	—	„ 8
Chin-kiang	—	—	„ 9
Shanghai	Apr. 30	June 12	„ 13
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	May 7	June 15	„ 19
Canton			
Macao			
PHILIPPINES—Manila	—	—	„ 15
COCHIN-CHINA—Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS—Singapore	„ 21	„ 21	„ 27
Penang			
CEYLON—Galle			
Colombo			

* By Pacific mail *via* San Francisco.

List of Passengers.

PASSENGERS INWARD.

By present P. and O. mail.—List not to hand.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, from Marseilles, August 1.—To Yokohama: Mr. De Fischer, Mr. and Mrs. Charles, Mr. Taksaburo, Mr. Lustemberger, Mr. and Mrs. Antoni. To Shanghai: Mr. Bradfield. To Saigon: Mr. Serravalle. To Batavia: Mr. Van B. Vaanders, Mr. Van Blomesku, Mr. Swaal. To Singapore: Mr. and Mrs. Van der Frb, Mr. Pastello, Mr. Perillo, Mr. Pintes, Mr. Eerricabras, Mr. Plana, Mr. Feruga, Mr. Eleonar, Mr. Eapallo, Mr. Morera, Mr. Eorros, Mr. Costa. To Galle: Mr. Rondel.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Galle: Mr. Thackwell, Mr. A. Gray.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Shanghai: Mr. and Mrs. Billequin and child. To Galle: Capt. Fairlie, Mr. Elphinstone, Mr. and Mrs. Cameron.

Per French steamer *Ava*, from Marseilles, Sept. 13.—To Shanghai: Mr. J. C. Farnham. To Saigon: Mr. A. Spooner.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Bokhara*, from Southampton, July 29.—To Yokohama: Mr. and Mrs. Jackson and two children, Mr. C. Reeks, Mr. H. Collins, Mr. T. Bingham. To Shanghai: Mr. F. J. Marshall, Miss M. Smith, Mr. T. Weeks. To Hong Kong: Navigating Lieut. J. Dixon, Lieut. H. H. Harward. To Singapore: Major E. W. Davies. To Ceylon: Mr. J. P. Gadesden.

Per P. and O. steamer *Baroda*, from Venice, Aug. 6.—To Hong Kong: Mr. and Mrs. Skene. To Ceylon: Mr. J. A. Kendrew.

Per P. and O. steamer *Baroda*, from Brindisi, Aug. 9.—To Singapore, Mr. Robertson.

Per P. and O. steamer *Lombardy*, from Southampton, Aug. 13.—To Hong Kong: Mrs. E. Moore. To Ceylon: Mr. Cowley.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren.

Per P. and O. steamer *Australia*, from Southampton, Aug. 24.—To Ceylon: Mr. W. Bissett.

Per steamer *Fleurs Castle*, from London, Aug. 3.—To Singapore: Mr. J. Allen, Mr. W. Allen, Mr. J. Adams. To Shanghai: Messrs. James Cameron, George Nicoll, G. W. Clarke (missionaries).

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices have been received this day, *via* San Francisco, to 24th June, but the mail is only partially delivered.

The following summary is from the *Japan Herald* of 23rd June:—

The principal item of intelligence is the opening of the Assembly of the various Prefects of the Empire, on the 20th inst., by the Mikado in person.

It is rumoured that great efforts are being made to induce the Mikado to visit Yesso and the new settlements in the island, but as yet nothing is decided. Another *on dit* of the day is that the Government is becoming anxious as to the effects of the liberty granted to the press, and have under consideration the idea of putting some restrictions on it.

The Japanese, with their usual short-sighted illiberality, are seeking to make the terms on which passports are granted to foreigners, to enable them to travel in the interior, still more stringent. A meeting of the foreign Ministers has been held to discuss the same, but the result has not yet transpired. It is believed, however, that the more obnoxious regulations will be modified.

A criminal trial, before the English Vice-Consul at Tokio, reported in our columns, has created considerable discussion here. The man Adds has been tried and convicted of complicity in the late robbery at the Comptoir d'Escompte, but has got off with the very light punishment of two years' imprisonment.

H.B.M.S. *Challenger* left here on the 16th inst., to continue her explorations in the Pacific Ocean. Previous to her departure, Professor Wyville Thompson, F.R.S., the head of the scientific *corps* on board, delivered a lecture on the results of the voyage before the branch of the Asiatic Society at this place.

The pioneer ship of the O. and O.S.S. Company, after an unprecedented voyage of four days twenty-three hours from Hong Kong to this port, left here for San Francisco with a very large cargo of tea on the 13th inst.

The series of daily robberies still continues, and the Japanese police seem impotent to prevent them.

H.B.M.S. *Audacious* arrived on the 12th instant, but Admiral Ryder still remains in China. The U.S.S. *Kearsage* arrived on the 15th instant.

Our import market still remains very dull, but a large business has been transacted in tea, prices remaining firm. But few transactions have taken place, but samples of the new crop are shortly expected.

The *Nichi Nichi Shimbun* gives the following text of H.M. the Mikado's address to the nation on the occasion of the approaching opening of the meeting of the provincial authorities:—

In accordance with the oaths We took upon ascending Our Imperial Throne, We now summon to their deliberations the representatives of Our subjects.

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It is Our wish that they should amply discuss and determine upon such new measures as may be thought necessary for the welfare of the people, and thus facilitate the administration of Our domestic concerns, and further, that Government and Governed may be of one mind, and that the voice of the latter may thus find access to Ourselves.

It is hoped that all men may feel a due sense of the duties they owe to the State, and that the chief magistrates of cities and provinces will maturely consider and weigh well such projects as may be submitted to them for promoting the welfare and advancement of Our Empire. The deliberations of the Assembly shall be guided by the rules made for its constitution, and such bye-laws as are now made known.

CHINA.

—o—

SHANGHAI.

The following summary is from the *North China Herald*:—

Several matters of interest were discussed at the meeting of Treaty Consuls on the 3rd inst. An endeavour will be made to have the foreign settlements of Shanghai constituted a separate judicial district. The Dutch Engineers engaged to survey the Woosung Bar are unable to come for the present. The Taoutai is issuing further proclamations in regard to the protection of telegraph cables. The desired alterations in the land regulations regarding proxy voting and the change in time of holding the annual meeting of ratepayers were approved. The Consuls will assist in obtaining land for the new roads from the cemetery to Au Chalet, and from Markham's-road into the Jessfield-road.

The French Municipal Council purpose erecting rails on th Sikaway-road where the narrowness of the road renders this desirable, and widening the 4th bridge. Mr. Kingsmill is engaged in surveying the foreshore; as soon as the work is finished, the Consuls will be urged to have the new bund line authoritatively recognised. The contract with the Gas Company is to be submitted to the Consul-General, to ask whether he considers there is ground for an appeal to arbitration on the question of the Council's demand for a reduction in price. An explanation of negotiations which preceded the Yang-king-pang Arbitration, will hardly interest people now the matter has ended. What they cared about, was whether the encroachment opposite Honan-road was to remain or be removed. It is to remain, and there the matter ends; we don't want to recur to preliminary details.

Ratepayers will be gratified to learn that the Municipal Cash Statement has again been laid on the Council table for inspection, and that the summons calling the meeting (to inspect it) was taken as read. Mr. Camajee has agreed to sell the land required for Seward-road; the terms are not mentioned.—It is thought that a jetty would be useful at the end of Honan-road.—The Hongkew Wharf seems to have been encroaching on the road; it is requested to rectify the error.—Messrs. Oliver and Henry are appointed on behalf of the two Councils to consider the question of a future bund line for the Yang-king-pang, and a mean height for the bridges. The latter vary at present from 5ft. 3in. to 9ft. 1½in., the lower level neutralising the height of the more elevated.

The new iron bridge to be placed opposite Honan-road has been placed on board a pontoon at the old dock, and will be towed to its destination shortly. The pontoon itself, the hull of the *Horatio*, is also intended to be moored in the place of one condemned, at Messrs. Butterfield and Swire's wharves.

A meeting of the Asiatic Society was held on Monday evening. Dr. Macgowan presented a work, describing the various kinds of wood found in Japan and giving illustrations of various industries—which had been handed to him for the Society by the Japanese Commissioner of Agriculture.—An interesting paper by the Rev. C. Holcombe, describing the provinces of Shense and Shanse, through which he has been lately travelling, was read.—Dr. Macgowan then read a short paper on the characteristics of Shanghai water, drawing a conclusion in favour of Yangtsze water (and therefore the Yangtsze-poo site for water-works), as against Lunghwa.

H.M.S. *Vigilant*, with Admiral Ryder and Mr. Wade on board, visited Keelung on the 3rd inst. They inspected the coal mines at Coal Harbour and Keelung. The *Vigilant* left on the 4th, bound for Foochow, but in all probability would call at Tamsui on her way.

Yesterday, in H.B.M.'s Consular Court, before W. H. Medhurst, Esq., Consul, and Sung, the Taoutai of Shanghai, A. Davenport, Esq., Vice-Consul, and Chen, the Mixed Court Magistrate, being also on the Bench,—a suit was commenced against Captain Brown, the master of the British steamer *Ocean*, on behalf of the relatives of sixty-three persons drowned in the collision of the *Fusing* with that vessel on the 4th April. The damages were laid at Tls. 63,000. The Court stands adjourned till Friday next.

The case of the steamship *Fusing v.* the steamship *Ocean*. was again before Sir Edmund Hornby at the Supreme Court on Thursday, for the purpose of hearing arguments on an application on the part of the plaintiffs to amend the petition by altering the opening paragraph as follows:—"The petition of Tong King-sing, of Shanghai, merchant, on behalf of himself and others, owners of the Chinese steamship or vessel called the *Fusing*, and of the cargo on board thereof, and of the master and crew thereof, and of the passengers thereon, for their money' clothes, and private effects." Messrs. Wainewright and Hannen for the *Ocean* opposed the application, but after an hour's argument consented to accept the amended petition on condition that the answer should also be amended, as subjoined:—In clause 5, by the addition of the words, "The *Ocean* herself sustained extensive injury by the said collision," and in clause 9, "The owners of the said steamship (*Fusing*) are Chinese, and are not within the jurisdiction of the Honourable Court." The pleadings being thus amended, the next question to be argued was whether the words, "and of the master and crew thereof, and the passengers thereon (the *Fusing*) for their money, clothes, and private effects," should be inserted in the decree of the Court, on the further application of Messrs. Drummond and Eames on behalf of the plaintiffs. Mr. Hannen, *contra*, contended that no case whatever had been cited on the other side, showing that the officers, crew, and passengers were entitled to any remedy in a case where both ships were held to blame. He had taken care to look into the cases bearing on the point, but there was not a single case in any of the books which made the concession in favour of the officers and crew, where both ships were to blame, and with regard to the passengers they must be dealt with by common law, and not by Admiralty rule. In support of this contention, he referred the Court to a number of cases. Mr. Drummond, in reply, said the real point of the case seemed to be that there were four parties concerned—the owners of the *Fusing*, the owners of cargo, the passengers, and the officers and crew. The application now made was that the owners, the passengers, and crew should have their damages added together and entered in the decree to go before the Registrar and Merchants. If the owners of the cargo were entitled to recover by Admiralty rule, he contended that the passengers, who stood in similar relation to the ship, were equally entitled, and that these claims must be settled by Admiralty rule, and not by common law. With respect to the crew, they were in the same position as the owners of the ship. The gist of the whole question was as to the contributory negligence of the plaintiffs; for contributory negligence, although a bar at common law, was not so in Admiralty. He submitted that the decree should be settled in the way he had now presented it to the Court, when any question arose upon it it could come on at a future stage—on appeal, perhaps, from the Registrar and merchants. At the close of a lengthy, but strictly legal argument, the Court took time to consider the points raised.

FOOCHOW.

The following is from the *Foochow Herald*:—

H.B.M.'s gunboats *Growler* and *Midge* are now in port, awaiting an inspection by Admiral Ryder. From Tamsui we learn that the tea-crop is very inferior, owing to the heavy rain experienced during the recent picking.

Advices from Tai Wan-foo refer to a recent heavy engagement between the Imperialists and the Aborigines, resulting in the abandonment of an entrenched position by the former. With characteristic veracity, the Chinese claim a victory. The fleet of tea steamers assembled at the Anchorage are attracting considerable attention. For steam power, the preference appears to be given to the *State of Virginia*, but we are inclined to back the *Glenfinlas* and *Braemar Castle*.

The review of Bow and Arrow troops, in garrison, commenced on the 29th at the South Camp, and was continued on the following day. As a semi theatrical display it was somewhat imposing. As a military effort, supremely ridiculous.

A letter from Amoy says:—There is a great dearth of general news in Amoy. Everything appears to be at a standstill, and under the influence of the great heat. The *Esmeralda* is delayed on account of the coolies declining to leave till after the Dragon festival. The British Consulate and Custom-house are to be pulled down shortly and rebuilt. The master and chief officer of a Spanish steamer here have got themselves into trouble for most inhumanly coal-tarring a poor wretch of a coolie who was straying on board. I may mention that the effect of such treatment is almost equivalent to flaying a man alive, as the tar acts as a powerful caustic. The unfortunate victim of this brutal assault presented himself at the Chinese Hospital in a most pitiable state, and was well looked after by the doctors.

HONG KONG.

The following summary is from the *China Mail*:—

The steamers *Leonor* and *Albay* were undocked yesterday afternoon (11th), and were both found to be tight and seaworthy. The former will shortly be ready for sea, but the latter has a good portion of her port quarter to plate yet; she will also have to dock again to receive her propeller. The speed with which the work on these two steamers has been done, more especially the plating and its quality, which could not be surpassed, reflects great credit on Mr. Jacob Stevens, the iron shipbuilder of Kooloon Docks, who, in the face of the many difficulties he has had with his workmen in the shape of strikes, &c., has fulfilled his portion of the work in very little more time than it could have been done in Europe. This, again, shows the public what

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the Dock Company are capable of doing, and we may soon see them building steamers of 300 or 400 tons burden at their Kowloon Establishment. The cabins and deck-houses, &c., of the above-named steamers are being fitted up in a superior style, under the able direction of Mr. J. G. Liddell, the superintendent of this establishment, and we hope soon to see both vessels on their old route again.

A very large snake, measuring some ten and a-half inches in circumference at the thickest part, and ten or twelve feet long, was caught this morning at the entrance of a drain in Caine-road, opposite the Diocesan School. It is non-poisonous of course, but looks a most unpleasant sort of python. It has been presented to the City Hall Museum, and will be stuffed, not immersed in spirits.

We are glad to note that the Surveyor-General is adopting a very sensible plan as regards metalling the roads, where at parts forming the brow of a hill, and consequently exposed to additional wear and tear from water during the rains. Chunam, with the ordinary gravel road on the top, is spread over these portions, which will not in future wear away quite so rapidly as heretofore.

The following account, duly certified, of the average amount of Bank Notes in circulation in Hong Kong, during the month ending 31st May, is published in Saturday's *Gazette* :—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation ...	$539,847	$250,000
Chartered Mercantile Bank of India, London, and China ...	674,189	225,000
Chartered Bank of India, Australia, and China	370,004	150,000
Hong Kong and Shanghai Banking Corporation	1,907,654	700,000
Total...	$3,491,694	$1,325,000

The Ordnance Department have lately disposed of some forty to fifty large heavy guns of the old smooth-bore pattern to the Chinese authorities, which have been taken to Ningpo, to be mounted at the entrance of the river there.

An extraordinary meeting of the shareholders of the Victoria Company took place on the 8th inst. There were present: Messrs. Andre (in the chair), Sassoon, Karberg, McCulloch, C. P. Chater, Middleton, Head, Chinoy, Anton, Hayllar, Sands, Greig, Landstein, J. T. Chater, Sandeman, Joost, Hancock, Elwell and others.

The Chairman, having read the notice convening the meeting, said the only business was to confirm the resolutions passed at the previous meeting. Mr. Head, the Secretary, then read the minutes of the last meeting. Mr. Andre proposed their confirmation, and Mr. Middleton having seconded the proposition, it was unanimously carried. The Chairman then observed that, on behalf of the other directors he would mention that after considerable trouble arrangements had been made with the Hong Kong Fire Insurance and the China Fire Insurance Companies to take over the re-insurance of the Company on very favourable terms. A meeting would be held when the accounts were ready, and they would be laid before the shareholders. Mr. Middleton asked if the transfer books would be open for the transfer of shares in the meantime. Mr. Andre said under legal advice he would say that the shares could be transferred. The meeting then separated.

Captain Denier, of the French barque *Duguay Trouin*, kindly favours us with the following particulars of a shoal sighted by him on the 28th May last, but not laid down either in the French Admiralty chart corrected to 1870 or on the English chart corrected to 1867. The position of the shoal is 19.5 N.L. and 122.23 long. east of Paris, which was confirmed the following day, when the captain sighted Babuyan Clara Island (the volcano on which was then in irruption), and Dedicas Rocks. This shoal is in the way of vessels coming from the Pacific Ocean and going into the China Sea. It extends from S.W. to N.E., describing a curve towards the N.W.; its length is about half a cable. When seen the shoal was just at the edge of the water, the sea being quite unbroken except slightly over the shoal. When the shoal was sighted the ship was two miles off, running six knots.

The *Gazette* contains a notification of the appointment by H. E. the Administrator of a Commission, consisting of the Hon. John Bramston (Attorney-General), the Hon. C. May, the Hon. P. Ryrie, the Hon. Henry Lowcock, and Mr. Jno. McNeile Price (the Surveyor-General), to inquire into and investigate complaints on the part of holders of Crown lands in the less populous parts of the Colony, alleging that the rents are out of proportion to the real value of the lands. The Commission are also to investigate the complaints in question and the scale of rents, and report, after hearing evidence, to the Administrator. Any three or more of those names will constitute a quorum.

THE FIRING INTO THE BRITISH STEAMER "CARISBROOKE."

Some excitement was caused in the Colony on the 14th by the receipt of intelligence to the effect that the s.s. *Carisbrooke* (Capt. Scott) had been seized, as was alleged, in the act of smuggling off Hainan, by the Chinese gunboat *Peng-chao-hai*, and taken by her to Canton. The facts, so far as we have yet been able to ascertain, are as follows :—

The *Carisbrooke* is owned by the members of the Man Hing firm at Singapore, who are British subjects, in conjunction with the Rajah of Tunga. She left that place on the 3rd inst. with a general cargo, which included a good deal of opium, and about 400 passengers, intending to call at Hainan on her way up. It appears, however, that an agent of the Chinese Customs at Singapore telegraphed her intended movements to the Canton Commissioner, and the *Peng-chao-hai*, having Mr. T. M. Brown, Deputy Commissioner, on board, was despatched to, if possible, catch her in the act of landing cargo at a port not open by treaty. On the 9th inst. the *Carisbrooke* was sighted in the Banka river, Hainan, having landed or being about to land passengers and cargo. She was immediately arrested (so far as a nominal arrest went), and ordered to follow the *Peng-chao-hai* to Canton. For some time she did so; but upon nearing the river Captain Scott appears to have endeavoured to run for Hong Kong. Upon this the *Peng-chao-hai* fired into her, carrying away the rudder and part of the stern-post, and (as some accounts have it) nearly sinking the vessel. (Another account states that she was fired into previously when off Hainan.) However this may be, the vessel was then taken in tow and brought to Whampoa. Owing to the fact that all the Chinese on board were arrested, no advices reached the native agents here till last evening, when a letter from Messrs. Russell and Co. from their Canton agent told the story, which was immediately communicated to the vessel's consignees. Telegrams have been sent to Singapore asking for instructions from the owners. The steamer is valued as worth $130,000, and she is said to have a valuable cargo on board, worth some $200,000.

One version of the story is that the *Carisbrooke* was fired into just as she was reaching the boundary line of Hong Kong waters, but until fuller details than those yet to hand are known we are unable to say whether or not this is correct. There must, of course, have been strong justification for firing into a vessel with 450 people on board, and that may be made apparent at the inquiry, which will be held before the Consul.

The *Carisbrooke* was, we understand, advertised at Singapore to sail for Hainan and Hong Kong, so that no secrecy was observed as to her destination. The only additional information we have been able to obtain since writing the foregoing is to the effect that the captain avers the distance from the shore at which the vessel was seized to have been from 3¼ to 3½ miles. The rate of freight for the opium from Hainan to Singapore was, it is stated, Tls. 50 per chest, so that the trade must have been a profitable one.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA JUNE 23.—The Import Market shows no change for the better, and with exception of 9 lbs. Shirtings, Prints, Lawns, and Mousselines, there has been virtually nothing doing. Metals have been very quiet, and stocks are increasing, In Sugar the transactions have been unimportant; holders of Brown Sugar are firm for higher rates, asking 15 to 20 cents in advance of the nominal quotations.

HIOGO, JUNE 23.—Deliveries, in the aggregate, are somewhat larger than last month, but quotations generally are not improved. Cottons.—Grey Shirtings: Business has been almost exclusively confined to sales by Chinese of low quality goods, and these descriptions are weaker; the better chops maintaining their value. Turkey Reds: A fair business has been done, but there appears to be rather less demand at closing. A few deliveries of Black Velvets are reported at the low rates quoted. Victoria Lawns have continued in fair inquiry, and a slight advance has been established. Worsteds and Woollens: Black Lastings are again weaker. Black Orleans: Sales are principally of 30 yards, imported from China. Mousselines de Laine have been in good request, but at closing the demand has slackened. Iron: No sales of any importance have taken place, and the market is declining. Sugar has been dealt in to a larger extent, at improved prices for white. Kerosine Oil: The arrival of the Armenia has brought a large addition to the stock, and prices are entirely nominal.

SHANGHAI.—Piece Goods: At the auction held on the 8th inst. Scarlet Long Ells showed a rise of over 2m. 5c. per piece, while Scarlet, Gentian, and Dark Blue Camlets were sold at 8 to 5 mace per piece improvement, and Spanish Stripes at 2c. per yard or so; and 8¼-lbs. Peacock Grey Shirtings realised Tls. 1.61 to 1.61½ per piece; and so with the other goods exposed for sale, Mahommedan Cloths, White Shirtings, and Jeans being the only fabrics which did not bring full prices. Longs Ells, assorted, have been asked for, but stocks are held by a few, who refuse to sell on the basis of the improved quotations noted below. Camlets: For these also some inquiry has prevailed, but good chops are likewise held for nearer cost. Spanish Stripes and Medium Cloths: Higher offers for the commoner qualities of both articles have been declined, for the latter principally, because long clearance was an accompaniment. Figured Orleans: Sales of inferior, to extent of 3,000 pieces, at Tls. 2.80 to 3.0, reported. Market weak. Lastings Steady demand for good to best black, Tls. 11.55 to 11.60 per piece tendered, against Tls. 11.72—the holders' price. Grey Shirtings, 9¾ to 10 lbs.: Prices have been fairly upheld. But the fact is, the natives, by reason of their heavy engagements "to arrive," cannot afford to let the market fall, and until their contracts are completed, rates are not likely to go much below what they now are. Dewhurst's Eagle has been resold at Tls. 2.60, while sales of more ordinary cloths have been effected on former terms. 6lbs. good common—free from damage or mildew—have been wanted at Tls. 1.25 to 1.27 per piece—business small. 7lbs. of commoner makes have like-

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wise been asked for occasionally, but the offers have not been liberal enough to produce much effect on sellers. 8¼lbs.: In the absence of country orders, the auction sales of sound and damaged goods have almost sufficed to meet all requirements. Beyond these, demand for special chops only has been experienced, and Mendel's Pillar, being one of the favoured, has realised Tls. 1.77½ per piece. White Shirtings: For finest reeds there is still a market at about previous rates, but 56 to 64 Reeds meet with no attention. T-Cloths: Ordinary Mexican, as well as the lower counts of 6 and 7 lbs., have been in steady request, and the settlements booked give the following values—viz., 6 lbs.: Common, Tls. 1.15 to 1.18; Mexican, Tls. 1.28 to 1.30 per piece; and 7lbs.: Common Dewhurst's T., Tls. 1.31; other chops, Tls. 1.25 to 1.30; and Mexican, Tls. 1.39 to 1.43 per piece. At auction, damages of all weights have sold comparatively well. Estimated business, 35,000 to 40,000 pieces. Drills: The remarks in my last report are applicable to-day. Both 14 and 15 lbs. have been, and still are wanted, and would command better prices; but they are difficult to be met with. Damaged American Drills at auction have again realised full values. Sheetings: English: Small sales of Godown cargo at a slight improvement; and business projected in goods to arrive per Glaucus. The booking of it remains with the importer. Fair offers are in his hands. Jeans: No change. Fancy Cottons: Light Turkey Reds wanted, 2½ to 3 lbs. being almost unsaleable. In the other kinds of fancies there is little or no movement to chronicle.

EXPORTS.

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TEA.

YOKOHAMA, JUNE 23.—Business continues brisk, the settlements, since date of last report, rather exceeding 10,000 piculs, and supplies coming in freely; prices remain much as last quoted. The demand at present runs principally on good medium to fine grades; common grades have been, so far, in light supply. Since issue of last circular, the shipments of tea from this port have amounted to 1,448,019 lbs., as follows; per P. and O. S. Malacca, on the 9th inst., 46,364 lbs. for New York, via Suez Canal; per P.M.S. China, on the 11th, 185,937 lbs. for New York; 113,191 lbs. for San Francisco, 70,191 lbs. for Boston, and 58,577 lbs. for Chicago; per O. and O.S. Oceanic, on the 13th, 487,771 lbs. for New York, 220,707 lbs. for San Francisco, 19,771 lbs. for Boston, 239,910 lbs. for Chicago, and 5,600 lbs. for Milwaukee. Quotations:—Good common, $27 to 30; medium, $31 to 33; good medium, $34 to 36; fine, $37 to 39; finest, $40 to 42 per picul; choice, very scarce, nominal.

SHANGHAI.—Black has arrived to this market in moderate quantities during the past week, and chiefly from the Hohow and Ningchow districts; very few Hankow Teas have as yet been sent down. The business done here so far has been extremely small, and an attempt by the teamen to enforce an oppressive change in the mode of payment has had some effect in holding buyers aloof. For such small purchases as have been effected, we consider prices are rather lower than those paid at up river. A few Shongtam Teas are held for very high rates. Prices for Hohows range from Tls. 22 to 23, and for Ningchows Tls. 31 to 40, but the market is weak. Settlements and shipments, 4,500 chests. Stock (against 11,100 chests last year), 22,000 chests. The following prices have been paid—Exchange, 5s. 9⅛d.; Freight, £4 per steamer against 1874. Oonams and Oonfaas, Tls. 24; Hohows and Ningchows, Tls. 23 to 40½. Green: There is but little to add to last report; the season generally will be later than that of last year, but musters of Fychows and Ningpo packed Pingsueys are expected in about a week, and Teekais towards the middle of July.

FOOCHOW.—In the early part of the fortnight a considerable business was transacted in Panyong Teas at prices ranging from Tls. 24 to 36, showing an advance of fully three Tls. on last year's opening rates. Buyers were unwilling to support these rates, and operated slowly. The market for Saryune Congou was opened on the 3rd June by the purchase of 3,000 to 4,000 half-chests at Tls. 25½ to 28½. Latterly, Teamen having submitted to a slight decline for some kinds, a very large business has been transacted, but taking quality into consideration, opening rates have been fully maintained. The laying down cost of this season compares favourably with last on account of the low rate of sterling exchange. Congou: Settlements of this description amount to 175,460 chests at Tls. 8 to 40. The business has been principally in finer kinds, the Teamen asking extreme rates for the lower grades. Current quotations are—Siftings to broken leaf, Tls. 10.8 to 15.8; flavoury to medium, Tls. 22.8 to 25.8; good medium to fine Tls. 26.8 to 30.8; fine to finest, Tls. 30.8 to 42.8. Souchongs: Two chops are reported settled, but prices have not transpired. Oolong: Settlements 3,122 half-chests at Tls. 17 to 26½. Scented Teas: Settlements 9,260 boxes at Tls. 27 to 35½, showing rather full value. Flowery Pekoe: Settlements 744 chests at Tls. 40 to 65.

SILK.

YOKOHAMA, JUNE 23.—Owing to the small stocks and very mixed quality of the Silk on offer business has been restricted since last report. Prices show some decline, but are very irregular. Only little has been done in Oshius, at about last quotations. Notwithstanding some conflicting reports prospects for the new crop are, on the whole, favourable.

	Bales.
Settlements since last circular, Hank sorts	150
" " " Oshiu and other sorts...	25
Total	175

	Bales.
Settlements from July 1 to date...	11,975
" against corresponding period—season 1873-4 ...	14,600
" " " " " 1872-3 ...	14,450
" " " " " 1871-2 ...	14,600
" " " " " 1870-1 ...	8,350
" " " " " 1869-70 ...	14,400
" " " " " 1868-9 ...	14,900

Stock, 200 bales.

SHANGHAI.—London telegrams of the 8th June report the silk market "quiet, little inquiry. Red Peacock, 14s. 6d.; Blue Elephant, 15s. to 15s. 3d.; middling, 4½, 13s. 9d.; fair, 5, 13s.; common No. 5 Tsatlee, 12s. 6d.; and 9/12 moss Taysaams 12s." The French mail which left on the 6th June had 1,398 bales on board (50 bales for Milan, 289 bales for Marseilles, 443 bales for Lyons, 616 bales for London), which were purchased on a basis of Tls. 330 and 310 per picul for Gold Lyon Nos. 3 and 4; Tls. 330 per picul for Donkey chop No. 4; Tls. 327½ and Tls. 307½ per picul for inferior Blue and Yellow Elephants; Tls. 315 per picul for "May Foong" "Elephant and Flower Pot;" Tls. 295 per picul for "Black Lion" No. 4; and common Tsatlees from Tls. 250 to 290 per picul for No. 5. During the past week fully 2,500 bales have been settled at higher rates (chiefly by Continental houses), giving total settlements for season 4,000 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d. to 4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d
Shanghai "	5s. 9⅛d.	5s. 9⅛d. to 5s. 9⅜d.	5s. 10d.
Canton " ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d.
Hong Kong " ...			
Macao " ...			
Singapore "	4s. 2⅝d.	4s. 2⅝d.	4s. 2¼d.
Manila "	4s. 1¾d.	4s. 2d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 312	228
" Hong Kong	27⅝ to 28 dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	" 73.6.0	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 27 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $840 per share.
Hotel Shares, 57 per cent. discount.
Hong Kong and Macao Steamboat Company, par (nominal).
Hong Kong Fire Insurance Company, $493 per share.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $142 per share.
Victoria Fire Insurance Company, $160 per share
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 73 per share.

*** The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8⅛d., at Hong Kong 4s. 1d., at Batavia F.11.03½, at Manila 4s. 0½d., at Singapore 4s. 1d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.20p.sh
Shanghai Gas Company ...	100 ...	100 ...	137	...11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	75	... 7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600	..12 p.c.
French Gas Company	50 ...	50 ..	70	...11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$485	$51¾ p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...		...
North China Steamer Company	100 ...	100 ...	7	...
Union S.N. Company	100 ...	50 ...	21	...
Yangtaze Ins. Association ...	500 ...	500 ...	$547½	...15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500	...
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	875	$150p.sh.
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.92	..
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164	...12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	142	...12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90	... 5 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 15, Cheviot (str.); 16, Oxfordshire (str.); from Liverpool, 20, Spirit of the Age; from New York, 14, Hants County; 17, Thos. A. Goddard; from London, &c., July 26, Erl King, Argyll.

At HIOGO.—From Hamburg, 14, Jane Catharina; from New York, 8, Armenia.

At SHANGHAI.—From London, June 6, Deerhound; July 21, Priam (str.), Corea, Wylo; 29, John Parker, Challenge, Elmstone; from Liverpool, Achilles (str.).

At HONG KONG and CANTON.—From London, June 4, Min; 5, Oxfordshire (str.); 13, Lord of the Isles (str.); from Cardiff, 4, George; 6, Melrose; 13, Marte; from Liverpool, 18, Ajax (str.); from Newcastle-on-Tyne, 12, Cilurnam.

At SINGAPORE.—From London, &c., July 22, George Penke, Ulysses (str.), Bellona, Nellie, Menelaus (str.), Flintshire (str.).

At BATAVIA.—From Nieuwe Diep, July 25, Holland.

At PADANG.—From Nieuwe Diep, July 18, Koning der Nederlanden (str.).

DEPARTURES.

From SHANGHAI.—For London, June 4, Strassburg (str.), Russia (str.); 8, Gordon Castle (str.); July 30, Glengyle (str.).

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From FOOCHOW.—For London, July 25, Egeria.

From HONG KONG and CANTON.—For London, June 6, Antenor (str.); for Southampton, 5, Hindostan; for New York, 7, Pyrmont.

From SINGAPORE.—For London, June 25, Craigforth.

From BATAVIA.—For Nieuwe Diep, July 29, Celebes (str.).

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, per steamer, £4 15s. per ton; to New York, £3 to £3 10s. per ton of 40ft.

At SHANGHAI.—To London £4 per steamer, and £3 10s. per sailing vessel.

At FOOCHOW.—To London, per steamer, £4; sailing vessel, £3 10s. per ton.

At HONG KONG AND CANTON.—For London, £3 to £3 5s. and £3 15s. to £4 5s. per steamer.

VESSELS LOADING.

At YOKOHAMA.—For New York, Stillman B. Allen, Mora; Annie Braginton, Walton.

At SHANGHAI and HANKOW.—For London, Achilles (str.), Altona (str.), Tartar (str.), Black Adder, Norman Court, Cutty Sark.

At FOOCHOW.—For London, Montgomeryshire (str.), Statesman, City of Baltimore (str.), Viking, Nyassa, Thermopylæ, Forward Ho, Venice (str.), Craigforth, Cawdor Castle, Glenlion (str.).

At HONG KONG AND CANTON.—For London, Denbighshire, St. Andrew's Castle, Osaka.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 28, off St. Albans Head, from Bassein, for Amsterdam, Arcadia; 29, off Deal, from Rangoon, Aberfeldy, (str.); at Queenstown, from Akyab, Ragna; from Rangoon, Est, Condore, Guldringa; 30, at London, from Bassein, Borrowdale (str.); at Queenstown, from Rangoon, Caspar; from Maulmain, Hollinside; 31, at Falmouth, from Akyab, Virginia; Aug. 1, from Singapore, for Hamburg, Constantia; at Queenstown, from Maulmain, P. C. Petersen.

DEPARTURES.—July 29, from London, for Samarang, Robert Porter.

SPOKEN.—Jose Hazeltine, from Batavia, to Montreal, July 4, 26 N., 45 W.

MISCELLANEOUS.—Passed Gibraltar, July 29, Glenartney (str.), from London, for Shanghai; at Port Said, July 28, Montgomeryshire, from Foochow; Achilles, from Shanghai, both for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BISSET—On the 11th June, at Shanghai, Mrs. J. P. Bisset, of a son.

CARGILL—On the 27th July, at 66, Inverness-terrace, Bayswater, Mrs. John Cargill, of Dunedin, New Zealand, of a son.

CASWELL—On the 2nd Aug., at 25, Inverness-road, Bayswater, the wife of J. G. Caswell, formerly of Saigon, of a daughter.

DUDGEON—On the 29rd July, at 53, Montagu-square, W., the wife of Dr. Dudgeon, of a daughter.

IM THURN—On the 28th July, at Ellerslie, Upper Tulse-hill, the wife of J. C. im Thurn, jun., of a son.

LATHAM—On the 26th July, at Leinster-road, Rathmines, Dublin, Mrs. Oliver Latham of a daughter.

LITTLE—On the 23rd July, at Clifton Lodge, St. John's-road, Blackheath, the wife of Matthew Little, prematurely, of twin daughters.

MACKENZIE—On the 26th July, at Mountgerald, Ross-shire, the wife of Capt. James D. Mackenzie, of Findon, of a daughter.

TOOTAL—On the 3rd July, at Rio de Janeiro, the wife of Albert Tootal, of a daughter.

MARRIAGES.

DES VOEUX—PENDER.—On the 24th July, at St. James's Church, Piccadilly, by the Rev. G. H. Wilkinson, Vicar of St. Peter's, Eaton-square, George William Des Voeux, Administrator of the Government of St. Lucia, to Marion Denison, the younger daughter of John Pender, M.P.

KING—NICHOLL.—On the 21st July, at St. John's, Paddington, Walter Edward King, H.M.'s Vice-Consul at Kiukiang, son of the late Rev. W. M. King, Rector of Long Critchill, Dorset, to Isabella, daughter of the late H. I. Nicholl, D.C.L.

LUCAS—ERICHSEN.—On the 28th July, at Holy Trinity Church, Upper Tooting, by the Rev. Francis H. Tatham and the Rev. E. D. Cree, Edgar, second son of Joseph Lucas, to Alice, eldest daughter of Hermann G Erichsen.

PALMER—HALL.—On the 24th July, at St. Pancras Church, by the Rev. A. R. Upcher, John Palmer, commanding H.M.S. *Figard* (late of the *Rattler* and *Barossa*, on the China station), to Emily Louisa, daughter of H. P. Hall, of Preston, Cirencester.

DEATHS.

CHESHIRE—On the 18th June, at the Yokohama General Hospital, William Cheshire, aged 44 years.

COHEN—On the 11th June, at Yokohama, Angelo Cohen, born in München, aged 36 years.

DALY—On the 10th July, on board the *Hindostan*, in the Red Sea, Marcus Daly.

FOSTER—On the 5th June, at Manila, Frederick Love Foster, only child of Frederick Emery and Martha Love Foster, aged fifteen months and twenty-three days.

GIBBS—On the 20th May, at Peking, James Hopson Gibbs, Assistant Audit Secretary and Deputy Commissioner in the Chinese Maritime Customs Service, aged 39 years.

LUSK—On the 22nd July, at Rosebank, Greenock, Robert Lusk, merchant, aged 52.

STEVENS—At Yamato Yashiki, Tokio, at the residence of Henry B. Joyner, of consumption, Mary R. Stevens, the beloved wife of Capt. George R. Stevens, s.s. *Ly-ee-Moon*.

HOUSE OF COMMONS.

THE MURDER OF MR. MARGARY.

(July 26th.) Sir G. CAMPBELL asked the Under Secretary of State for Foreign Affairs whether at the very time when the Indian Government had been pressing on one side for access to the scene of the murder of the late Mr. Margary, under circumstances which had occasioned great complications on the other side, where we had already direct relations with the Chinese Government, an inquiry by British officers into the circumstances of the murder, to which that Government had consented, was now delayed for no other reason than the heat of the weather; and, if so, whether Her Majesty's Government would consider the necessity of insisting on greater expedition; and whether it was true, as stated in some of the public prints, that a pecuniary indemnity for Mr. Margary's death had been sought at the hands of the Chinese Government; if so, who had suffered pecuniary loss by that sad occurrence, and for whose benefit an indemnity was sought.

Mr. BOURKE said that no doubt the heat of the weather in China had been the reason for deferring the inquiry referred to, because it was the first duty of Mr. Wade to consider the health of the persons under him. The mission would probably start before long; but there were other causes besides the hot weather which prevented it from starting—causes, namely, which related to the state of the country both on the side of Burmah and of China, as well as other considerations. With regard to the indemnity, until all the negotiations were completed the Government did not think it would be desirable to make any public announcement upon the subject. (Hear, hear.)

THE SILK TRADE AT NEW YORK.—Messrs. B. Richardson and Son's Circular states:—The business of the last month has only been moderate, owing partly to the season and partly to lack of best grades of stock. Throwsters are fully employed. Manufacturers of Twist and Sewings are not pushed. The feeling for the Fall trade is good. Imports for June, 1,156 bales. A portion of these were not delivered until early in July. Prices remain without quotable change. The failures of London houses engaged in the China trade have disturbed the market there, but there is very little silk there available for this market. Raw Silk, price current, July 22nd, Tsatlee, 1 and 2, $6 to 5.75; ditto, 3, $5.75 to 5.25; Taysaam, 1 and 2, $5.12½ to 4.75; R. R. Haining, $6.25 to 5; R. R. Tsatlee, $5.62½ to 5; R. R. Canton, Cotengon, $5 to 4.75; R. R. Canton, Chumchuck and Lucklow, $4.50 to 4.37½; R. R. Canton, Lucklow, ex. fine, $4.62½ to 4.50.

THE *Turkestan Gazette* relates a diplomatic difficulty which is at present engaging the Governments of Russia and China. In 1872 a Russian caravan was surprised and robbed near Shicho by a Chinese force commanded by an influential Chinese officer. The goods appropriated by the robbers represented a value of 90,000 roubles. Moreover, several merchants belonging to the caravan were killed. Since that time the Russian Government has incessantly demanded compensation, which has been as regularly promised, but never given. The *Gazette* says that the Chinese Government is evidently powerless to obtain restitution in the distant frontier district. It has, however, quite recently once more promised to attend to the matter, and it is hoped that it may do so.

THE Paris correspondent of the *Echo* writes:—"Another distinguished foreigner is in our midst, Prince Raden-Salch of Java. This, however, is not his first visit. He came to Paris in 1848, and stopped three years, during which he studied painting under Horace Vernet, and exhibited some very fair canvases. He is said to be quite a Parisian in his manners and tastes. The object of his present visit to '*le peuple le plus spirituel de la terre*' is divulged by the irrepressible *Figaro*. It appears our Javan Prince got married a few months ago to a young lady who, although possessing all that personal attractions can supply, nevertheless requires a little polishing up; so he has brought her to Paris to teach her '*les manières du grand monde.*'"

THE following curious statement is made by the Paris correspondent of the *Pall Mall Gazette*:—"A missionary, the Rev. Father Rémy, has just arrived here from Thibet, where he seems to have made a number of conversions under rather peculiar circumstances. He was condemned to be quartered, and his legs and arms were duly attached to four horses of the country. The Abbé is said to be a very powerful man, and either his limbs must be uncommonly strong or the horses employed to quarter him have been uncommonly weak, for he resisted all their efforts. His persecutors, we are told, struck with admiration, embraced the martyr and Christianity. This is certainly a great triumph for that species of religion called muscular."

WHEN the P. and O. steamer *Gwalior* broke down 150 miles from Hong Kong, was unable to sail, and drifted down to Hainan, where she anchored, a boat sent in charge of the second officer (Mr. F. H. Seymour) to Macao for assistance was overhauled and robbed by pirates on the way, but through his courageous conduct was allowed to proceed, and eventually reached its destination. The directors of the Company have presented a gold watch to Mr. Seymour in recognition of his services on the occasion.

THE Japanese Minister at Washington has informed the Secretary of State that two of the persons recently appointed by Japan as Commissioners to represent the interests of that country at the Centennial Exhibition have arrived in Washington, and he requests that they may be put in communication with the proper officials of the Exhibition.

AT the Royal College of Surgeons, on the 23rd July, James Kingston Barton, son of Dr. Barton, Shanghai, was duly passed.

THE PARIS GEOGRAPHICAL CONGRESS.

(THE ACADEMY.)

Of the several Exhibitions by the different countries, if we except that of France, which has of course been made as complete as possible, those of Russia and Austria-Hungary are the most noteworthy, overflowing, not only into annexes in the upper storeys, but into temporary buildings on the terrace, and representing very fully the state of geographical science in those countries. Germany has sent a fine collection, especially from the well-known private geographical establishments which have done so much to diffuse a knowledge of geography; Sweden and Norway, Denmark, Holland, Belgium, Italy and Switzerland have also well arranged collections of great merit; and Spain, Turkey, Chili, the Argentine Republic, the Sandwich Islands, and far distant Japan have sent contributions. The international juries appointed to select those exhibitors who are to receive honours and distinctions not having yet made their awards, it would be invidious to make any comparison between the objects of the same class exhibited by different countries—this must be reserved for a future occasion; but we cannot help noticing here with satisfaction that the collections exhibited by

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our own Ordnance Survey and Admiralty Department, incomplete as they are, show that our official maps and charts are still unrivalled. We can, perhaps, best convey to the reader a general impression of the scope and nature of the exhibition by passing each country under review, and noticing that which is most worthy of remark in each of the several groups.

Russia has been specially happy in the selection of her commissioner, M. de Khanikof, the veteran geographer, who was at Bokhara when Conolly and Stoddart met their untimely end, and to his loving care much of the success of the section must be ascribed. The most remarkable as well as the most interesting feature of the Russian section is the collection of maps, sketches, and photographs from Central Asia, which conveys a vivid impression of the geography, the people, and the scenery of a part of the world that a few years ago was almost a sealed book. We find here maps of the Trans-Caspian district of the ancient bed of the Oxus (Amu Darya), of the province of Turkestan, and of the Zerefshan, Naryn, and Kulja districts; plans of Tashkend, Samarcand, Kulja, Khiva, and other towns; the results of the surveys made under great difficulty during the Khivan campaign, including itineraries of the routes followed by the several columns, and Colonel Skobelef's daring reconnaissance in the Turkman Steppe; and the recent surveys of portions of the Ust Urt and the delta of the Oxus made under the auspices of the Imperial Geographical Society. Among the photographs is the great album of Turkestan in four volumes, prepared by order of General Kaufmann, to illustrate the archæology, ethnology, industries, and history of the province over which he rules; the Geographical Society also contributes a valuable series of photographs, and those who wish may study at ease the various types of Central Asia—Khivan and Bokharidt Jews, the gipsies of Khiva, Jajiks, Uzbegs, Kirghiz, &c., as well as their manners and customs, or admire the scenery of the dreary steppes, the fertile valleys, and the lofty ranges of Turkestan. We may also notice some spirited sketches made during Petrovski's ill-fated expedition against Khiva in 1837, which present a vivid picture of the hardships attendant upon a winter campaign in the steppe. There are also four cases of Khivan loot, taken from the palace of the Khan, consisting of roughly finished gold ornaments, enriched with pearls, emeralds, turquoise, coral, and tiger teeth.

In Group I. there are some good portable astronomical and surveying instruments; two large maps showing the trigonometrical operations connected with the measurement of the great arc of 69°, which extends from Valentia on the west coast of Ireland to Orsk in Russia; specimens of the maps on several scales prepared by the War Department, including the great topographical map of the empire; and the published works of Lutke, Schubert, and Struve. Under Hydrography appear two interesting charts—one of Lake Ladoga, with sections and lines of equal depth; and a similiar one of the Caspian, showing in addition the discrepancies in outline between the several surveys executed from the end of the eighteenth century to the present day; how far these discrepancies are due to errors in survey, and how far to changes in the form of the sea would form an interesting subject for examination. In Group V. there is a good collection of the statistical maps issued by the public departments in Russia, conveying to the eye at once impressions that could not be obtained by days of weary poring over dry figures; and a map prepared by the Topographical Section of Orenburg, which shows in different colours the routes followed by the several Kirghiz tribes in their winter and summer migrations. The last group includes the results of the travels of Fedchenko, Prjevalsky, Semenof and Severtsof; noble records of personal daring and successful exploration which made us long for the time when England would be sending out knights errant of the same type, and have cast away the system of using cat's paws in the shape of Havildars and Mirzas to pluck the Central Asian chestnuts out of the fire for her. As far as regards her maps Russia still seems to favour the system of dull heavy colouring which obscures the detail without giving proportionate relief, but the actual work of the survey reflects the greatest credit on the officers of the Russian Staff. Before leaving Russia we would draw attention to the excellent contributions of Iliine of St. Petersburg to the geological, statistical, and educational groups, and to some characteristic statuettes of Russian and Central Asian types exhibited by Schindhelm.

Sweden and Norway, whose interests are watched over by no less than six commissioners, contribute diagrams of the great triangulation of the country, and specimens of the maps on various scales prepared by the officers of the general staff, with examples of some of the processes used in the production of maps. In Group II. are the Government charts, patent logs, deep sea sounding apparatus, and special charts of the fishing banks off the coast of Norway. In Group III. there is a useful map, showing the distribution of the meteorological stations in Norway, and indicating by colour the instruments in use at each station; as well as one of painful interest on which can be traced the havoc which has been wrought among the Norwegian churches by thunderstorms. The same country contributes what is perhaps the principal feature of the joint exhibition—a very clear and well-executed series of statistical maps on which are shown details connected with the population, such as marriages, illegitimate births, deaths, emigration, immigration, &c.; forests, fisheries, mines, &c., and the operations of the mercantile marine. Maps of this class can rarely be produced except by a Government department having the necessary machinery, and we fear it will be long before England, which leaves so much to private enterprise, will be provided with a similar series of maps to illustrate the heavy volumes of statistics which are annually increasing in number. Under Group VII. are classed—a cast of the great meteorite, found by Nordenskiold in Greenland; a collection of objects brought by the Gulf Stream to the shores of Spitzbergen; and the results of the Swedish expeditions to Spitzbergen and Jan Mayen, accompanied by a number of good photographs.

In Denmark the General Staff head the catalogue with specimens of the topographical map of Denmark, which yields to none in careful execution; and Tegner, of Copenhagen, adds some sheets of the Cadastral Survey, which is now more than half completed. Hydrography and Meteorology are well represented by the publications of the several departments, but Group IV. is most attractive, including as it does many relics, on a small wooden cross, of the Scandinavian colonies in Greenland, crania from the Greenland tombs, documents relating to the discovery of America by the Scandinavians, a collection of old works relating to Greenland, and a number of objects illustrating the present life, habits, dress, &c., of the Greenlanders. We must not forget to mention that Iceland has forwarded several maps for Group VI., and that the walls of the Danish room are enlivened by some good sketches of the coasts of Greenland and Denmark.

Great Britain.—Our own maps and charts are so well known that it is needless to particularise them here, and it will suffice to say that the Ordnance Survey, the War-office, the Admiralty, the India-office, the School of Military Engineering at Chatham, and the Meteorological-office have each sent examples of their work. Unfortunately, the difficulty about the Commissioner appears to have left little time for special preparation, and the arrangement of the specimens on the walls shows traces of the haste with which everything has been carried out. Still our great national survey attracts the attention it deserves, and the engraving of the one-inch and six-inch maps is much admired by connoisseurs.

The Ordnance Survey models, maps, and photographs of Jerusalem and Sinai, as well as a series of frames, exhibited by the Palestine Exploration Fund, which contain MS. maps and drawings by Wilson, Anderson, Warren, Conder and Ganneau, are exhibited under Group VII., and have excited much interest, especially since the recent attack on Lieutenant Conder and his party in Galilee. The Geographical Society have contributed a complete set of their publications, some of the large wall maps so well known in London, instruments for travellers by Captain George, R.N. and a case of precious documents, the MS. maps of Beke, Livingstone, Burton, Speke, Grant, Petherick, Kirk, Baker, and Hayward. Among the objects to which geographers will turn with most interest are some excellent and truthful sketches of the Pamir and Eastern Turkestan by Colonel Gordon, an interesting series of sketches and photographs by Captain Chapman, lately the Secretary to the Kashgar Mission, and views taken in the Delta of the Oxus, by Major Wood, who accompanied the recent Russian Expedition. Let us add that Mr. Dammann has sent his Album of Ethnology and Anthropology, which has already received several prizes; and that Mr. Markman has forwarded a series of the maps published in the *Geographical Magazine*.

In the British section there are no instruments except those by Captain George, R.N., sent by the Geographical Society; and two useful little instruments by Captain Bailey, R.N.; and the only representative of our great private geographical establishments is Keith Johnston, who sends one map, "Case's Map of the United States." We cannot help regretting that the private enterprise of Great Britain and her colonies should be unrepresented on such an occasion, and can only hope that matters will be managed better when the next Exhibition takes place.

Holland under Group I. exhibits a diagram of the triangulation of Java, and an ingenious instrument by Holsboer for measuring the strength of currents by galvanism. Among the charts in Group II. is one showing the course which a ship should take in each month of the year on a voyage from the Cape of Good Hope to the English Channel. There is a good collection of meteorological and other works relating to the Dutch East Indian possessions, and in Group IV. choice and in some cases unique editions of the geographical works published at Amsterdam in the sixteenth and seventeenth centuries; there is also a copy of an atlas containing the oldest maps relating to the water-works in Holland; good fac-similes of ancient maps; and some fine old globes of the commencement of the seventeenth century. In the same section are several good specimens of the curious Javanese marionnettes, representing persons celebrated in Hindu mythology and the ancient history of Java. The very excellent maps of Holland and of the Dutch East Indian possessions are classed under Group VI., and those of Japara, Semarang, and Soerakarta in Java, which, printed in colour not sufficiently heavy to obscure all the features of the ground, are charming specimens of cartography.

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COOLIES IN BRAZIL.

(From the *Berlin International Gazette.*)

The Brazilian Consul General in Hamburg finds himself in a rather serious collision just now with the as yet local republican jurisdiction of that town, which, by the way, will be superseded next year by the general criminal and civil law for the German Empire. A public prosecution had been opened against a Hamburg skipper (Lobedanz), who about three years ago carried away from Hamburg and Antwerp some 1,300 deluded emigrants to the tropical wilds and swamps of the province of Bahia, belonging to the planter and slave-owning family of Moniz, whose chief is the said Consul, now Baron de Paraguassú, for wilful and conscious seduction of those unhappy people, of whom about one-fourth part succumbed to want and misery of every kind, no sort of provision having been made for their reception; while about 500 of them were brought back to Germany in rags and tatters, most of them lastingly injured in their health, and bereft of every means of subsistence, having consumed all the property they had realised in leaving their native homes. Meanwhile the contractor for the importation of these colonists into Brazil, a nephew of said Consul, Senor Moniz of Bahia, together with said skipper pocketed a premium of 170 milreis per head awarded between the general Government of Brazil and the Provincial Government of Bahia, as in similar other cases. The proceedings in Court proved the falsehood throughout of the statements made by those who engaged those emigrants for Lobedanz and Moniz, and of the promises made to them by printed prospectus as well as by contracts. Nevertheless Lobedanz was acquitted (two years' imprisonment having been asked by the public accuser), on the ground that he had been unconscious of the terrible consequences of his actions. This finding of the local criminal court, not by a jury—at all times suspected in Germany to be subject to local influences and considerations—has been received with general blame all over Germany, the more so as during the pleadings it came out that the Consul himself had backed the flattering information furnished to those emigrants, and in consequence that the General (Reich's) Government had entertained a correspondence with the Hamburg authorities as to the propriety of withdrawing his exequatur. This assertion made by the public Prosecutor gave cause to Baron de Paraguassú to address a note to the Senate of Hamburg requiring a reprimand of that officer, which was politely declined owing to the official irresponsibility of that person, referring the Baron to civil proceedings against him. These, however, he abstained as yet from, having however withdrawn another complaint he also had made in behalf of the Brazilian Government. The Consul did a wise thing in withdrawing this complaint; for a discussion on it would have brought to fresh remembrance many evildoings of Brazilian consuls, but too often screened by the Senate of Hamburg in the supposed interest of the port, or rather of an influential part of its Brazil merchants, who actually had made themselves a plan of increasing, or at least maintaining, the great coffee production of Brazil by German labourers, bound to the planters by downright shameful contracts—such as in the years 1840 to 1860 were carried out by the then Consuls of Brazil in Hamburg, M. A. Araujo, now Viscount de Itajuba and Correa, to the utter ruin of the poor people; yet, it would appear, to the satisfaction of the Hamburg authorities, to which they gave utterance by well known public documents and deputations, one of which even culminated in the handing of a medal struck purposely for the jubilee of the chief culprit in these doings. It is but right to say that this happened before the years 1866—which brought forth the North German Alliance, the forerunner of this great empire.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JULY 28.

The Second Chamber will meet on the 10th of August for the despatch of business, more especially to deal with two Bills, one to partialy re-arrange our election districts, by adding three to them, the other proposing to construct six new railway lines for account of the State. These will have a total length of 308 kilometres, and are estimated to cost thirty-six millions of florins. As soon as these Bills are carried—and there is, I think, little chance of their being rejected—the session will be closed. The Liberals are protesting against this summer meeting; and are of opinion that the Minister makes unnecessary haste, and that it had been better if these Bills were laid before the new Chamber, which will meet in September. I cannot see the justice of these complaints; too few material Bills have been carried this session.

Some agitation exists in Roermond, province of Limburg. Some time ago the bishop, Mgr. Paredis, was foolish enough to issue, just before the communal elections, a pastoral letter, in which he recommended certain of the candidates for election. Of course this has been openly and strongly condemned by the Liberals. The Ultramontanes thereupon became indignant, and in turn attacked their political adversaries. I hope that things will stop here, and that no further manifestations will take place. That the Liberals have the majority in the country is decidedly proved by the result of the communal elections, which have assumed a political character because the communal councils have to apply the lower class instruction law. In many towns and villages the struggle was very hot. The same may be said of the contest in Zutfen, where a member of Parliament had to be elected to fill the seat left vacant by the late Mr. Dam. The anti-revolutionary candidate, Baron Mackay, was beaten by the Liberal candidate, Mr. J. Tak Van Poortvliet, who obtained 1,519 of the 2,823 votes. The anti-revolutionists had done all they could to win the victory, but the Liberal majority was too strong.

The King will, before returning from his trip abroad, stay for some days in Paris. His visit, however, will be strictly private. The Queen spends the summer at her seat *het Huis ten Bosch*, and will sometimes visit our beautiful watering-place Scheveningen, which, however, is not crowded this year, because measles are prevailing there.

I derive from *Onze tolk* the item that in a short time a German translation will be published of Multatuli's "Max Havelaar." It seems that our East India colonies are just now occupying the attention of Germany. Thus I read in the *Vossische Zeitung* an itinerary, written by Mr. N. Vogel, who relates all sorts of sad stories about our East India colonies in general and about Atchin in particular. He assures his readers that he has heard uttered several times the wish that Germany would annex Sumatra, the Dutch Government being anxious to sell this island for a couple of millions. It is some consolation for us that we are just now in the dead season. The one thing most improbable in the statement is that Germany will pay for the annexed island. This is quite contrary to German policy as recently displayed.

The King has been pleased to confer the knighthood of the Order of the Netherlands Lion upon the panembahan Tjokro Ali Ningrat, of Bankallan, and upon the panembahan Noto Koesoemo, of Sumanap.

The annual meeting of the Dutch Missionary Society has been held at Rotterdam. It was shown by the report that this society employs sixteen missionaries and more than 130 schoolmasters. The expenses have reached the sum of f.100,758.20, and the revenues f.94,311.74.

The Minister of the Colonial Department has proposed to the East India functionaries, who are waiting to be put at the disposal of the Governor-General, that they shall enter the East India army as administrative officers.

Under the title of "Loudon and Atjeh," Mr. J. I. de Rochemont publishes in the *Vaderland* an article, which is a protest against the protest of General Verspyck about the sensational book which was published by Mr. de Rochemont to justify Mr. Loudon. This polemic is anything but interesting.

During the last fortnight a sum of about f.400,000 has been paid at Harderwyk as bounties for enlistment in the East India Army. Most of the candidates are foreigners.

AMSTERDAM, JULY 29.

It seems to be blowing an ill wind in our political atmosphere, and some papers report that Mr. Heemskerk has the plan to dissolve the Second Chamber, because he has not a sufficient majority to govern with. This is, however, I think, a mere supposition. A fact it is that our Premier is most angry that Mr. Tak (Liberal) has beaten the Clerical candidate at Zutfen. In consequence of this he issued a circular forbidding official persons to meddle with elections, even in their quality as private persons. In Gouda it is forbidden to the soldiers to read the *Nieuwe Rotterdamsche Courant* in the barracks, and it is not permitted to the States functionaries to read the *Nieuwe Van den Dag* in the ministerial bureaux. These are significant signs that some *coup* is near on hand.

Yesterday the new ten guilder pieces (gold) were put in circulation. They are as ugly as possible.

The old Catholic priest, Mr. Diependaal, from Helder, is appointed Bishop of Deventer.

PRODUCE MARKETS.

The trade in Colonial Produce has been more animated, and some important business has been done. Prices in general are very firm. The Money Market has remained unaltered.

COFFEE has met with a good demand, in consequence of unfavourable news about the crops in the Brazils and the decreasing stock. Good ord. Java has realised 57½c. to 57¾c., greenish 58½c. to 60c.

TEA.—Without business in first hands; prices are declining, in waiting for the large imports of the new crop.

RAW SUGAR.—The transactions have been of more importance than has been the case during the last few weeks. The refiners have bought extensively, and there has also been a good demand for the Baltic. Prices are very firm.

RICE.—Uncleaned has met with some demand. The cargoes arrived from Bassein and Rangoon are destined for the mills. A steady trade has been done in cleaned sorts. The high prices for corn are, of course, favourable to activity in this article.

SPICES are without transactions, and prices are nominal.

JAVA TOBACCO.—The market looks quiet for the moment, in waiting for the important lots which will be offered for sale early next month.

COTTON.—Prices are declining rapidly. There is no speculative demand at all.

DRUGS.—There are no transactions to report. Some demand has prevailed for Gum Damar, second-hands being very ill provided.

For RATTANS high prices are paid for superior quality.

JAVA INDIGO is very quiet. Prices remain unaltered. The stock amounts to 1,740 chests.

BANCA TIN on the spot is quoted f.50, and at this price some lots have been quitted. Billiton is offered at f.47½, but this price cannot be obtained.

HIDES.—By private tender a lot was sold, but no particulars transpired.

SHIPPING.

ARRIVALS.—July 22, at Texel, from Rangoon, Albert Wilhelm; 24, at Brouwershaven, from Banjoewangie, County of Sterling; at Zierikzee, from Bassein, Eagle; at Brouwershaven, from Bassein, Johann Hansen; 25, at Texel, from Rangoon, Edward Barrow.

DEPARTURES.—July 24, from Texel, for Batavia, Madura (str.); 27, from Texel, for Sourabaya, Louise.

TELEGRAMS FROM THE FAR EAST.

GERMANY AND CHINA.

BERLIN, JULY 28.—No foundation exists for the statement that negotiations are proceeding between Germany and China for the cession of the island of Formosa to the former. Germany has not changed her policy with respect to the acquisition of colonies in distant parts.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: TUESDAY, AUGUST 3, 1875.

THE SHANGHAI GENERAL HOSPITAL.

WE observed, with much pleasure, that a subject which has caused considerable bickering at Shanghai, as such subjects always do in small communities, was finally set at rest at the ratepayers' meeting, held at that port on May 18, and by what was practically an unanimous vote, it was resolved to authorise the Municipal Council to assist the trustees in establishing the General Hospital by advancing them a sum not exceeding Tls. 35,000, under certain very reasonable conditions and restrictions. Mr. KESWICK, the Chairman of the Trustees, brought the motion before the meeting, and spoke ably in support of it, remarking that the Hospital was an institution which "had done great "service, and, unhappily, it was more than likely that its "services would be required in the future, especially if "they did not get that supply of pure water that was so "much talked about." Mr. KESWICK'S proposition did not apparently excite much discussion, for it would seem that, besides the seconder (Mr. IVESON), nobody addressed the meeting in regard to it, except Sir EDMUND HORNBY, and he spoke very heartily in its favour. He also made a very fair and sensible suggestion, viz., that, as now the community will practically advance all the money requisite for the establishment of the Hospital, it should have a greater and more important share in its government. "It was a private institution," he remarked, in conclusion, "and it is now to become a public one; let, therefore, the "ratepayers choose the governing body, or at any rate, a "large share of it." This suggestion of the Chief Judge's will, probably, we should imagine, be acceded to without demur on any one's part. The proposed site for the new building, at the end of the wharves on the Whangpoo bank, has been objected to for one or two reasons. It is certainly a somewhat distant place, but it is a place which, in the opinion of Mr. KESWICK, who takes a far more hopeful view of the future of Shanghai than the Inspector-General of Customs, "will in the course of a few years be considered "a much more convenient site than it is at the present "time, for the extension of Shanghai, judging from what "is now taking place, will be in that direction." Besides, the Hospital is always liable to be called upon to take in cases of infectious or contagious disease, and in view of that contingency the proposed site is unexceptionable. Many people at Shanghai were in favour of the Howard's Wharf site, at first proposed, and, doubtless, it is more convenient for many reasons; but other matters have to be considered in regard to the position of a hospital besides mere convenience. Perhaps that portion of the Shanghai community to which we refer will be more reconciled to their disappointment when we tell them that an eminent sanitary authority, Dr. LETHEBY, who was a witness on July 16 before the Select Committee of the House of Commons appointed to inquire into the much debated Hampstead Hospital question, expressed his belief that it was of the highest importance that a hospital for contagious and infectious diseases should not be in a "residential" district, or in a place where many persons were continually passing, for there was no doubt that infection would be spread in this way. If the new Shanghai General Hospital be placed on the site of Endicott's Garden, the community need be under no apprehension on this score, and they will, no doubt, gradually come to look upon its distance from the centre of the Settlement as a blessing rather than a calamity.

LAISSEZ-ALLER IN CEYLON.

IT has been a gratifying duty on our part on more than one occasion to notice the commendable efforts made by the present Governor of Ceylon to place that promising colony in advance of other Eastern dependencies. The contents of the last files of Ceylon papers (*Ceylon Times*) have somewhat modified our previous opinion of Mr. GREGORY'S energy and statesmanship. Two incidents are recorded in those papers which reflect seriously on the capacity of the local Government, viz., disastrous floods, causing a stoppage of railway traffic and a good deal of destruction to property, and another outbreak of murrain amongst the native herds. The Government of Ceylon cannot, of course, be held responsible for the occurrence of floods or the outbreak of cattle disease, but it may fairly be charged with a neglect of precautions recommended to be taken in both emergencies by special committees appointed to inquire into and report upon previous similar visitations. In the autumn of 1872 severe floods swept over the low country on the western side of the island, causing serious damage to railway embankments and bridges, destroying a considerable extent of private property, and causing loss of life and ultimately a good deal of sickness. A commission of three Government officials was appointed to report on the best means of averting or mitigating similar disasters in future, and the result made its appearance in the shape of a Blue-book, in which, amongst other recommendations, was one which must have occurred to the most casual observer,—it was to the effect that the railway embankment being the main cause of the floods by damming back the waste water from the hills, more water-way should be afforded throughout the first thirty miles of the railway from Colombo. This advice has never been thoroughly acted upon; a few openings were made at distant intervals, but not by any means adequate to the requirements of the case, as was pointed out by the local journals of the time; the consequences are now too plainly visible in a fresh disaster, not certainly quite so terrible as that of the previous occasion, but sufficiently destructive and distressing. The full extent of the loss to private parties could not be ascertained when the last mail left Ceylon, but it was evident that much privation would be entailed on the rural population in the vicinity of the disaster.

Every year for a long period the herds of Ceylon have suffered from attacks of a disease closely allied to, if not identical with, the Rinderpest of Europe. So serious had the losses from this murrain become that a Commission of Inquiry was appointed by a late Governor of Ceylon, Sir HERCULES ROBINSON, which in 1869 submitted an elaborate report on the subject, in which were a number of recommendations calculated to meet future outbreaks of the pest. Sir HERCULES seems to have considered the publication of the report a sufficient return for the cost of the commission; no single step was taken by him to carry out any of the commission's recommendations. The *Ceylon Times*, in dealing with this subject, says:—

> No one, so far as we are aware, has ever quarrelled with the suggestions laid down by the Commissioners, or said that they were not admirably adapted to arrest and remedy the spread of epizootic diseases. The reason why they have never been put into operation is not far to seek. It is a way we have in Ceylon, to organise Commissions and institute elaborate inquiries, when any panic prevails; and if the source of danger happens to be removed before the report is presented, it is remorselessly pigeon-holed; and the next recurrence of the epidemic finds us just as ill-prepared for it as we were on the previous occasion, and the only use the report serves is to show how much we might have done and did not do. This was the case with the Cattle Commissioners' Report and the epidemic of last season, and it will be the case should disease again break out, as seems only too probable.

When we find the Government of Ceylon energetic and profuse in matters relating to archæology, museums, restoration of Buddhist temples, oriental libraries, &c., at the same time indifferent to the losses sustained almost yearly by native cultivators from floods and cattle murrain, we cannot refrain from expressing our conviction that a grievous mistake is being made, which Governor GREGORY will do well to rectify with as little delay as possible.

IN our Parliamentary intelligence it will be seen that the Under-Secretary for Foreign Affairs has declined to say whether any negotiations have been entered into with the Chinese Government for an indemnity for the murder of

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Mr. MARGARY. From the nature of the answer we are disposed to think that such negotiations have been entered on, the consequences of which may be very disastrous.

A TREASURY minute appears in the *Gazette*, declaring Hong Kong an unhealthy port, in addition to the other ports in China named in the Consular Superannuation and Pension Act, which has already been noticed in our journal. We are at a loss to know what Hong Kong has to do with the Act, which applies only to Consular ports.

TELEGRAMS report difficulties between Japan and Korea, but according to a message received to-day, it appears that matters have been arranged.

THE CONSULAR RETURNS OF TRADE WITH CHINA. 1874.

The Consular Returns of the Foreign Trade at the Treaty Ports of China (with the exception, as usual, of Shanghai and Chinkiang) during the year 1874 have just been issued, and we note with surprise that they consist entirely of statistics in a summary form. We hope that the Consuls' Reports have not been discontinued from economical or other motives, and that we may be allowed to have our statistics in the same detail as heretofore. The following is a concise *résumé* of the meagre tables with which we are furnished:—

TIENTSIN.—Mr. Consul Mongan states the total value of the trade (exclusive of treasure) at £6,211,547, of which £387,054 only were exports. The treasure return stands thus:—Imports, £409,165; exports, £1,197,395. The direct trade with foreign countries was valued at £326,329, of which the imports, amounting to £304,315, came from Great Britain, Hong Kong, Japan, Siam, and the Amoor provinces. The foreign and native trade with other treaty ports in foreign vessels amounted to £2,943,536 and £2,941,681 respectively, but it must be noted that £476,305 of the imports represent the value of tea entered at Tientsin for Kiachta. During the year 203 British vessels of 95,928 tons, and 372 vessels of 194,888 tons under other foreign flags, including 78 Chinese steamers of 46,598 tons, entered and cleared at the port.

NEWCHWANG.—Mr. Consul Adkins values the trade, excluding treasure and all re-exports, at £1,395,559, made up of £811,045 imports, and £584,514 exports. No reliable information could be obtained with regard to the import and export of treasure. The direct trade with foreign countries, including Hong Kong, was valued at £258,862. The difference in these totals shows the value of the foreign and native trade in foreign vessels with other treaty ports, viz., £444,283 and £686,787 respectively. During the year 126 British vessels of 49,934 tons, and 386 other foreign vessels of 131,150 tons entered and cleared at the port.

CHEFOO.—Mr. Consul Lay reports that the total trade in foreign vessels (excluding treasure) was £2,680,061, made up of £1,974,250 imports, and £785,811 exports. The import and export of treasure amounted to £969,644. The direct trade with foreign countries, including Hong Kong, was valued at £279,239, of which only £37,344 are exports. The totals of foreign and native trade with other treaty ports in foreign vessels were respectively £1,241,391 and £1,161,429. During the year 405 British vessels of 186,641 tons, and 753 vessels of 342,092 tons under other foreign flags, together with 92 Chinese steamers of 35,420 tons, entered and cleared at the port.

HANKOW.—Mr. Consul Hughes values the trade in foreign vessels at £11,223,816 (including re-exports £724,031, but excluding treasure), made up of £5,112,144 imports and £6,111,672 exports. The treasure return is £909,358 imports, including £86,351 in copper cash, and £380,370 exports. The value of the direct trade (exports) with foreign countries was £1,685,901, including the trade with Hong Kong, and tea, value £437,377 imported from Kiukiang and re-exported. The difference between the two grand totals is the value of the foreign and native trade in foreign vessels with other treaty ports, divided thus:—£5,957,571 and £3,580,344. The value of the exports, destined for Great Britain, India, or the Colonies, but carried first to other Treaty Ports, was £4,235,888, including tea and silk re-exported, value £663,379. During the year 389 British vessels of 334,144 tons, and 524 other foreign vessels of 347,861 tons entered and cleared at the port.

KIUKIANG.—Mr. Vice-Consul King values the trade, excluding treasure and re-exports, at £4,156,400, made up of £1,179,896 imports, and £2,979,504 exports. The treasure return stands thus:—Imports £565,658, exports £167,222. The direct trade with foreign countries, including Hong Kong, was only valued at £21,893, all exports. The respective amounts of foreign and native trade in foreign vessels with other Treaty Ports were £3,758,855 and £375,652. During the year 46 British vessels of 17,118 tons entered and cleared at the Vice-Consulate. According to the *Customs' Register*, 770 vessels of 587,922 tons, under all foreign flags, and 144 Chinese steamers of 56,668 tons entered and cleared during the year on their voyages to and from Hankow; in this number the 46 British vessels above mentioned are also included.

NINGPO.—Mr. Acting Consul Forrest values the trade in foreign vessels at £4,352,722 (excluding treasure but including re-exports), made up of £2,198,845 imports and £2,153,877 exports. The treasure return is £310,023 imports and £555,921 exports. The direct trade with foreign countries, including Hong Kong, amounted to £636,628, of which only £2,052 are exports. The difference between the two grand totals is the value of the foreign and native trade in foreign vessels with other Treaty Ports, divided thus—£1,175,016 and £2,541,077. During the year 84 British vessels of 35,384 tons and 506 other foreign vessels of 350,421 tons entered and cleared at the port.

FOOCHOW.—For some reason the returns from this port are drawn up in a totally different way from the preceding. The total general imports and exports were valued at £4,966,743, but this refers only to the direct trade with foreign ports, including Hong Kong. The British exports alone amounted to £3,644,812. Of the indirect, *i.e.*, coast or river, trade the total value was £762,966, £675,523 being in British vessels. The treasure return is incomplete. During the year 400 British vessels of 283,649 tons, and 104 other foreign vessels of 41,771 tons were entered and cleared at the port.

TAMSUY.—Mr. Acting Vice-Consul H. J. Allen states the value of the trade at £507,671, besides treasure, of which the imports and exports amounted to £182,976. The trade with Hong Kong is valued at £243,393. The respective amounts of foreign and native trade in foreign vessels with other Treaty Ports were £103,222 and £155,747. During the year 86 British vessels of 25,768 tons and 51 other foreign vessels of 15,730 tons entered and cleared at the port.

TAIWAN.—Mr. Consul Gregory values the trade in foreign vessels at £767,100 (excluding treasure), nearly equally divided between imports and exports. The amount of treasure imported and exported was £266,958. The direct trade with foreign countries, including Hong Kong, amounted to £404,487. The difference between the two grand totals is the value of the foreign and native trade in foreign vessels with the other Treaty Ports, divided thus—£169,329 and £193,284. Sugar to the value of £324 was sent to London, *viâ* Amoy. During the year 137 British vessels of 40,638 tons, and 176 other foreign vessels of 44,462 tons entered and cleared at the port.

AMOY.—Mr. Acting Consul Phillips values the trade, excluding treasure but including re-exports, at £4,063,458, made up of imports £2,279,812 and exports £1,783,646. The amount of treasure imported and exported was £321,781. The direct foreign trade is valued at £2,443,660, the imports slightly exceeding the exports; in this amount is included the trade with Hong Kong. The respective amounts of foreign and native trade in foreign vessels with other Treaty Ports were £974,774 and £651,965. During the year 623 British vessels of 373,135 tons and 459 other foreign vessels of 152,324 tons entered and cleared at the port.

SWATOW.—Mr. Acting-Consul Frater values the trade, including re-exports but excluding treasure, at £4,630,040, made up of £3,318,508 imports and £1,311,532 exports. The treasure return stands thus:—Imports £175,467, exports £702,769. The direct trade with foreign countries (nearly all with Hong Kong) amounted to £2,234,567. With the exception of £1,375, partly re-exports, the trade with other treaty ports in foreign vessels was entirely in native hands. During the year 680 British vessels of 396,773 tons and 306 other foreign vessels of 139,672 tons entered and cleared at the port.

CANTON.—The total trade of the port in foreign vessels was valued at £6,657,828 (including all re-exports, but excluding treasure), made up of £1,985,701 imports and £4,672,127 exports. The direct trade with foreign countries, in which category Hong Kong is included, amounted to £4,610,470, exclusive of treasure; of this total 60-64 went to England and colonies, 3-64 to North America, and 1-64 to South America. The difference between the two grand totals given is, with the exception of £8,395, the value of the native trade in foreign vessels with other treaty ports. The value of Canton's direct trade with the British isles was £422,178. The treasure return is £723,998 imports, and £330,919 exports, or a total of £1,054,917 (all Hong Kong). During the year 1,384 British vessels of 587,831 tons, and 200 other foreign vessels of 104,671 tons entered and cleared at the port. These returns are not signed by Sir D. B. Robertson, and we, therefore, conclude that they are simply Customs statistics re-arranged.

In conclusion, we would call attention to two serious defects in the returns contained in this Blue-book, the one being the want of uniformity in the way in which the Consuls deal with re-exports, and the other the utter absence of comparative tables, without which, of course, it is impossible to see whether the trade of the ports is increasing or diminishing. The Foreign-office would render a service to the mercantile community by instructing Her Majesty's Consuls to remedy these defects in the future, and by further directing them all to make up their returns in one and the same way.

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THE PEKING HOSPITAL.

We have received the Thirteenth Annual Report of the Peking Hospital, by John Dudgeon, M.D., C.M. Medical missions in China are more useful institutions and do more good than many people give them credit for, and if exception can be made in favour of any one of them, we are inclined to think that the Peking Hospital, in connection with the London Missionary Society, is the most useful, for its influence extends to higher grades in the Chinese social scale than are commonly to be met with where most medical missionaries are established. Our readers will probably remember that this Hospital was founded by Mr. Lockhart in the latter part of 1861; its thirteenth annual report by his successor, Dr. Dudgeon, is now before us, and will be found very interesting reading. The total number of patients prescribed for during 1874 was 18,894, classed thus:—new out-patients, males 7,287, females 1,670, and old out-patients, males 8,310, females 1,627; in addition to these there were sixty in-patients. No less than 1,916 of the patients were treated for ague, a fact which testifies to the great prevalence of that affection at Peking, where a few years back it was almost unknown. Dr. Dudgeon furnishes "short notes of the more important medical and surgical cases" which came under his hands during the year, and as—to quote his own words,—"these reports are destined chiefly for the unprofessional reader," we would, if we may be permitted to make the suggestion, counsel a little more reticence in this respect in future years. The paragraph on small-pox is noticeable, as it furnishes some information concerning the late Emperor's fatal illness. Passing over the remainder of the medical notes, we come to the most interesting part of the report, viz., that part which shows how Dr. Dudgeon's varied labours at Peking are appreciated by the Chinese. He maintains that there is no foundation for the common notion that the Chinese are destitute of gratitude, or even fail to express their thankfulness for benefits conferred upon them. The gratitude of his patients has taken a variety of forms; "there is," he says, "the 'thank you,' the bow, the salaam, the courtesy, the *kotow*, the determination to spread abroad your fame, the presentation of silk and paper scrolls and tablets, of handsome wooden tablets. . . These tablets are very expensive in many cases, . . . they are lacquered or handsomely painted, or gilt or varnished, and they are brought in great state through the principal thoroughfares, with bands of music playing and banners floating in the air, to the hospital, where they are erected under the eaves of the wards, amidst the patients and friends and admiring crowds." Further on he says, "The eaves of the various buildings, and, in fact, almost every available space in the hospital, is already taken up with tablets. With the exception of the Goddess of Mercy, the hospital can boast of the largest number of tablets in Peking. Those erected by well-known ministers of State, governors or viceroys of provinces, princes, &c., are especially handsome; these carry great weight in the minds of the people, and have tended much to the fame and stability of the hospital." Some personages, again, of the highest rank have willingly given autograph prefaces for one or two works which Dr. Dudgeon has published. All this is very satisfactory, and not less so is the appreciation which the Chinese have shown for a book-shop and a reading-room which were started in connection with the hospital. In regard to the latter, we are told that the President of the Board of Civil Office, a high and well-known dignitary of the empire, most kindly gave the sanction of his name and pen to a tablet for the room, while "it is not an uncommon thing to find the shop filled with savants, or to see official carts almost daily in front of the door." We would gladly enlarge upon this theme, but the space at our disposal will not admit of it. Suffice it to say that there can be no doubt that the medical mission at Peking is doing really good work in the cause both of Christianity and of civilisation; and it will be all the more enduring from its being done silently and unobtrusively. The remainder of Dr. Dudgeon's report is occupied with "Notes on Mongol Practice," by the Rev. J. Gilmour; an Abstract of Thermometrical Observations at Peking during the year; and the Statement of the Income and Expenditure of the Hospital in 1874. The establishment is evidently conducted with a strict regard to economy, showing large results for small means, and we hope that it will meet with that encouragement and support from the benevolent which it so richly deserves.

FRANCE AND THE FAR EAST.

We find in a French parliamentary report on the estimates of the department of Foreign Affairs for 1875-76 some figures with reference to the development of the trade between France and the Far East. In 1857 the total of French exports and imports to and from the Far East did not reach ten millions of francs. At the end of the subsequent period of ten years, viz., in 1866, it reached thirty millions, but the yearly average of the whole of that period did not exceed fifteen millions. But in 1867 it rose to fifty-six millions, and to 107 millions in 1869. It remained at the last figures, on an average, during the five following years. The said totals represent only the direct trade between France and the Far East, and not the business carried, to at least as great an extent, through the medium of foreign, and specially English commerce. It is to be remarked, besides, that the figures apply only to what is called, in French official language, "special trade," that is, the exchange of the produce of French soil and manufactures against commodities imported for French consumption.

M. Reinart, formerly inspector of native affairs in Cochin-China, will be appointed French resident near the Annamese Court, at Hué, under the new treaty.

A German *savant*, Dr. Edmund Neumann, from Meissen, has been appointed professor of geology and paleontology at the Imperial Japanese University. Dr. Neumann made his studies at the University of Munich, and is known in scientific circles as the author of a treatise on the prehistoric *fauna* of the lake of Starnberg, in Upper Bavaria. He is already on his way to Japan.

Correspondence.

DOCKING NAVY SHIPS.

(To the Editor of the *London and China Telegraph.*)

SIR,—Amongst the naval items of news from China I observe that the *Audacious*, flag-ship of Admiral Ryder, was to be docked at Yokoska, the dock belonging to the Japanese Imperial Government. I cannot help thinking that, considering there is a large dry dock in Hong Kong, belonging to and worked by English enterprise, the Government might, in the matter of docking their ships, give the Hong Kong and Whampoa Dock Company what benefits might arise from such patronage; of course, in small matters of repair the naval yard at Hong Kong is sufficient for all requirements, but in heavy matters, such as docking an ironclad, private British interests, locally situated in China, might be considered above those of the Government of Japan. The dock at Hong Kong is large enough, and the artisans connected with the works are of sufficient skill, as was proved by the successful docking, repairing, and undocking of the *Iron Duke*, the former flag-ship on the station, and sister ship to the *Audacious*. Trade is depressed enough in China at the moment, and it is hardly fair that our own Government should desert the enterprises of their colony and give preference to that of Japan.—Yours &c.,

HONG KONG.

July 27, 1875.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—Anybody, not conversant with China and the Chinese, reading "Nangchoy's" statement to *The Times* of the evil his country is suffering from the importation of Opium from British India, vide extract in your paper of the 12th inst., would be inclined to think that the Chinese Government have always objected to the importation of this article on these supposed evils, or on moral grounds; but I, Sir, from long experience, have formed a different opinion on the subject, and my opinion is, that the Imperial Government have never looked into the matter with a moral view at all, and no inducement from us will ever get them to issue a law prohibiting the use of Opium by the Chinese people. I am also of opinion that the evils which "Nangchoy" and the Anti-Opium trade people write about exist more in their imagination than they do in reality. The importation of Opium into China was virtually legalised long before the Treaty of Tientsin was signed and a tax collected on it at the different treaty ports by the Taoutais at those ports—and I am of opinion that it was here where the shoe pinched the Imperial Government or Treasury; they wanted a fair share of the (plunder I was going to write) tax which their officials were collecting, and the introduction of the article into the treaty simplified matters for them only.

To conclude, these, Sir, are my opinions, and all the sophistical letters "Nangchoy" or any other Chinaman can write will not change them on this matter.—Your's truly,

July 31, 1875.

OLD CHINA.

Legal.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

THE "INDUS" AND THE "ABBOTSFORD."

This was an appeal from a decree of the Judge of the High Court of Admiralty of the 25th of January last. The suit arose out of a collision between the steamships *Abbotsford* and *Indus* in the English Channel, off Dover, on the morning of the 24th of November last. The *Indus*, which belonged to the P. and O. Company, is a vessel of 2,234 tons, manned by a crew of 150 hands, and at the time was on a voyage from London to Bombay with a cargo of merchandise. She was in charge of a licensed Trinity pilot. The *Abbotsford*, a ship of 1,697 tons, with a crew of 88 on board, was on her way from Antwerp to New York, with a large number of passengers and a general cargo. The case on the part of the *Abbotsford* was that she had stopped off Dover in order to take a pilot on board, and that, while in waiting, she observed the *Indus* on her port quarter at a distance of a quarter of a mile. The *Indus* made no change in her course in spite of the loud warnings of those on board the *Abbotsford* and the result was a colli-

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sion in which both vessels were more or less damaged; on the other hand it was contended that the collision was caused by a sudden change in the steering of the *Abbotsford*, attributable to negligent and reckless navigation. The Judge of the Court below considered the *Abbotsford* alone to blame; hence the present appeal.

Their Lordships, after hearing the arguments at considerable length, allowed the appeal, and reversed the judgment of the Admiralty Court, with costs.

YEAP CHEAP NEO AND OTHERS V. ONG CHENG NEO AND OTHERS.

This was an appeal from a decree of the Supreme Court of the Straits Settlements, dated July 24, 1872, and which decided a question as to the meaning of a will made by a Chinese widow. The suit was originally brought by the present chief respondent, who was the sister of the testator, Oh Yeo Neo, a Chinese woman, who died at Penang in July, 1870, and who had previously appointed the present appellants her executors. The defendants disputed the validity of the will as applying to the appellants on the grounds that the disposal of certain funds and property were void as creating a perpetuity, and were also void for uncertainty, both as to the persons intended to be benefited and as to the period for which the trust was intended to endure. Among the purposes referred to for which the funds were to be used were the reservation of certain plantations for a family burial-place and the maintenance of a house called "Sow Chang." That building was a permanent erection of wood, in the shape of an elmira or cupboard in which was enshrined the ancestral tablet with the ashes of the joss sticks burnt before it from time to time. The tablet consisted of a wooden board about twelve inches in height and four inches broad, having an inscription in front announcing the name of the deceased, the date of death, and the names of the deceased's children and grandchildren, and at the back the date of the deceased's birth. It was first taken to the burial ground, where joss sticks were burnt before it, and then brought home and placed in the shrine with the ashes of the joss sticks. There it was worshipped by the deceased's family every morning, and especially on the anniversary of the death, when joss sticks were again burnt before it. Great respect was said to be paid by the Chinese to the ceremony. The appellants, in answer, contended that the trusts were valid, and that the chief respondent was only an illegitimate child of the testator's mother. The case in the Court below was decided in favour of the plaintiffs, the judge finding that several aged Chinese testified to being present at the marriage ceremony sixty years previously, and that the father and mother referred to were always received in society as husband and wife, and that the trusts were specially void as to perpetuity from the fact that the burial-place, Low Chong Sing Chew, and other purposes for which the gifts were made, were not of a charitable nature. An appeal was accordingly made to the Judicial Committee. Mr. Hemmings, Q.C., and Mr. North appeared for the appellants, and Mr. Stephens, Q.C., and Mr. C. Russell represented the respondents. Their Lordships found in favour of the respondents on all points, and decided, therefore to advise Her Majesty to dismiss the appeal with costs.

THE CHARGE AGAINST MESSRS. COLLIE.

At the Guildhall Police-court, on the 28th ult., Mr. Alexander Collie and Mr. William Collie surrendered to their bail before Sir Thomas White, to answer the charge of obtaining large sums of money from the London and Westminster Bank by means of false pretences. Sir Henry James, Q.C., prosecuted, and Mr. Serjeant Ballantine and Mr. Pollard appeared for the defendants.

Mr. Percy Sanderson said he was partner in the firm of Sanderson and Co., 63, Lombard-street. His partners were Richard Manners Sanderson, Henry Gurney, and William Brown. They were bill brokers, but were not carrying on business now. While they were in business it was very large. Their general course of dealing was that, if the bills were approved, they discounted them,—in some instances they gave a cheque for the amount, less discount, and, in others, they passed the amount, less discount, to the credit of the firm. Their transactions in the course of the year would represent millions. Those discounts were not all done with their own money. Their practice was to discount certain of the bills with bankers or others, or to place them as security against loans. That was the practice of bill brokers. He had known the firm of Alexander Collie and Co., and done business with them for upwards of five years. They had an office in Leadenhall-street and in Manchester. In the course of business he saw Mr. Alexander Collie. He did not remember seeing Mr. William Collie on business matters. The practice was that a clerk brought the bills in an envelope, and the amount of those approved, less discount, was put to the credit of the firm, and they drew against it. Mr. Alexander Collie took an active part in the business. During the five years that they did business with Messrs. Collie it was a very large one, amounting to £8,000,000 a year. Those bills he passed to the London and Westminster Bank. Sir H. James then proposed to read one of the bills as a sample of the rest. The bill was for £2,000, at six months, for value received, and purported to come from Manchester. On the face of it there was Account, A.C. and F. W. underneath, and S. Goods. It was accepted by Alexander and Sons, but some of their bills varied in the initials, and were for "account," and not for goods. Sir H. James proposed to ask the witness what would those marks and figures convey to the mind of a commercial man. Mr. Serjeant Ballantine objected, and suggested that if he were overruled he wished a note should be made of his objection. Sir Thomas White said it was a most important question, and one that should be answered. Mr. Sanderson continued—Those letters and words would convey to his mind that there would be goods to the amount of the bill applicable to the payment of the bill. He connected the letters on that bill with certain goods. Cross-examined: He had never taken a bill with those marks upon it without believing that it referred to goods. He looked upon the words "for value received," without anything else, as conveying to his mind no more value than the words "your obedient servant" at the bottom of a letter. He attached no importance to the words "for value received" without the letters. If he had known that those bills did not represent goods, he would not have discounted to so large an extent.

At this stage of the proceedings the defendants were remanded until the 4th prox. on the same bail as before, and left the court with their friends.

Miscellaneous.

THE SUEZ CANAL.

The following is an analysis of the report which Vicomte de Lesseps will present to the general meeting of the Suez Canal Bondholders. It will be remembered that M. Aimé de Lesseps's recent negotiations at Constantinople respecting the Canal dues were suddenly broken off, and various statements as to the cause have lately appeared in the English and foreign press. These assertions are more or less incorrect, but the fact that certain representatives of foreign countries have been openly accused of interfering with M. de Lesseps's negotiations with the Porte renders the present report peculiarly interesting. The document is divided into four parts. The first, or financial statement, is to the effect that in 1874 the real expenditure was f.17,500,000, and the receipts f.26,300,000. Interest will therefore be assured to the shareholders, and the undertaking has commenced to pay. The second part treats of the way in which the Canal and the ports are maintained. The Canal is kept in a good navigable state, but no improvement or novelties will be introduced into the system. All works of this nature which had begun were at once suspended on April 29, 1874, "the day on which 10,000 armed men came to force on M. de Lesseps the new arbitrary tariff prepared at Constantinople by the representative of the British Government—a tariff, moreover, which violates the contract of concession." The company, however, keeps the entrance to Port Said clear by means of the continual use of a powerful dredge, and the workshops provide everything which may from time to time be necessary.

The part of the report referring to the working of the Canal shows the increasing development of traffic. The ships which pass from the Mediterranean to the Red Sea and *vice versa* are every day of larger size. The official tonnage at present in use is incorrect, and the consequence is, says M. de Lesseps, that no control is possible, and most ships are freighted to "double their registered tonnage." This system of false tonnage was, remarks M. de Lesseps, imposed upon the company by force. He says:—"The overloading of ships has become scandalous, and is not only a great source of loss to the shareholders of the Suez Canal Company, but, what is worse, is the inevitable cause of numerous shipwrecks. Official tonnage must one day necessarily express the real capacity of the ship. On that day shipowners may easily be prevented from freighting their vessels with cargoes superior to their registered tonnage, and many human lives will be saved."

THE MISSION FIELD IN CHINA.—On the 29th ult. three new missionaries were to sail for China, and in connection with their departure a special prayer-meeting was held by the China Inland Mission, when a blessing was invoked on the labours of the new aspirants for carrying the gospel into the heart of China. The *Christian* thus describes the three new labourers in the China mission field:—"Mr. Cameron, from Mr. Guinness's East-end Training Institution, followed. He is a tall, strong, vigorous Scotchman, and speaks with great feeling, evidencing not a little spirited perception and cultivated intelligence. His remarks upon the words of the Master, "Follow me," were very impressive, and gave the key-note to his own life of proposed devotedness to that Master's service in China. Mr. Nicoll, also from the Institute, at once won the sympathies of those present. With a heart that has learned not a little of the ways of God in a peculiar school of experience, he has laid himself and his motherless child upon his Lord's service in that distant land. The words he spoke on Friday night were few, but deeply solemn and touching. Mr. Clarke, the third missionary, has been for some eight or nine years a fellow-labourer with Miss McPherson, working in Spitalfields, and visiting even Canada, as the needs of her work demanded. His experience in dealing with souls has been considerable, and his address on the present occasion, given with a view to reach the unsaved who might be present, was marked with singular power, and all the signs of a true evangelistic gift. We are quite sure our brother, by God's grace, will ably do the work of an evangelist."

THE Adventure, 2, iron screw troopship, 2,510 tons, 1,227-horse power, condemned as unfit for further service, is now being dismantled at Chatham Dockyard, and her stores are being returned to the Dockyard, and to the Gunwharf. As soon as the task of dismantling her has been effected the ship will be put out of commission and her crew paid off. It may be well to mention that the bay of Yedo, in which Yokohama lies, is noted for its propensities for fouling ships' bottoms, and we do not think our men-of-war, which, for the most part are idle, take advantage of lying-up in the fresh water rivers of China. This plan, as is well known, tends in a great measure to kill off the barnacles and salt water weeds which cling to ships' copper. The P. and O. Service are most careful in this respect, their steamers being sent to Whampoa, to lie in the Canton river, whenever a spare week free from work offers itself.

Monetary and Commercial.

The directors of the London and County Bank have decided to pay an interim dividend for the half-year ended 30th June last at the rate of 16 per cent. per annum, and to carry forward a balance of £82,762, which, with £75,000 taken from the reserve fund, will be retained to meet any exceptional loss arising from the recent failure of Alexander Collie and Co., whose drafts upon various firms, amounting to £213,398, held by the bank

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have not been, or will not be, paid at maturity or in full. The reserve fund on the 30th June, after the above deduction of £75,000, stood at £636,895. The distribution at the corresponding period of last year was at the rate of 20 per cent. per annum, and £29,279 was carried forward.

Messrs. Schulze and Mohr, a firm in the East Indian trade, have suspended payment, with liabilities estimated at £300,000, most of which will fall on Continental houses, but most of the creditors are said to be secured. The firm was established in 1863, and has been looked upon as of good standing. It is stated that the immediate cause of failure has been speculations in corn.

At a meeting of the creditors of Messrs. Alexander Collie and Co. the liabilities were stated by Mr. John Young, of the firm of Turquand, Youngs, and Co., at £1,889,785, against estimated available assets amounting to only £250,542, or about 2s. 6d. in the pound. Other assets, representing £551,850, are considered of a very doubtful character. The books have been very regularly kept, but the accounts have not been properly adjusted, and there has apparently been no profit and loss account as regards the London firm for the past ten or twelve years. At Manchester a profit and loss account had been made up regularly every six months, from which it appeared that there had been a profit during the past ten years of something like £312,000, but a large outstanding account in Manchester and London, known as the "cotton suspense account," had not been taken into consideration. When that was done the whole of the profits vanished, and a large deficiency was apparent. Mr. A. Collie had drawn from the business £123,103, a portion of which was expended in the purchase of houses, furniture, pictures, &c., Mr. Collie stating that he had only taken at the rate of £6,000 a year for the past ten years for personal expenses. Mr. W. Collie joined the firm in 1870, and had drawn at the rate of £10,000 per annum, or £4,900 beyond the amount authorised. The bad debts, amounting to £223,198, were expected to realise only £10,000. In 1870, when Mr. Yule retired from the firm, the capital at Manchester was £90,000. Pending the sale by auction of Mr. A. Collie's house and furniture in Kensington-palace-gardens, it was resolved to adjourn the meeting till the 3rd proximo, when it is proposed to place the estate in bankruptcy.

At a meeting of the creditors of Messrs. J. P. Westhead and Co. the liabilities were stated at £317,900, and the assets at £301,727. It was decided to pay the creditors in full in four quarterly instalments, with interest at the rate of 4 per cent.; and that the business of the firm should be transferred to a public company.

With reference to the estate of Mr. C. G. McClelland, trading in London and Glasgow as McClelland Bros. and Co., and at Singapore as William Spottiswoode and Co., which is being liquidated under the inspection of the Bankruptcy Court, it is notified that a meeting of creditors will be held on the 23rd inst.

The following circular has been issued by Messrs. Temple Willcox and Co.

In order to retain the valuable business and connection of Mr. W. A. Malcolm and Mr. E. L. Hyde, members of the late firm of Malcolm, Hudson, and Co., of London, and of Hudson, Malcolm, and Co., of Japan, we have concluded arrangements with those gentlemen that will secure their co-operation with, and future services to our firm of Temple Willcox and Co., of the above address, and of Yokohama, as merchants and commission agents.

The deliveries of tea from the bonded warehouses in London during the week ended the 24th ult. were 3,467,443 lb., of which 2,062,570 lb. was for home consumption, 721,676 lb. was exported, 590,556 lb. was removed coastwise, 88,149 lb. was sent coastwise for export, and 4,492 lb. was for ships' stores. The duty received amounted to £51,564, or about 1 per cent. less than in the preceding week.

Mr. E. W. Wingrove, Deputy-Chairman of the National Bank of India, has joined the Board of the Merchants' Marine Insurance Company.

Bar Silver has been sold at 55¾d. per oz., but the market is now firmer, and higher rates can be obtained. Mexican Dollars have been sold at 54½d. per oz. chiefly for China.

The amount of bullion per P. and O. steamer *Bokhara*, from Southampton on the 29th ult., was—In silver, to Singapore, £40,280; to Hong Kong, £71,979; to Shanghai, £4,210; total, £116,469.

ARTICLES OF IMPORT.

No change of importance has occurred in the Produce Markets during the past week. The Tea Market continues depressed by the heavy supply. Silk is without alteration. Coffee has continued active, and shows a further advance. Rice is again quiet; Pepper firm; Spices steady; Sago and Tin lower.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market is on the whole quiet in tone, the arrivals continue on a large scale, and the samples on show from day to day are more than buyers can value properly. Prices for Kaisow kinds have given way about 1d. per lb., whilst sales of black-leaf kinds of fair to good medium quality also show ½d. to 1d. per lb. reduction. Scented Teas have sold lower at public auction, other kinds showing but little change. Exporters have been buyers of fine to finest black-leak kinds on a larger scale than for some time past. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,104,006	1,948,480
Coastwise	622,594	521,673
Exports	824,426	555,063
	3,551,026	3,026,216

Congous.—Red-leaf kinds: New siftings have sold at extreme rates. Old common to fair kinds have sold at auction from 9½d. to 10½d. per lb., being easy rates. In new fair to good medium have sold from 1s. 4d. to 1s. 6d., fine 1s. 7d. to 1s. 10d., finest 1s. 11d. to 2s. 3d., showing about 1d. per lb. decline. Pak Lin kinds have been difficult of sale, owing to heavy supplies offering. Fair have been sold from 1s. 6d. to 1s. 8d., good from 1s. 9d. to 1s. 10d., and fine from 1s. 11d. to 2s., being in all cases lower rates. Black-leaf kinds: Old season's common to fair have sold at auction from 10½d. to 1s. per lb., showing no change. Sales of new fair have sold from 1s. 1d. to 1s. 3d., good medium 1s. 4d. to 1s. 6d. per lb., fine 1s. 7d. to 1s. 10d., finest 1s. 11d. to 2s. 8d. per lb., the latter chiefly for Export—prices for all grades but finest being rather easier. New-make kinds: Common have sold from 10d. to 10½d. per lb., fair 11d. to 1s. per lb., good 1s. 1d. to 1s. 4d., the lower grades showing a slight decline. Oolongs: The few sales made have been at about last week's prices. Souchongs: A few fine have been on offer, but buyers do not seem inclined to pay the high prices asked by importers. *Scented Teas.*—Canton Capers have again been sold at public auction at easier rates; old season's at 7½d. to 8½d. per lb., new fair to good at 10d. to 1s. 0½d. per lb., the latter being really good tea. Orange Pekoes show no material change, being in moderate demand. Foochow Orange Pekoes: Fair quality sold at auction at 1s. 5½d. to 1s. 6d. per lb., fine have sold from 1s. 10d. to 2s. per lb. In Foochow Capers but little has been done. *Green Teas.*—There have only been a few invoices offered at public auction this week, and prices show no material alteration.

Messrs. Goddard and Co.'s Circular says:—The Glenfinlas, from Foochow, which arrived on the 21st, the date of our last Circular, has been followed, from the same port, by the State of Virginia and Braemar Castle, and although showing freely, only a small business has been done. Sales have been made up to 2s. 2d. (2s. 3d. has been refused for a parcel), and down to 1s. 4½d. The quality is generally thought to be indifferent. The dealers are looking at the large quantity offering, and buy only very tardily. Monings are going off slowly in buyers' favour. A sale is reported at 2s. 10d. The quantity arrived during the month has been 30,000,000, with 36,000,000 lbs. on the water, besides Indian Tea, a quantity taking some little time to work off. Old black and red-leaf Congous are cheaper at auction; new Scented Capers have been sold at 10½d., Oolongs are very dull of sale. Green Teas show no reaction. Public sales of China sorts have been held daily, presenting a total of 23,728 packages, 23,252 without reserve. Old season's red-leaf Congou sold at 9½d. to 10½d., and black-leaf 10d. to 1s. Several parcels of new season's black leaf obtained prices between 1s. 0½d. and 1s. 6½d. Scented and Green Teas remain at previous quotations. Imports, deliveries, and stocks in London, from Jan. 1 to June 30:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
44,551,359	60,469,554	80,274,576	88,058,693	53,573,346	50,821,304

COFFEE.—There has been a good demand for Plantation Ceylon at the public sales, and the moderate supplies offered have been cleared off with a sharp competition at rather dearer rates for all good qualities, the general result evidencing a strong market. The current quotations are 100s. to 103s. for small, 104s. to 107s. 6d. for low middling to middling, 109s. 6d. to 115s. for good middling to bold, and 126s. to 126s. 6d. for peas. The transactions in Native Ceylon have been small, and have established no change from last week's prices; 314 bags sold Thursday, good ordinary yellowish and pale at 94s. to 94s. 6d., bold at 101s. 6d. per cwt.

COTTON.—The market continues inanimate, and the business done has been limited; the quotations are:—On the spot—Tinnivelly, 5 5-16d. to 5⅜d.; Western Madras, 4⅝d. to 5¼d.; Scinde, 4¾d. For arrival—Western Madras, 4⅝d., Aug.-Sept., for good fair.

COCOANUT OIL.—New Ceylon rules at £37; old, £36 10s.; fine Cochin nominal, at £42; medium £40 per ton.

CANES.—13,046 bundles Singapore rattans partly sold at £12 12s. 6d. to £14 10s. per ton; the bulk being bought in at £15 10s. to £24.

DRUGS.—At the fortnightly auctions yesterday 11 cases red dragon's-blood partly sold at £10 10s., 60 cases rhubarb partly sold at 2s. to 2s. 2d. for fair pinkey, 50 caddies 22 tins Tonquin musk sold, fair at 45s. 6d. to 48s., middling 43s. to 43s. 6d., inferior 15s. to 24s. 6d.; 30 casks China soy were bought in at 2s. 2d.

HIDES.—East India Hides or Kips: The demand has been again limited, and less than one-half the quantity offered was sold. Good descriptions brought about late rates, but the common sorts were difficult of sale, and in many cases slightly lower prices were accepted. Dry Singapore and Rangoon, &c., ox and cow hides were in very limited request, and nearly all bought in. Buffalo hides were in fair demand without change in value. 145,633 East India kips in the hair offered, 65,721 sold; 1,257 Batavia ox and cow hides offered and sold; 30,350 Rangoon and Singapore, &c., ox and cow hides offered, 2,227 sold; 1,766 Batavia buffalo hides offered, 303 sold; 5,466 Singapore buffalo hides offered, 3,613 sold; 7,828 East India buffalo hides offered, 6,356 sold.

SHELLS.—The periodical sales held on the 27th inst. have pased off very flatly. Tortoiseshell was largely bought in, and what sold went at lower rates. The principal piles of Mother-o'-Pearl shells also failed to elicit bids up to limits, and were chiefly retired, the small irregular lots

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that sold going at wide and lower prices. East India shell, ordinary to middling, sold at 7s. 6d. to 16s. 6d., fair to good hoof at 32s. to 37s., Manila shell at 14s. 6d. to 20s., and Sydney hoof at 32s. per lb. Mother-o'-Pearl: 68 cases Manila partly sold at £11 to £11 17s. 6d. for rather mixed to good large, and £8 12s. 6d. to £10 2s. 6d. for medium to bold medium. Of 901 cases Japan ear, 85 cases sold at 40s. per cwt. Part of 131 baskets Green Snail at 9¾d. to 10d. each for bold and 4¾d. to 5d. for small. 2,000 Helmet bought in at 9d., and 3,400 pink Conch at 5s. each.

PEPPER.—*Black* is firm in price, but with only moderate transactions. Of 1,142 bags Penang in auction 615 bags sold at 4⅝d. for common dusty, and about 300 bags damaged, at 4½d. to 4⅝d. for first-class. Of 1,444 bags Singapore offered 330 bags sold, good at 5¼d. and grey at 5⅛d. to 5½d. *White* Pepper is also firm. Of 499 bags Singapore, 146 bags sold, at 7¼d. to 7⅝d. for good bright; 76 bags Penang, common at 6⅝d. per lb.

SUGAR.—The market shows a slight improvement, but the demand has run almost exclusively upon West Indian sorts, the only sale of East India being 1,150 bags washed clayed Manila at 17s. to 17s. 6d.; 360 baskets low brown date Penang were bought in at 16s. to 16s. 6d. per cwt.

SPICES.—*Cinnamon:* 66 bales Ceylon were bought in, first at 2s. 10d., seconds at 2s. 8d.; of 207 bags chips, a lot or two sold at 4d. to 5½d. for middling to fair strips. *Cloves:* The market is quiet, with only light supplies on offer; 10 cases good bright Penang in auction brought 1s. 8¾d. to 1s. 9d. per lb. *Mace* is without change in value; 9 cases middling reddish Penang by auction sold at 2s. 2d., and 3 cases bold palish Penang at 3s. per lb. *Nutmeg:* 76 cases in auction met a steady demand, and mostly sold; Penang, brown bold, average 67 nuts to the lb., at 4s. 1d., medium to bold medium 80's to 74's at 3s. 7d. to 3s. 9d., small 105's to 112's at 2s 11d. to 3s. 1d., very small 132's bought in at 2s. 6d., and very small shrivelled lime 160's to 166's at 1s. 3d. to 1s. 4d. per lb.

SAGO is rather easier; of 609 bags fair large, 250 bags sold at 16s. 6d. to 17s. per cwt.

TAPIOCA has met a fair demand at the auctions, and nearly the whole of 2,728 bags Eastern sold at 2d. to 2¼d. for middling. Some bold was bought in at 2¾d.; 60 cases good Flour sold at 3⅜d. per lb.; of 1,358 bags Pearls a fair proportion sold, fine small at 22s., bullets at 21s.; rest bought in, large at 19s. 6d. to 20s. per cwt.

TIN.—On the 28th inst. 22,590 slabs Banca in Holland were sold at an average fl. 48.35, equal to about £83 per ton, laid down here. The market continues quiet. The current quotations being:—Straits on the spot £77, afloat £76 to £77, Banca £83 to £84, Billiton £79 to £80 per ton, showing a further decline from last week's prices.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July14	Russia (s.)	Gerard	Hankow	Odessa
18	Bali	Rossen	Banjoewangie	Amsterdam
21	Abeona	Mackie	Rangoon	Falmouth
21	Pendragon	Symons	Do.	Liverpool
21	Mathilde	Morgren	Do.	Do.
21	Batavia	Hestzer	Manila	Havre
22	Groningen (s.)	—	Batavia	Amsterdam
23	State of Virginia (s.)	Moodie	Foochow	London
23	Ferda	Christiansen	Rangoon	Falmouth
24	Nantes	Peigne	Reunion	London
24	Condor	Steffens	Singapore	Hamburg
24	Peri	Crantz	Hong Kong	Do.
25	Lotus (s.)	Gray	Hankow	London
25	Nicolo	Ferrari	Rangoon	Falmouth
25	Acacia	—	Java	Do.
25	Lady Rowena	Stirling	Bassein	Liverpool
26	Brœmar Castle (s.)	Marshall	Foochow	London
26	Bolton Abbey	Edmund	Rangoon	Liverpool
27	Java Packet	Trappen	Java	Amsterdam
28	Strasburg (s.)	—	Hankow	Reval
28	Senator	Jeffery	Akyab	Liverpool
30	Gordon Castle (s.)	Jones	Hankow	London
30	Agamemnon (s.)	Thompson	Foochow	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.24	Sally Brown	Ross	Batavia	Rio Janeiro
July10	Golden State	Delano	Shanghai	New York
19	Fanny	De Gouyon	Reunion	Nantes
19	Gustav Adolph	Oehlmann	Hong Kong	Hamburg
20	Feronia (s.)	Schultz	China	Do.
20	Louise	Vogelsang	Sourabaya	Amsterdam
21	Lanercost	Greenfield	Singapore	Sunderland
21	Sourabaya	McNab	Batavia	Greenock
21	Passover	Armstrong	Galle	Shields
22	Paquerette	Le Guerec	Saigon	Marseilles
23	Glenartney (s.)	Gulland	Shanghai	London
23	Alfredo	Pittaluga	Hong Kong	Cardiff
23	Madura (s.)	Ordeman	Batavia	Nieuwe Diep
24	Maibit	Altman	Do.	Cardiff
24	Amsterdam	Kruisinga	Singapore	Liverpool
24	Boreal	—	Hong Kong	Cardiff
25	Nestor	Maasdyk	Batavia	Amsterdam
25	Picciola	Grafe	Singapore	Hamburg
26	Hector (s.)	Bewley	Shanghai	Liverpool
27	Lorne (s.)	Butcher	China and Japan	London
27	Augustino B.	Baderacco	Singapore	Cardiff
27	Independenza	Marana	Galle	Do.

[*See Shipping Postscript and Correspondents' Letters.*

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus. For Singapore, Hong Kong, and Shanghai: Fleurs Castle, Glenearn.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Agnes Muir, Omba, Ellen Browse. For Hong Kong: Gryfe, Marina, Hopewell, Carricks, Sir Harry Parkes. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul. For Singapore: George Crosbaw. For Colombo: Scawfell.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Patroclus (str.), Nestor (str.), Deucalion (str.). For Singapore: Amsterdam.

At GLASGOW.—For Colombo: Pictou Castle.

SPOKEN.

LEICESTER, from Batavia, to Amsterdam, May 10, 23.10 S., 58 E.
DUESBURY, from Singapore, to Liverpool, May 31, 24.30 S., 54.30 E.
CATHARINA, from Amsterdam, to Samarang, June 13, 44 S., 25.26 W.
HAMMONIA, from Hamburg, to Macassar, June 8, 5.51 N., 24.1 W.
R.C.K.L., from Hong Kong, to Hamburg, May 27, 22 S., 1. E.
CONSTANTIA, from Singapore, to Channel, June 9, 3.20 S., 19.20 W.
CHRONOS, from Batavia, to Amsterdam, May 31, 19 S., 3 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 40s. meast. To Penang: 45s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £33. To Shanghai: £35. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 32s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 23s. To Colombo: 24s. To Galle: 24s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 23s. To Galle: 21s.

CASUALTIES.

The Antenor (str.), from Canton for London, has been towed into Vigo by the Chambeze (str.) with a broken shaft. A new crank shaft for this steamer left Liverpool on the 27th inst., per Hector (str.).

The Robert Boak, from Falmouth for Hong Kong, was spoken, July 7, in lat. 4.17 N., lon. 24.15 W., with mizzenmast sprung.

MISCELLANEOUS.

GIBRALTAR, JULY 19.—Passed, Voorwaarts (str.), from Nieuwe Diep, for Batavia; Diomed (str.); from Liverpool, for Shanghai; 24, Gordon Castle (str.), from Hankow, for London.

MALTA, JULY 16.—Passed, Antenor (str.), from Shanghai; 19, Agamemnon (str.), from Shanghai, both for London; 20, Sumatra (str.), from Batavia, for Amsterdam; 28, Teviot (str.), from London, for Shanghai.

PORT SAID.—Arrived, July 22, Torrington, from Rotterdam, for Batavia; Diomed, from Liverpool, for China; 24, Paraguay, from London, for China and Japan; 26, Voorwaarts, from Nieuwe Diep, for Batavia; 25, City of Baltimore; 27, Statesman, both from Foochow, and left for London.

SUEZ, JULY 24.—Arrived, Viking, from Foochow; Venice, from Shanghai, both for London.

ADEN.—Arrived, July 24, Hampton (str.), from Batavia, and left for Amsterdam.

SOURABAYA.—The James Condie will be hauled further on the bank in order that the divers may be able to examine the leak more accurately, and see if it can be stopped. The surveyors have advised that no more cargo be discharged, but that it be sold as it lies, as the tins in which the petroleum is stored have corroded and become full of holes, most of them being empty or leaking. The rigging has been stolen and the cabin damaged by natives. Petronella, from Rotterdam for Samarang, which stranded in Bali Straits, has been condemned at Banjoewangie.

GLENLYON (STR.).—A new crank shaft for this vessel, now at Hong Kong, has been sent out by the Glenartney (str.), which left London on the 23rd inst.

TRIAL TRIP.—On the 31st ult. the steamer Rajah Brooke, built by Messrs. H. Murray and Co., of Port Glasgow, took her trial trip on the Clyde and attained a speed of 12½ knots. She is intended for local service between Sarawak and the Straits. Her engines are by Messrs. Kincaid, Donald, and Co., of Greenock.

GREENOCK, JULY 22.—The floating dock Sourabaya, destined for Java,

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proceeded to the Gareloch to adjust compasses previous to starting for Java. This vessel has been singularly unfortunate since she was launched at Paisley a considerable time back. After starting the first time she put back with defective steering gear, and when lying at the Tail of the Bank on the eve of starting the second time she encountered the terrible gale of the 21st October, 1874, and was driven ashore at Ardmore, where she lay for some time. After being taken to the Garvel Park Graving Dock and thoroughly overhauled and remasted she is again about to essay the voyage.

SUNDRIES, PER "HOPE," FROM NEW YORK, FOR YOKOHAMA, JUNE 28.

21000 cs. oil	215,000 gls.	25 cs. wine	
40 brls. glassware		5 pkgs. personal effects	
7 cs. hardware		99 cs. slates	1,188 doz.
132 tons coal		29 bags hoofs	2,000 lbs.

SUNDRIES, PER "NETTIE MERRYMAN," FROM NEW YORK, FOR YOKOHAMA, JULY 1.

19000 cs. oil	190,000 gls.	74 tons coal

SUNDRIES, PER "GOLDEN STATE," FROM NEW YORK, FOR SHANGHAI, JULY 9.

1406 pkgs. domstcs.	940,240 yds.	5 cs. rubber boots	5 doz.
12000 cs. oil	120,000 gls.	100 do. milk	400 doz.
400 tons coal		1 do. show cards	
18 cs. mnfd. tobacco	3,436½ lbs.	10 bls. cotton duck	8,000 yds.
2 pkgs books		100 kegs nails	10,000 lbs.
2 do. stoves and fixtures		34 pcs. plank	3,053 ft.
1 brl. vinegar	40 gls.	3 pkgs. pumps	9 doz.
1 cs. views		1 do. hose	60 ft.
3 do. hardware		250 cs. ammunition	25,750 lbs.
10 bdls. scoops	10 doz.		

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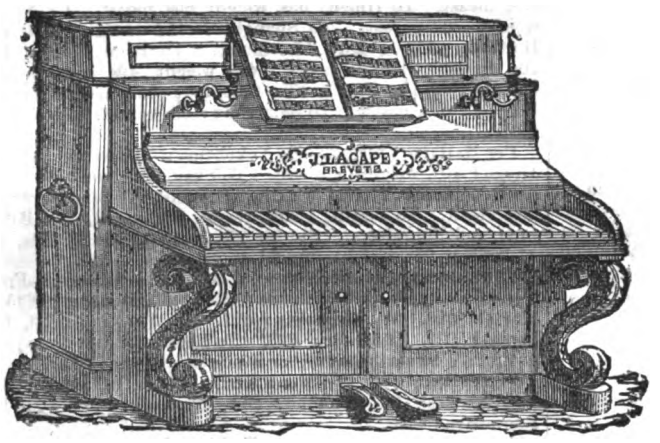

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.
Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Mongolia.	2,833	550	Aug. 5	Mediterranean, Aden, Bombay.
*Lombardy	2,723	450	Aug. 12	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Hindostn.	3,113	600	Aug. 19	Mediterranean, Aden Bombay.
*Australia.	3,648	600	Aug. 26	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Zambesi...	2,422	400	Sept. 2	Mediterranean, Aden, Bombay.
*Indus ...	3,478	500	Sept. 9	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

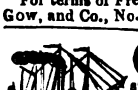
The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenearn	100 A1	2,120	330	Aug. 7
Glenfalloch	100 A1	2,126	275	Aug. 21
Glenfinlas	100 A1	—	—	Aug. 25
Glenlyon	100 A1	2,119	275	To follow
Glencagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Aug. 28

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 61, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

CHINA.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Hong Kong	Sir Harry Parkes.....	A1 15 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Gryfe	*AA1	1073	E.I.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follw.
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 14th August, the favourite full-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill)

With quick despatch.

FOR SHANGHAI DIRECT, the clipper ship WINDHOVER, A1 16 years, 847 tons register, WM. FINDLAY, Commander; South West India Docks. This ship has made some of the fastest passages on record, and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within (corner of Cornhill), E.C.

To sail in August.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—VIKING, s.s., 100 A1, 1,940 tons register, ——— Commander, South West India Docks.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With despatch.

FOR YOKOHAMA and HIOGO, DIRECT, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE OF STEAM PACKETS from London, via the Suez Canal, for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan.—The magnificent steamship GORDON CASTLE, 1,988 tons, 100 A1, 255-h.p. nominal, THOS. JONES, Commander; now loading in the South West India Dock. The attention of shippers and passengers is directed to this splendid steamer. She has excellent accommodation for a limited number of cabin passengers.

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

To sail 7th August.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

The PRINS VAN ORANJE is appointed to leave Southampton Aug. 10 for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £60; second-class, £34.

Apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 623.] LONDON, MONDAY, AUGUST 9, 1875. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

OFFICE OF THIS PAPER.

79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 9.
JAPAN—Yokohama	May 7	June 20	June 24*
Yedo			
Osaka and Hiogo	April 30	„ 17	„ 20*
Hakodadi			
Nagasaki	—	—	„ 3
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 10
New-chwang	—	—	„ 8
Hankow	—	—	„ 17
Kiu-kiang	—	—	„ 16
Chin-kiang	—	—	„ 16
Shanghai	May 7	„ 18	„ 20
Ningpo	—	—	„ 16
Foochow	—	—	„ 20
Formosa			
Amoy	—	—	„ 21
Swatow	—	—	„ 22
Hong Kong	„ 14	„ 19	„ 26
Canton	—	—	„ 24
Macao	—	—	„ 25
PHILIPPINES—			
Manila	„ 7	„ 13	„ 20
COCHIN-CHINA			
Saigon	„ 21	„ 24	July 1
SIAM — Bangkok	„ 7	„ 10	June 25
BORNEO—			
Labuan	—	—	„ 28
Sarawak	—	—	„ 50
JAVA — Batavia	„ 28	„ 29	July 1
Samarang	—	—	June 30
Sourabaya	—	—	„ 28
MALACCA STRAITS—			
Singapore	June 4	July 3	July 3
Penang	May 28	June 24	[June 28
CEYLON—			
Galle	June 18	July 9	July 12
Colombo	„ 18	„ 10	„ 10

* By Pacific mail *via* San Francisco received August 3.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, this morning, its due date. There are no later Japan advices. The next inward (P. and O.) mail, with advices, Yokohama 23rd, Shanghai, 27th June, Hong Kong 3rd, Singapore 11th July, is due, *via* Brindisi, on Monday next, the 16th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived Aug. 6.—From Yokohama: Mrs. Clarke. From Shanghai: Mr. Vickery. From Hong Kong: Mr. Escobar, Mr. Fischue. From Saigon: Mr. Amade Mr. Boilloux, Mr. Long. From Batavia: Messrs. Vinkhuyzen, Cook, Meyer, Hudig, Vorshner, Coppel, Van Gogh, Mrs. Van der Bor, Mrs. Steup. From Singapore: None. From Galle: Mr. and Mrs. Armstrong, Mr. Featherstonhaugh, Mr. Callsmith, Mr. Jackson, Mr. Humphrey, Mr. Durand, Mr. Douman.

By last mail to Brindisi, per P. and O. steamer *Malta*, arrived July 31.—From Shanghai: Capt. Andrews.

To Southampton, per P. and O. steamer *Zambesi*, expected to arrive August 11.—From Yokohama: Mr. R. L. Drake, Mr. C. Stichels. From Shanghai: Capt. H. V. Russell, Mr. Rose, Mr. P. L. Jourdan. From Hong Kong: Lieut F. R. Pelly, R.N., Mr. T. Bright. From Ceylon: Mr. J. B. Ferguson, Mr. J. R. Grant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Venice, Aug. 6.—To Hong Kong: Mr. and Mrs. Skene. To Ceylon: Mr. J. A. Kendrew.

Per P. and O. steamer *Baroda*, from Brindisi, Aug. 9.—To Singapore, Mr. Robertson.

Per P. and O. steamer *Lombardy*, from Southampton, Aug. 12.—To Hong Kong: Mrs. E. Moore. To Ceylon: Mr. Cowley.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren.

Per P. and O. steamer *Malta*, from Brindisi, Aug. 23.—To Singapore: Mr. G. C. Crump.

Per P. and O. steamer *Australia*, from Southampton, Aug. 26.—To Ceylon: Mr. W. Bissett.

Per P. and O. steamer *Indus*, from Southampton, Sept. 2.—To Shanghai: Miss Black. To Hong Kong: Mrs. D. R. Crawford. To Penang: Rev. and Mrs. A. Fearon, Mr. J. Wilson. To Ceylon: Mrs. Moir, Miss Stevenson.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Yokohama: Mr. Reynand, Mr. Cheynet. To Hong Kong: Mr. and Mrs. Ridecker. To Saigon: Mr. Regnault de Presmenil. To Galle: Mr. A. Gray.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Shanghai: Mr. and Mrs. Billequin and child. To Galle Capt. Fairlie, Mr. Elphinstone, Mr. and Mrs. Cameron, Mr. Thackwell.

Per French steamer *Ava*, from Marseilles, Sept. 13.—To Shanghai: Mr. J. C. Farnham. To Saigon: Mr. A. Spooner.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per steamer *Fleurs Castle*, from London, Aug. 3.—To Singapore: Mr. J. Allen, Mr. W. Allen, Mr. J. Adams. To Shanghai: Messrs. James Cameron, George Nicoll, G W. Clarke (missionaries).

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 3rd inst., and published in our last issue.

CHINA.

PEKING AND TIENTSIN.

It is currently reported at Shanghai that a memorial from Tsen, the Governor of Yünnan, with reference to the murder of Mr. Margary, has at length been received by the Peking Government. As might have been expected, the provincial authorities profess entire ignorance of the matter, the first intimation of which they represent as having reached them from Peking. The step they are said to have taken is to appoint General Yang, commanding at Tali Fu, and a Taoutai named Chen, to institute an inquiry into the facts of the case. We presume, however, that the Commission of Inquiry thus constituted will be regarded in no other light than that of a simple preliminary. The natural consequence of its report should be the removal of the officials whom it must inculpate, to stand their trial at Peking. Meanwhile, it appears from recent telegrams that the active agent in the crime, Li See, otherwise known as Li Chen-kwoh, has paid a visit to the capital of Burmah, as bearer of a despatch from the Chinese Government to the King. The purport of such a communication, at such a juncture, and by such a hand, it is not difficult to surmise.

The Mandarins are apparently beginning to find out that Lekin taxes are oppressive. The *Peking Gazette* recently contained a document recognising that it was desirable to reduce them in Szechuen. The *Gazette* of the 23rd May contains a report in the same sense from the Governor of Kiangsu. The theory, however, is being very hardly carried into practice. Taxes are only taken off one or two minor articles of food in this province. Those on commerce generally remain untouched.

The Peking correspondent of the *North China Herald* writes on the 4th June :—No rain here yet. Thermometer for last five days ranging from 68 to 101 maximum. Prince Kung and his brothers are praying for rain, but none comes. From Paouting Foo, where an American Missionary is located, we hear that a foolish report has sprung up in the town, that the Missionary has a dwarf from Kansuh, which he keeps in a box. Quite a number of people, apparently of good standing and intelligence, have called to ask about the truth of the report, which they are evidently not inclined to disbelieve. Meantime no harm has come of the rumour.

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On the 4th June the Chinese gunboat *Chin Hae* returned to Tientsin from Manchuria, and brought down six rebels, or insurgents, or robbers. On the 5th June the late acting Customs Taoutai, Sun Szeta, made his farewell calls on the Consuls of the port. On the 6th H.E. Li Hung-chang came to the foreign anchorage off the Settlement in his sedan, to the residence of the China Merchants' Steam Navigation Company, and inspected the company's new steamer *How Sang*. He was, as usual, accompanied by the Territorial and Customs functionaries, and the gunboat *Chin Hae* fired the usual salutes. On the same day the new Customs Taoutai, Lee Chaou-tang, took the seals of office, and made his official calls on the foreign Consuls. It is confidently expected that he will prove to be an improvement on his predecessor, as it is extremely improbable that he will turn out exactly the same, and he cannot possibly be worse.

Tientsin has been visited by thunderstorms with rain, and the weather was in consequence cool and pleasant for the season of the year. The peasantry around, however, were calling out for more rain.

CHINKIANG.

A serious riot has occurred at this port. Some braves insulted the American Consul and his wife, and two of them were arrested by the British Consular constable. Their comrades and an immense crowd of Chinese attacked the Consulate, and endeavoured to force the gates. Eventually the riot was quelled by the arrival of the military mandarins. A correspondent of the *North China Herald* supplies the subjoined account of the occurrence :—

Our usually quiet and peaceful little port was on the 14th June unpleasantly aroused by a disturbance that was likely to have terminated most disastrously. For some time past foreigners have been put to occasional annoyance through the rudeness of native soldiery, some thousands of whom are stationed in the neighbourhood ; but their general conduct being orderly, and every allowance made for the difficulty of keeping so large a force quiet, no particular notice was taken. To proceed with Monday's troubles : Mr. and Mrs. Colby, our American Consul and his wife, were returning from an afternoon walk, and had just reached the settlement when they were considerably inconvenienced by the rude behaviour of some soldiers, who, not content with satisfying their curiosity by looking at the foreign lady, roughly hustled her, at the same time using most disgusting language. A native Municipal policeman expostulated with the rowdies, and told them that they were insulting the American Consul and would get into trouble if they did not desist. Upon this they turned upon the constable and would have inflicted bodily harm had not Mr. Constable Nunn come to the rescue. Two of the soldiers were taken prisoners to the British Consulate jail, when their comrades immediately rushed to their place of confinement and endeavoured by force to get their release ; the gates, however, were quickly closed, and before they could attain their object the greater part of the foreign community had arrived at the Consulate. It was astonishing to see the rapidity with which a crowd of some thousands was collected ; the whole face of the hill behind the British Consulate was in a few minutes covered with an excited mob, and the shouts of "Ta, ta, Yang Kwei-tze" were anything but pleasant to the ears of the few for whom they were meant. Some soldiers soon left the gates, saying that it was their intention to proceed to the barracks and return with a body of men sufficient to force an entrance and kill all the foreigners. In the meantime, Mr. Baber, interpreter in charge, sent a courier into the city, and shortly some mandarins arrived and gave assurance that they had taken means to keep the mob down. At about 8.30 P.M. we were enabled to leave the Consulate, a native guard having been placed there for the night. I feel that I have already taken up an undue space in your columns ; and some of your readers may possibly think this is a much ado about nothing ; but as an old resident in China, somewhat familiar with similar outbreaks and not likely to be unnecessarily alarmed about trifles, I may be believed when I state that at one time the slightest thing would have caused a general outbreak, and the result must have been very disastrous. I cannot close without mentioning the admirable coolness and good judgment displayed by Mr. Baber.

Mr. Seward and Mr. Medhurst have left Shanghai for Chinkiang to insist on the punishment of the rioters. H.M.S. *Thalia* and the U.S. gunboat *Palos* have been despatched to enforce any demands which may have to be made upon the Chinese authorities.

SHANGHAI.

The present mail brings advices from this port to the 20th June ; the French mail from London May 7 was received on the 18th June. The following summary of news is from the *North China Herald* :—

At the Supreme Court, on the 16th June, the case of the *Fusing v. Ocean* was taken before the Registrar and Merchants, on reference, to assess the value of the first-named steamer, the cargo she had on board, and also the effects of the captain, officers, crew, and passengers, at the time of the collision. The Court was composed of R. A. Mowat, Esq., Registrar, and Messrs. J. Thorne and G. W. Coutts, Merchant Assessors. Mr. Drummond appeared for the *Fusing*, and Mr. Wainewright for the *Ocean*. The Court was numerously attended by Chinese interested in the investigation. The amount claimed for the ship alone was Tls. 101,000, and for the cargo Tls. 51,000 ; that for the private effects of the persons on board is not yet set down. The entire day was occupied in the examination of witnesses as to the value of the ship and cargo, which portion of the case was not concluded when the Court rose.

Two Ningpo men charged with attempting to utter a forged cheque for Tls. 300 on the Hong Kong and Shanghai Bank were taken before Chen and Dr. Yates, at the Mixed Court, on the 15th June. The prisoners had been remanded for a fortnight to permit inquiries to be made, the result being the discovery that the cheque-form was found to be one that had by accident become detached from the book in possession of a foreigner. It was found by his dog-coolie, and by him taken to the other man, who filled in the body in something like pidgin English, so that the attempted fraud was at once seen. Chen seemed at first disposed to send the prisoners before the city authorities, but he yielded to the representation that the case called for immediate punishment, and passed severe sentences on both prisoners—the dog-coolie to receive forty blows with the heavy bamboo, with three months' cangue ; and his accomplice two hundred blows with the light bamboo, with two months' cangue.

H. M. despatch vessel *Vigilant* returned to Shanghai on the 14th June, having on board H. E. T. F. Wade, C.B., Colonel Browne, Mr. Grosvenor, and Mr. W. F. Mayers. We learn that Admiral Ryder contemplates leaving this port for Yokohama in the *Vigilant*, about the 18th June, and that his Excellency will be accompanied by Colonel Horace Browne and Mr. Mayers, of Her Majesty's Legation. The immediate object of Admiral Ryder's visit to Japan is understood to be the completion of the arrangements entailed by the removal of the Marine Battalion from Yokohama ; but it seems unlikely that the head of the late exploring party in Yunnan and the Chinese Secretary of Her Majesty's Legation at Peking can have anything to do with these arrangements. If Colonel Browne and Mr. Mayers were going westwards, instead of eastwards their movements would appear less strange, under all the circumstances. The British Minister has once more taken up his abode in the Settlement, and with the Yunnan question "in the air," as it seems to be left, we can see no earthly reason why his Excellency should not, as our evening contemporary facetiously suggests, be devoting his energies to a new edition of the *Tzu Erh Chi*, instead of the unprofitable task of Peking diplomacy.

H.M. corvette *Modeste* left on the 14th June for Hong Kong. Her place will be filled by the *Thalia*, which came up the river on the 12th. The *Thalia*, in steaming up to her anchorage off the Settlement, was fouled off the Pacific Mail Wharf by a large junk, carrying away the foremost port quarter boat davit and damaging the boat. The junk's stern was also much damaged, and her mizen mast knocked over the side. The cause of the collision was that the junk captain, fearing he would not clear the *Thalia*, let go an anchor, which turned the junk round to the strong ebb that was running.

A meeting of shareholders in the Hongkew Wharf Company was held on the 15th June, to confirm the proposal of amalgamating with Hunt's and Heard's wharves, which had been agreed to at the meeting in April last. The necessary alterations in the deed of settlement were agreed to, and a revised draft of terms of agreement was passed.

The Municipal Council seems to have been chiefly occupied with the Yang-king-pang bridge question, on which a rather warm correspondence has been exchanged between the two Councils. The iron bridge over the Hongkew Creek has been lowered, and was opened on the 12th June. The alteration is a great improvement.

The French Council meeting of the 2nd June seems to have been occupied chiefly with public works. Negotiations are to be entered into to get the cession of a strip of land off the French Consular compound, required for widening the Rue du Consulat.—The French Foreign-office decline to lease the Bund in front of the Consulate for the location of a public pontoon.—The meeting of the 10th June settled the Yang-king-pang bridge question.—The tax on jinrickshas is to be raised from Tls. 0.20 to Tls. 0.25 per month.

Mr. Medhurst's lecture before the Temperance Society attracted nearly all the Chinese scholars of the Settlement, the subject being "Chinese Poetry." The lecturer succeeded in rendering his subject interesting alike to sinologues and to his auditors generally. Admiral Ryder occupied the chair. Mr. Wade made the motion of thanks, and after expressing his interest in the Society, made some off hand, but lucid, and even eloquent, remarks on the poetry of the Middle Kingdom.

Senor J. F. Elmore, LL.D., Minister for Peru, is passenger for this port per *Oregonian*, due in a few days. Dr. Elmore is *en route* for Peking to ratify the Treaty with China.

The adjourned hearing of the case against Captain Brown, for compensation to the families of the Chinese drowned in the *Fusing*, was again postponed, in consequence of Mr. Medhurst's departure for Chinkiang.

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FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

We understand that Mr. Betts is about to begin his instructions to a class of Chinese students in the construction and use of marine torpedoes, which will necessarily include some instruction in telegraphy and electricity. Twenty-five young men are selected from a large number of applicants, and will soon commence their studies. The hong formerly occupied by a Parsee firm, above the bridge, adjoining the premises late occupied by Messrs. Ivanoff and Co., has been rented by the Chinese authorities for the uses of the school, and the residence of Mr. Betts and family.

The U. S. Consul, Mr. M. M. De Lano, has, after much patient effort, succeeded in extinguishing the nuisance of the lime kiln situated on the edge of the paddy fields below the United States Consulate. A liberal subscription was made for the purpose of buying out the owner; and the matter has been amicably arranged. This is only one of the many matters in which the U.S. Consul has rendered important service to the whole community.

M. Christiansen—the steward of the Seamen's Hospital—died on the 11th June of paralysis. The deceased was highly commended by Dr. Somerville in his recent report for his attention and trustworthiness.

Mr. Charles Carroll, H.B.M.'s Vice-Consul at Pagoda Anchorage, has been obliged to vacate his post, for a time, owing to ill health. Mr. H. F. Holt will, we understand, fill the acting appointment.

The Footai, or Provincial Governor, left for Tai Wan-foo on the 14th June. The long bridge was lined by troops, including the foreign drilled battalion, by whom his Excellency was received with the usual honours.

Captain Tracey, R.N., arrived per last mail from Europe. He will, we understand, shortly resume his duties as Naval Instructor to the cadets at the Pagoda Anchorage Arsenal.

H.B.M.'s ship *Vigilant*, having on board their Excellencies Mr. Wade and Admiral Ryder, left for Shanghai on the 12th June.

Mr. Drew (the new Commissioner of Customs) arrived on the 13th June.

HONG KONG.

Our advices by the present mail extend to the 26th June; the P. and O. mail from London May 14 was received on the 19th of June. The following items of intelligence are from the *Hong Kong Daily Press*:—

At a meeting of the Shareholders of the China Traders' Insurance Company (Limited), held at Hong Kong, 21st June, it was unanimously agreed that a call of $500 per share be made, in order to increase the paid-up capital to $300,000. This, it is believed, will enable the directors to carry on the business with efficiency. The London agency is at Messrs. Crawshay and Co.'s, Fenchurch-street.

The decision of the Court of Inquiry into the circumstances attending the seizure of the *Carisbrooke* by the Chinese Customs cruiser *Peng-chao-hai* is to the effect that the whole affair is to be referred to the British Minister and the Chinese authorities at Peking. We are enabled to give an abstract of the statement of the case by Mr. Hayllar, Q.C., for the information of the Hong Kong Government. As will be seen, it contains the text of the finding of the Court at Canton.

In the case of the steamer *Carisbrooke*, seized by the authorities of the Imperial Maritime Customs at Canton, for breach of the 47th Article of the Treaty of Tientsin, her Majesty's Consul being unable to agree with his Excellency the Superintendent of Customs that the ship and cargo ought to be confiscated, the matter will be referred to the high authorities of both nations at Peking for decision, and pending this the *Carisbrooke* will be released on bond. In order to make the position of affairs clear, it must be explained that the investigation was held under the "Rules for joint investigation in cases of confiscation and fine by the Custom-house authorities," which were drawn up by Sir Rutherford Alcock (by way of amendment of those originally passed by Mr. Wade), and accepted by the Tsung-li-yamen, and by all the foreign embassies at Peking. By the eighth of these rules, it is provided that "if the Consul and the Custom-house authorities cannot agree as to whether confiscation of a ship or a cargo, or both of them together, being the property of a foreign merchant, shall take place, the case must be referred to Peking for the decision of the Foreign-office and the Minister of his nation." In the present case, it is generally pretty well understood that both the Consul and the Hoppo were willing to commute the confiscation of the ship and cargo by the imposition of a fine, or other payment, had such course been open to the Court. It is stated on what is believed to be good authority that the Court unanimously held that the ship was seized within the three-mile limit of the coast of Hainan, performing acts unauthorised by the Treaty, and so had violated the Treaty. Sir Brooke Robertson contended, however, for several mitigating circumstances, and held that the penalty of confiscation was altogether disproportionate to the offence. The Hoppo, on the other hand, held that if there was any violation of the Treaty, the only penalty the Court could inflict was that laid down by Article 47th of the Treaty, namely, confiscation of both ship and cargo; but suggested to Sir Brooke Robertson that in order to enable the Court to inflict some lesser penalty, that he (Sir Brooke) should withdraw his judgment so that the matter might be settled by way of compromise. Sir Brooke, however, pointed out that if he withdrew his judgment and agreed with the Hoppo that confiscation was the proper penalty, he was as Consul out of Court, and suggested that, on the other hand, the Hoppo should modify his finding. The Hoppo felt that he could not accede to this course without compromising his position.

It cannot be doubted that both sides were right in their reading of the rules, and it is therefore due to the peculiar framing of this document only that a Court, not only willing, but anxious, in the interests of all parties, to arrive at a speedy and equitable decision, is driven either to a finding which is on the face of it monstrously disproportionate to the offence, or practically to no finding at all. In another very important particular, too, these rules seem to depart from the dictates of common sense and common fairness. By Rule 5 they provide that "the case having been referred to superior authority the merchant interested shall be at liberty to give a bond binding himself to pay the *full value* of the ship or goods attached should the ultimate decision be against him." In the present instance it is confidently believed that the Customs authorities do not expect, nor desire, that more than a very moderate fine should be imposed on the vessel. Nevertheless, they are under this rule obliged to put the owners either to the very serious inconvenience of finding valid security to the large amount of $340,000, the estimated value of the ship and cargo, or to submit to the cargo being placed in bond. Both the commissioner and his deputy, Mr. McLeavy Brown, have been at much pains to modify the strict construction of this rule, so far as it lies in their power to do so; and those concerned for the ship are under very considerable obligations to their courtesy in this and other particulars. The defence is also greatly indebted to Sir Brooke Robertson for assistance and advice. The task he has had to perform is in many ways difficult and invidious, and in its discharge there is every reason to believe he displayed firmness and acumen. It is most unfortunate that the case could not have been locally settled on a really equitable basis, but it is to be hoped that the lame result arrived at will at least have the effect of leading to a revision of these rules, and even of the Treaty itself, on the points (among others) to which prominent attention has been thereby called.

We believe that the bond tendered by Messrs. Russell and Co. for $140,000, as security for the *Carisbrooke*, has been accepted, and the steamer is expected to be in Hong Kong harbour shortly. As already stated, the cargo is to be placed in godowns here under proper supervision. We *(Daily Press)* take the opportunity of making some remarks on the fact that the investigation was held with closed doors. This circumstance has very justly excited strong indignation throughout the colony, and is properly regarded as unusual and unjustifiable. There was nothing to be gained by keeping the proceedings of the Court private; it was merely an exercise of the peremptory and arbitrary will of the Hoppo.

The British steamship *Japan*, which arrived here on the 20th June from the colonies, with a cargo of coals, was towed down to Wanchi to discharge. When abreast of the Pier and Godown Company's wharf she was being taken gently in towards Burrows' wharf to anchor, so that cargo boats might go off to discharge. When about a hundred yards west of the two buoys marking a rock, and about to let go anchor in what was supposed to be good anchorage and a considerable distance from the rocks marked, she suddenly struck on a rock not marked down in charts or by buoys. The steam tug *Fame* set to work to tow her off, but as the tide fell she stuck firmer. The steam tugs *Pilot Fish* and *Fame* tried to get her off, but the tide had left her too far, and hopes were entertained of getting her off as the tide rose. About six o'clock, however, she slipped off that rock, and with a tremendous crash fell on to another, which went through her bottom. Subsequently the *Japan* was successfully floated off, the hole under the bilge having been filled with old canvas and bags, when she was pumped out by steam. She is now lying at the Pier and Godown Company's buoy, discharging the remainder of her cargo, and will be docked as soon as possible.

We regret to announce the sudden death of Mr. W. D. Harrison, of the firm of Messrs. Butterfield and Swire, which took place on the 23rd June. It appears that deceased had been suffering from fever and ague for some time, but nothing serious was anticipated until he was found in bed with life extinct. A *post-mortem* examination was held, when it was found that death had resulted from pulmonary apoplexy. The flags of most of the vessels in harbour were lowered to half-mast as a token of respect for deceased. He was only 32 years of age.

H.M.S *Egeria* reports that she was cruizing off the East Coast of Hainan, and experienced fine weather. Communicated with the village of Chun-lun, and heard that the village had, five weeks ago, been attacked by two junks and 80 men, 18 of whom landed, stormed the fort, and looted the village. The Mandarin was badly wounded, and died three days afterwards. The Chinese gunboat *Tsing Po* was in Chun-lun creek.

The British steamship *Achilles*, on leaving her moorings for sea, had a narrow escape of sinking the Police chop. To get clear of other vessels she ran into the port quarter of the chop, notwithstanding that she backed full speed astern. The whole of the davits on that quarter and part of the hood covering were carried away, and a hole made under the counter, evidently by an anchor over the steamer's bow.

A Marine Court of Inquiry into the loss of the *Poyang* has been opened at the Harbour-master's office. The evidence, at the

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Court's request, will not be published until the conclusion of the investigation.

DESTRUCTIVE FIRE AT HONG KONG.

On the night of the 22nd June a large fire occurred at Peddar's Wharf, Hong Kong. The conflagration lasted nearly twelve hours, and resulted in great destruction of property. The *Daily Press* gives the subjoined account of the disaster :—

The fire broke out behind the premises of Messrs. Melchers and Co., Peddar's Wharf. It originated in the servants' quarters, and soon spread to the westward, over the stables. Once having secured a firm hold of the upper story, it spread with great rapidity eastward, and in a short time the rear of Messrs. Russell's premises was also enveloped in flames. The alarm bells were rung vigorously, and these, with the dense volumes of smoke and occasional flashes of flame, soon attracted assistance, together with a great crowd of spectators. The Hong Kong Fire Insurance Company's engine and ladders were first on the spot, and these were reinforced soon afterwards by the Government steam engines. These again were quickly followed by all the other engines in the colony. The Government Fire Brigade and the various volunteer brigades worked in concert. All the ships' bells were rung, and in a very short time the available marines and seamen were on the scene. The military were also called out, some of whom were told off to assist the fire brigades and others to keep back the crowd. By this time, and before any water could be got to play on the buildings, the fire had made considerable progress. Messrs. Melchers and Co.'s stables and outhouses, situated between the Hong Kong Hotel and the firm's premises, it was soon obvious could not be saved, and great fears were entertained that both the hotel and Messrs. Melcher's premises would catch fire. Consequently most strenuous efforts were made to save the adjoining buildings, which are some of the most valuable property in the colony. Inside the hotel a scene of the wildest confusion at this time prevailed. Most of the ladies and gentlemen resident there had, at almost the first alarm, set to work to pack up their effects, so as to be ready to leave at any moment. Others, assisted by coolies, marines, and soldiers, at once removed everything portable from their rooms to seek other lodgings. Very soon several lengths of hose were laid up the hotel stairs, and played upon the fire from different windows. Flames burst out from the stable roof, but they were principally confined to the corner next to Messrs. Melcher's premises, and although it was quickly apparent that no danger to the hotel was to be apprehended from that quarter, the former premises were for a long period in peril, as no efficient supply of water could for some time be directed upon the corner of the stable adjoining. Ultimately the roof of the stable fell in, and several jets of water were brought to bear upon it, and happily Messrs. Melchers' premises seemed to be at length secured. The houses from the stable extending backward nearly the whole length of the hotel were at about nine o'clock nearly burnt out, when the flames were seen to shoot forth from that part close to the east corner of the hotel. The hotel was at this time in the most imminent danger, but a better supply of water having been obtained and showered upon the fire from all sides more hope was felt that the conflagration would be nearly confined to the premises in which it originated. For some time, however, it continued to spread eastward along the outhouses attached to Messrs. Russell and Co.'s. Several additional hose were conveyed into their premises, and others were taken round to the back of Messrs. Landstein and Co.'s premises, and every effort used to stay its progress. In spite of this, however, it still continued to spread eastward, and reached as far as the rear of Messrs. Smith, Archer and Co.'s old premises, now occupied by Mr. MacG. Heaton. During the course of the conflagration the smoke, which arose in thick clouds, frequently prevented the firemen from doing effective service, and in a number of instances, notably for some time in that of the stables facing the street, the jets were entirely misdirected and a great deal of water lost. As portions of the different roofs fell in, one after another, the flames shot up clear and bright, and shed a brilliant glare upon the scene. They seized upon the windows with especial fury, licking the framework, which was consumed with incredible celerity, and sending constant showers of glass rattling upon the *debris* below. The heat was most intense.

Shortly after midnight, a number of the police and the soldiers and the marines, were ordered home, and the native brigades, thinking there was no more use for their services, had left with their engines, when the fire broke out afresh, and it was soon discovered that the main block of premises occupied by Messrs. Russell and Co., facing the Praya, had caught fire at the back. Owing to the position of the houses, it was with considerable difficulty that hose could be got to play upon the roof, but this was soon accomplished as far as possible, several lengths having been taken in through Messrs. Melchers' premises, others in Messrs. Russell's, while one or two were got into the block occupied by Mr. A. MacG. Heaton. The three steam engines continued hard at work, but in spite of every effort, the fire was soon discovered to have got a strong hold of Messrs. Russell's premises and run along the roof, although no flames broke out for some time. A number of the military were again got out, and several additional engines set to play. By two o'clock the fire had completely enveloped the upper story, and at intervals different parts of the roof fell down with a tremendous crash, while the flames shot upwards in awful grandeur. Shortly after two o'clock it was impossible to continue to play any hose on the main building, and the additional lengths were taken into Melchers and Co.'s and MacG. Heaton's, and the water played upon the mass from either side. By three o'clock the flames had burst right through into the front verandah at the Praya, and were devouring the wood-work with extraordinary rapidity. They seemed to keep more towards the east, and fears were for a long time entertained for the block on that side. These were augmented considerably by the fact that already one of the Government steam-engines had broken down, but some additional hose were got up to the front by ladders. The fire, however, continued to rage with terrible fury, presenting a scene from the harbour that has been unequalled in Hong Kong for many a day, and it was not till dawn had broken that the conflagration seemed to have been mastered. A little before five it had been considerably checked, and the adjoining property secure. The other Government engines, however, had broken down, and the fact that both of them were now disabled might have been very serious had the fire not been by this time reduced. A number of the engines continued to play upon the smoking ruins for several hours afterwards, for fear of another outbreak, as owing to the situation of the buildings the fire had already proved most treacherous. After all the engines had gone the fire again showed signs of breaking out, but it was speedily checked.

What the estimate of the damage done to Messrs. Russell and Co.'s premises is it is at present difficult to say, but it is certainly very extensive. The books and papers of the house were luckily removed early in the evening, and have been saved. The damage done to Messrs. Melchers and Co.'s premises is comparatively slight, and has been caused principally by water. It was a fortunate circumstance that the disaster occurred in pretty close proximity to the harbour, as of course the supply of water was unlimited. Great credit is due to Captain Superintendent Deane and Mr. May, as also to Mr. Creagh for the manner in which they superintended the efforts put forth by the different firemen. The members of the Volunteer Fire Brigade were as usual to the fore, and rendered most valuable aid. Thanks are also due to the naval and military authorities for the promptitude with which they despatched assistance to the spot. The various Chinese brigades also worked well.

The origin of the fire is at present unknown, but it is believed to have commenced in one of the cookhouses behind Messrs. Melchers', and the fact of its spreading so rapidly is by many attributed to the fact that there was some hay stored in the adjacent stables. The damage, we believe, is covered by insurance.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 3rd July; the P. and O. mail from London May 28 was received on the 26th June, and the following French mail of June 4 arrived out on the 3rd July. The following summary of news is from the *Straits Times* :—

On the 29th June the Governor returned to Singapore, after an absence of ten days. Finding that there were many questions relating to the affairs of Penang, Malacca, and the Native States, which required investigation on the spot, the Governor considered it desirable to visit Penang and Malacca and acquire as much information as possible. He accordingly embarked on board the colonial steamer *Pluto* on the 19th June. On the 20th Mr. Swettenham, the Assistant Resident of Salangore, joined him at the mouth of the Jugra River. *En route* for Penang a visit was paid to Klang, where Tunku Oodin, the Viceroy of Salangore, received the Governor and showed him over the fort in which he dwells, and over the offices which Mr. Davidson has established. Tunku Oodin made a very favourable impression on the Governor, who was also much pleased with the order in which the books and accounts were kept, and with the regularity which prevailed in the place.

The *Pluto* arrived at Penang on the 22nd June, when the Governor was received by a salute and guard of honour, and drove immediately to the residence of the Lieut.-Governor, with whom he stayed whilst in Penang. That and the following day were occupied by interviews with the heads of departments, the Resident and Assistant Resident of Perak, and merchants and planters of Penang and Province Wellesley. On the 24th, the Governor held a levée, which was very largely attended, and, on the 25th, after transacting the remainder of the business which had called him to Penang, he re-embarked on board the *Pluto*. Anxious to see for himself the river Bernam, of which little is known, the *Pluto* proceeded about forty miles up the river, which fully justifies the remarks which have been made thereon. The opportunity was also taken of surveying this portion of its course. He subsequently had an interview with Rajah Hitam, of Bernam, who had some requests to make to him. On the 27th the Governor paid a visit to the Sultan of Salangore, who received him with great cordiality. The *Pluto* then started for Malacca. After sundry business had been transacted the Governor made an inspection of the jails, the offices, the court, the barracks, and the school. A levée was held, after which he re-embarked on board the *Pluto* for Singapore.

A few days since a quarrel occurred between Duncan Ross, the cook, and a young man named Thomas Wilkinson, on board the steamer *Sarpedon*, during which Ross struck Wilkinson, who fell overboard. The tide was running strong ebb at the time, and the unfortunate man sank, and was seen no more. Ross has been committed for trial at the Assizes for culpable homicide not amounting to murder. The body of the unfortunate man was recovered in the vicinity of the Borneo Company's wharf, and a coroner's inquest held thereon. It transpired that the deceased's skull had been fractured, apparently through striking against the edge of the wharf, or one of the fenders, when he fell. The coroner's jury also returned a verdict of culpable homicide not amounting to murder, there being no evidence to show that the prisoner Ross intended to inflict more than a blow.

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Lim Chee, a tailor carrying on business in High-street, has been murdered in the house of an acquaintance in Hong Kong-street, where he had gone to have a smoke of opium. It appears that some years ago a Chinaman had brought up two women in a steamer from Penang, and on reaching Singapore one of the women refused to accompany him ashore, claiming the captain's protection. Lim Chee having gone on board to obtain customers, was smitten with the woman, who went to live with him in preference to leading the life for which she was brought here. The disappointed broker cherished his vengeance for years, and meeting Lim Chee at the house, rushed upon him and stabbed him in the stomach with a dagger.

We learn that our Penang friends, smarting under a sense of their wrongs from the Government's favouritism to Singapore and neglect of the interests of Penang, have resolved to form a Defence, or rather Aggressive Association, to defend their privileges, obtain redress for their wrongs, and wring from Government all the rights due to them as a community, with "interests of a far more expanding and increasing character than those of Singapore." We hail this movement heartily and wish the Association every success.

The Maharajah of Johore's screw gun-boat *Pantie*, built by Messrs. Buyers and Robb, was taken out on 25th June, for a preliminary trial of her machinery. The *Pantie* is fitted with a pair of compound surface condensing engines of 90-horse power nominal, combining all the latest improvements for economy of fuel, and made by the firm of Messrs. Rait and Lindsay, of the Cranstonhill Foundry, Glasgow. During the trial the engines worked most perfectly, and gave great satisfaction to the authorities on board. The *Pantie* will be taken out again in the course of a few days for a full speed trial to test her consumption of fuel.

The new steamer *Cybele*, Captain Blair, *en route* from London to this port and China, with a valuable general cargo, ran aground on the night of the 22nd June, on the reef close to the Raffles Lighthouse. On the 29th the steamer floated off easily at high water, and steamed in to Tanjong Pagar Wharf apparently uninjured, having made no water whatever. She will, however, go into dock for examination, and will doubtless have to undergo some repair before proceeding on her voyage.

At an extraordinary general meeting of the shareholders in the Chindrass Mining Company, Mr. C. B. Buckley, the managing director, resigned the management, and a committee was appointed to inquire into and report upon the company's affairs, and recommend the course to be pursued under the circumstances. The meeting was then adjourned until the 6th July.

The Singapore Rifle Association held its ninth monthly competition on the 26th and 30th June, there being no less than ninety-three competitors. The conditions were, 5 shots at each range of 200 and 400 yards, standing position at the short range, any position at the long range. The military fired with the Henry-Martini, and members of the S.V.C. and civilians used the Snider Enfield. The highest score was made with the Snider, Sub-Lieutenant Drennan, S.V.C., having made 5 bulls' eyes at 200 yards, and run up a score of 37 out of a possible 40 points, this being the highest score, we believe, ever yet obtained at any match here. The total prizes distributed amounted to $30.

The United States corvette *Hartford*, from Hong Kong, anchored in the Roads on the 27th June, and saluted the British flag, the salute being returned from Fort Canning.

We hear that the appointment of Superintendent of Prisons, vacant by the death of Mr. Dent, has been conferred upon Captain Ash, formerly of the King's Dragoon Guards.

The average Note circulation of the local Banks during June was :—

Oriental Bank	$209,400
Chartered Bank	607,341
Mercantile Bank	501,230

Commercial Report.

(For dates see first page.)

IMPORTS.

CHINKIANG.—Messrs. Spencer and Wolff write :— There is a fairly active demand for Grey Cottons, but the continued wet weather still checks clearances and prevents dealers from operating so freely as they otherwise would. Woollen and Fancy Goods are almost entirely neglected.

SHANGHAI.—The *North China Herald* Report says :—Dealers have evinced some inclination to do business, but most of them have been kept at home by almost incessant heavy rains ; consequently transactions have been few, and of little moment beyond that they may be said to establish quotations. The expected orders have not yet come from the interior, but prospects at Hankow seem rather brighter, and the letters from Chinkiang, received by each successive steamer during the week, have reported a fair business in Plain Cottons, and are altogether more cheerful in tone than they have been for weeks past. On the other hand, the latest Tientsin advices are most discouraging ; scarcely any trade going on ; prices lower, and generally nominal ; and the Japanese requirements—in Piece Goods—are now about as trifling as they well can be. At the last auctions some articles gave way slightly in value, while others commanded full prices, and even showed a tendency to advance. Among the former, Long Ells and 6-lb T-Cloths take station ; and 8¼-lb Grey Shirtings, Lastings and Spanish Stripes appear amongst the latter ; and this is the more inexplicable as the experience of private sellers of these imports has been just the reverse. They have sold the first-named at better prices than were previously current, but have signally failed to make any progress with Shirtings or Lastings, excepting in isolated instances and where they were willing to submit to a decline.

MANILA.—The market had continued very quiet, and no material alteration in values had occurred.

BANGKOK.—There had been little change to advise for the better, except in Grey Yarns, which had risen in value Tic. 2 to 3 per bale, stocks being small. Turkey Red Yarns, on the contrary, had been over done, and rates had declined for some qualities Tic. 20 per bale. All Piece Goods were very quiet, Figured Shirtings alone showing some little improvement.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says :—Since our last, dated 8th June, there has been no lack of Tea here nor of buyers. Settlements for the week aggregate 35,567 chests 35,212 half-chests and 1,780 boxes. Prices have been well maintained throughout, there having been considerable competition for all the better parcels or anything with a little quality. This especially applies to Teas from the Toong-shan district and third and fourth pack Oonfars. The range of prices has been,—for Ningchows, of which only a few parcels have been shown here, Tls. 24 to 33½ ; Oonfars Tls. 22 to 31½ ; Cheong-sow-kai, Tls. 21 to 26½; Soong-yong Tls. 21 to 28 ; Toong-shan Tls. 25 to 31½ ; Ping-kong, Wun-kai and Low-yong Tls. 16½ to 24½ Young-low-toong and Nip-car-see Tls. 16 to 25 ; Leeling Tls. 16 to 21⅝ ; Shun-tam Tls. 15½ to 17½ per picul. The market is now almost cleared, stock being reduced to 6,000 chests, while there is little or nothing to come from the country to complete the first crop. The Second Crop Teas are expected in a few days, but their arrival must necessarily be delayed by the continued wet weather that has prevailed. Customs Export to date gives : Hankow Tea, 28,185,840 lbs.; Re-export Kiukiang Tea, 8,028,383 lbs.; total, 36,214,223 lbs. Taking a week's later dtae last year, to allow for the difference in the opening of the season, the export was 32,013,680 lbs.

SHANGHAI.—There had been more business doing during the week, though the market continued to be only sparingly supplied. Arrivals had consisted almost entirely of Teas from the Hohow and Ningchow districts, only a few chops of Shontam and Oonfar having been received from Hankow. One or two good parcels of the latter class had been sold at Tls. 31½ to 32½. Quotations on the whole were about the same as last given. The first crop was nearly finished, and the market closed quiet with only a small available stock. Prices paid had been : —Hohows and Ningchows Tls. 20½ to 40, Shontams and Oonfas Tls. 20 to 32½ ; Common Nipcasees Tls. 19½, Settlements, 15,092 chests ; shipments, 2,241 chests ; total 17,333 chests Stock, 23,500 chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says : —A steady business has continued on this Tea market, operations being both for England and the Colonies. Late arrivals from the country have proved of the lowest description, and it is evident that all Teas of fair quality of the first crop have now reached this market. A large proportion of the stock consists of low and common kinds of the most undesirable character. Congou : Early in the week medium grades became cheaper ; late operations in these classes have, however, re-established any decline. Common grades, although still high, have been purchased at lower prices than they were last week. Souchong : Many desirable parcels have been shown during the week, and Teamen having determined to meet the views of buyers, a fair business has taken place. The usual irregularity has been displayed in purchasing, but settlements generally may be quoted Tls. 3 to 5 under last season's rates. Oolong : Settlements, with the exception of a few high cost Teas, show a further decline. Flowery Pekoe : Further transactions have taken place at about the same rates. Scented Teas are taken as they arrive, at full rates. Supplies of this kind still lack scent.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
„ 17 ...	Venice (s.)	Shanghai ...	2,000,000
„ 21 ...	Cutty Sark	Shanghai ...	1,300,000
„ 23 ...	Russia (s.)	Hankow ...	2,200,000
„ 23 ...	Blackadder	Shanghai ...	1,200,000
July 1 ...	Galatea (s.)	„ ...	2,000,000
„ 1 ...	Montgomeryshire (s.) ...	Foochow ..	2,000,000
„ 8 ...	Craigforth (s.)	Shanghai ...	2,200,000
„ 8 ...	Statesman (s.)	Foochow ...	2,000,000
„ 8 ...	Thermopylæ	„ ...	1,200,000
„ 8 ...	Nyassa	„ ...	1,000,000
„ 8 ...	Black Prince	„ ...	1,200,000
„ 8 ...	Undine	„ ...	1,000,000
„ 17 ...	Glamis Castle (s.) ...	„ ...	2,400,000
„ 21 ...	Cawdor Castle (s.) ...	Hankow ...	2,400,000
„ 25 ...	Achilles (s.)	Foochow ...	2,000,000
„ 25 ...	Egeria (s.)	„ ...	1,500,000
„ 25 ...	Sarpedon (s.)	Shanghai ...	1,500,000
„ 30 ...	Glengyle (s.)	„ ...	2,000,000

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to June 18, 1875	22629147	10030809	89068	5333325	38073849	1446
From June 1, 1874, to June 18, 1874	15685181	163440	55370	4931636	20834627	380

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to June 18, 1875	—	1563
Do. do. 1874, to June 18, 1874	2335039	284

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to June 18, 1875	911139	29
Do. do. 1874, to June 18, 1874	1047124	—

TO AUSTRALIA.

From June 1, 1875, to June 18, 1875	—
Do. do. 1874, to June 18, 1874	21,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,268
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d.	4s. 2⅜d
Shanghai ,, ...	5s. 9d. to 5s. 9¼d.	5s. 9⅛d.	5s. 9¼d. to 5s. 9⅜d.
Canton ,, ...	4s. 2⅝d.	4s. 2⅝d.	4s. 2⅛d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Manila ,, ...	4s. 1⅞d.	4s. 2d. to 4s. 2⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 314½	227
,, Hong Kong	27⅛ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	9½ prem.
Mexican dollars	,, 73.0.95	1 prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 97 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $825 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 1 per cent. discount.
Hong Kong Fire Insurance Company, $485 per share.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $186 per share.
Victoria Fire Insurance Company, $160 per share.
Chinese Insurance Company, $198 per share.
Shanghai Steam Navigation Company, Tls. 74 per share.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 1	Gustav	Cardiff	Hong Kong
,, —	Cornelia	Rotterdam	Batavia
,, —	Florence	Newcastle	Singapore
,, —	Victorine	Singapore	Mauritius
,, 2	Oleander	London	Yokohama
,, 3	Kalaja	Newcastle	Anjer, f.o.
,, —	Jessie	London	Yokohama
,, —	Golden Spur	Do.	Hong Kong
,, —	J. A. Brown	Algoa Bay	Batavia
,, —	Oribi	Newcastle	Singapore
,, 4	Benefactor	New York	Shanghai
,, —	Rose	Bordeaux	Singapore
,, —	Rollo	Lisbon	Hong Kong
,, 5	Haze	New York	Shanghai
,, —	Queen of the Seas	Liverpool	Anjer, f.o.
,, —	Kolga	Hamburg	Hong Kong
,, 9	Pons Ælii	Newcastle	Singapore
,, 10	Tarquin	Liverpool	Anjer, f.o.
,, —	Angostura	Manila	Falmouth
,, 11	Rowina	London	Amoor River

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Aug. 7, Menelaus (str.).

At HONG KONG.—From Cardiff, June 23, Faith, Liverpool; from Antwerp, 22, Norden (str.); from Hamburg, 21, Atalanta, (str.).

At BANGKOK.—None.

At MANILA.—From Glasgow, June 14, Antela; from Cardiff, 17, Villa Franca; from Boston, 9, Mindora.

At SINGAPORE.—From London, July 27, Lincoln; 30, Duke, Edeline; from Liverpool, June 29, Bertie; 30, Cyclone; from Glasgow, June 30, Viceroy; July 1, Terentia; from Newcastle, June 29, Tynedale; 30, William Yeo; from Sunderland, June 25, John George; 26, Ulva; from Cardiff, June 26, Bengal; from Swansea, June 27, Julia H.; from London, &c., Aug. 3, Quang Se (str.), Stentor (str.).

At PENANG.—None.

DEPARTURES.

From SHANGHAI.—For London, June 16, Achilles (str.).

From HONG KONG.—For London, June 22, Achilles (str.); for San Francisco, 23, Marmion.

From MANILA.—For London, June 13, Assyrian; 19, City of Halifax, for Channel, f.o., 11, Admiral Tegethoff; 16, Charity; for New York, 19, Frolic; for Boston, Comet.

From SINGAPORE.—For London, June 29, Achilles (str.); July 1, Viking (str.); Aug. 1, Cawdor Castle; for Liverpool, June 29, William Wilcox.

From PENANG.—For London, &c., Aug. 7, Sarpedon (str.).

From BANGKOK.—For London, May 25, Bristolian.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, AUGUST 6.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, arrived here to-day at 6 A.M. She brings 89 passengers and a general cargo, including 1,518 bales of silk, 7,654 packages of tea, and 114 sundries; specie, £4,655 for London, which part of her cargo will be forwarded to its destination per Company's steamer Ganges due in London on or about the 16th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, AUGUST 6.—The P. and O. Company's steamer Zambesi left here at 5 P.M. to-day for Southampton, where she may be expected on the 11th inst.

INWARD MAIL DUE AUGUST 23.—ADEN, AUGUST 5.—The Messageries Maritimes Company's steamer Ava, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, where she may be expected about the 10th August.

HEAVY PORTION OF LAST OUTWARD P. AND O. MAIL.—GIBRALTAR, AUGUST 3.—The P. and O. Company's steamer Bokhara, from Southampton 29th ult., arrived here at 4 A.M., and left at 9 A.M. for Port Said. All well.

OUTWARD MAIL OF JUNE 25.—SHANGHAI, AUGUST 5.—The P. and O. Company's steamer Malwa, with the London mails of June 25, has arrived here.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 4, at Falmouth, from Akyab, Drot; from Bassein, for Hamburg, Admiral; from Rangoon, Usko; July 31, at Amsterdam, from Banjoewangie, Java Packet; Aug. 5, off Isle of Wight, from Colombo, Dorset; 1, off the Lizard, from Penang, for London, Coldinghame; 3, at St. Nazaire, from Colombo, Rose; 4, at Amsterdam, from Batavia, Urania; 5, at Bordeaux, from Reunion, Insulaire; 7, at London, from Shanghai, Antenor (str.); from Foochow, City of Baltimore (st.); at Falmouth, from Bassein, Lirrah; from Rangoon, Ardito; at Liverpool, from Rangoon, Berlin, Astronomer; 9, at London, from Foochow, Viking (str.); from Manila, Envoy.

DEPARTURES.—Aug. 1, from Amsterdam, for Padang, Professor Simon Thomas; 4, from Liverpool, for Shanghai, Patroclus (str.); 5, from London, for Shanghai, Fleurs Castle (str.); 3, from Penarth, for Singapore, Amstel; 5, from Cardiff, for Singapore, Wodan; 4, from Penarth, for Galle, Rosenburg; 6, from Falmouth, for Singapore, Bastian Pot.

SPOKEN.—Bjarke, from Rangoon to Amsterdam, June 29, 11 S., 84 E.; Johan Cesar, from Hamburg to Java, June 23, 12 N., 24 W.

MISCELLANEOUS.—Malta, Aug. 2.—Passed, Glenartney (str.), from London, for Shanghai. At Suez, Aug. 5, Glaucus, Galatea, both from Shanghai, for London; 5, Teviot, from London, for China; 7, Tartar, from China, for London, Yrurac Bat, from Manila, for Liverpool; at Port Said, Aug. 6, from London; for Shanghai, Glenartney. Rotterdam, Aug. 5: The Cornelis Smit; for Batavia, which was towed back here after striking against the pier at the Hook of Holland, has been examined by a diver, who reports the metal at the bow badly damaged. Surveyors have ordered her to discharge, and go into dock for further examination. Singapore, Aug. 7: The Cybele (str.) has come out of dock, and is expected to sail next week for China and Japan.

CASUALTIES.—Amsterdam, Aug. 4.—The Sumatra, from Batavia, for Nieuwe Diep, is reported by telegraph as having put into Cadiz with damage to machinery.

LAUNCH.—An iron screw-steamer, built and engined by W. Simons and Co., was launched from the London Works at Renfrew on the 5th. She is fitted with compound engines and twin screws, and named the Industry. This steamer is the property of the Crown Agent for the Colonies; and has been constructed to the order of Sir John Coode, C.E., Westminster, for the Government works at Colombo.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUCHHEISTER—On the 14th June, at Shanghai, Mrs. J. J. Buchheister, of a daughter.
BECKER—On the 25th June, at Singapore, the wife of Albert Becker, of a son.
CRANE—On the 11th inst, at Singapore, the wife of C. H. Crane, of a daughter.
CHALMERS—On the 3rd Aug., at 24, Royal-crescent, W., the wife of William Bryce Chalmers, of Shanghai, China, of a son.
FISHER—On the 25th July, at Malta, the wife of Col. Arthur a'Court Fisher, C.B., Royal Engineers, of a daughter.
FOWKE—On the 9th May, at Chapelton Estate, Dickoya, Ceylon, the wife of R. W. Fowke, Esq., of a son.
GILMOUR—On the 5th Aug., at 66, Belsize-paak, Hampstead, the wife of David Gilmour, of a daughter.
PUGH—On the 2nd Aug., at Clive-place, Welshpool, Mrs. William Pugh, of Hankow, of a daughter.
ROBINSON—On the 13th June, at Singapore, the wife of Wellesley G. W. Robinson, Control Department, of a son.
SOAMES—On the 29th July, at Ramshill, Petersfield, Hants, the wife of Joseph Soames, of a son.
SPICER—On the 2nd Aug., at Ardlin House, Upper Tulse Hill, the wife of Evan Spicer, of a son.
WALKER—On the 3rd Aug., the wife of Capt. Charles F. Walker, R.N., of a son.
WRIGHT—On the 22nd June, at Tokyo, Japan, the wife of the Rev. William Ball Wright, M.A., S.P.G. missionary, of a daughter.

MARRIAGES.

GORDON—STUART.—On the 2nd Aug., at St. Mary's Episcopal Church, Glasgow, by the Rev. R. S. Oldham, incumbent, Charles Shipley Gordon, third son of John Gordon, and the Lady Isabella Gordon, of Aikenhead House, to Erskine Mary Katherine, eldest daughter of James Stirling Stuart, of Castle Milk, Lanarkshire.
RYE—HASLAM.—On the 15th July, at Niagara, Ontario, by the Rev. W. McMurray, D.D, D.C.L., rector and rural dean, Francis Rye, of Barrie, Ontario, youngest son of Edward Rye, of Brompton (formerly of Chelsea), London, to Amy Louisa, fourth daughter of Joseph Haslam, of Brompton.

DEATHS.

DUDGEON—On the 14th April, lost at sea, by the capsizing of the *Stuart Hahnemann*, James H. Dudgeon, aged 15½ years, fourth son of John Dudgeon, of 10, London-street, Fenchurch-street, E.C., and Rosherville.
HARRISON—On the 23rd June, suddenly, at Kong Kong, William Drought Harrison, of the firm of Butterfield and Swire, aged 32.
RODYK—On the 22nd June, at Malacca, Frederick Charles Montgomery, the only son of W. A. Rodyk, aged 10 months.
SHAWCROSS—On the 23rd June, at Shameen, Canton, John J. Shawcross, of Manchester.
WALTER—On the 3rd Aug., at Chilwell Hall, Nottingham, Mary, widow of the late John Walter, of Bearwood, Berks, in her 82nd year.

Legal.

ADMIRALTY COURT.

THE CARGO EX "WOOSUNG."

These were causes of salvage, the hearing of which occupied the Court on the 25th of June and the 16th and 20th ult.

On the 20th Feb., 1874, the screw steamship *Woosung*,, laden with a general Indian cargo, of the value of about £500,000, struck on a coral reef off the Island of Kotama, in the Red Sea. The passengers and crew, between fifty and sixty in number, were conveyed to the island, which was uninhabited and without water, and the second officer was despatched in the lifeboat to cruise off Jubbul Lee, about thirty miles off, and on the 28th spoke the *Corinna*, bound for London, which received on board the passengers and crew, leaving some of the officers behind. The Governor of Lolicea and a Greek trader also came to the assistance of the ship, the latter of whom agreed to attempt to save the cargo upon being paid one-third of the net value realised on sale. A telegram was also sent to England, and thence a telegram was forwarded to the Political Resident at Aden, and the *Kwangtung*, despatch boat, went to the ship, where she arrived on the 6th of March, and during six days' service succeeded in saving cargo which realised £25,900. The master of the *Woosung*, before the services began, signed an agreement by which he agreed to give the master and crew of the *Kwangtung* half the net proceeds of sale, as a salvage reward. The latter sued upon the agreement, and the *Corinna* also, and her master and crew, sued for saving the passengers and crew, and for other salvage services. For the owners of the cargo it was contended that the agreement as against them was inequitable, and that in the circumstances the services of the *Corinna* did not amount to life salvage, and were in other respects insignificant.

Mr. Butt, Q.C., Mr. Herschell, Q.C., Mr. Clarkson and Mr. E. Jones appeared for the salvors; Sir Henry James, Q.C., Mr. Cohen, Q.C., and Mr. Phillimore for the owners of the cargo of the *Woosung*.

His lordship, in considering whether the agreement was inequitable, said it was deliberately made by the masters of the two ships, both of whom were aware of all the material circumstances of the case. The services were attended with much suffering, as the salvors were for six days exposed to the most noxious gases and putrid smells, and suffered seriously in health, and inasmuch as the chief engineer had been paid £3,000, the stewardess £1,900, and the Greek trader one-third of what he recovered, his lordship thought that the agreement was not exorbitant. He therefore pronounced for the agreement with costs, and expressed a hope that those who had to distribute the amount would specially recognise the eminent services of Lieutenant Edwards.

Miscellaneous.

THE FAILURE OF MESSRS. COLLIE AND CO.

The balance-sheet produced at the meeting of Messrs. Alexander Collie and Co.'s creditors on Wednesday is a most instructive document. The magnitude of the liabilities and the scantiness of the assets of a firm which enjoyed for years, and until the moment of suspension, almost the very best credit of a purely mercantile firm in the City, may well excite wonder as to how the leading banks and discount houses could have made the mistake they have done. The liabilities altogether are estimated at £1,889,786, not including about £600,000 of bills drawn against consignments, and of which only £50,000 is estimated as likely to rank on the estate, and against this the only directly available assets amount to £250,542. These assets, moreover, include £75,000 value of freehold premises in Manchester, and £75,000, the separate estates of the partners, deducting which sums we have only the following sums of visible and realisable assets engaged in the business, on which the fabric of the firm's credit must have stood:—Cash in hand, £1,149; bills receivable in hand, £7,500; good debtors, £12,776; stocks in warehouse, &c., £48,608; stocks, and shares, and sundry assets, £30,510—total, £100,548. If we add about £11,000 to this for cash in the hands of bankers, retained against bills discounted, we shall include apparently everything engaged in their business, upon the faith of which the firm were enabled to keep floating about £2,260,000 of drafts unsecured, besides the above sum of £600,000 drawn against consignments. There are, no doubt, other assets, including a claim against the American Government for cotton burnt during the War, estimated altogether at £552,000, but they are valued very dubiously, and for the purpose of immediate credit they could not have been reckoned at all. The way in which the firm's liabilities on the unsecured drafts, which we suppose is a phrase for accommodation bills, are stated, does not seem very clear. The liability is split up into two parts, the firm being first stated to be liable for £1,274,292 of "balances, subject to payment of their acceptances," and the unsecured drafts being then dealt with directly as follows:—"Unsecured, £2,260,347; less credit balances as above, £1,274,000—£986,055;" and of this last sum, £430,850 is estimated to rank against the estate, making a total liability altogether, in connection with these unsecured drafts, of £1,705,142. We suppose the explanation is that Messrs. Collie in drawing on others for £2,260,347 did so to the amount of £1,274,292 in excess of what these acceptors were owing, which is the explanation of the balances credited to the latter, and that of the remaining sum of £986,000, which the acceptors were to pay themselves, there will be £430,850 unpaid, and which will also rank against Messrs. Collie's estate. But perhaps the statement might have been a little clearer on this head, so as to show the real magnitude of the accommodation bills.

SUEZ CANAL.—The annual general meeting of the shareholders of this company has just taken place at Paris—M. de Lesseps in the chair. The general receipts for 1874 were 26,385,507 fcs., and the total of the expenditure 17,900,942 fcs., leaving a net revenue of 8,058,575 fcs., to which must be added the sum remaining over from the preceding year of 4,556,297 fcs., making a total of 12,614,872 fcs., which has been applied in payment of the coupons of the second half years of 1870 and 1874, or 10,000,000 fcs., the balance of 2,614,872 fcs. being carried forward to the account of 1875. The operation of consolidating the coupons in arrear is well advanced, as on the 28th of July 350,900 *bons* had been exchanged, being a proportion of seven-eights of the whole. The receipts from transit dues for the first six months of 1875 amounted to 15,377,342 fcs., and those from other sources to 633,518 fcs., making a total of 16,010,860 fcs.

AN inquiry ordered by the Board of Trade has been instituted before the Local Marine Board of the Port of London, into a charge of drunkenness preferred by two of the crew of the ship *Banda* against Mr. Gissing, master of that vessel, on a voyage from London to Sydney, thence to Bangkok and Marseilles. On the voyage out to Sydney the master's wife died, and it was stated that immediately afterwards he gave way to habits of intemperance. After a patient investigation the Court found the main charge proved, but, in consideratien of the peculiar circumstances of the case, only suspended the master's certificate for six months.

THE town mansion of Mr. A. Collie, at 12, Kensington Palace-gardens, was submitted on the 3rd inst. to public auction at the Mart, by Mr. R. W. Mann, and after some spirited competition knocked down at £38,500 to Mr. E. H. Moscrop, of No. 22, St. George's-square, S. W.

MR. BALFOUR, M.P., after a tour in the United States and Canada purposes visiting China, Japan, and the East Indies.

THE Nederland Steamship Company's steamer Voorwaarts, from Southampton on the 13th ult., arrived at Port Said on the 25th ult., 11½ days from Southampton, and left Suez for Batavia on the 27th ult.

THE Eastern and Australian Company's steamer Normanby arrived at Singapore from Brisbane on the 5th inst., with Queensland mails of the 17th ult.

MR. W. H. READ.—The portrait of this gentleman, painted by subscription for the town hall of Singapore, by Mr. Lant, R.A., is now at Mr. Nassau-street. It may be seen during the present week on presentation of visiting card.

ACCORDING to a special telegram to *The Times*, the *Audacious*, flagship of the China Squadron, arrived at Wladiwostock on the 7th inst., and was to proceed in a few days for Nagasaki.

Mr. W. C. Thompson, agent for the Union and Central Pacific Railways, 22, Moorgate-street, has issued a pamphlet showing the complete scheme of travel, *via* San Francisco, to China and Japan by the Pacific Mail Company and Occidental and Oriental Steam Companies. The boats of the former leave San Francisco on the 1st and the latter on the 15th of each month, thus securing a fortnightly service. The two companies are working in such harmony that it is pretty clear there is a "distinction without any difference."

The next meeting of the Hong Kong Bank will probably be held on the same day as last year, the 19th inst., and telegraphic advices may be expected in London the next day.

On the case of Messrs. Collie being called on at the Guildhall Police-court this morning Mr. Alexander Collie failed to surrender.

The Directors of the P. and O. Company have contracted for a steamer with Messrs. Stephens, on the Clyde.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 9, 1875.

THE SEIZURE OF THE BRITISH STEAMER "CARISBROOKE."

THE details which are brought by the English mail with reference to the seizure of the steamer *Carisbrooke* are sufficient to show that the matter is beyond question one of the most important which has ever arisen in connection with the action of the Customs authorities and the so-called revenue cruisers in China. It is possible when the whole of the facts come to be sifted that some show of right may be made on the side of the Chinese authorities. Although the port of Kiung Chow in Hainan is declared by treaty to be one of those which should be opened to foreign trade, it is not to be denied that it has not been formally opened, as this could only be said to be the case had a Consul been appointed by our Government and a notification that the port was open to trade been issued. But admitting that to this extent there may be a show of right on the part of the Chinese, we deny emphatically that they can be justified in seizing a British steamer in the irregular manner which has been resorted to. According to the accounts published in the papers, the capture was effected by firing into the vessel actually on the high seas. It is possible that the distance from shore may be overstated, and some important considerations will depend upon this point; but if the vessel was outside China waters the case is one of a very serious nature indeed, and the fullest apologies should be demanded. Even, however, if it be shown that the steamer was within Chinese waters, the whole proceedings still appear of the most high handed and irregular character—high-handed, because the circumstances do not show any necessity for resorting to so severe a measure as actually firing into the vessel, irregular because the act was committed not by a recognised man-of-war, but by a revenue cruiser, which there is good reason to believe is not acting under Imperial authority, but is merely in the employ of the Hoppo of Canton. It would be premature to speak definitely as to the actual merits of the case, as the accounts hitherto given are necessarily only one-sided; but the matter is of so much importance that Mr. HART ought not to hesitate to at once issue some definite instructions with reference to the seizure of foreign vessels, as if the limits of international right have not actually been passed, they have been so nearly exceeded that it is evident that unless some definite steps be speedily taken, the irregularities of the Customs' cruisers, so long complained of, will end in some serious breach of international obligations, if not in even worse consequences.

THE CHINA TRADE.

II.

IN a late number we adverted to the circumstances which have worked together to bring the China trade into the defective condition which has been so long deplored in China, and is beginning to be felt at home, and showed that from the earliest days of our intercourse with that country restrictions have been in existence against foreign trade such as have always been recognised as highly undesirable; and we purpose now to explain the degree to which the non-removal of these impediments has conduced to the present state of affairs.

The results which have attended the China trade at each stage of its progress have been such as to show that the extent of the field for the furtherance of commercial enterprise which was believed to exist when our commercial relations were placed upon their present footing was not over-estimated. Notwithstanding all the obstacles, the trade has become developed to an extraordinary degree, as will be seen at once by a comparison of both export and import statistics; but this has been accomplished in the face of a continuance of restricting causes in the interior; so that it has been a matter of necessity that the development of the trade in China itself has been very small, in comparison with its development externally through the opening of the Suez Canal, the action of free competition, and the constant introduction of fresh capital and fresh appliances for its conduct. The result of such a position it is easy to foresee, and it has in fact for years past been predicted by those conversant with the actual state of affairs. In short, under such conditions, the trade must of necessity be overdone. The number of foreigners engaged in it, the quantity of capital and credit available for its conduct, the means of transporting merchandise, and, in the case of manufactured goods, the production of the commodities themselves, have all been on the increase in a ratio proportioned to modern enterprise and progress; while the opening of additional markets, and the means of placing produce at the disposal of the foreign merchant, have gone on only at a rate proportioned to Chinese conservatism, exclusiveness, and protectiveness, so that at the present day the appliances for carrying on the trade are largely in excess of the opening in China for the conduct of sound business.

It has been especially in financial development that this element of unsoundness has become conspicuous. To quote from an article which appeared as far back as 1869 in a China paper,* "Facilities altogether disproportioned to the "trade that can be safely done are granted from home, "and an amount of capital far in excess of the require-"ments of the trade is at the present day available to it. "So far as its effects upon the markets here are concerned, "it is immaterial whether the capital is actually remitted "to China or is made available to the merchants here "by means of facilities for drawing on home. . . . "There is so much capital available for the China "trade, and—whatever may be the special mode in "which it is made use of—the healthiness of the trade "will ultimately depend upon the relation between "the supply of this capital at home and the demand for "it in the China trade, or, in other words, upon the na-"ture of the facilities for conducting business either with "or in China." The absence of the increased facilities which it was expected would accrue from the last treaty has thus been one of the most important circumstances conducing to the present state of affairs. No doubt the development of the means of trading with China has of late years been very rapid, and would tend to some extent to induce an irregular and dangerous state of trade; but there can be very little question that this would have been almost entirely counterbalanced by the advancement of foreign trade in China itself, but for the unfortunate restrictions above alluded to. It is in the natural course of things where trade is conducted upon a system of free competition that there should be a constant increase in the appliances for conducting any branch of commerce which is likely to prove of a profitable character; and hence it was to be expected, as was the fact, that banking and shipping facilities should become very largely developed in this direction. If this take place in regard to a country where there are easy means for carrying out local enterprises, the degree to which the provision of financial and other appliances for the conduct of business may be overdone is modified by the development of new sources of investment; but where, as has been the case in China for years past, the sources of new enterprise are so limited as to be practically of little effect, there is nothing to counterbalance the overdoing of trade which must of necessity result from competition. The state of the China trade up to the present time may thus be briefly described as having been one of foreign progress between home and the China ports,

* See *Overland Trade Report*, Jan. 26, 1869.

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and Chinese stagnation between the ports and the vast producing and consuming districts, whose active participation in the traffic has from the earliest days been recognised as an indispensable element in its sound development.

(To be continued.)

EVEN in these days of rapid communication with nearly every part of the world it happens every now and again that, without any warning, the telegraph suddenly flashes to us a strange item of intelligence from some quarter whence it was least expected; but the most startling piece of information which we have received for a long while is that just forwarded by the Berlin correspondent of *The Times*. While we have been calmly meditating how we can contrive to open a way for our commerce through Burmah into South-Western China, and, having met with a murderous rebuff, are still more calmly and leisurely meditating how we are to avenge the injuries and insults we have sustained, Russia—if the information can be relied upon—has made up her mind to action. Telegraphing from Berlin on August 2, *The Times* correspondent tells us that "it is believed that the Russian Govern- "ment contemplates forming a commercial road through "the Yunnan Provinces (*sic*) of the Chinese Empire, "which the Calcutta Government has been so long de- "sirous to reconnoitre. Co operation," he adds, "with "England, and, if necessary, coercion of China seem to "be advocated in influential quarters in St. Petersburg." This statement is rather vague, it is true, and by "the Yunnan Provinces" we must probably understand Western and South-Western China generally, for we hardly see how it is geographically possible for Russia to reach Yunnan directly; but the mere fact that such a project is set on foot in St. Petersburg shows that we must expect Russia to take some decided action before long, whether we join her or not. If Count SCHOUVALOFF, during his short residence in this country, has been able to persuade our Government to back up such a project as is here hinted at, he will have achieved one of the greatest diplomatic triumphs of the age, and one that will do more than any amount of protracted negotiation at Peking to develop the vast resources of China. The note of warning has been sounded, and China had better make up her mind to give in with a good grace, and she may rest assured that before many years have elapsed she will find herself immensely the gainer by the transaction, and that the day will come, sooner or later, when the most obstructive and bigoted mandarin of the anti-foreign party will be fain to acknowledge that, after all, the Government of Kuang Su acted wisely in yielding to overwhelming pressure from without.

WE direct attention to a well-considered letter which appears elsewhere upon the sentence passed upon A. F. CHAMBERS for obtaining moneys from the Hon. Mr. WHITTALL under false pretences. Our views on this subject have already been expressed, and the receipt of the full report of the proceedings does not afford any ground to modify them. The offence was beyond question of the most deliberate character, and had all those elements of that reliance upon unmerited generosity or indulgence on the part of the community which has brought about such pernicious results, and is of so dangerous a character. There is something in the point as to the extent to which a sentence tells upon the criminal, as suggested by our correspondent, though the principle is one which must be admitted warily, as it obviously has a dangerous tendency to suggest that there should be one law for the rich and another for the poor. So far as it is applicable, we should be glad to see the prisoner have the benefit of it, as the mere passing of a sentence of such severity as that of nine years' penal servitude will, it is to be hoped, be sufficient to prevent others from attempting similar frauds.

THE MESSAGERIES MARITIMES.

The French National Assembly has negatived M. Guichard's proposal for the cancelling of the contract with the Messageries Maritimes, and has passed the Government Bill with reference to the new convention with the company. M. Guichard, who opened the debate, complained that the company, being unable to complete their cargoes at Marseilles, engage freight in England, through their agents, at greatly reduced prices, so that English goods sent from London by ships to Marseilles, and thence to the Far East by the Messageries packets, are charged a much lower rate than similar goods sent direct from Marseilles to the same destination. A like practice prevails on the return voyages. He read a letter on the subject from a Marseilles shipowner, who urged the adoption of a clause binding the company to charge the same rates in Marseilles as in London, only deducting an allowance of 20 per cent. on account of the distance from London to Marseilles. The same complaint has been made by various Chambers of Commerce and by the Societies for the advancement of trade industry in Marseilles and Bordeaux. Moreover, M. Ozenne, the well known secretary of the Ministry of Commerce, has stated that since the subsidy granted by the State to the Company commenced means have been found and applied to save sixty or sixty-five per cent. in the consumption of fuel. Owing to such improvements, the subsidised packets compete unfairly as carrying ships with private merchant shipping. The law of 1861 has provided for such a change in circumstances by reserving the right of cancelling the contract at the end of twelve years. By making use of that proviso the Government will fulfil both the letter and the spirit of the law. It was intended at that time to put the French Company on a footing of equality with its competitor, the P. and O. Company. But to-day the advantage is greatly on the side of the Messageries. They are subsidised at the rate of f.38.30 per marine league, while the P. and O. receives only f.25. The difference is 56 per cent. in favour of the French Company. By the terms of the treaty, the Government, on withdrawing from the convention, would be bound to buy the stock and plant of the Company, but M. Guichard thinks that the price would not exceed £1,000,000, and then it might be re-sold to the new companies to which the services of the Messageries would be handed over.

M. Bouchet, reporter of the Commission, replied to M. Guichard by recalling the services rendered to French trade by the Messageries, under the existing treaty. They sent formerly from Bordeaux, for Brazil and the River Ptate, thirty packets in a year, now there are 120 departures annually. Through them Lyons receives now its supply of silk from Japan and China, by a French channel, six per cent. cheaper than it could be carried by English steamers. The Company only obtains freight from England when it cannot be got at Marseilles, and they take it at cheap rates, to hold in check the competition of English steamers. The dividends of the Messageries have not exceeded of late seven per cent. Should the existing treaty be cancelled, according to M. Guichard's motion, the Government would find no other substitute for the company of the Messageries, and would be obliged either to carry the services at the State's cost and risk, or to come back to the old company, who would then command their own terms. M. Fraissinet, member for Marseilles, opposed the prolongation of the Messageries contract in the Mediterranean and the Black Sea, and proposed a Bill for cancelling the existing treaty for the acquisition of all the fleet and the land establishments of the company, and for putting up to auction the various services, for twelve years, with a maximum subsidy of f.30 per marine league.

The Assembly refused to take that Bill into consideration, and after some remarks from M. Babiu Chevaye, in favour of the maintenance of the *statu quo*, the Finance Minister, M. Leon Say, urged the passing of the Government Bill, and pointed out that the convention it referred to effected a saving of f.1,000,000 in the amount of the subsidy, and a diminution of f.332,000 for the present budget. He declared that the time had not come for the Government to do away with subsidised postal lines, either in the Mediterranean or elsewhere. He quoted letters from commanders of the French naval divisions in the Levant, deprecating, on political and commercial grounds, the withdrawing of the privilege of the Messageries. He remarked also, that England spends much more than France in postal subvention, her subsidies to packet lines amounting to more than £1,000,000, beside the amounts contributed in the same way by her larger colonies. Admiral Jaures said that the Messageries were always considered a useful auxiliary to the French navy. The Assembly voted the Bill by a large majority, without recourse being had to a division.

The revision of contract settled by the French Government and the directors of the Messageries Maritimes contains the following with regard to the Indo-China services.

The regular steamers of the company are bound to accomplish yearly a total length of travel of 221,078 marine leagues, as follows:—154,960 leagues on the main line between Marseilles and Shanghai, with a departure at each end every fourteen days; 21,571 leagues on the branch line between Aden and the Mauritius, with a departure every twenty-eight days; 11,700 leagues on the branch line between Pointe-de-Galle and Calcutta, with a voyage every twenty-eight days; 4,767 leagues from Singapore to Batavia and back, with a voyage every twenty-eight days, and 20,080 leagues on the branch line from Hong Kong to Yokohama, with a voyage every fourteen days.

The concession of the Indo-China services of the company, and of all its other existing services, will come to an end on July 22, 1888. From July 22, 1876, till then, the company will receive from the French Treasury, as a subsidy for its Indo-

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China lines, a fixed annuity of f.8,573,024, paid in monthly instalments. The Government is bound to give notice, three years before the expiry of the contract, of their intention to renounce the services of the company, or to go on with them after July 22, 1888.

FRANCE IN THE FAR EAST.

A decree of the President of the French Republic, dated July 30 last, effects the following changes in the Judicial Body at Saigon :—

M. Guillet-Desgrois, Procureur-General at the Court of Appeal at Saigon, is sent in the same capacity to the Court of Appeal of Pondicherry.

M. Poignand, President of the Court of Saigon, is appointed Procureur-General at the same Court, in the place of M. Guillet-Desgrois.

M. Augier, Judge-Lieutenant at the Tribunal of First Instance at Saigon, is appointed judge at the Tribunal of First Instance of St. Denis, in the French colony of La Réunion ; M. Le Jemble, substitute of the Procureur of the Republic, at Saigon, is appointed to the post vacated by M. Augier.

M. Vulliez, Deputy-Judge at the Tribunal of First Instance, takes the place of M. Le Jemble, as substitute of the Procureur of the Republic, and M. de Thiollaj, barrister, is appointed Deputy-Judge.

Literature.

With two somewhat noteworthy exceptions, the principal magazines for August contain nothing relating to the Far East. Breaking a silence of nearly a year, Sir Rutherford Alcock, in the *Fortnightly Review*, gives us his views on the Eastern question in a paper entitled "The Inheritance of the Great Mogul," to some parts of which we shall allude in our leading columns. Notwithstanding its title, Sir Rutherford's discursive essay concerns itself largely with the aims and objects of Russia, and wanders about the Continent of Asia in a manner which is sometimes very perplexing. When we further mention that it starts with the days of Genghis Khan and Kublai Khan, it will be seen that it covers a good deal of ground. The article which, though it exhibits many signs of haste in such details as uniformity in the spelling of proper names, &c., will be read with interest, if not always with approval, by all connected with the Far East. It is nominally based on three works published during the past season, viz., Colonel Yule's new edition of "The Book of Ser Marco Polo, the Venetian," Mr. Hutton's "Central Asia from the Aryan to the Cossack," and Sir H. Rawlinson's "England and Russia in the East." In several geographical matters Sir Rutherford acknowledges his indebtedness to Dr. S. Wells Williams's "Middle Kingdom." Under the title of "The Kingdom of Burmah in 1875," Captain Edmond Browne, of the 21st Royal North British Fusiliers, contributes to the columns of *Frazer's Magazine* a careful survey of Burmese affairs from an early age, in which he draws rather freely on Colonel Yule's "Ava," published some years ago. Adverting to the rebuke we have been obliged to address to the King of Burmah, Captain Browne expresses a doubt whether matters can be finally settled without a war, and he concludes by saying :—"It is certain that his kingdom is shamefully ruled—the resourses of the country are entirely undeveloped, and the people swindled and oppressed by the Government. His Majesty has hitherto thrown every obstacle in the way of our trade with Western China, and is likely to do so again, unless he receives some new proof of our power ;" in all of which opinions, strong though they be, we feel sure that our readers will readily concur.

The *Geographical Magazine* for August contains a variety of interesting matter. Amongst other articles are papers upon the Discovery of the Course of the Congo, the Russian Movements in Central Asia, and the Scientific Work of the Arctic Expedition.

Correspondence.

THE SENTENCE ON A. F. CHAMBERS.

(To the Editor of the *London and China Telegraph.*)

SIR,—Like many other friends of the unhappy man Chambers who has fallen from a high position to that of a convict, I looked with some anxiety for a report of the proceedings to account for what certainly seemed to me the very heavy sentence passed upon him.

I am one of the last to share any puling sympathy for gentlemanly swindlers, and fully endorse the excellent remarks made in a recent issue of your paper upon the subject, but I trust you will permit me, through the medium of your paper—which, being circulated both at home and in China, is likely to have influence in such a case—to put in one plea which may perhaps induce the Governor of the colony to exercise his powers of mitigating the sentence, as was mercifully suggested by Chief Justice Smale when he passed it.

It is of course clear that the fact that a man who commits a fraud or embezzles occupies a high position and has had a good education, is an aggravation of his offence ; and I would on this account go as far as anybody in the severity with which I would look upon derelictions of this kind ; but it is very important to bear in mind that the same circumstance which in such a case aggravates the offence also aggravates the punishment. I would have such a man not only as severely but more severely punished than the common criminal ; but the point to which I wish to call attention is that a person in such a position *is* much more severely punished—looking at the effect of the punishment—by a given sentence than a man who for years has been hardened to a rough life, and whose imprisonment does not entail any great forfeiture of friends or position. A very much less lengthy sentence upon a man like Chambers would be felt with infinitely greater severity than a long one upon a man who probably associated with low characters or criminals before he went to jail, and will again associate with the same class when he comes out. Upon this ground I trust the Hong Kong executive will see fit to modify the sentence ; while, at the same time, I cannot but express my humble admiration of the moral courage and sense of duty in Chief Justice Smale, who was determined to stamp with the ignominy which it deserved a crime which for coolness, deliberateness, and adroitness is probably unequalled in the criminal annals even of Hong Kong.—I am, Sir, your obedient servant,

AN OLD CHINA HAND.

Aug. 2, 1875.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—I have been surprised at the tone of "Old China's" two letters, which appeared in the issues of the *London and China Telegraph* of the 26th ultimo and 3rd instant respectively, and the more so as he said he had spent "a life of over thirty-two years" in China. As he chose to comment on the letter of "Mr. Turner" and the extract of a letter by "Nang Choy," which gave occasion for his remarks, and as he seemed to be very ready in giving his opinion, allow me, Sir, in turn to say a word about his letters. According to his assertion, he would have it believed that the Opium trade is no obstacle at all to the missionary work in China, notwithstanding the unanimous testimony of all the missionaries and of those well qualified to judge on the subject to the effect that it is so ; that China is not suffering from the evils of Opium, and that the Chinese Imperial Government have *never* objected to its importation ; in fact, the pernicious effects of Opium that have been described by the Anti-Opium people exist more in their imagination than in reality.

As to the expediency of abandoning the Opium traffic, which is intimately connected with the Indian revenue, to the extent of several millions sterling, there naturally arises some difficulty, and I apprehend some difference of opinion; but for "Old China" to declare his opinion in the manner he has done, betrays has a deplorable ignorance of Chinese affairs. It strikes me that he been engaged in the Opium trade (I hope for the sake of his honour and conscience after 1858, when the article ceased to be contraband), and hence, perhaps, his blindness toits injurious effects.—I am, &c.,

London, August 5, 1875. A.B.C.

Naval and Military.

The following officers who last served in China have been appointed as under :—Captain G. H. Parkin (in the Victor Emanuel), to the Triumph, armour-plated ship, Channel Squadron ; Commander J. B. Barnett (in the Elk, from 1871 to 1874), to the Coastguard ; Commander John L. Way (in the Iron Duke, from 1873 to 1875), to the Defence, armour-plated ship, River Shannon ; Lieutenant E. G. Hulton (in the Victor Emanuel, from 1873 to 1875), to the Serapis, Indian troopship ; Lieutenant E. H. Lindesay (in the Midge, from 1872 to 1873), to the Vestal sloop, for the East Indies ; Lieutenant G. A. Primrose (in the Elk, in 1873), to the Black Prince, armour-plated ship, Channel Squadron ; Lieutenant S. B. Roupell (in the Thistle, from 1870 to 1873), to the Penelope, armour-plated ship, Harwich ; Lieutenant G. W. Russell (in the Iron Duke, from 1873 to 1875), to the Penelope ; Midshipman C. W. Beresford (in the Iron Duke, from 1873 to 1875), to the Hercules, armour-plated, Mediterranean ; Mr. J. T. Robinson, engineer (in the Avon, from 1874 to 1875), to the Dreadnought, armour-plated ship, Pembroke ; the Rev. W. W. Parry, M.A. (in the Iron Duke from 1873 to 1875), to the Excellent, gunnery-ship, Portsmouth ; Dr. A. Watson, staff surgeon (in the Iron Duke from 1874 to 1875), to the Serapis ; Mr. G. J. Irvine, surgeon (in the Iron Duke from 1871 to 1875), to the Naval Hospital ; Dr. W. Pearson, surgeon (in the Adventure from 1874 to 1875), to the Warrior, armour-plated ship, Portland ; Mr. W. B. Hutchison, secretary (in the Iron Duke from 1871 to 1875), to the Eagle, Naval Reserve ship, Liverpool ; Mr. T. H. Bate, assistant-paymaster (in the Iron Duke from 1871 to 1875), to the Penelope ; Mr. E. R. Brown, assistant-master (in the Curlew from 1871 to 1875), to the Duncan, flagship at Sheerness ; Mr. S. E. Lark, assistant-paymaster (in the Avon from 1872 to

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1875), to the Cambridge, gunnery-ship, Devonport; Mr. A. B. Wall, assistant-paymaster (in the Iron Duke from 1874 to 1875), to the Valiant, coastguard ship, River Shannon; Mr. A. Woolward (in the Hornet from 1871 to 1875), to the Favourite, coastguard ship, North Britain; Mr. T. Tregidge, boatswain (in the Princess Charlotte from 1870 to 1873), to the Salamander, paddle-sloop, particular service.

A court of inquiry into certain charges made by Lieutenant-Colonel Burton, R.M.L.I., against Colonel Richards, of the same corps, having resulted in a general court-martial being ordered, the court has commenced its sittings at the Royal Marine Barracks, Plymouth, when Col. Burton was placed on his trial; the charges made by him against his superior officer having been informally and irregularly made, to the prejudice of discipline. The court is presided over by Colonel Robert Boyle, C.B., and is composed of three colonels and eight lieutenant-colonels of various branches of the service. Colonel M'Arthur prosecutes, and Colonel Burton is defended by the Hon. E. Stanhope, M.P., barrister-at-law. The charges are very voluminous, but consist practically of the statement that Colonel Burton had alleged concerning Colonel Richards that he was a great drunkard, that when in command of the battalion in Japan, from which he has just returned, he was known as the drunken colonel of Marines, and suffered from *delirium tremens*.

A distinguished service reward of £100 per annum has been well bestowed on the Rev. Robert Halpin, M.A., Chaplain to the Forces. Mr. Halpin served originally as an ensign in the 14th Regiment, and, joining the Chaplains' Department in 1849, after he had taken holy orders was appointed Garrison Chaplain at Dublin. He accompanied our forces to the Crimea in 1854, serving throughout the war, and ministered to our sick and wounded at the Alma, Balaklava, Inkerman, and before Sebastopol. In 1860 he accompanied the expedition to China under Sir James Hope Grant. He has been Chaplain to his Royal Highness the Duke of Cambridge since 1866, and is decorated with the Crimean medal with four clasps, the Turkish war medal, and the medal for China. The Chaplain's Department has been until recently overlooked in the distribution of these highly-prized rewards.

Captain Barbotin, who has been appointed commander of the French naval forces in Cochin China, left Marseilles on the 1st inst., by the Messageries steamer, for Saigon, where he is to take the command of the flag-ship Fleurus, in place of Captain Estard.

The Lily, 3, composite sloop, 620 tons, 570 (90) horse-power, has been commissioned at Devonport by Com. Basil E. Cochrane, with a complement of 100 officers and men, for service in China.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, AUGUST 4.

We are very anxiously waiting to see what will happen in our political world. Mr. Heemskerk, our Premier, is most certainly a very able but, at the same time, a most passionate man, and he is very angry at the result of the last periodical elections, which have placed him in a minority. The Liberal party now numbers forty-three, and the several ministerial fractions thirty-seven members. Under these circumstances it is, of course, impossible to introduce any political measures, and if he does not govern according to the opinion of the majority we shall again be involved in a ministerial crisis. Some papers foretell that it is Mr. Heemskerk's intention to decide upon a dissolution of the Second Chamber if things go wrong—that is, contrary to the wishes of the Cabinet. This may be; but I must say that I scarcely can believe that such an experiment can be undertaken with the least chance of success. It gives much trouble to our Premier that the majority of our State functionaries support the Liberals, and give their assistance to the anti-ministerial candidates at the elections. A circular was issued to forbid this, but the day after it was published some of the highest functionaries protested openly against it. The Liberal papers blame this circular in very severe terms, forgetting that even Mr. Thorbecke, when Minister, applied the same measure, which is, I think, quite right. It is, however, said that as soon as the Chamber meets (the 12th inst.) the Ministry will be interpellated about this question, and this will be the first sign that a struggle for life has begun for the Cabinet. In the meanwhile I hope that things will not take this turn, because these repeated crises are anything but improving to our material prosperity.

Beyond the speculations on the future there is nothing political stirring, a *calme plat* prevails, and the papers, being at a loss how to fill up their columns, entertain their readers with reports of all sorts of meetings, exhibitions *en miniature*, concerts, &c., which, of course, have but very little general interest.

At Harderwyk there is again a large influx of foreigners, who wish to serve in our East India army. Large sums are being paid for bounties. There is, however, a great want of officers, and it seems to be quite incomprehensible that those East India officers who are staying here on leave of absence are not ordered to return to Java. Some years ago this measure was applied most successfully.

The Minister of the Department of Justice has returned from his trip abroad.

At the election at Middelburg, which took place yesterday. Mr. G. A. Fokker was duly elected. He will, however, remain only one month in function, and will then be compelled to leave his seat vacant.

Our Government has concluded a treaty with that of Italy, stipulating the conditions on which Italian Consuls are to be admitted into our Transatlantic possessions.

PRODUCE MARKETS.

The transactions in the market for Colonial Produce have been limited to direct wants, whilst in most instances prices have remained unaltered. The trade, however, is very healthy; the Money Market is well provided, and the rate of discount very low.

COFFEE has met with a good demand, and an advance of ⅛c. to 1¼c. has been paid for pure Java. Holders, however, do not incline to operate at these small profits, and they are waiting for a further advance.

TEA.—Without first hand transactions; the buyers for consumption, however, pay very firm prices. A lot of new Kaisow Congou has found buyers.

RICE.—There are serious rumours going about that the potato crop is attacked by disease, so that it probably will partly be destroyed. In consequence, holders of rice are not willing to operate without an advance on current prices. There is a good demand for clean Java for export.

RAW SUGAR.—The transactions in Java have been very considerable this week, especially for refiners' purposes. Prices have ruled at an average of f.½ under July value. The sales have amounted to about 8,000 mats. It seems that the new treaty which was concluded between France, England, Belgium, and Holland will prove to be almost ruinous to our refiners. Several of them will address themselves to our Government, with a request not to confirm this convention.

SPICES are firm. Nutmegs, first quality, have met with a good demand. Mace is neglected; Cloves dull. The general quotations remain unaltered.

JAVA TOBACCO.—The market is quiet. In waiting for the large parcels which will be offered by public tender, only a couple of small parcels changed hands.

COTTON.—The trade offers little particulars. There is no speculative demand at all, notwithstanding the very low prices ruling.

DRUGS.—Camphor has met with a good demand at 45c. in bond. Gum Benzoe is quoted at 90c. to 100c. Gum Damar 32c. to 32½c. Gum Elasticum 80c. to 120c.

BANCA TIN.—The Trading Company offered for sale 22,590 slabs, which quantity was sold at f.48 to f.48¾. The average price was f.48.35. Biliton offered nothing worth reporting.

SHIPPING.

DEPARTURES.—July 27, from Texel for Sourabaya, Louise; 30, from Texel for Atchin, Kitty; 31, from Maassluis for Batavia, Cornelis Smit; Aug. 1, from Maasslius for Batavia, Noach IV.; from Texel for Samarang, Twee Gezusters; Aug. 2, from Texel for Padang, Professor Simon Thomas; for Sourabaya, Willemina and Clara.

ARRIVALS.—July 29, at Texel from Banjoewangie, Graafstroom; 30, at Texel from Banjoewangie, Louis August Constantin; 31, at Texel from Bassein, Mardol; Aug. 2, at Texel from Bassein, Acadian.

Monetary and Commercial.

The Comptoir d'Escompte has fixed its interim dividend at eighteen francs per share of 500 francs. The amount paid for he first six months of 1874 was seventeen francs.

Tenders for £650,000 in bills on India were received on the 4th inst. at the Bank of England. The amounts allotted were—to Calcutta, £459,100; to Bombay, £190,900. Tenders on Calcutta and Bombay at 1s. 9 9-16d. will receive about 54 per cent., and above in full. These results show an advance of about 1 per cent. on the rates current a fortnight since, and consequently an increased demand for means of remittance to the East.

The Manchester Market exhibits a steady feeling, and the activity and hardening prices in the Liverpool Cotton Market confirms the firm attitude of producers, who are generally asking higher prices. On the other hand, buyers continue to operate very cautiously, and as a rule decline to purchase at any advance on last week's rates, business is consequently restricted.

At the meeting of the London and County Banking Company the directors' report was adopted. It stated that after paying interest to customers and all charges, allowing for rebate, &c., the net profits amount to £165,920, which, added to £18,936 brought forward, gives a total of £184,856. An interim dividend for the half-year at the rate of 16 per cent. per annum has been declared; and after reserving £6,093 to meet interest accrued on new shares, there remains a balance of £82,762 to be carried forward. To meet the loss, amounting to £213,398, incurred through the failure of Messrs. A. Collie and Co., the directors have transferred from the reserve fund to a special account the sum of £75,000. The reserve fund after the above deduction stands at £636,896.

The directors of the Merchant Banking Company of London have declared an interim dividend, payable on the 1st proximo, of £1 per share, being at the rate of 8 per cent. per annum.

The creditors of Messrs. N. Alexander, Son, and Co. held a meeting on the 30th ult., at which a statement of the firm's affairs was presented. It is, if possible, worse than that of the Collies', the liabilities being £240,535, and the assets £34,254. Some singular revelations were made at the meeting, but the only one that concerns the public is the fact that Alexander Collie has been since 1867 a secret partner in this firm, and, to the extent that he was so, drew bills on himself. Up to 1874 it does not appear that Alexanders got a commission for accepting the Collie bills, but about that time Collie accommodated the firm by taking over bills afloat to the amount of £178,000, asking no questions as to value, and since then the commission bill accepting—probably the most disgraceful kind of mercantile imposition of modern days—came into use. Collie's share of the capital supposed to belong to the firm was £10,000, but there is no record to show that that sum was ever paid in by him. Like

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all these mercantile collapses, in fact, the more deeply this affair is probed the more scandalous it appears.

A meeting of creditors of Messrs. Shand and Co., East India merchants, of Rood-lane, was held at the London Tavern on the 5th inst.—Mr. Lyne (Lyne and Holman, solicitors to the Union Bank of London) in the chair.

The Chairman stated that from the accounts prepared by Messrs. Turquand, Youngs, and Co., the accountants, it appeared that the creditors unsecured represented an amount of £98,534, the creditors fully secured £33,297, less estimated value of securities £34,480, showing a surplus to contra of £1,183. The creditors partly secured represented £20,080, and the estimated value of securities £171,009. The other liabilities (as per Article D) amounted to £207,218, creditors for rent, rates, taxes, and wages were £137, liabilities on bills discounted were expected to rank against the estate to the extent of £65,150, the liabilities at Madras were £44,020, and at Colombo £13,858, the total liabilities being £341,980. The assets were book debts about £4,445, estimated to produce that amount; cash at bankers, which would be retained against loans and bills, £287; bills of exchange and other similar securities estimated to produce £9,289; ditto claimed by a creditor, £2,000; furniture, fixtures, and fittings, at Rood-lane, estimated to produce £200; property, £21,250; a lien being, however, claimed on part of this property; surplus of securities in the hands of creditors fully secured, £1,180; balances due from Ceylon, £9,762; estimated surplus from private estates of C. Shand, £5,425; A. Shand, £2,714; and R. A. Robinson, £223; the total assets being £38,368. At the suggestion of a creditor Mr. Bishop (Turquand, Youngs, and Co.) proceeded to trace the connection of the firm with Messrs. Collie and Co., in the course of which he stated that it was not until September, 1874, that Messrs. Shand and Co. experienced considerable losses, and they applied to Messrs. Collie and Co., first for £11,000, then for £5,000, and as they were unable to meet their liabilities the bills were renewed. In December, 1874, they obtained a further advance of £10,000, and on the 15th of June, 1875, they suspended. They fully believed (he was assured by Messrs. Shand) in the solvency of Messrs. Collie and Co. The unfortunate part was that £270,000 of bills drawn by Messrs. Collie and Co. on Messrs. Shand and Co. were still in circulation, of which the far greater part were not covered by securities. Mr. Simpson, solicitor to Messrs. Shand and Co., said that the largest creditors had agreed to administer the estate in the Court of Bankruptcy, and as that was the case no resolution could be come to at that meeting, but Messrs. Shand and Co. would facilitate the proceedings for the placing of the estate in bankruptcy.

At the adjourned meeting of creditors of Messrs. Robert Benson and Co. it was decided to liquidate the estate by arrangement, and Mr. Edwin Waterhouse (Price, Waterhouse, and Co.) was appointed trustee with a committee of inspection. The balance-sheet showed the unsecured creditors at £17,744; creditors partly secured, £142,255; estimated value of securities, £118,589; deficiency, £23,666; irrespective of a liability to the new firm of Robert Benson and Co. of £20,217. On the other side, the assets were stated at book debts about £58,739, estimated to produce £8,319, office furniture and fittings at King's Arms-yard and Liverpool estimated to produce £550, and share and other property £7,449, together £16,518; whilst as regards the estate of the late Robert Benson particulars had not yet been furnished.

At an adjourned meeting of the creditors of Mr. Edward Corry, in the metal trade, whose acceptances for Messrs. Fothergill, Hankey and Co. amount to £154,709, a resolution was passed to the effect that if the debtor, who offered 4s. in the pound, can make arrangements by the 1st September to pay a composition of 5s. either wholly in cash or partly by approved instalments, ranging over a very limited period, with security, it should be accepted, but that otherwise the estate should be administered in bankruptcy.

The estate of Messrs. Hay, Ingram, and Co., who failed in March last for £107,979, the assets being comparatively small, will be liquidated by arrangement with a trustee and committee of inspection. The Bankruptcy Court has appointed a receiver to the estate of Messrs. Da Costa, Raalte, and Co., merchants, of Leadenhall-street and Manchester, whose liabilities are estimated at £600,000.

The Eastern Extension Australasia and China Telegraph Company (Limited) announce that their traffic receipts for the month of July, 1875, amounted to £20,225, and to £19,641 for the corresponding period of 1874. The Eastern Telegraph Company's traffic receipts for the month of July, 1875, amounted to £31,419, and to £27,247 in the corresponding period of 1874.

The traffic receipts of the Great Northern Telegraph Company for the month of July were 414,381f.; last year, 410,355f. Total traffic receipts, 1st January to 31st July:—This year, 2,409,858f.; last year, 2,486,726f.

The deliveries of tea from the bonded warehouses in London during the week ended the 31st ult. amounted to 3,797,226 lb., of which 2,099,387 lb. was for home consumption, 905,936 lb. was exported, 720,562 lb. was removed coastwise, 67,755 lb. was sent coastwise for export, and 3,586 lb. was for ships' stores. The duty received in the week was £52,485, being nearly 2 per cent. more than in the previous one.

The price of Bar Silver has improved to 56d. per oz., there having been during the past week a good demand for India and the Continent. Mexican Dollars are firmer; the late arrivals have been sold at 54½d. per oz., but those now on the market will go at a higher rate.

ARTICLES OF IMPORT.

Business in the Produce Markets has been partially interrupted by the Bank holiday, but during the last few days a steadier tone has been observable in several articles, accompanied by some recovery in value. On the other hand, several of the leading articles have remained in the same depressed and weak state reported for a long time past, and prices have again receded.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market has shown a rather steadier tone, prices being now on a comparatively safe range for all good and fine Teas of new import, whilst those ruling for old teas are low. A fair amount of business has been done both for export and home consumption, the large quantities of Congous offering affording a good selection, both in red and black-leaf kinds. The public sales have been very small, comprising only 4,059 packages, which have gone off steadily at previous rates. The stock in the United Kingdom on the 31st ult. was estimated at 71,290,000 lbs., against 61,664,000 lbs. last year. The quantity afloat (advices by letter) at 9,679,000 lbs., against 5,738,000 lbs. of China Tea, and 1,075,000 lbs., against 1,116,000 lbs., of India Tea.

Congous.—Red-leaf kinds: Old season's show no change, common selling at auction from 10d. to 10½d. per lb. New Kaisows: Fair to good medium from 1s. 4d. to 1s. 6d., fine from 1s. 7d. to 1s. 10d., finest from 1s. 11d. to 2s. 3d. per lb. show no material alteration. Pak Lin kinds have been sold to some extent at a decline of 1d. per lb. Black-leaf kinds: Old season's, common to fair, have sold at previous rates. Sales of new have been made to some extent from 1s. 1½d. to 1s. 3½d. for fair quality, 1s. 4d. to 1s. 6d. for good medium, fine 1s. 7d. to 1s. 10d. per lb., finest 1s. 11d. to 2s. 8d., prices showing but little alteration. New-make kinds: Common at 10d. to 10½d., fair 11d. to 1s. 0½d., good 1s. 1d. to 1s. 5d. per lb., remaining without change. Oolongs: Good quality new season's are in less demand, at rather under previous prices. In Souchongs a few sales have been made at full prices. *Scented Teas.*—Canton Capers of fair quality are selling very cheap, from 10d. to 11d. per lb., good 1s. to 1s. 2d., the fine well-scented kinds, with good leaf, are saleable at full prices. Orange Pekoes remain much as before. Foochow Orange Pekoes: Fair have been sold at 1s. 5d. to 1s. 6d., fine from 1s. 9d. to 2s. per lb., being former rates. Foochow Capers show no change. *Green Teas.*—There is no improvement to notice in the demand, and prices are ruling very low, the stocks being large.

Messrs. James Goddard, Jun., and Co. report:—The market has continued very quiet all through the week, and the Bank holiday has diminished the amount of business done. Public sales have been small, and privately there has been an absence of pressure to sell; unsold stocks have, however, accumulated, and prices are in buyers' favour. The exports telegraphed show a decrease in the excess as compared to those of the previous telegram; all old tea is cheaper at auction. New Season's Scented Capers have been sold at 10d. Green Teas are without change. In public sale only 6,000 packages have been offered during the week. 2,230 packages have been sold. Red leaf congou obtained 9½d. to 9¼d., and new makes sold from 10¾d. to 11¼d. A small chop of green tea, per Omba, sold at gunpowder 1s. 8½d., young hyson 1s. 3½d., hyson 1s. 5½d., and imperial 1s. 1½d.

SILK.

The Market is inactive, there being no disposition on the part of buyers to operate beyond the supply of present wants; prices however are fairly steady for Chinas and Japans, while those of Cantons are weaker. Deliveries 1st to 4th inst. inclusive; China, 369 bales; Canton, 59 bales; Japan, 35 bales; Total, 463 bales.

Messrs. Durant and Co.'s Circular says:—We have had a quiet month in Silk, although the deliveries are very good, equalling those of last month. This shows that there is no diminished employment of mills and looms, but the new China Silk has not yet come forward, and in the old stock there appears little of sufficient interest to induce business other than for immediate requirements, and these have been supplied from the stocks in the hands of banks and capitalists, who, although not pressing sellers, have been willing to meet buyers without exacting full prices. In Canton Silk about 400 bales of this season have come forward, but except in the better qualities little has been done. In Japan Silk little progress has been made except for some small parcels of the better classes, although the last few days there has been some little inquiry for the lower priced sorts.

Messrs. Waithman, Hogg and Co. report:—The Silk Market was without animation throughout July, but although there was only a small daily business, no noticeable change in prices took place. China Silk attracted the chief attention, and a moderate but steady business was done at former rates. Cantons were to a great extent neglected until the first arrivals of new Silk, which took place towards the end of the month, when sales were effected on the basis of 11s. for Market 4. The deliveries have been well maintained, being 5,120 bales against 5,084 in June. The Stock of all descriptions is 29,181 bales, against 36,384 bales at the same time last year.

Mr. John Kershaw's Circular reports:—Business in China Silk during the past fortnight has been generally restricted to old parcels which have been offered on the market below the current quotations; these not being, however, as a rule, desirable silks, have not found buyers very readily, consumers preferring to wait the arrival of the new silk, and supplying only their actual wants from parcels offered at a sufficiently tempting price. In Canton silk the first arrivals of the new season have been offered, and have been partly sold at 11s. to 11s. 6d. for poor to good No. 4 Tsatlee reel, the higher grades which are in small quantity having sold on same basis; the trade, however, do not seem inclined to continue. Japans are in small demand, at low prices. The most important feature to report is the good delivery of July, 3,653 bales China, 610 Canton, 609 Japan and 248 Bengal—total, 5,120 bales, which has reduced the total stock from 33,268 bales on 1st July to 29,181 on 1st August, and the stock of Chinas from 19,507

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bales to 16,165. The total stock of Silk now stands nearly 7,000 bales less than it did at this date last year.

LONDON QUOTATIONS—AUG. 6.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 6d.
,, Red Peacock	14s. 0d. to 14s. 3d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	13s. 6d. to 18s. 0d.
Idah ... ... (none	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

COFFEE.

Exports have continued upon an extended scale, and as imports have been lighter than for some time past, an important reduction of stock has taken place at this port, amounting to 3,000 tons in three weeks, creating a deficiency of fully 7,500 tons. There is no change to report in the tone of the market for Plantation Ceylon. The small quantities offered have been readily disposed of, and closing prices exhibit an advance for the past fortnight of about 2s. 6d. per cwt., middling selling at 109s. 6d. Native Ceylon has advanced fully 1s. per cwt., fine ordinary having sold by auction at 94s. to 94s. 6d., and bold at 101s. to 101s. 6d. Prices of Manila and Singapore have also ruled higher. The closing quotations for Ceylon are as follows :—Plantation triage 85s. to 100s. 6d., small 102s. to 106s., low middling 106s. 6d. to 108s., middling 109s. to 110s., good middling to fine middling 110s. 6d. to 112s. 6d., bold 113s. to 115s., peaberry 124s. to 127s. 6d. Native, fine ordinary even, 94s. to 94s. 6d., good bold 101s. to 101s. 6d., peaberry 105s. 6d. to 106s. The sales of other East India have included 654 bags Singapore, low blacks 34s., mixed Bally 82s. to 83s., good to fine picked ditto 86s. 6d. to 88s. 6d., yellow 93s. 6d., and 800 bags Manila, ordinary mixed Zamboanza 83s. 6d., good ordinary greenish Indan 90s., fine to superior yellow, 99s. 6d. to 101s. per cwt.

SUGAR.

The unusually low range of prices of useful refining kinds has attracted the attention of the trade, both in London and at the outports, and as holders have met the market freely a larger business has been done than for some time past, consisting chiefly of British West India, prices closing fully 3d. dearer. East India descriptions have been dull of sale, but as a decline of 3d. to 6d. per cwt. has been accepted a larger business has been transacted.

There has been more pressure to sell Manila, and prices of both clayed and unclayed have given way about 6d. per cwt., resulting in more business. The sales are as follow :—500 tons low unclayed Taal at 15s. 6d., 19,000 bags unclayed Ilo Ilo at 16s., 1,150 bags washed clayed at 17s. to 17s. 6d., 500 tons good clayed at 18s., 100 tons fine ditto at 18s. 4½d. In Penang and other East Indian kinds the business has been unimportant.

COCOANUT OIL has continued dull, and to effect sales holders have had to submit to some reduction in prices, more particularly of Cochin, which has changed hands at £41 to £41 10s., whilst Ceylon has not declined further than to £36 10s. for new, and to £36 for old oil.

CUTCH has met a better demand at firmer rates, find Pegue being now quoted 24s. 6d. to 25s. 6d. Statement of the landings, deliveries, and stocks for the first seven months of the three years :—

	1875.	1874.	1873.
Landed ... ... tons	1,857	138	2,759
Delivered	1,967	2,015	1,759
Stock, July 31	2,805	2,977	5,005

COTTON.—Although the low prices recently established appears to have induced the trade to operate more freely, leading to larger sales in Liverpool at a slight recovery, the market at this port has remained very quiet, the demand being limited and sales small. For arrival there has been an unwillingness to buy, and sales have been unusually light, Tinnevelly selling at 5¼d. to 5⅜d. for good fair. On the spot a fair demand has prevailed, and prices are about ⅛d. higher, good fair Tinnevelly closing at 5¼d.

CAMPHOR.—No business effected in China or Japan descriptions.

EBONY.—At auction of 44 tons (231) logs new Ceylon offered 25 tons sold, common large, &c., at £10 15s. per ton.

GAMBIER has been very firm, but only moderate transactions are recorded in block, at a further advance of 3d. per cwt. On the spot 800 bales have been sold at 28s. to 28s. 3d., closing at the latter price ; and for arrival 50 tons May sailing at 27s., and 50 tons early June sailing at 26s. 6d. ex ship all faults. At auction 30 bags dark free cubes sold at 38s. for second class. Statement of the Imports, &c., in the first seven months of the three years :—

	1875.	1874.	1873.
Landed ... ... tons	3,326	2,640	3,385
Delivered	3,136	3,484	3,227
Stock, July 31	500	390	697

GALLS.—China continue in demand, and at auction 144 cases unworked, of fresh import, were sold at a further advance at 56s. 6d. to 57s.

HEMP.—There has been little demand for Manila, and only small sales have been effected at again easier rates. At auction 44 bales Sunn sold at £15.

HIDES.—Messrs. Dyster Nalder and Co.'s Monthly Circular says :—Singapore, Penang, and Rangoon, &c., Ox and Cow Hides were in only moderate request at the public sales, but late prices were obtained for the portion sold. The sales comprise 4,293 Singapore and Penang : light seconds 11½d. to 11⅝d.; heavy second 7d. to 8½d.; extra heavy 5d. to 7d. per lb. 1,885 Rangoon : light third 7¼d.; extra heavy 5¼d. per lb. Singapore, Penang, &c., Buffalo hides have been in moderate demand without alteration in value. The sales are 5,324 Singapore : fair to good, 1st heavy, average 27¼ to 32⅜ lb. 5⅝d. to 5⅞d.; ordinary 1st heavy average 30⅞ to 40⅝ lb., 5d. to 5¼d.; seconds 4½d. to 4⅝d.; light average 12½ to 13½ lb., 5⅜d. per lb., 104 Rangoon : light, average 12¼ to 13⅛ lb. 5d. to 5½d. per lb. Java Hides : A parcel of good fresh closely shaved Ox and Cow brought extreme prices, but there is little demand for Buffalo hides. The sales are 1,257 Ox and Cow ; 1st light 15⅜d., 1st heavy 13d.; 2nd heavy and extra heavy 10½d.; small and calf 15d. per lb. 657 Buffalo : shaved, seconds 6d.; unshaved, first heavy 6⅞d. to 7d. per lb.

JAPAN WAX.—Of 198 cases offered, 136 boxes of old import sold, good bold saucer at 50s. 6d. to 51s. and 20 boxes mixed at 50s. per cwt.

MUSK.—Of 72 packages Tonquin offered 41 packages sold, first pile, rough, bally and skinny, with some fair shaped pods, at 43s. 6d. to 48s., fair shaped rather damp 43s. to 43s. 6d. ; 2nd pile, bally and rather skinny 29s., hard and skinny 24s. 6d. to 27s. ; 3rd pile, ordinary rough bally, &c., 14s. to 15s , wet pickings 21s. 6d., 1 bottle Grain bought in at 40s., 1 tin pods sold at 2s. 1d. per oz.

PEPPER.—*Black :* A good demand has prevailed, more especially for Penang, prices of which have advanced fully ⅛d. per lb., closing at 4⅜d. ; Singapore being firmer. In auction 4,295 bags were chiefly sold ; of 1,732 bags Penang 900 bags sold at 4⅜d. to 4⅝d., of 2,361 bags Singapore 1,500 bags sold, grey at 5⅜d., fair at 5½d. Privately about 3,000 bags have been sold, chiefly Penang, at 4⅝d. to 4⅞d., Singapore at 5 7-16d. to 5½d. For arrival about 100 tons Singapore have been sold at 5½d. for distant, and 5¼d. for near at hand, and 25 tons West Coast Penang near at hand at 4⅝d. *White :* An active inquiry has prevailed, giving a strong upward tendency to prices, and at the close purchases are made with difficulty at a further advance of ⅛d. per lb., closing at 7⅜d. to 7½d. By private contract about 1,000 bags Singapore have been sold, commencing at 6⅞d. and rising to 7 5-16d. for middling to 7½d. for good fair. In auction of 902 bags Singapore about 300 bags sold, good fair to good at 7½d. to 7⅜d., 76 bags Penang sold at 6⅞d.

PLUMBAGO.—At auction 293 barrels Ceylon sold steadily, fair to fine small and medium lump 14s. to 17s., ordinary ditto 12s., fine chips 10s. 6d., fair ditto 8s. 9d. to 9s., middling to good dust 8s. 9d. to 9s. 6d.

RICE.—The market has become dull, and as the speculative inquiry has subsided, prices of floating cargoes have given way about 3d. per cwt., and few sales have been made. On the spot business in hard grain sorts continues unusually limited, but prices are steady ; rather more business has been done in soft grain at easier rates, including new Rangoon at 8s. 6d., Bengal fine white at 12s. 4½d. to 12s. 9d., middling 11s., Askoolie at 9s. 6d. to 10s., Madras at 9s. 4½d., old Rangoon at 8s. to 8s. 3d., and Necransie at 8s. to 8s. 3d. per cwt.

RATTANS.—At auction 13,046 bundles (30 tons) were only partly sold, Singapore at £10 to £12 2s. 6d., Penang at £14 15s. to £15 7s. 6d. per ton.

SPICES.—The market except for Cloves has been inactive. *Cassia Lignea :* 200 cases unworked bought in at 56s. *Buds :* 80 boxes China bought in at £5. *Cinnamon :* Of 92 bales Ceylon 13 bales sold without reserve, first sort at 2s. 8d. to 3s., second at 2s. 6d. *Chips :* 207 bags Ceylon bought in, ordinary to fair at 4d. to 6d. *Cloves :* Zanzibar have been in strong request, chiefly on speculative account, and prices have advanced until at the close they are 1½d. to 2d. higher ; privately 10 cases good bold Penang of new import sold rather dearer, at 1s. 8⅞d. to 1s. 9d. *Nutmegs :* 48 cases 18 boxes Penang were all sold at a decline of 1d. per lb. for bold, and an advance of 1½d. per lb. for small ; average 67 nuts to the lb. at 4s. 1d., 77 to 72's at 3s. 8d. to 3s. 10d., 77's slight mouldy at 3s. 7d., 80's at 3s. 7d. to 3s. 7½d., 112 to 168's at 2s. 11½d. to 3s. 1d., limed 166 to 160's at 1s. 3d. to 1s. 4d. *Mace :* Of 24 cases Penang 10 cases sold at easy rates, middling red at 2s. 2d., ordinary 1s. 7d., pickings at 1s. 2d. ; 4 cases 2 casks Java bought in at 2s.

STICKLAC.—Privately 100 cases Siam have been sold at 90s. In auction of 221 cases Siam about 40 cases sold at 90s., being steady. Statement of the landings, &c., for the first seven months of the three years :—

	1875.	1874.	1873.
Landed ... ... boxes	2,572	5,813	2,965
Delivered	1,933	3,031	2,383
Stock, July 31	3,810	4,178	1,669

SAPANWOOD.—At auction of 47 tons Manila, of fresh import, 33 tons sold at £11 for slightly, and £9 5s. for badly stained, &c.

SAGO.—Small Pearl is in good demand, but no sales have occurred on the spot ; in auction, of 1,513 bags offered, 850 bags sold, fair to good large at 16s. 9d. to 17s., a few grey medium at 16s. For arrival, 300 bags small Pearl have been sold at 17s. 6d., ex ship. *Flour :* Privately moderate sales of Singapore have been made at 12s. 6d. to 12s. 9d.

TAPIOCA.—The large supply of 3,020 bags Singapore met a fair demand, and nearly 2,100 bags sold at steady rates to a slight decline, chiefly greyish to fair white at 2d. to 2⅛d., good at 2¼d. to 2⅜d., fine at 2⅛d. to 2⅜d., bold Malacca sort at 2d. to 2⅛d. *Flour :* 60 cases (containing 2 tins each) Singapore sold at 3⅞d. to 4d., and 7 bags first-class sea-damaged at 2d.

TIN.—The market shows a slight recovery, quotations having slightly advanced, the current rates being—Straits on the spot £80 ; afloat, £79 to £79 10s. ; Banca, £84 to £85 ; Billiton £80 per ton. The latest quotations from Holland are fl.48 for Banca and fl.46 for Billiton.

Stock of	Aug. 1, 1875. Tons.	Aug. 1, 1874. Tons.	Aug. 1, 1873. Tons.
Foreign in London, estimated at...	5,575	2,401	1,961
Banca in Holland, Warrants ...	896	910	890
Billiton in Holland	870	890	415
	7,341	4,201	3,266

VEGETABLE TALLOW.—37 hogsheads good Singapore sold at 40s., and 5 hogsheads brown at 39s.

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ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7; Bars, £8 to £8 5s.; Staffordshire Best: Bars, £9 to £10; Nail Rods, £9 to £9 10s.; Hoop, £10 5s. to £12; Sheets, £12 to £13; Scotch Pig, No. 1, £3 to £3 7s.; Swedes, Bars, Hammered, £16 10s. to £17 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £19 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¾d.; Sheathing and Rods, 7¾d. per lb.

TIN.—English Refined, £85. Tin Plates: Charcoal IC, per box, 30s. to 34s. Coke, 22s. to 26s.

LEAD.—WB, £23; do., other brands, £22 5s. to £22 7s. 6d.; Spanish soft, ex ship, £21 10s. to £21 15s.; Sheet, £23 to £23 5s.; Shot (kegs extra), £26 10s.; White do., £29; Red do., £25.

SPELTER.—Silesian, £24.

QUICKSILVER.—In bottles of 75 lbs. each, £10.

Messrs. French and Smith's Circular says:—Business was dull all July, and values generally have rulde in favour of buyers.

IRON.—For Scotch Pig Iron their exists a steady demand, but in other descriptions the trade is dragging.

COPPER.—The news of large charters from the West Coast for the second half of June made the market very depressed, and some realisations followed which caused the selling value of Chili Bars to drop to £77 10s. and £78. The charters for July have been on a more moderate scale, and the market has assumed a rather firmer tone. During the month a large sale of Wallaroo was reported for delivery over an extended period of time, but the terms did not transpire. Some of the smelters are accepting lower prices for tough and best selected. We quote Chili Bars £79. Wallaroo £90. Tough £85 to £86. Best selected £86 to £87. Manufactured £90 to £92 per ton. Ores and Regulus 15s. 6d. to 16s. per unit.

TIN PLATES.—The prices continue to droop, the cost of production seems to preclude much lower prices. It is to be remarked, however, that the exports for the first six months of this year were considerably in excess of the corresponding months in the two preceding years.

LEAD.—The demand through the past month has been uniformly good, and as most of the makers are well supplied with orders, rather better prices are expected.

QUICKSILVER receded again £1 per bottle during the past month, the present quotation being £10 per bottle.

ANTIMONY is now quoted £59 per ton, with a steady demand.

SPELTER and ZINC without change.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July29	Aberfeldy (s.)	Barnes	Rangoon	London
29	Ragna	Foster	Akyab	Queenstown
29	Est	Daniere	Rangoon	Do.
29	Condore	Spotorno	Do.	Do.
29	Guldringa	Varup	Do.	Do.
30	Borrowdale (s.)	Davis	Bassein	London
30	Caspar	Davis	Rangoon	Queenstown
30	Hollinside	—	Maulmain	Do.
30	Albert Wilhelm	Wunsch	Rangoon	Amsterdam
31	Virginia	—	Akyab	Falmouth
Aug. 1	Constantia	Eaton	Singapore, for Hambg.	Do.
1	P. C. Petersen	Rock	Maulmain	Queenstown
2	Henriette Adriana	Bonjer	Batavia, for Rotterdm.	Salcombe
3	Poisedon	Ellington	Maulmain	Antwerp
3	Prof. v.d. Boon Mesch	Schneider	Singapore, for London	Plymouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.22	T. F. Whiton	Carver	Batavia	Buenos Ayres
July28	Willemina & Clara	Tjebbes	Sourabaya	Amsterdam
29	Robert Porter,	Goodall	Samarang	London
29	Franquebar	Goulven	Ceylon	St. Nazaire
30	Hopewell	Parsons	Hong Kong	London
30	Stefano	Lovich	Do.	Cardiff
30	N. Drago	Famuelle	Galle	Do.
30	Picton Castle	Bates	Colombo	Glasgow
30	Lea	Smerchinich	Hong Kong	Penarth
30	Friesland	Sipkes	Samarang	Amsterdam
31	Hoogly	Colin	Batavia	Bordeaux
31	Fyen	Skjot	Hong Kong	Newpor
31	Noach IV.	Looyen	Batavia	Rotterdam
31	Flevo	Strootman	Singapore	Penarth
Aug. 1	Gezusters	Hofstee	Samarang	Amsterdam

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus. For Singapore Hong Kong, and Shanghai: Glenearn, Glenfalloch.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Agnes Muir, Omba, Ellen Browse. For Hong Kong: Gryfe, Marina, Carricks, Sir Harry Parkes. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul. For Singapore: George Croshaw, Mallard. For Penang: Ocean Rover. For Colombo: Scawfell.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Deucalion (str.). For Manila: Aurrera (str.).

At GREENOCK.—For Shanghai: Pau Tah (str.).

At GLASGOW.—For Batavia: Bromo (str.).

SPOKEN.

JOSE HAZELTINE, from Batavia, to Montreal, July 4, 26 N., 45 W.
LIVERPOOL, from Liverpool, to Galle, July 17, 16.4 N., 25.38 W.
HOEK VAN HOLLAND, fm. Rotdm. to Batavia, July 23, 34.2 N., 13.19 W.
ERNEST, from Antwerp, to Hong Kong, June 13, 13.50 N., 112.10 E.
N.V.L.W. (barq.), from Cardiff, to Anjer, June 29, 9 N., 26 W.
VANGUARD, from Singapore, to London, June 12, 33 S., 30 E.
MARIA ADOLFINA, from Java, to Rotterdam, July 9, 17 S., 4 W.
GLENAVON, from Singapore, to London, June 2, 35 S., 24 E.
LADY CECILIA, from Singapore, to Gibraltar, June 15, 32 S., 23 E.
KALE, from Maulmain, to Channel, June 3, 36 S., 24 E.
RICHARD, from Singapore, to London, June 4, 29 S., 42 E.
ENVOY, from Manila, to London, July 28, 49 N., 12.30 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 40s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 40s. weight, 40s. meast. To Singapore: 40s. weight, 40s. meast. To Penang: 40s. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 22s. To Colombo: 21s. To Galle: 21s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 22s. To Galle: 18s.

CASUALTIES.

The Envoy, from Manila to London, 140 days out, was spoken on July 28, in 49 N., 12.30 W., with mizenmasthead, maintopgallantyard, &c., carried away, also mainmast sprung.

The Vanguard, from Penang, at St. Helena, July 2nd, reports that on the 3rd June, in lat. 36 S., long. 21 E., when off the South African Coast, fell in with and rescued the captain and crew, thirteen in all, of the Italian three-masted schooner San Fiorano, from Rangoon, for Falmouth, nearly a new vessel of about 600 tons, which encountered a violent gale, sprung a heavy leak, and went down in sight of the Vanguard, the crew barely escaping with their lives, saving nothing beyond what they stood in. They were landed and placed under charge of the Italian consul.

MISCELLANEOUS.

GIBRALTAR.—Passed, July 29, Glenartney (str.), from London, for Shanghai.

PORT SAID.—Arrived, July 28, Montgomeryshire, from Foochow, Achilles, from Shanghai, and both left for London. Sailed, Aug. 1, Hampton, from Batavia, for Rotterdam; July 25, Voorwaarts, from Nieuwe Diep, and left for Batavia; 30, Orestes, from Liverpool, for Shanghai.

ADEN.—Sailed, Aug. 2, Paraguay (str.), from London, for Shanghai.

ST. HELENA.—Arrived, July 9, Guinevere, from Akyab, and left for Falmouth; Gefle, from Rangoon, and left for Bremen; 10, Czar, from Rangoon, and left for Falmouth; Gefion, from Akyab, Kate Covert, from Rangoon, and both left for Falmouth; 11, Licut.-General Van Swieten, from Batavia, and left for Amsterdam; Venezia, from Rangoon, and left for Channel; 12, Cisera, from Akyab, and left for Havre; San Bartolomeo, and left for Antwerp.

PASSED.—July 7, Sif, from Akyab, for Havre; 8, Invincible, from Manila, for Liverpool; 9, Edward, from Bassein, for Falmouth; Petronella, from Samarang; 11, David G. Fleming, from Rangoon, for Liverpool.

ASCENSION.—Passed, July 13, Vanguard, from Penang; 14, Oxford, from Colombo; 15, Witch, from Hong Kong, all for London.

TABLE BAY.—Arrived, June 26, Gaule, from Rangoon; sailed, Veritas, for Batavia.

EAST LONDON.—Sailed, June 26, Alcestis, for Batavia.

AMSTERDAM.—The Ernestine, from Sunderland, for Macassar, which stranded March 24, on Hasboro' Sand, and afterwards towed into Nieuwe Diep, has been condemned after several surveys, and is announced to be sold at auction on the 9th inst.

RAPID DISCHARGE OF CARGO.—The steamer Glenearn, from China, discharged in the West India Dock 35,046 packages of tea and 1,918 slabs of tin in the short space of 17½ working hours.

TRIAL TRIP.—On the 31st ult. the steamer Rajah Brooke, built by Messrs. H. Murray and Co., of Port Glasgow, took her trial trip on the Clyde and attained a speed of 12½ knots. She is intended for local service between Sarawak and the Straits. Her engines are by Messrs. Kincaid, Donald, and Co., of Greenock.

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SUB-MANAGER.—H. DUVAL.

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*Australia.	3,648	600	Aug. 26	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Zambesi...	2,422	400	Sept. 2	Mediterranean, Aden, Bombay.
*Indus ...	3,478	500	Sept. 9	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

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Tigre... ...	Aug. 29		
Ava	Sept. 12		
Hoogly ...	Sept. 26		

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glencarn	100 A1	2,120	330	Aug. 10
Glenfalloch	100 A1	2,126	275	Aug. 21
Glenfinlas	100 A1	—	—	Aug. 25
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow

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Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

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Hong Kong	Carricks ...	A1 14 yr.	—	—	To follw.
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	With des

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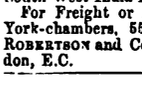
To sail in August.



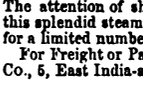
FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—VIKING, s.s., 100 A1, 1,940 tons register, —— Commander, South West India Docks.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With despatch.

FOR YOKOHAMA and HIOGO, DIRECT, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.



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To sail 21st August.

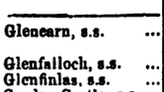
YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper ALBUERA, A1 17 years (owned by Messrs. John Willis and Son), 774 tons register; R. E. HARRIS, Commander; South West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.



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KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

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M. W., 3, Grove-hill, Tunbridge Wells.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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OFFICE 79, GRACECHURCH-STREET, E.C.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 624.] LONDON, TUESDAY, AUGUST 17, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Aug. 17.
JAPAN—Yokohama	May 7	June 20	June 24*
Yedo			
Osaka and Hiogo	April 30	„ 17	„ 20*
Hakodadi			
Nagasaki	—	—	„ 18
CHINA—Peking	—	—	„ 15
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 19
New-chwang	—	—	„ 17
Hankow	„ 30	„ 12	„ 23
Kiu-kiang	—	—	„ 21
Chin-kiang	—	—	„ 23
Shanghai	May 14	„ 23	„ 27
Ningpo	—	—	„ 23
Foochow	„ 14	„ 23	„ 27
Formosa	—	—	„ 26
Amoy	—	—	„ 28
Swatow	—	—	„ 29
Hong Kong	„ 21	„ 29	July 3
Canton	—	—	„ 1
Macao	—	—	„ 2
PHILIPPINES—			
Manila	„ 7	„ 13	June 25
COCHIN-CHINA			
Saigon	„ 21	„ 24	July 1
SIAM — Bangkok	„ 7	„ 10	June 25
BORNEO—			
Labuan	—	—	„ 28
Sarawak	—	—	„ 30
JAVA — Batavia	„ 28	„ 29	July 5
Samarang	—	—	June 30
Sourabaya	—	—	„ 28
MALACCA STRAITS—			
Singapore	June 11	July 10	July 10
Penang	„ 11	„ 8	„ 12
CEYLON—			
Galle	„ 25	„ 13	„ 23
Colombo	„ 25	„ 15	„ 21

* By Pacific mail *via* San Francisco received August 3.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, this morning, one day late. The next inward (French) mail, with advices, Yokohama 30th June, Shanghai 4th, Hong Kong 10th, Singapore 17th July, which is due, *via* Marseilles, on Monday next, the 23rd inst., reached Marseilles this morning, and may be expected in London to-morrow (Wednesday) evening.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *China*, arrived Aug. 14.—From Galle: Mr. De Vos, Dr. Anthonau. To Venice.—From Hong Kong: Mr. R. Anderson. From Aden: Sub-Lieut. Maidock.

To Southampton, per P. and O. steamer *Nicam*, expected to arrive August 23.—From Shanghai: Mr. O. Percival, Capt. and Mrs. Drage. From Hong Kong: Mr. Steele. From Galle: Mr. T. Clarke, Mr. Witham, Mr. Atchison.

PASSENGERS OUTWARD.

Per French steamer *Djemnah*, from Marseilles, Aug. 15.—To Yokohama: Mr. Reynand, Mr. Cheynet, Mr. De Fischer, Mr. G. Helbronair. To Hong Kong: Mr. and Mrs. Radecker, Mr. Frunsburg. To Saigon: Mr. Regnault de Fresmenil. To Batavia: Mr. Farenbasch. To Singapore: Mr. Konig. To Galle: Mr. A. Gray, Mr. Strachan.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Shanghai: Mr. and Mrs. Billequin and child. To Galle: Capt. Fairlie, Mr. Elphinstone, Mr. and Mrs. Cameron, Mr. Thackwell.

Per French steamer *Ava*, from Marseilles, Sept. 12.—To Yokohama: Mr. and Mrs. Basch. To Shanghai: Mr. J. C. Farnham. To Saigon: Mr. A. Spooner, Gen. Reboul.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Schetter. To Saigon: Mr. Mace.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Lombardy*, from Southampton, Aug. 13.—To Hong Kong: Mrs. E. Moore. To Penang: Mr. A. Van Howell. To Ceylon: Mr. Cowley. To Suez: Capt. Chitty, Mr. C. Grant.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren. To Shanghai: Mr. Skeels.

Per P. and O. steamer *Malta*, from Brindisi, Aug. 23.—To Singapore: Mr. G. C. Crump.

Per P. and O. steamer *Australia*, from Southampton, Aug. 26.—To Singapore: Mrs. Donaldson. To Ceylon: Mr. W. Bissett.

Per P. and O. steamer *Indus*, from Southampton, Sept. 9.—To Shanghai: Miss Black. To Hong Kong: Mrs. D. R Crawford. To Penang: Rev. and Mrs. A. Fearon, Mr. J. Wilson. To Ceylon: Mrs. Moir, Miss Stevenson.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell. To Shanghai: Rev. and Mrs. R. Palmer. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Ceylon: Capt. H. W. King.

Per steamer *Glencarn*, from London, Aug. 11.—To Shanghai: Mr. Alexander Jack.

To Java, per Nederland Company's steamer *Prins van Oranje*, from Nieuwediep, Aug. 7.—Mr. and Mrs. J. A. van den Broek, Mr. and Mrs. F. G. van Delden and three children, Messrs. H. W. de Beyl, G. A. Yssel de Schepper, Mr. and Mrs. O. A. B. Lautier, Mr. and Mrs. A. E. Winckel, Mr. and Mrs. T. H. C. Lorch and child, Messrs. C. G. Bloch, A. C. Uljee, H. J. Gaymans, Mr. and Mrs. A. Y. Krieger, Mrs. Swart, Messrs. J. J. Goetzee, G. J. Bollee, F. van Erp Taalman Kip, F. Henckel, Mr. and Mrs. S. J. H. van Heikein, Mr. and Mrs. F. K. Krygsman, Mr. and Mrs. K. M. Haye, Messrs. A. B. Collot d'Escurz, H. R. J. Sutherland, J. C. J. v. d. Schalk, N. van der Hoer, J. M. Deen, C. E. Uhlenbech, Mr. and Mrs. Loomeyer, Mr. and Mrs. H. G. Burkunk, Messrs. P. Kort, J. Burkunk, P. Metzelaar, L. van der Tas, G. A. van de Pol, Dinmarsch, M. Prakken, G. B. Berkhout, P. C. A. Peeters, Mrs. Reinking, Mr. A. Hockman, Mr. and Mrs. Yserman, Mr. G. van Kleef, Mr. and Mrs. van Soest, Messrs. Y. W. T. van Brussel, C. Doesburg, T. J. Klaversteyn, Mr. and Mrs. J. Beyer and three children, Messrs. J. J. van Poelvoorde, J. D. Pasteur, A. L. W. Heldrinz, Mr. and Mrs. P. H. van Hulsteyn and two children, Messrs. N. ten Broek, J. ten Burg, R. K. Steringa.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 3rd inst., and published in our issue of that date. Advices bearing date Yokohama July 18 have been received at San Francisco and the subjoined summary of news has been telegraphed to New York:—

The new deliberative Assembly was opened by the Emperor on the 5th July. On the following day debates begun, and they lasted until the 17th July, when the session was closed. The subjects debated were the organisation of a national police force, the improvement of roads and bridges, and the establishment of a popular House of Representatives. The first two were satisfactorily adjusted, and the third left open for further consideration.

The negotiations with Korea have suddenly assumed a less friendly character than before, and many Japanese officials have been recalled from that country. A rumour of an impending war is prevalent, but thus far there has been no such decision by the Japanese Government.

The Department of the Interior buildings in Yedo were destroyed by fire on the 4th July. A great number of ancient historical documents, of which no copies are in existence, were burned, together with the entire collection of maps upon which the Surveying Bureau had been engaged the past four years.

Russian Commissioners are daily expected at Yedo to complete the arrangements for the transfer of Saghalien Island. Formal possession of the newly-acquired territory, which will be occupied as a penal settlement, will follow without delay.

The silk worm egg producers, who lost heavily by excessive supplies last year, have resolved to limit the number this year to 1,500,000.

The American Minister, Mr. Bingham, in Yedo, and Consul-General Van Buren, in Yokohama, offered suitable entertainments on July 5 in honour of Independence Day.

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CHINA.

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PEKING AND TIENTSIN.

The *Peking Gazette* of the 4th June contains one of the frequent utterances which find place there, condemning laxity and extortion, exhorting to energy and probity, and requiring the vigorous punishment of unworthy officials. These documents are so common and so notoriously inefficacious, that they are seldom worth notice otherwise than as literary curiosities. The present edict is perhaps worth more, because it is prompted by a man who has the reputation of being strictly upright. Perhaps the term Naval Inspector of the Yangtsze will convey an idea of Peng Yuh-ling's office. It is one which leaves opening enough for peculation, but his reputation is said to be spotless, and his name a terror to evil-doers. A memorial from him denouncing corruption would have undoubted weight; and to judge from the précis given in the edict, he appears to have submitted an able and exhaustive one. It can at least not be alleged in excuse for misgovernment that the capital is uninformed. The avarice of the officials, the excessive taxation, the peculation of underlings, and the distress of the people under all these inflictions, are forcibly stated; and the edict issued in consequence is all that could be desired in tone and theory. But we have so often seen edicts to the same effect, without the slightest good ensuing, that we cannot find much hope in the present one.

We recently gave a summary of a memorial said to have been addressed to Peking by the Governor of Yunnan, disclaiming all knowledge of the murder of Mr. Margary, or of the attack on Colonel Browne. That may have been a genuine document, designed to conceal official complicity, or it may have been written "for publication." We now hear it is reported in well-informed native quarters, that the Governor has also written a memorial to the Emperor, telling of his own prowess in beating back Colonel Browne's expedition, and offering to keep the frontier clear of all foreigners, no matter of what nation.

The *Peking Gazette* of the 29th May contains an edict directing that the Grand Canal be repaired, and fitted for the conveyance of tribute rice to the north. The conveyance of the rice by sea is spoken of as a temporary measure; and all the high officials of the districts bordering on the Canal are ordered to consult and devise measures for deepening the channel, and re-establishing through communication.

The *Gazette* of the 30th May contains a memorial from the Governor of Chekeang, reporting the collision between the *Ocean* and *Fusing*, and the loss of the latter with sixty-five lives. The C. M. S. N. Co. appear to have been held responsible for the rice lost, as it is reported that they have purchased sufficient to make it good. A mark of Imperial favour is solicited on behalf of the officer in charge, Shih Shi-hsien, who was drowned.

A Tientsin correspondent writes that the Chinese gunboat *Chinhae* has left for Newchwang with a fresh supply of munitions of war for the Imperial forces in Manchuria. There was a rumour amongst the Chinese in Tientsin that the troops lately sent there had been attacked by a body of rebels unexpectedly, and suffered considerable loss. The fact of further supplies of powder, shot, and shell being so quickly required does look as though affairs had not gone on well. Ting Jih-chang, formerly Taoutai of Shanghai, and since Governor of Kiangsu, has been appointed Assistant-Commissioner of Foreign Affairs in North China. Sun Szeta, the late Acting Customs Taoutai, had left for Shanghai. The deadlock he succeeded lately in causing does not appear to have injured him much in the eyes of foreigners, for several foreign officials appear to have come down to wish him good-bye.

The *Celestial Empire* says:—We hear on good authority that Dr. Bushell, physician to the British Legation at Peking, was assaulted by stones at one of the gateways of that city on the 21st June, and that on the same day a Russian gentleman was roughly handled by the populace. This is the extent of our information, which is meagre enough; still it leaves an unpleasant impression behind. It is not often we hear of foreigners connected with any of the Legations in Peking being treated with incivility, and in the present instance the attacks seem to have been of a determined nature. We await further news with interest.

SHANGHAI.

The present mail brings advices from this port to the 27th June; the P. and O. mail from London May 14 was received on the 23rd June. The following summary of news is from the *North China Herald*:—

Sir Edmund Hornby has delivered judgment on the question that was argued before him on the 10th June, as to whether the master, crew and passengers of the *Fusing* should recover for the loss of their effects on the same principle as the owners of the ship and cargo. In an elaborate and rather interesting decree, the Chief Judge decides in favour of the crew and passengers, but against the master. From the decision that both vessels were in fault, it follows that he was one of the two real delinquents, "and ought not to recover from his innocent owners or the equally innocent owners of the *Ocean* (their so-called guilt being only an inference at law) in respect of loss brought about in part by his own act."

An inquiry has been commenced at the Mixed Court into the assault on Mr. W. Cooper, near Quinsan, on the 29th April last. The Court was composed of Fan, district magistrate of Quinsan, and Chên, the Mixed Court magistrate, with Wong, interpreter to the Taoutai of Shanghai; Mr. A. Davenport, H.B.M.'s Vice-Consul, being present as British Assessor. The charge involved an attempt at murder, with the addition of that of robbery. The proceedings, so far as they went, were thoroughly unsatisfactory. No prisoners were at first produced, and it was not until after Mr. Davenport's repeated remonstrance that the two ringleaders captured and brought to Shanghai by Mr. Cooper and his friends were placed at the bar—if so distinctive a word can be used with reference to a Chinese Court. It then transpired that no efforts had been made by the Chinese authorities to capture any more of the offenders, though these were numbered by hundreds; and it is even yet a question whether any local inquiry was instituted into the circumstances of the attack. Mr. Davenport, after an hour and a half's time had been in a measure wasted, suggested a remand until some others of the score or more of ringleaders were apprehended; and this being acquiesced in by the Court, the proceedings terminated for the time.

The behaviour of the Mandarins in this case is on a par with their conduct generally. Their efforts are directed to encroachment and the evasion of lawful responsibility. A feeling of irritation more intense than finds expression in printed words prevails among foreigners at the present state of affairs in China. We have yielded and yielded, while the Chinese have encroached and encroached, till people are beginning to believe that nothing short of war will re-establish our prestige and replace our intercourse on a tolerable footing. In defiance of all previous experience, culminating in two wars, the British Government has elected to believe that the Chinese were a civilised people who could be treated with on an equality and trusted to do right For the third time now, a series of contrary evidence is accumulating that must eventually force upon it an opposite conviction, and which is, in the meantime, creating a sense of irritation among those who are on the spot and well-informed that is becoming well-nigh intolerable. Her Britannic Majesty's Repro sentative may have gathered some faint idea of this feeling during his stay in Shanghai, but he has not the opportunity of learning its full strength. We cannot but think that the circumstances which so strongly affect a community not altogether unintelligent must have an effect on the Foreign Ministers, and we have therefore some hope that the point of endurance has been nearly reached. The action which is being taken in the Chinkeang affair seems to be a foretaste of better things.

On the 25th June an alarm of fire was rung through the Settlement, between eight and nine P.M., and the various fire brigades and ladder companies turned out in force with commendable alacrity. The fire was said to be in the French Settlement, and thither the firemen, accompanied by large crowds of foreigners and Chinese, dragged their apparatus through mud and rain only to find the alarm was a false one. On inquiry we ascertained that nobody knew how the alarm was rung. At the French Police Station M. Barbe and his subordinates were confident it came to them from the Central Police Station, while Superintendent Penfold, Inspector Fowler, and Sergeant Mackie were equally sure it came from the French side—Hongkew, being disconnected, having nothing to do with the mystery. That the telegraph alarm bell rang in both the Central and French Police Stations there can be no doubt, but how, is a mystery. No one could explain it, and it is, therefore, left to electricians to decide.

The police have made a successful raid on a native gambling house in the Szechuen-road. The place had been discovered only a little while before, and was apparently newly set up. Inspector Fowler, with some native constables, went to the house, and found about thirty gamblers assembled. They immediately attempted to escape, and ran in all directions, some scaling walls, others climbing to the adjoining roofs, or dropping from windows, and making themselves scarce with the agility of cats. Nine were, however, captured, and will be taken to the Mixed Court. A magazine of gambling apparatus was also seized, showing that the proprietors were adepts at their art.

H. M. S. *Thalia* arrived at Chinkeang at 8 A.M. on the 19th June, and the *Palos* at 3 A.M. next day. The two men arrested at the beginning of the riot were tried in the presence of Mr. Seward and Mr. Medhurst, and sentenced to fifty blows each and a month's cangue. This accounts for the men concerned in the insult to the American Consul and his wife. But it remains to punish the attack on the British Consulate. And so far Mr. Medhurst has failed to obtain from the military authorities any satisfaction for this outrage. He has therefore gone on to Nanking to press the matter on the Viceroy. The civil mandarins appeared well-disposed, but said they could do no more with regard to any further measures than press the case on the military mandarins. There has been no further disturbance, nor does there seem to be any feeling of insecurity at Chinkeang. But such offences as those committed cannot be allowed to pass, and it is satisfactory that the opportunity is being taken to make a demonstration, and press the case on the

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authorities, with a view to prevent further troubles. Mr. Seward has returned here.

From Hankow we learn that the recent heavy rains have caused the river to swell unusually. On the 19th inst. the high-water mark was 37ft. 7in., and the water rising about seven inches daily. The banks were covered, and the country was flooded in many places, especially in the neighbourhood of the Poyang Lake. Apprehensions are entertained of a flood again this year at Hankow. Nearly as heavy rain seems to have fallen up the river as in Shanghai.

Dr. Elmore, the Peruvian Charge d'Affaires, has arrived, on his way to Peking, to exchange the ratifications of the Peruvian treaty with China. Dr. Elmore sent in his card to the Taoutai on arrival, and the latter called on him at the Astor House, and stayed some time in conversation.

The list of bi-monthly values of shares as given in the share lists, from July, 1873, to the end of May this year, shows that the total depreciation of stocks has been over five millions of taels.

The *Celestial Empire* supplies the subjoined items of intelligence :—

About half way between Shanghai and Sung-kiang is a village named Chu-le-ding, blessed with a barrier customs house on the creek, but otherwise unimportant. To the Tepao of this ordinarily quiet spot came a scared countryman the other day, saying that a band of desperadoes, between fifty and 100 strong, had taken possession of a joss-house in the vicinity. The Tepao repaired to Sung-kiang in all haste, and obtained thence some soldiers ; but not thinking these sufficient, he also came and requested succour from Shanghai. About forty soldiers were therefore sent, and a native creek gunboat. To these the Che-hsien added about the same number of his police ; and after a long fight they succeeded in taking eight of the band prisoners. The rest, making about forty in all, managed to escape. The head messenger has been examining the captives himself, after the Chinese fashion—*i.e.*, by torture ; and has extorted confessions of several robberies. They will be brought before the Che-hsien for trial. It is stated that most of them are former soldiers of the force at Feng-hwang-shan.

Judgment has been given by Sir Edmund Hornby in the case of Norman Hill *v.* E. A. Reynolds, in which a claim was made for settlement of alleged partnership in the steamer *Iron Prince*. His Lordship gave judgment for the defendant, but without costs, as defendant ought, in his own interest, to have answered the petition, pleaded the statute of limitations. and thus in all probability saved the plaintiff from the expenses he had uselessly incurred.

We hear that a meeting of tea buyers and tea tasters was held on Tuesday evening at the club, to consider what steps should be adopted with regard to the new conditions of sale imposed on foreign buyers by the native dealers ; but that, following the usual course of such deliberations in Shanghai, no conclusion was arrived at, and the Chinese are to be allowed to have their own way.

The long-continued rain seems to be doing a deal of damage in the country. Rice has gone up three mace per picul here, and the water on the paddy-fields is now on a level with the creek. Traffic between Shanghai and the country is seriously interfered with, owing to the rains having swollen the creeks to such an extent that the majority of the boats are unable to pass underneath the bridges, and great alarm is felt in Hoochow respecting the fate of the rice-crop.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* :—

A recent seizure by the Chinese authorities of two chests of opium on board the British steamer *Kwang Tung* has attracted much notice, and caused considerable excitement in native circles. The opium in question was imported by the compradore of a foreign hong—on his own account, and in his own name. The Lekin authorities had certain alleged reasons for suspecting this Chinaman of evading the local dues (which, as our readers are probably aware, are enormous) ; they consequently communicated with the Customs by whose order, we understand, the drug was seized on board the steamer. Whether the seizure was irregular, or not—legal or otherwise—are, we think, quite open questions but it is very certain that had the property belonged to a foreigner it could not have been dealt with by the Chinese authorities in such a summary manner. The owner of the property—being probably in dread of imprisonment and possible torture—consented, however, to its confiscation, in addition to the heavy fine of Tls. 4,200, and so the matter ended.

Colonel Horace Brown—the commander of the last unfortunate Yunan expedition—arrived here on the 9th June. The object of his visit was, we believe, to report to Mr. Wade the particulars of the attack upon the party under his command. Colonel Brown will, no doubt, be able to throw further light upon the circumstances attending the murder of Mr. Margary.

We understand that three of the men suspected of complicity in the murder of Mr. Blacklock, at the Pagoda Anchorage, have been arrested, and are at present in the city, awaiting trial. The late excitement at the Anchorage has apparently subsided.

From Tai-wan we hear of some slight skirmishes between the Imperialists and aborigines. The former are reported to be massing troops in the vicinity of the rebel strongholds.

The recent appeal on behalf of the Seamen's Hospital has met with a hearty response from the community, upwards of $1,000 having been subscribed to the charity.

The Viceroy called upon Mr. Wade at the British Consulate on the 11th June.

HONG KONG.

Our advices by the present mail extend to the 3rd July : the French mail from London May 21 was received on the 29th of June. The following items of intelligence are from the *China Mail* :—

A Marine Court of Inquiry has been held before the Hon. Charles May (first police magistrate), J. P. McEuen, Esq., R.N. (acting harbour master, &c.), Robert McMurdo, Esq. (unofficial justice of the peace), R. H. Cairns, Esq. (Government marine surveyor), Montague Brace, Esq. (master British steamer *Nankin*), to make inquiry into the circumstances of the P. and O. steamer *Zambesi*, master, George Frederick Cates, while within the waters of the colony on 17th June, coming into collision with a certain Chinese fishing junk, by reason of which casualty loss of life ensued. Mr. Brereton appeared on behalf of the P. and O. Company. After hearing the evidence adduced, the Court finds that the collision was unavoidable, and no blame attributable to the captain or officers of the *Zambesi*. The Court has therefore returned his certificate to Capt. Cates.

In the police-court Mr. Brereton has applied that some prepared opium found on board the P.M.S.S. *Great Republic* on the day of her departure be given up to the Opium Farmer. Mr. Russell examined several witnesses as to the seizure, and Mr. Baffey said he searched the steamer by order of Mr. Emory, and found two boxes containing 200 tins of prepared opium in the cabin of the second engineer. No officers of the company's steamers were allowed to carry opium, and on behalf of the company he would mention that the search and seizure was made without warrants, but on the order of Mr. Emory, when he was informed that opium was secreted on board. As there was no one appearing to claim the opium, Mr. Russell ordered it to be given to the Opium Farmer.

His Excellency the Administrator has appointed Mr. J. P. M'Euen, Assistant Harbour Master, to act as Harbour Master, Marine Magistrate, and Emigration Officer, during the absence on leave of Mr. Thomsett. Dr. C. J. Wharry is appointed to act as Colonial Surgeon and Surgeon of the Lock Hospital, during the temporary absence on leave of Dr. Ayres, who has left for Australia.

Amongst those who distinguished themselves at the recent fire on Peddar's Wharf we ought not to have omitted to mention the name of Mr. Evans, chief officer of the P. and O. steamer *Columbian*, who with a number of men-of-war volunteers did good service. The brigades from the *Princess Charlotte* and *Modeste* also deserve special mention.

The s.s. *Japan* has been successfully docked. The nature of the damage was found to be a large hole in the starboard after bilge ; the rudder and the rudder post were considerably bent, the damage to the latter part being the most serious.

The wreck of the *Poyang*, and such pieces of the machinery as have been recovered, were sold by public auction on the 25th June, by Mr. Armstrong, Government auctioneer. The price realised was $900. The Marine Court of Inquiry into the loss of the steamer has completed its labours, but the decision is not yet published.

The Italian frigate *Vettor Pisani* has rescued from one of the Wangi Wangi Islands fifteen of the crew and passengers of the American ship *James Condie*, bound from New York to Yokohama.

It is reported that if an opposition line be started against the H. K. C. and M. Steamboat Company, a third line will share the competition.

The Eastern and Australian Mail Company's screw-steamer *Bowen* arrived here on the 29th June. Her passage out showed a remarkably high average of speed.

The subjoined items of intelligence are taken from the *Overland Trade Report* :—

A few of the foreign residents at Canton were the other day taking exercise as usual on the Bund, when all at once they became sensible of a horrid smell. It was most overpowering, and they hastily beat a retreat. Attention was naturally drawn to the river, from which direction the stench came, and a snake boat, in which were a number of decapitated bodies in an advanced state of decomposition, was seen floating down leisurely with the tide. It appeared that this craft, manned by a number of pirates, had attacked a passage boat. The occupants of the latter, however, had proved too numerous for the desperadoes, and had seized them, cut off their heads, pitched the bodies into their own boat, and allowed it to float away. Some of the steamers at Canton endeavoured to fire into it and sink

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it with its ghastly freight as it passed them, but they could not hit it. The attention of some of the petty mandarins was drawn to it, and measures were taken to have it removed from the river.

The British steamship *Carisbrooke*, so notorious of late through her seizure, has arrived from Canton. The rudder is terribly smashed up. The shot, after splintering up the rudder, appears to have ripped along the counter of the starboard side, as there is a large hole nine inches above water, which is filled in with bags to keep the water from being swept in by the working of the propeller. On her arrival a number of people went off to examine the damage. There have also arrived in her three Europeans, in the employ of the Chinese Customs House, to protect the cargo. On the 1st July Captain Cairns made an inspection of the vessel. He gave it as his opinion that the inquiry in her side, which Mr. Marsh Brown said was caused by a bolt from the rudder, was produced by a shot. The *Carisbrooke* is now discharging her cargo into Messrs. Russell and Co.'s godowns.

A meeting of the Legislative Council was held on the 29th June. An addition of £100 to the grant made to the family of the late Mr. Douglas, it was announced by the administrator, had been authorised by the Secretary of State. An ordinance providing for a supplementary estimate of $150,000 was read a first time; so, also, were ordinances to provide for public and Bank Holidays, for licensing small passenger steamers, for the more effective protection of Her Majesty's naval stores, and for the regulation of pawnbrokers' licences, to provide for the devolution of the site of St. Paul's College. The sum of $9,000 was voted for the repair of damages to public works caused by the late typhoon. It was also decided, after some discussion, to vote $3,400 for improvements at East Point.

An extraordinary meeting of the shareholders of the China Traders' Insurance Company was held in Hong Kong on the 21st June, when some amendments in the articles of association were discussed and ultimately agreed to. It was announced that a confirmatory meeting would be held on the 5th July. The secretary *pro tem.* submitted a statement showing the exact position of the company, from which it appeared that the balance of assets over liabilities amounted to $216,000. One of the shareholders, Mr. Stephens, disputed the correctness of the statement, and wished to have the company wound up. Most of the shareholders were averse to this, and it was resolved, in order to strengthen the position of the company, to agree to the proposal made by the directors, that a call of $500 per share should be made, payable in three instalments, $100 in July, $200 in September, and $200 in December.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 10th July; the P. and O. mail from London June 11 arrived out on the 10th July. The following summary of news is from the *Straits Times*:—

Judgment was given by the Chief Justice on the 5th July in the suit of Messrs. Boustead and Co. *v.* the late firm of Harrison, Smith and Co., to recover the balance due on certain promissory notes. The circumstances of this case are somewhat peculiar. Before the notes fell due, Messrs. Harrison, Smith, and Co. sustained losses, which necessitated the stoppage of their business, and at a meeting of their creditors it was deemed advisable that the firm should go into liquidation, the managing partner of the plaintiff's firm being one of the committee under whose supervision the estate was realised. Dividends were paid to the creditors amounting to about 75 per cent., and this action was brought to recover the balance of the debt due to the plaintiffs. On behalf of the defendants, it was pleaded that it was tacitly agreed the liquidation should operate as a release from all further claims in respect of the debts of the firm, but as they failed to prove any specific agreement to that effect either with the plaintiffs or at any meeting of creditors, judgment was given for the plaintiffs.

It is rumoured that Captain Ord, the present Assistant Treasurer at Malacca, is to come to Singapore as Acting Postmaster-General, in the room of Mr. Trotter, absent on leave. As the duties have been already very satisfactorily performed for the last three months by Mr. Harman, the Assistant Postmaster in charge, without any extra remuneration for his trouble, it is difficult to understand the necessity for any such appointment, and the feeling is very general here that the acting appointment, if necessary, should be given to the officer who now does the work so satisfactorily.

Murders and assaults with deadly weapons have become alarmingly frequent of late. Several cases of this nature have come before the Assizes now being held, and one or two more stabbing cases have occurred since the sessions began. Besides two or three wilful murders, the cases of cutting and wounding have been of the most aggravated description, the murderous intent being painfully apparent. In order to check these crimes, the Chief Justice has passed very severe sentences upon those who have been found guilty, two having been sentenced to ten years' penal servitude, and another, a European, to four years. There are several other cases of this nature on the calendar.

Duncan Ross, cook of the steamer *Sarpedon*, has been arraigned at the Assizes, charged with culpable homicide, not amounting to murder, in having caused the death of a seaman named Thomas Wilkinson. The jury, after hearing the evidence, returned a verdict of not guilty, and the prisoner was discharged.

The news from Atchin is unimportant. Colonel Pel, who has held the civil and military command since General Van Swieten left, has been relieved by Colonel Van Kirchem. Neither the Dutch nor the Atchinese seem to be making any movement of importance; the invading force appear to have adopted the policy of merely holding on to their positions, trusting by tiring out the patience of the enemy to effect their ultimate submission.

On the morning of the 11th June a slight shock of earthquake was felt at Manila. Earthquakes appear to be very frequent of late, to judge from a correspondent's letter in the *Comercio*, in which it is stated that, from the 19th May to the 3rd June (the date of the letter), earthquakes were felt daily there. On the 19th June a new tug steamer, named the *Mariposa*, was launched at Manila on account of the firm of Russell and Sturgis there.

A fire broke out on the 7th July among the spare sails on board the American ship *Bengal*, while lying at the Borneo Company's wharf, but was extinguished without doing any serious damage.

PENANG.

Our advices extend to the 12th July, the P. and O. mail from London June 11 arrived out on the 8th July. The following items of news are from the *Penang Gazette*:—

The intelligence we have received this week from Atchin is on the whole of a favourable nature for the Dutch, who have again repulsed an attack made on several of their posts, without sustaining any loss. The Atchinese had three killed and eighteen wounded. It is reported that Tuanku Daub, a boy of about eleven years of age, cousin of the late Sultan of Atchin, has been proclaimed Sultan, yet it remains to be seen in how far this appointment will be approved of by the majority of the principal headmen.

On the 1st and 2nd a violent storm visited Atchin Proper, several large trees having been blown down in Kottah Rajah and neighbourhood. A very large branch fell upon one of the hospital wards, causing the death of no less than seven men; and another case is reported of two men having been killed by the fall of a tree at Misigit Longbatta, one of the Dutch posts. The state of health is still stationary, but cholera has entirely ceased.

General Pel is spending three months in Java, at the end of which period he will resume his command at Atchin.

The Head-Inspector of Lights and Beacons passed through this place on Saturday last, *en route* for Atchin. He is to superintend the final arrangements of the light-apparatus at Pulo Bras, and the light was to be exhibited regularly from the 1st instant. The lighthouse is named "Willemstoren."

The Rev. Mr. Biggs, from Malacca, having been appointed to do duty as Colonial Chaplain of Penang, we understand, pending further arrangements, arrived here yesterday, and, consequently, there will be divine service in St. George's to-morrow.

We hear it rumoured, on good authority, that Captain Ord is to be removed from Malacca to Singapore, in which latter place he is to be fitted into the office of Acting Postmaster-general of the Straits Settlements.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN. — Some business had been done at about a par with Shanghai rates, but the market was not active. Drills showed a slight profit.

HANKOW.—Grey Shirtings: Small business at somewhat unsatisfactory rates. T-Cloths and Drills of better value. Long Ells and Camlets in good request.

CHINKIANG.—Messrs. Spencer, Wolff and Co. report:—Notwithstanding almost incessant rain, and the depressing nature of advices received from Shanghai, a lively business has been conducted in Plain Cottons; medium to fair 8¼ lbs. Grey Shirtings have commanded most of the attention of our dealers, T-Cloths being in only moderate request; but holders are not anxious to press sales of these goods, as they look for an advance on present rates.

SHANGHAI.—Cottons: There had been little change in the state of the market for Cottons, and business had been transacted at about last mail's rates. In some instances rather lower prices had been accepted, Drills alone being quoted slightly higher. In 7lbs. and 8¼lbs. Grey Shirtings only a small business had been done. Heavy Shirtings had been in some demand at a reduction. White Shirtings in small request. English and Dutch Drills firmer, with small stock. No demand for Jeans. English Sheetings saleable at a slight reduction. No transactions in American goods. T-Cloths: 7lbs. Mexicans of the value of Tls. 1.4.0 found ready purchasers; other T-Cloths easier, and not in good demand. Fancy Cottons.—Quotations for Chints, Velveteens and Muslins lower; other Fancy Cottons unchanged with

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little business in any kind. Woollens.—Spanish Stripes and Camlets selling at the regular auctions at current prices. There was not much business doing privately. Long Ells in fair request, auction sales of Scarlet at lower prices, these being in ample stock. Assorted Long Ells unchanged, and the stock not heavy. Figured Orleans, market weaker.

FOOCHOW.—500 pieces 8¼lbs. Grey Shirtings sold at $2.725; small sales of Lead at $9.00 against Tea and $8.75 per picul cash.

HONG KONG.—The arrivals during the interval, besides the mail steamers, had been the s.s. Belgic, Galley of Lorne, and Bowen, bringing full supplies of manufactured goods for this market and the North The dulness previously reported had continued without any amelioration, and the few transactions which had been reported were at lower prices. There had been no improvement in the tenor of advices from the outports, and the disastrous accounts from home had made the dealers more reluctant than ever to add to their already heavy stocks. The advices from the North are still more unsatisfactory, and the want of confidence felt there was reacting upon this market.

CANTON.—Lead had again advanced, and about 800 pigs had found buyers at $8.35 to $8.40 for LB. "Hole" chop had been sold at $8.45 to $8.55 per picul. Quicksilver was quoted $127 per picul, but no sales reported.

BATAVIA.—There had been little change in the market. A general dulness still prevailed for Cotton Goods; buyers from the interior were still keeping out, in consequence of which Chinese dealers were but slowly working off their stocks, whilst the danger of increasing the credit of most of them rendered it difficult to effect sales of any importance.

SINGAPORE.—Messrs. Boustead's Circular says:—Piece Goods: The market has been very quiet during the past fortnight, and prices have ruled weak, under the influence of unfavourable advices from Manchester; 8¼ lbs. Grey Shirtings have been slow of sale at a decline of 2½ cents; 7 lbs. are in some request.; 7 lbs. T-Cloths are in moderate supply and fair request, 6 lbs. T-Cloths are wanted—and all arriving have been taken at previous prices. White Shirtings—fine makes only have been wanted; Grey Yarn, all numbers have been in poor request, and prices are slightly lower. Iron has been quite neglected during the fortnight, and prices are in consequence nominally unchanged; Copper Sheathing has met with a small inquiry. Yellow Metal has been sold at a reduction on last quotations; Zinc Sheathing is quiet; trifling sales of Roll Zinc; Brasswire is more inquired for, and prices have improved; Pig Lead moves in small quantities at former prices. Sheet Lead has been taken to a small extent.

PENANG.—The market had continued extremely quiet; the business effected had been of very small extent, and prices had remained without alteration.

EXPORTS.

TEA.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—During the fortnight that has elapsed since the issue of our last report about 66,000 chests of tea have been sold at this port, which is about 10,000 chests in excess of the business done in the corresponding time last year. The shipments to Shanghai show a considerable falling off, being 16,000 chests, against 33,000 chests. The stock has at no time been allowed to accumulate, teamen having continued to be free sellers. Total arrivals show an excess of about 45,000 chests over those at the same time last season. It is probable that the first crop will be at least that quantity larger than it was in 1874. Prices of most descriptions have shown but little change, the commoner classes are however rather lower. But few Ningchows have been offered on this market, only about 4,000 half chests having found buyers at rates which show fair value. Second crop teas are expected to be offered during the present week. Reports as to the quality vary much. After the heavy rains that we have had of late we are prepared to find it inferior. Quotations are—For medium to fair Oopacks, Tls. 16 to 24, against Tls. 16.50 to 25 at same date last season; for medium to fair Oanfas, Tls. 20.30 to 31.50, against Tls. 18.25 to 28 do.; for medium Oonahms, Tls. 16.25 to 19.50, against Tls. 16 to 19 do.; for common Oonahms, Tls. 14.25 to 15, against Tls. 14.75 to 15 do.; for medium to fair Ningchow, Tls. 22.50 to 28. Settlements to date are, 311,942 chests, against 241,871 chests in 1874.

KIUKIANG.—Settlements of Black teas since the 7th June amounted to 2,862 half-chests, at Tls. 28 to 39 for local-packed, Tls. 20 to 40 for Hohows, and Tls. 24½ to 28 for Ningchows. Total arrivals, 106,449 chests. Stock, 1,000 chests.

SHANGHAI.—*Black:* There had been a fair business transacted, but the total settlements since the opening of the market showed a marked decrease as compared with those of last season, the figures being 36,060 chests, against 49,196 chests at the same time a year ago. The only change to notice in prices was a decline of Tl. 1 per picul in Oonams and a fall of Tls. 1 to 2 per picul in the rates paid for medium Ningchows. The settlements for the fortnight amounted to 26,753 chests, comprising 10,861 chests Ningchow at Tls. 25.30 to 40, 8,053 chests Hohow at Tls. 16 to 36¼, 2,729 chests Oonfa at Tls. 23½ to 29, and 5,110 chests Oonam at Tls. 19 to 21. Stock: 19,000 chests, against 13,000 chests last year. *Green:* On the 15th June musters of a chop of Taeping tea and a common Pingsuey were shown; no further musters were placed on the market until the 21st, when some chops of fine Pingsuey were shown. There were 12 chops Pingsuey and 2 chops Taeping on offer. No business had taken place, as buyers were holding off for a larger reduction on last year's opening rates than the teamen were inclined to submit to. The quality of tea on offer was very much like that of last season, both in leaf and liquor. The stock consisted of 5,892 half-chests Pingsuey, and 571 half-chests Taeping.

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—At the commencement of the week several very unfavourable telegrams were received from London, which very nearly had the effect of suspending operations for that market. The comparatively small business that has taken place since, for the time of year, has been almost confined to operations for the various Colonial markets. Congou: Notwithstanding that Australian buyers have been operating on a fair scale, a considerable reduction is noticeable on common and flavoury grades—say, a fall from the highest point of Tls. 3 to 4. Medium, good medium, and fine kinds have also declined in value. Souchong: Settlements are without change. Oolongs: Rates have been maintained. Flowery Pekoe: The few parcels that have changed hands show better value. Scented Teas: Previous quotations have been maintained, without the same amount of attention being bestowed on this description. Late arrivals are better scented. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 18,371,455 lbs., against 12,129,336 lbs. at the same period last year; to the Colonies 1,121,041 lbs., against 1,933,660 lbs. last year.

AMOY AND TAMSUI.—Arrivals of Ooloong at Amoy had been 4,304 half-chests, consisting mostly of superior and fine grades, good cargo kinds still being scarce. One chop grading extra fine was settled for the London market at $29.50 short, showing no change in value. Congous: Offers for about 5,000 half-chests were made on a basis of $18 per picul short for fairly clean liquoring teas, but no business had resulted, teamen wanting $2 to $3 more than the above figure. Arrivals to date 35,825 half-chests. Formosa Ooloong: From Tamsui advices to the 26th June reported a continuance of business on much the same scale as advised in our last. Foreigners had been buying very sparingly the teas on offer, which consisted almost entirely of medium kinds, say from good to superior cargo, on which a drop of about $1 per picul was quoted. Fully late rates were maintained for fine and finest grades, while choice and choicest grades continued very scarce. A few musters of second crop teas had been shown on the market and were much better than the spring crop, the appearance of the leaf being decidedly better. The export to date amounted to 969,988lbs., against 858,612lbs. at the same time last year. No further transactions in native packed Tamsuis had taken place, but musters of about 4,000 half-chests would be on show in a few days, and business would no doubt result, as teamen were rather anxious to realise.

CANTON.—Messrs. Deacon and Co.'s Report says:—Our market has been very quiet during the past fortnight, and but little business has been passing. The very unfavourable telegrams received from home immediately after the departure of last English mail have deterred buyers from entering into any extensive operations, and we do not expect to see business generally resumed until more reassuring advices reach us, and teamen are willing to accept lower terms than have hitherto been current. Congous: Settlements have been small, and show no change. From Macao a few shipments still continue to be made, but prices are still above rates ruling at home. Scented Teas: Although a somewhat lower tendency in our market for Capers is generally noticeable, yet settlements have been so unimportant that we make no change in quotations. Purchases of fair and medium sorts show rather better value than formerly, but prices for fine Teas are well maintained, and the supply of these is now small.

SILK.

SHANGHAI.—The Chamber of Commerce Report says:—A comparatively steady market has existed for Silk during the fortnight, the demand running principally on medium and common Tsatlees. The arrivals have come in freely from the interior, and the stock is considerable, but the sales that holders have been able to effect have just been sufficient to prevent them getting uneasy to any noticeable extent, so that quotations are to all intents and purposes unchanged. Taysaams of the coarse sort have hardly been in as much favour as at first, but still buyers have been found for a considerable quantity of Woosich's and Sinszes at from Tls. 235 to 250; Laeyangs have dropped to Tls. 222½ for fair descriptions. Quotations for Chop Silks are Tls. 400, 380 and 360 for Koo-fong-sing's Nos. 3, 3½ and 4 Tsatlees, Tls. 330 for Blue Elephants, Tls. 312½ for Ching-yong-shing's No. 2 Kiahing; the latter sorts are wanted, the former very difficult of sale. The weather has been very unfavourable for the second crop, and any great increase in the export over that of last season is hardly to be expected. Settlements for the fortnight, Chinas, 6,000 bales. Total settlements since 1st June, 1875, 10,000 bales, against 1874-75, 6,500 bales; 1873-74, 5,000 bales. Comparative unsold stock on this market, on the 26th June, 1875, 14,000 bales; 1874, 2,500 bales; 1873, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report:—The current price of No 4 Tsatlee is $330 per picul, or 12s. 3d. per lb., while last London advices by telegram quote same classification 11s. 6d. per lb. There was a moderate demand in the early part of the fortnight, and 300 bales were reported settled for last French mail; latterly, however, there has been little desire to operate, and only 100 bales have found a buyer in the past week. The stock in Canton is gradually increasing, and the tendency of the market is towards lower prices, but it is unlikely that any material drop will take place suddenly. Late arrivals of second crop silk are turning out better than was anticipated, the quality is not on a par with that of previous yield, but the thread is less foul than early musters promised. Loong-kong: there have been no transactions in this description; Long-reel: 70 piculs and 40 bales are the purchases reported for India; Re-reels: No new contracts have transpired.

TELEGRAMS FROM THE FAR EAST.

CHINA AND PERU.

SHANGHAI, AUG. 15.—The Treaty of Commerce concluded between China and Peru was ratified at Tientsin on the 7th inst.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅝d.	4s. 2⅝d
Shanghai ,, ...	5s. 8¾d. to 5s. 9d.	5s. 9¼d.	5s. 9⅛d. to 5s. 9⅛d.
Canton ,, ...			
Hong Kong ,, ...	4s. 2¼d. to 4s. 2½d.	4s. 2⅝d. to 4s. 2¾d.	4s. 2⅝d.
Macao ,, ...			
Singapore ,, ...	4s. 1⅝d. to 4s. 1¾d.	4s. 1⅝d. to 4s. 1⅞d.	4s. 2d.
Manila ,, ...	4s. 1⅞d.	4s. 2d. to 4s. 2¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 312¼	226
,, Hong Kong	27⅛ to 28 dis.	—
Bar silver	Tls. 111.2.5	9¼ prem.
Mexican dollars	,, 73.7.5	⅛ prem

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $810 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. discount.
Hong Kong Fire Insurance Company, $290 premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $35 premium, ex. interest.
Victoria Fire Insurance Company, $160 per share.
Chinese Insurance Company, $185 per share, ex. interest.
Shanghai Steam Navigation Company, Tls. 73 per share.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs
June 16 ...	Achilles (s.)	Shanghai ...	2,500,000
,, 21 ...	Cutty Sark	,, ...	1,300,000
,, 23 ...	Blackadder	,, ...	1,200,000
,, 23 ...	Whiteadder	Foochow ...	1,500,000
July 1 ...	Galatea (s.)	Shanghai ...	2,000,000
,, 1 ...	Glaucus (s.)	Shang. & Fchw.	2,500,000
,, 8 ...	Craigforth (s.)	Shanghai ...	2,200,000
,, 8 ...	Thermopylæ	Foochow ...	1,200,000
,, 8 ...	Nyassa	,, ...	1,000,000
,, 8 ...	Black Prince	,, ...	1,200,000
,, 8 ...	Undine	,, ...	1,000,000
,, 8 ...	Forward Ho !	,, ...	1,500,000
,, 17 ...	Glamis Castle (s.) ...	,, ...	3,000,000
,, 17 ...	Tartar (s.)	Shanghai ...	2,200,000
,, 17 ..	Cawdor Castle (s.) ...	Hankow ...	2,750,000
,, 17 ...	Altona (s.)	Shanghai ...	1,750,000
,, 25 ...	Egeria (s.)	Foochow ...	1,600,000
,, 30 ...	Glengyle (s.)	Shanghai ...	2,000,000
,, 30 ...	Glenroy (s.)	Hong Kong ...	2,000,000
Aug. — ...	Norman Castle	Shanghai ..	1,400,000
,, — ...	St. Andrew's Castle ...	Canton ...	1,200,000
,, — ...	Fiery Cross	Foochow ...	1,000,000
,, — ...	Osaka	Canton ...	800,000

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 15, Oceanic (str.).

At SHANGHAI.—From London, June 19, Scindia (str.); 20, Lord of the Isles (str.); from Liverpool, 23, Ajax (str.); 17, Glaucus (str.); from London, &c., Menelaus (str.).

At HONG KONG and CANTON.—From London, June 18, Balgownie; 23, Galley of Lorne (str.); 26, Golden Spur; from Liverpool, 18, Ajax (str.); 19, Belgic (str.); from Glasgow; 29, Bowen (str.); from Cardiff, 21, Gustav; 23 Faith; 28, Virginia; from Lisbon, 28, Rollo; from New York, 21, Rosetta; from London, &c., Aug. 9, Ulysses (str.), Melbrek, Flintshire (str.), Bellona (str.), Gazelle, Meikong (str.); 13, Quang-se (str.); 14, Stentor (str.).

At SINGAPORE.—From London, June 30, Edeine, Cybele (str.), Argyll (str.); July 4, Glenroy (str.); from Liverpool, June 29, Bertie; 30, Cyclone; July 3, Priam (str.); from Sunderland, June 25, John George; 26, Ulva; from Newcastle, 29, Tynedale; 27, Lincoln; from Swansea, 27, Julia H.; from Shields, 30, Duke; July 9, Dovercourt; from Glasgow, June 29, Viceroy; July 1, Terentia; from Cardiff, July 6, Auriga, Aug-Orissa.

At PENANG.—From London, June 28, Argyll (str.); Aug. 12, Naples (str.); from Liverpool, June 30 Priam (str.).

At BATAVIA.—From Liverpool, June 20, Doris Eckhoff; 25, Argo; 26, Sea; July 1, Strathblane; from Newcastle, June 19, Equator; from Greenock, 28, Karang; July 1, County of Berwick; from Holland, 20, Thos. Sorby; from Texel, 30, Aurora; from Antwerp, Aug. 8, Mary; from Rotterdam, Job Marian; from New York, June 29, John Worster; from Clyde, County of Bute.

DEPARTURES.

From SHANGHAI and HANKOW.—For London, June 19, H. Tartan (str.), Cutty Sark; 16, Achilles (str.); Aug. 6, Ægean.

From FOOCHOW.—For London, June 21, Montgomeryshire (str.); 22, City of Baltimore; 23, Viking (str.).

From HONG KONG and CANTON.—For London, June 18, Galatea (str.) 22, Achilles (str.); 30, Glaucus (str.); 25, Denbighshire; 19, Zambesi for Hamburg, 21, A. E. Vidal; Aug. 13, Glenroy (str.).

From SINGAPORE.—For London, June 28, Statesman (str.), Venice (str.); 30, Achilles (str.); City of Baltimore (str.), Montgomeryshire; July 1, Viking (str.); 10, Glaucus (str.); Aug. 13, Glengyle; for Marseilles, June 30, Comete; for Liverpool, 29, William Wilcox.

From PENANG.—For London, July 10, Galatea (str.); Aug. 7, Zehlima, Sarpedon (str.), Hougomont.

From BATAVIA.—For Holland, July 3, Nieuwland; for New York, June 22, Justitia.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—None.

At SHANGHAI.—To London, £3 10s. per ton of 40ft., and for sailing vessels £3 10s. per 50ft.

At FOOCHOW.—To London, steamers, £3 10s.; sailing vessels, £3.

At HONG KONG and CANTON.—To London, £3 to £3 2s. 6d. per sailing vessel, and £3 15s. to £4 per ton of 50 and 40ft. respectively.

At SINGAPORE.—To London rates per steamer are:—Tin, £1; gambier, £3 5s.; cube gambier, £5; sago and tapioca, £3 5s.; coffee, £4; measurement, £3 15s. to £4. Per sailing vessel:—£5 to £2 7s. 6d. dead weight; to New York, light freight, £3 to £3 2s. 6d.; tin, £1; gambier, £1 15s.

At PENANG.—To London, tin, £1 10s.; tapioca, £3 10s.; small shells, £5; for New York, pepper, £4; tin, £1 5s.; measurement, £4.

At BATAVIA.—To Rotterdam, 90fl. tobacco, 70fl. sugar, 12fl. indigo.

VESSELS LOADING.

At YOKOHAMA.—For New York, Mora, Stillman B. Allen, Annie Braginton, Walton.

At SHANGHAI and HANKOW.—For London, Ajax (str.), Altona (str.), Black Adder, Deerhound, Norman Court, Westbury, Zephyrus, Craigforth (str.), Cawdor Castle, Ægean; for Odessa, Tchihatchoff (str).

At FOOCHOW.—For London, Glenlyon (str.), Glamis Castle (str.), Flamingo (str.), Nyassa, Thermopylæ, Forward Ho, Black Prince.

At HONG KONG and CANTON.—For London, St. Andrew's Castle, Osaka.

At SINGAPORE.—For London, Florence, Mogul, Hougoumont, Tynedale; for Liverpool, Bertie, Star of Peace; for New York, Bengal, Enrico Dandolo, East Lomond.

At PENANG.—For London, Zehlima.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
June 11 ...	Celebes ...	Nieuwe Diep ...	Batavia
,, 13 ...	Tordenskjold ...	Liverpool ...	Order
,, 14 ...	Venezuela ...	Hamburg ...	Amoor River
,, 14 ...	County of Ayr ...	Glasgow ...	Batavia
,, 14 ...	Dr. Mezger ...	London ...	Do.
,, 15 ...	Equator ...	Newcastle ...	Do.
,, 15 ...	Ulva ...	Sunderland ...	Singapore
,, 15 ...	Aurora Australis ...	Liverpool ...	Order
,, 16 ...	Undine ...	London ...	Shanghai
,, 16 ...	Lyra ...	Manila ...	London
,, 18 ...	Tres de Mayo ...	Bordeaux ...	Saigon
,, 18 ...	Adelaide ...	Batavia ...	—
,, 20 ...	William Yeo ...	New York ...	Singapore
,, 20 ...	Clara O'Brien ...	Sunderland ...	Order
,, 20 ...	Bertie ...	Liverpool ...	Singapore
,, 20 ...	Christianstad ...	Newcastle ...	Order
,, 20 ...	Duke ...	London ...	Singapore
,, 20 ...	Sea ...	Liverpool ...	Order
,, 20 ...	Argo ...	Do. ...	Do.
,, 20 ...	Perseverance ...	Marseilles ...	Saigon
,, 21 ...	John Worster ...	New York ...	Batavia
,, 21 ...	Doris Eckhoff ...	Liverpool ...	Do.
,, 21 ...	Thomas Sorby ...	Rotterdam ...	Do.
,, 28 ...	Aurora ...	Amsterdam ...	Do.
,, 30 ...	County of Berwick...	Glasgow ...	Do.
Aug. 6 ...	Johanne ...	Sunderland ...	—

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, Aug. 14.—The P. and O. Company's steamer China, arrived here at 9 and the mail left at 10 this morning for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, AUG. 10.—The P. and O. steamer Nizam, with the homeward India and China (heavy) mail, left at 4 P.M. for Southampton, where she may be expected on the 23rd inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, AUGUST 11.—The P. and O. steamer Zambesi, from China, *viâ* the Suez Canal, arrived at Southampton this morning, bringing the heavy India, China, and Australian mails, 79 passengers, £667,852 in specie, 1,336 bales and cases of silks, 28,254 chests of tea. Her dates were:—Shanghai, June 13th; Hong Kong, 19th; Singapore, 26th; Penang, 28th; Galle, July 9th; Aden, 21st; Suez, 27th; Port Said, 28th; Malta, August 2; and Gibraltar, 6th.

NEXT INWARD MAIL.—MARSEILLES, AUGUST 17.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, arrived here at 7 A.M. this day, and the mails leave at 10.45 A.M. for London. The cargo includes: 1,591 bales silk, 701 packages tea; and specie value £32,571 for London, which will be forwarded by the Company's steamer Euphrate, due on the 29th inst.

INWARD MAIL DUE AUGUST 30.—GALLE, AUGUST 7.—The P. and O. steamer Venetia left here for Suez, with the China mails, this morning. The Ceylon, with the mails from Australia, has not yet arrived. She grounded when starting from Melbourne, causing her to leave two days late.

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INWARD MAIL DUE SEPTEMBER 6.—GALLE AUG. 10.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF AUGUST 6.—SUEZ, AUG. 13.—The P. and O. Company's steamer Teheran, with the outward India, China, and Australia mail of 29th ult. rnd 6th inst., left at 11 A.M., and the Bokhara at 1 P.M., for Bombay and Calcutta respectively.

OUTWARD MAIL OF JULY 16.—GALLE, AUG. 10.—The Messageries Maritimes steamer Amazone, from Marseilles 18th ult., left here to-day for Singapore.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, AUG. 10.—The Nederlands Steamship Company's steamship Prins Van Oranje, sailed hence to-day for Padang, Batavia, &c., with a full cargo., 60 cabin passengers, 280 Dutch troops, £20,000 in English specie, and the Dutch mails and specie.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 11, at Boston, U.S., from Ilo Ilo, Gold Hunter; 12, at London, from Shanghai, Zambesi (str.); 14, from Foochow, Montgomeryshire; from Rangoon, Irrawaddy (str.), Lady McDonald; at Liverpool, from Rangoon, Oswingo, Carlisle; 12, at Falmouth, from Akyab, Ole Smit Plong; from Rangoon, for Bremen, Marie Louise; 16, from Rangoon, John Bertram; 12, from Maulmain, John Ritson; at Cuxhaven, from Rangoon, Adto; at Callao, from Yokohama, Thomas Hilyard; 14, at Deal, from Shanghai, Achilles (str.)

DEPARTURES.—Aug. 11, from London, for Shanghai, Glenearn (str.); from Antwerp, for China, Thingvalla (str.); 13, for Hong Kong, Gryfe; 14, from Glasgow, for Batavia, County of Peebles; from Shields, for Batavia, Laurens Coster.

LAID ON.—At Liverpool, for Shanghai, Agamemnon (str.); for Rangoon: City of Manchester, Zaritza, Prince Regent, Nina Brixo; for Yokohama, Lochleven Castle; for Padang, *vid* Cardiff, P. Laudberg; at London, for Penang, Singapore, Viking (str.), Venice (str.), Montgomeryshire, Batrak (str.); for Rangoon: Knight Commander; for Colombo: Hankow (str.), Duke of Devonshire (str.); at New York, for Shanghai, Mary Whitridge; for Yokohama, Nightingale.

SPOKEN.—Guinevere, from London, to Shanghai, June 22, 0.49 N., 24.29 W.; Lanercost, from Sunderland, to Singapore, July 31, 46 N., 10.10 W.; Martha Davis, from Akyab to Rotterdam, July 12, 23 N., 36 W.; Ambassador, from London to Shanghai, June 22, 28 S., 33 W.; County of Lancaster, from Glasgow to Batavia, July 1, 9.10 N., 20.7 W.

CASUALTIES.—The Fearnought, from Rangoon to Liverpool, reports:—Sailed March 21. On the 19th June, in 2 S., 21 W., at 7.25 P.M., experienced two successive shocks of earthquake.

Captain Castle, late of the str. Lotus, has been appointed to the command of the Viking, now loading by Messrs. Robertson and Co. for the Straits and China.

The China Trans-Pacific Steamship Company's steamer Vasco de Gama, under charter to the Pacific Mail Steamship Company, arrived at San Francisco from Victoria, Vancouver's Island, with 3,500 tons coal, and was to return on 14th instant.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 15th June, at Province Wellesley, Penang, the wife of Vernon Allen, Manager Prye Rice Mill, of a son.

BIRLEY—On the 4th Aug., at Hillside, Kirkham, Lancashire, the wife of Hutton Birley, of a daughter.

FFINCH—On the 8th Aug., at 11, Glenmohr-terrace, Blackheath, the wife of B. T. Ffinch, Deputy Director Persian Gulf Telegraph, of a daughter.

FOWLIE—On the 9th Aug., at Fairlawn, Coombe-wood, the wife of J. C. Fowlie, of a son.

HALTON—On the 6th Aug., at Wimbledon, the wife of Eldred Halton, of a son.

HAYLEY—On the 3rd July, at Galle, the wife of Charles P. Hayley, of a son.

KEAUGHAN—On the 7th July, at Singapore, the wife of T. J. Keaughran, of a son.

PROCTOR—On the 22nd June, at Penang, the wife of the Rev. W. Proctor, of a daughter.

ROBINSON—On the 13th June, at Singapore, the wife of Wellesley G. W. Robinson, Control Department, of a son.

SAUNDERS—On the 15th June, at Pagoda Anchorage, Foochow, Mrs. J. C. Saunders' of a son.

SEARE—On the 13th Aug., at Long Ditton, Surrey, the wife of B. Powell Seare, of a daughter.

SHUSTER—On the 22nd June, at West Point, Hong Kong, the wife of J. F. Shuster, of a son.

MARRIAGES.

BUXTON—EDGER.—On the 11th Aug., at St. Stephen's Church, Shepherd's-bush, by the Rev. W. S. Escott, R.D., Rector of Carlton, Bedfordshire, assisted by the Rev. W. L. Collett, M.A., Vicar of the parish, James W. F. Buxton, Lieut. 27th Inniskilling, and of the Intelligence Branch, War-office, to Edith, second daughter of the late Hon. J. F. Edger, Member of the Legislative Council, Hong Kong.

DONALDSON—PITT.—On the 1st July, at St. John's Cathedral, Hong Kong, James Donaldson, Sergeant, Royal Artillery, to Harriett, eldest daughter of Quartermaster the late John Pitt, Royal Artillery.

ESCHELBACH—DICKSON.—On the 26th July, at Grouville Church, Jersey, by the Rev A. Le Seur, the Rev. Albert Eschelbach, Bengal Chaplain, to Louisa Harriet, widow of the late Graham le Fevre Dickson, 30th Regt., Lieut.-Col. Unattached, and second daughter of the late Capt. Mecham, 3rd Dragoon Guards.

MARSH—KESWICK.—On the 3rd Aug., at St. Saviour's, Liverpool, by the Rev. J. W. Bardsley, Thomas Marsh, of Montpellier-road, Brighton, to Jane Jardine, daughter of the late Thomas Keswick, of Beechgrove, Annan, Dumfriesshire.

POLLOCK—MYERS.—On the 5th July, at Singapore, by the Very Rev. Archdeacon Hose, Frederick Hart Pollock, of London, to Mary Myers, of Perth, Western Australia.

RASCH—NIELSEN.—On the 15th July, Carl Rasch, Hiogo, to Hermine Nielsen, eldest daughter of Ferdinand Nielsen, of Bremen.

STEVENS—GILBERT.—On the 11th Aug., at St. Matthew's Church, Brixton, by the Rev. N. A. Garland, Major William Stevens, H.P., Staff (late 2nd or Queen's Own Royal Regiment), Military Knight of Windsor, to Mary Ann Dean Gilbert, of Stockwell-park-road, Brixton, only daughter of the late Charles Henry Gilbert, surgeon.

DEATHS.

BIRLEY—On the 10th Aug., at Hillside, Kirkham, Lancashire, Alice Mary, wife of Hutton Birley, aged 31.

FOSTER—On the 5th June, at Manila, Frederick Love Foster, only child of Frederick Emery and Martha Love Foster, aged fifteen months.

GORDON—On the 7th Aug., in London, W. A. M. Gordon, of the Ceylon Civil Service, son of the late Major-General John Gordon, Royal Artillery.

KERR—On the 5th Aug., accidentally drowned at Millport, Arthur David Kerr, M.B. and C.M., eldest son of David Kerr, M.D., Aberdeen.

MEADOWS—On the -- Aug., at Tientsin, J. A. Taylor Meadows, Consul for Denmark and the Netherlands.

PAGE—On the 19th July, at Port Said, Egypt, William R. Page, U.S. Consul, aged 55

PHILIPPS—On the 8th Aug., at his residence, The Wray, Grasmere, John Philips Philipps, Commander R.N., in his 82nd year.

THOMSON—On the 29th June, at Penang, James Cameron Thomson, of Malakoff Estate, Province Wellesley, Penang.

WILLIAMS—On the 25th June, at Hong Kong, Alcida, daughter of Wm. John and Isabel Williams, aged six months.

Naval and Military.

Admiral Collinson, K.C.B., who has been selected to succeed Sir Frederick Arrow as Deputy-Master of the Trinity House, entered the Navy in 1823, and became lieutenant in 1835. In 1840 he joined the Wellesley, 72, in the East Indies, and during the operations against Canton in March, 1841, he was officially praised for his very skilful and highly meritorious exertions in piloting the Modeste, 18, to an excellent and effective position about 600 yards of the last fort protecting the approaches to the city; and he obtained every favourable consideration also for his useful efforts in sounding, conjointly with Lieutenant Henry Kellett and Mr. Richard Brown, master of the Calliope, and conducting several men-of-war safely to an anchorage off Canton itself. At the capture, in May following, of the whole line of defences, extending about two miles from the British factory, he was further active in getting the ships into their respective positions. He likewise, on August 26, having assumed command of the Bentinck (10), evinced his skill in sounding the channel ahead of the station occupied by the Wellesley, and in then gallantly anchoring within the entrance of the bay. In October he assisted at the recapture of Chusan and the storming of the fortified heights and citadel of Chinghai. He became commander 1841, and in 1842 was appointed to the Plover; and subsequently, on the night preceding the capture of Chapoo, sounded thoroughly and effectively between the anchorage of the ships and the shore, and was engaged in June and July in surveying the channel before Woosung, preparatory to the attack on its batteries; also in the hostilities against Shanghai, and in commendably overcoming all the difficulties in the navigation of the Yangtsze during the advance of the British on Chin-kiang.

A distinguished service reward of £100 per annum has been awarded to the Rev. H. Huleatt, M.A., first-class chaplain to the forces. Mr. Huleatt was appointed chaplain in October, 1856, having previously officiated in the Crimea from September, 1854, to the close of the war in 1856 (medal with clasps and Turkish medal). He was senior chaplain to the China Expedition in 1857, and was present at the capture of Canton, when he was mentioned in despatches. Was also in 1859 present at the unsuccessful attack on the Taku Forts, when he was dangerously wounded by a ball while attending to the wounded on the mud banks. He received the medal with clasp for his services on this occasion.

Major W. Stevens, late of the 2nd Queen's Own Regiment, has been installed a Military Knight at St. George's Chapel, Windsor. Major Stevens has seen much service in the China and Ashantee wars. He served in the ranks of the 49th Regiment throughout our first war with China in 1842, and was present at the taking of Chusan, storming of the heights of Canton and other affairs.

The repairs of the Fawn—which we noticed in May last as likely to be commissioned for surveying work in China or Japan—will occupy about two months. She will be fitted with the boilers from the Royalist.

A FEW days since Dr. A. D. Kerr, M.B. and C.M. was found drowned in the harbour at Millport. Dr. Kerr was last seen standing on the quay, and it is supposed he must have stepped over the quay, and no one being at hand to give him help, lost his life. Dr. Kerr was little over thirty years of age. He had practised abroad in India, China, and Japan, and also served as surgeon on board of some ships.

IT is stated at Berlin that the remainder of the indemnity due to German subjects for the plunder of the brig *Bismarck* in Chinese waters has been paid, and the Governor-General of Canton has written to the German Consul expressing great regret at the lawless act which had been committed.

THE Geographical Congress now in session in Paris has granted exceptional rewards to M. Francois Delaporte, and M. Garnier (deceased), for their journey to Cochin-China, and to the Austrians, Herren Payer and Weyprecht, and Count Wilczeck for their recent North Pole expedition.

ON the 3rd inst. Messrs. John Roach and Son launched from their ship-building yard at Chester, U.S., another steamer for the Pacific Mail Steamship Company. The new steamer is sister ship to the *City of Peking* and *City of Tokio*, and is named the *City of Sydney*.

LOSS OF A MESSAGERIES MARITIMES STEAMER.—The Messageries Maritimes *Nera* went ashore on the 7th inst., eight miles from Batavia. It is impossible to float her. The passengers, crew, and despatches have been saved, but the cargo is under water.

THE King of Holland has granted permission to Mr. W. F. H. Von Weckerlin, resident in Japan, to accept the Commander's Cross, first class, of the Danebrogs Order, conferred on him by the King of Denmark.

THE Board of Trade have received a copy of a notice issued by the Portuguese authorities at Lisbon, declaring Bangkok and all other ports of Siam free from cholera since the 23rd of May last.

THE Eastern and Australian Company's steamer *Bowen* arrived at Brisbane, from Singapore, on 13th inst., two days early, with London mails of 25th June.

The Pacific Mail steamship *City of Peking* arrived at San Francisco on the 5th inst., bringing dates, Hong Kong, 10th; Shanghai, 9th; and Yokohama, 18th July.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: TUESDAY, AUGUST 17, 1875.

THE STRAITS AND THE MALAY STATES.

IN a Blue-book of 271 pages, which has just been presented to Parliament, we have a very copious narrative of the principal relations between our Government and the States of Laroot and Perak, Salangore, Rambow, Pahang, and Johore, from the early part of November, 1872, to the 23rd of last March. There are no less than seventy-five despatches in the volume, but some of these are not published entire, and there are others referred to in the correspondence which it has not been judged expedient to print. Nevertheless, no one can rise from a perusal of the correspondence now issued without obtaining a very complete insight into the original attitude adopted by our Colonial-office and its local representatives towards the disorganised Malayan dependencies, as well as into the motives and causes which ultimately led to an entire change in that attitude, and to a settlement of the disturbed districts which promises to be as permanently prosperous as it was immediately successful. Mistakes were made—one of them of no small consequence—by the executive authorities in the Straits in the course of their very long and very responsible operations; and, as to the blanks in the papers now made public, we may be quite sure that the passages omitted relate to matters on which the Home Government had some fault to find. The gravest error—one which at the time of its occurrence the mercantile community in Singapore were not slow to condemn—was that committed by the late Governor ORD when he formally recognised the Mantri of LAROOT as an independent ruler, and by an official proclamation authorised that chieftain to obtain arms, ammunition, and other supplies from Penang for the purpose of quelling disturbances in his own district, and setting himself up there in exclusive sovereignty. At a later stage in the events all this policy had to be reversed, and we find the British officials reporting that "the Mantri is undoubtedly lowest "in rank of the four principal officers of the Perak Go-"vernment, and has assumed in Perak a position of in-"dependence which his office and rank do not justify." Further on they condemn this chieftain's conduct in still stronger terms. Yet Governor ORD actually prolonged the disturbances in Perak by mistakingly assisting the Mantri to maintain himself in revolt.

Nothing in this Blue-book strikes the reader with greater surprise than the little knowledge possessed at the outset by the officials in the Straits with regard to the geography, the resources, the history, and local politics of these contiguous native States. This is an evil which, under the new *régime*, is being rapidly remedied; but it does seem astonishing that at the outset, when clouds began to gather, when the Chamber of Commerce in Singapore was first heard complaining, and the Chinese traders were framing petitions, there was really no one in the Straits Government—though there are several who have been twenty and even thirty years in the East—who could pretend to anything more than familiarity with the Malay tongue, long experience of the natives, and a general acquaintance with the coast-line of the unsettled provinces. The causes of this ignorance are not far to seek; in part it was a consequence of a policy long and steadily pursued of non-interference in the affairs of independent neighbouring potentates. There was nothing which any British officer might hope to gain by directing his attention to the condition of provinces which, however important to us, we had made up our minds to let alone. Another circumstance which had influence was that in the Straits there never had been any bureau or department—representing as it were a local Foreign-office—specially charged with the management and conduct of all our business with the Malay provinces in treaty with ourselves. The disturbances now seem to have all been satisfactorily put an end to; the future is full of promise, but the consequences of our own ignorance and neglect might have been much more seriously felt had the crisis chanced to come at a time which found the Home Government less able to give that close supervision to the various transactions than they are proved in the present correspondence to have bestowed. Let us hope that now, with local Residents appointed to control the administration of the principal States, we shall be able at all times to command the most trustworthy information.

It is curious, too, to notice how, as the ignorance just referred to gradually passed away, our Colonial Official slowly changed its views as to the true policy to be adopted. In August, 1872, we find the Colonial Secretary at Singapore stating, in reply to thirty-four Chinese merchants who petitioned for the protection of their property and agents at Salangore, that "if traders, prompted by the "prospect of large gains, choose to run the risk . . . "in these countries, it is impossible for Government to "be answerable, &c." This sentiment is immediately approved by Lord KIMBERLEY. A similar answer is made direct from the Colonial-office in June, 1873, to an English firm who wrote to ask whether British subjects would be protected in Salangore. Not very long after this it began to dawn upon Governor ORD, and also on Earl KIMBERLEY, that the revenues of the Straits Settlements and their commercial prosperity had a vital interest in the maintenance of peace within the neighbouring native States, and in the development of the various resources of those countries. "An entirely different policy" towards the Malay Rajahs is now advocated; Sir ANDREW CLARKE, before he leaves England, is instructed to devote his attention to this matter, and the steps which he took to put things on a satisfactory footing are no sooner reported home than they receive entire approbation. The previous policy of non-interference was indeed a most mistaken one—as is clearly shown in the published correspondence—and it originated in our own ignorance, in our not recognising the true constitution of the Malay régime. This constitution is essentially feudal. The Sovereign of Siam is Lord Paramount of the Northern Malay States, and the slight control he exercises in regulating the succession, and putting down revolt if necessary, is sufficient to preserve each petty government from disintegration and decay. The Sultan of Menang-Kabow, in Sumatra, discharged the same duties towards the provinces in South; but when the English and Dutch between them put an end to the Sultan's authority, they destroyed the Lord Paramount, and there was no Power to take his place. The result has been that disturbances broke out whenever a Rajah died, and interference has at last been forced on us by a state of misgovernment and anarchy, accompanied by piracy and violence of every kind, which might in a great measure have been prevented had we understood our true position, our duties, and our interests better. We hope that the next Blue-book published on the affairs of our Malay dependencies will have a very different tale to tell.

REDRESS IN CHINA.

IN a late issue we alluded briefly to the rumour which, according to a telegram published in the daily papers, had obtained currency in China to the effect that it was under contemplation to despatch a special embassy to England with reference to the difficulty which has arisen in consequence of the murder of the late Mr. MARGARY. The whole circumstances connected with this lamentable affair seem, however, to be drifting so rapidly in the same direction as that into which so many similar negotiations have drifted, that we do not hesitate to recur to the subject, and to point out the danger which the home Government will incur if they

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fail to act with promptness and allow the Chinese an opportunity of staving off inquiry until they have gained sufficient time to give their own colouring to the facts. There can be no doubt in the mind of anyone who has had experience of the way in which the Chinese officials habitually act in cases of this kind, that one of their chief objects will be to create as much delay as possible; and it is most probably with this idea that they have hit upon the expedient of despatching the special embassy. In respect to the Tientsin massacre, there could be no question that this hope of delay mainly actuated them in despatching CHUNG-HOW, and we may be certain that nothing will favour them more in the present instance, or be more in accordance with their traditional policy, than to stave off the matter until it has become so difficult as to be almost hopeless to arrive at the actual facts and to bring home the derelictions of the officials to the guilty parties. How constantly this policy of procrastination has been resorted to by the Chinese, and how successful it has repeatedly been will be seen by the subjoined extract from the fly-leaf of the DENHAM and GULLY Journal, published in a London paper as far back as 1843:—

December 5th, 1843: The Indian mail which has just arrived has brought the report of the Chinese authorities on the inquiry they were ordered to make respecting the murder of the crews of the *Nerbudda* and *Anne*. This inquiry was undertaken on the demand of Sir H. Pottinger. The report is ridiculously defective in every respect but one, namely, in that which declares the authorities at Formosa to have obtained from the Emperor rewards and honours by fraudulently and falsely representing the mode of the capture of the two unfortunate crews. The parties thus guilty are doomed to punishment. On this point it is plain enough, and so far it fully confirms the statements made in the journals of Captain Denham and Mr. Gully. Those journals will furnish, if the Chinese think fit to use them, the means of obtaining fuller information on other points. And it is even yet to be hoped that they who caused the murder of so many of the captives will be at least equally punished with those who won honours and rewards by false representations. The Chinese Government should be pressed to make further inquiries.

We can only say in the present instance the Chinese Government should be pressed, and firmly pressed, not only to institute the necessary inquiries, but to insist upon the punishment of the guilty parties. This was supposed to be the course adopted, and it is scarcely to be believed that the Government at home—whatever may be the ideas of its representative at Peking on the subject—will depart from this simple treatment of the matter because the Chinese officials desire to adopt in regard to it a line of procedure which can only be designed to increase the already great difficulties in arriving at a true understanding of the matter. It is possible, though we should be sorry to think it probable, that our Minister at Peking may be disposed to listen to the suggestion of a special Embassy being sent, under an idea that that course will spare him much trouble and responsibility; but such a course amounts to nothing less than deliberately allowing the Chinese officials to snap their fingers at his authority, and, if adopted as a precedent, it must have the effect of entirely doing away with the influence of our representatives, while it will most assuredly tend not in favour of, but directly against, any satisfactory settlement of the difficulty. Neither our Minister nor the Home Government can prevent the despatch of the Embassy from Peking, but the answer which should be given to it by the Secretary of State for Foreign Affairs is clear, namely, that while the Home Government is willing to listen to all that may be urged upon it, the settlement of the matter must rest with the Minister at Peking, and the Chinese Government must satisfy him that justice has been done by them.

THE SEIZURE OF THE BRITISH STEAMER "CARISBROOKE."

ACCORDING to the statement of the case connected with the above incident, drawn up by Mr. HAYLLAR, counsel for the defence, it appears to be admitted that the steamer was actually within three miles of Hainan, and consequently within China waters—a circumstance which, of course, diminishes to a considerable degree the importance of the matter in an international point of view, though it does not detract from the grounds of complaint as to the high-handed manner in which the whole affair was conducted, and the undesirableness that Customs' cruisers should be allowed to fire into foreign vessels except the most urgent necessity exist for taking that course. It appears, however, that the matter has been fairly investigated, and that Sir BROOKE ROBERTSON has done all that was in his power to arrive at an equitable settlement of the affair. An unfortunate technicality, however, seems to stand in the way, namely, that the Treaty provides for the confiscation of the vessel and cargo, and not the imposition of a fine; so that, although the Chinese authorities at Canton were willing that a much smaller punishment than seizure of the whole should be inflicted, they have been unable to do so, and the case has had to be referred to Peking. A very important opinion upon the question of confiscations and fines in China was given by Sir FITZROY KELLY and the late Mr. WINGROVE COOKE, in which it was pointed out that a distinction existed in exterritorial countries between confiscations and fines. The former being *in rem* it is competent for the Chinese to make, but the latter being in the nature of punishments and *in personam*, can only be inflicted by the Consul of the party accused. The difficulty which has arisen might be entirely averted by rules being drawn up with due reference to this distinction, that is, making the seizure of the vessel merely the preliminary step, the vessel being held as security for such penalty as the Consul and Chinese authorities sitting together as a Mixed Court shall consider requisite to meet the merits of the case. The matter is to be referred to Peking, and it is to be hoped that this point will be adjusted in this manner. It is obviously unjust that the seizure of a whole ship and cargo should in all cases be made the penalty for the breach of fiscal regulations; but, of course, it cannot be expected that the Chinese will give up their right to take this course, until adequate means are provided for inflicting such penalties as may be in accordance with the merits of individual cases. We are glad to observe that Sir BROOKE ROBERTSON contended that there were several mitigating circumstances in the present instance, and appears to have given complete satisfaction to the defendants by the manner in which he felt called upon to protect their interests and to see that justice was done.

THE report of the proceedings at the meeting of the creditors of Messrs. SHAND and Co., an old-established firm connected with Madras and Ceylon, exhibits a further specimen of the mode of transacting business which has largely increased in late years since the introduction of the new systems of financing. What a firm can expect to come to that accepts bills in the manner shown in the late failures arising out of COLLIE and Co. it is difficult to imagine. The bills of this firm were accepted by either their accomplices or their dupes without any sort of security. In cases such as RAINBOW, HOLBERTON and Co., which commenced with some cotton operations, no goods or documents could be traced, but yet the firm accepted up to £50,000, and were content with COLLIE and Co.'s promises that they would square up in August. These bills, which represented nothing, were swallowed by our first-class banks. It seems clear that once a firm gets into a swing of credit with such a Bank as the London and Westminster everything is "put to their credit" without scrutiny; hence we find advances to KILBURN, KERSHAW and Co. on silk, largely above the market value, and COLLIE'S bills upon men hardly known in the mercantile world. It is of little avail to descant on what has passed, but it is of avail to bring to justice all cases of abstraction of goods such as existed in the case of LYALL, STILL, and Co. and others. In this respect it is to be hoped that Bank directors and creditors generally, will not shrink from making an example of all such delinquents.

IN the account given in the local papers of the destructive fire which took place at Hong Kong on the night of the 22nd of June, we read that both of the Government fire-engines broke down. Apart from the cost of the engines themselves, there is an annual charge on the colony of salaries for a superintendent of the fire brigade, and two deputy superintendents. How comes it that the united talents of these three gentlemen are insufficient to keep the engines in such a state that at all events both of them will not break down? The answer, we suspect, is not very

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hard to find. All the gentlemen thus employed are busily engaged with other duties—Mr. MAY and Mr. RUSSELL as police magistrates, Mr. CREAGH as deputy superintendent of police. We cannot help thinking that it might be possible to do with a less number of superintendents, and have a thoroughly efficient engineer to see that there is no chance of such mishaps as a break down of both engines occurring. It is a lamentable fact that it scarcely ever happens that the strength of the Hong Kong fire brigade is at all tried but some such shortcoming as that under notice becomes manifest. A vast amount of money has been spent upon organising the force, and the public should insist upon its being properly conducted.

THE QUEEN'S Speech at the closing of the Parliamentary Session on the 13th inst. contains the subjoined reference to the murder of Mr. MARGARY :—

I have learnt with deep regret that the expedition despatched by my Indian Government from Burmah, with a view to open communications with the Western Provinces of China, has been treacherously attacked by an armed force while on Chinese territory. This outrage, unhappily involving the death of a young and promising member of my Consular Service, is the subject of careful inquiry ; and no effort shall be spared to secure the punishment of those by whom it was instigated and committed.

THE CONSULAR REPORTS ON THE TRADE OF CHINA. 1874.

The first instalment of the Commercial Reports for the year 1874 from H.M.'s Consuls in China has just been issued from the Foreign-office, comprising those from Tientsin, Hankow, Kiukiang, Ningpo, Tamsuy, Amoy, Swatow, and Canton. The reports from Newchwang, Chefoo, Chinkiang, Shanghai, Foochow, and Taiwan have not yet been received. The following is a summary of the Blue-book referred to :—

TIENTSIN.—The net value of the import and export trade was Tls. 18,827,577, equal, at the exchange of 6s. per tael, to £5,648,273, figures which, when compared with the returns of 1872 and 1873, are, in Mr. Consul Mongan's opinion, most satisfactory. The disproportion between the imports and exports was more than usually remarkable last year, the values respectively being Tls. 17,682,684 and Tls. 1,144,893. The import trade of 1874, in both its subdivisions, compares favourably with that of 1873, both the native produce and foreign imports showing a marked increase. Of the former the most important articles were silk piece goods, sugar, rice, and paper, the united value of which was more than 4,000,000 taels. The same comparative increase in quantity and value is observable in the three great staples amongst the imports of foreign origin, viz., Indian opium, grey shirtings, and T-cloths, the total increase in 1874 being Tls. 650,935, or £195,280 18s. With regard to drills, English have fallen off largely, Dutch are stationary, and American show an improvement, which is the more noteworthy because from 1869 to 1873 they had been annually, and for the last two years of this period rapidly, declining. On the whole, says Mr. Mongan, the value of the cotton piece goods imported last year represents nearly three-fifths of the total value of the foreign imports during 1874, and grey shirtings alone represent more than one-fifth of the same value. With regard to the unfavourable condition of the trade in woollens, except in the case of English camlets and crape lastings, Mr. Mongan writes :—"Whether it be from the competition of Russian cloth (large quantities of which are sold at Kalgan and Tientsin that do not appear in the Customs' Return), or from the fact that the winter in this province is so severe as to make furs of various kinds more suitable for clothing during the intense cold than woollen cloth, certain it is that the growth of the woollen trade at Tientsin cannot be considered satisfactory." The year 1874 has been more favourable than its predecessor as regards the quantity of opium imported, "an increase of 452·92 piculs in the importation of Malwa more than counterbalancing a total decrease of 78·52 piculs in Bengal and Persian." Native opium appears to be driving Persian entirely out of the Tientsin market, for while in 1871 the amount imported was 310 piculs, last year it was only 21·18 piculs, and in 1872 it disappeared altogether. The prices of opium throughthe year have been unfavourable, and Her Majesty's Consul was informed by one of the chief importers that "the year's business has been a losing and discouraging one for foreigners engaged in the trade." Mr. Mongan makes some interesting remarks on the opium trade, from which much information may be gained respecting the native drug. From a table which he gives, we see that the price of native opium varies enormously, viz., from Tls. 110 per picul in Yunnan, to Tls. 320 in Chihli and Tls. 510 in Shensi. Although the export trade at Tientsin in 1874 shows a decrease of more than Tls. 100,000 when compared with the previous year, Mr. Mongan thinks that there are some encouraging features to be noticed in it, the chief one being a very large comparative increase in the export of camel's wool. The Russian transit trade fell off greatly last year, showing a general decrease in value of Tls. 608,958 as compared with 1873, which is probably to be attributed to an overstocked market. The Chinese passenger trade in 1874 was good, the numbers being 12,952, or an increase of 3,021 over 1873.

HANKOW.—There is no very remarkable feature in the export trade, except the very large decrease (over 6,000,000 lbs.) in the export of brick tea, and an increase of 1,700,000 lbs. in that of green tea ; consequently, though black tea shows an increase of little short of a million pounds, the total export of tea in 1874 was 70,912,533 lbs., against 74,543,089 lbs. in 1873. With the exception of coal, the other exports showed hardly any variation. A similar remark applies to the import of the principal manufactured goods, if we except only drills and long ells, the former showing a falling off of about 120,000 pieces and the latter of 23,000 pieces. In opium there is a decrease of 133 piculs, which, Mr. Hughes says, is explained by the increased consumption of native opium. With regard to this, which seems to be more in favour than formerly in the Hankow district, Mr. Hughes observes :—"It is stated that many well-to-do Chinese who had been in the habit of smoking foreign opium have given it up in whole or in part in favour of the native article, the use of which is believed to be less hurtful to the constitution and attended with less physical inconvenience. For instance, the confirmed smoker of Indian opium generally passes sleepless nights, whereas smokers of native opium do not suffer to the same extent in this respect." The cotton crop in Central China was large, owing to there having been no inundation, and consequently the import shows a considerable decrease. Seaweed shows a large increase, probably owing to the fact that Japanese traders have commenced to establish themselves at Hankow. The total value of the import trade was £5,112,144, the average rate of exchange being taken at 5s. 10¾d. per tael. Under the head of Shipping and Navigation Mr. Hughes gives some details of the working of the competition between foreign and Chinese steamers, and he further notes that the passenger traffic is greatly on the increase.

KIUKIANG.—Mr. Vice-Consul King reports that the trade continues to increase steadily, as it has done for the last four years, the increase being observable in nearly every article imported. Of the various causes, he remarks, of the temporary obscuration of this port, which has now nearly passed, the obstructiveness of officials is the greatest. So much so is this the case, that Chinkiang and Ningpo, shut off as they are from this province by considerable ranges of mountains, are yet able to compete successfully in the import of piece goods with the provincial port, and actually to lay down goods within the district of Kiukiang itself. The increase in grey shirtings and T-cloths is attributed to direct importation ; direct, that is to say, in so far as they are immediately destined for the port, though transhipped at Shanghai. The export of tea showed a notable increase last year, being 2,632,843 lbs. in excess of the previous one. "The tea crop this year (1874)," Mr. King adds, "has been of unexampled excellence, and the prices which the finest kinds of black tea have realised in the home markets have exceeded those of any previous year." With regard to the "Operation of Tariff," Mr. King observes :—"Now that direct importation of piece goods has begun, it is very desirable that the import duties should be levied on them here instead of as now at Shanghai. They are necessarily transhipped at the latter port from the ocean into the river vessels, just as tea is carried hence by the river to the ocean steamers. But while purchasers of tea here and at Hankow pay all duties on the spot, and tranship through the steamer companies without further trouble or expense, direct importers of foreign goods are obliged to be at the expense of having agents, and providing money, at Shanghai, for the simple object of paying the import duty, as the transhipment is still made by the steamer companies. It would be a great convenience, therefore, both to this port and to Hankow, if goods destined for the river paid duty on landing at their port of destination, passing through Shanghai under bond. This would entail no more trouble or expense to the custom-houses at either port, but rather less." Under "General Remarks," at the close of his Report, Mr. King says :—"The renovation of this port, to which I have pointed in my reports of the last two years, has at length assumed a more substantial form. An English and a Russian firm are establishing here ; several firms in Shanghai have determined to send agents here during the season and buy tea, instead of at Hankow, whither formerly Kiukiang tea was sent for sale, there being no market here ; land and house property has risen incredibly in value, and house accommodation is much wanted. Nothing is needed now for the permanent success of Kiukiang and its trade but prudence on the part of those trading here and untiring efforts to realise the privileges granted them by treaty, though refused by the provincial Government."

NINGPO.—Mr. Acting Consul Forrest reports a decrease in the import of all articles except lead, tin, Malwa opium, black pepper, rice, sugar, and a few other articles of Chinese production. With regard to cotton and woollen goods, the decrease is considerable, a very serious cause for this being the fact that "the entire trade has got into the hands of the piece goods

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guild, which is just as obstructive and non-expansive as the old Canton guilds were. Foreigners have certainly to thank themselves for the establishment of this formidable trade monopoly." This last statement Mr. Forrest explains at considerable length, giving, besides, details of the operations of the guild. Owing mainly to the cheapness of the drug, the consumption of opium increased some three per cent. Mr. Forrest reports that the increase in the growth of native opium is very startling in Chekiang, and is still going on. "It is to be found close up to the walls of Ningpo, and in the gardens at the back of the foreign settlement." At the conclusion of his remarks on this subject he observes :—"I hope to be able to get much fuller information concerning the growth of opium in this Consular district next June, when the crop is ripening. It is entering more and more seriously into competition with the Indian produce each year, and the defects which now make it so inferior in value will, I am convinced, soon be remedied. Nor need the hope be entertained that any official interference will put an end to the production. Any real attempt to stop it would throw the natives—mostly hardy mountaineers, and never well in hand, officially speaking—into open revolt. Now the mandarins do what they think is their duty, and issue prohibitory edicts, which the people read, laugh at, and ignore." By the Customs' returns there is apparently a falling off in the export trade to the net value of £235,943, "but the productions and manufactures which go out of China show, excepting silk, a small increase."

TAMSUY and KELUNG.—Mr. Acting Vice-Consul H. J. Allen reports a steady increase in the trade of the port. It is not only, he remarks, that an advance appears in almost every article of import and export as compared with 1873, and that the total trade of the place is more valuable than it has ever been before ; but if we take a glance at the trade during the last six years, we see that the imports have almost, and the exports more than doubled themselves in this time, and that the total value of the trade is about 100 per cent. greater than it was in 1869." In that year it was £254,604 as compared with £507,671 last year. Annexed to his report, Mr. Allen furnishes some useful meteorological tables, for which he acknowledges his indebtedness to the Customs' officials, and in which matter the other Consulates might take a useful lesson from this small port.

AMOY.—Mr. Acting Consul Phillips's Report does not furnish much information respecting the trade of the port, and no tabulated statistics at all, and contrasts unfavourably with the other reports in this Blue-book. The value of foreign goods imported in 1874 shows a total decrease of £180,833, while that of the native produce, imported chiefly from Newchwang and Formosa, exhibits an increase of £160,735 over 1873. Transit passes came into use in July, 1874, and it is hoped that they will benefit the trade of the port. The exports to foreign countries exceeded in value by £303,779 the shipments in 1873. In 1874 the value of the tea exported to foreign countries was £1,084,450, and to Chinese ports for re-exportation £44,640, the greater part eventually finding its way to the United States. Mr. Phillips states that there were some twenty-four British ships employed during the year 1874 in carrying 7,345 passengers from Amoy to Manila, Saigon, Java, and the Straits Settlements, but there is no direct passenger traffic with Australia, most of those passengers going *via* Hong Kong.

SWATOW.—Mr. Acting-Consul Frater considers that the trade of this port has been progressing, though the combined values of the imports and exports show a falling off of about £5,000, but this, he contends, is accounted for by the adoption, on the part of the Customs, of a new system of valuation. The foreign and native imports have both increased, and the decrease is wholly in the exports. Nearly all the cotton and woollen piece goods show an increase, which in some instances is very marked, as in the case of shirtings, T-cloths, drills, and long ells. Both brown and white sugars have been more largely exported, and Mr. Frater understands that the area of cultivation has been much increased in the neighbourhood, and that much ground, originally used for the growing of rice, has been planted with sugar cane. There appears to be reasonable prospect of the successful employment of steam machinery at this port in the crystallisation of the various raw sugars of the district. Mr. Frater speaks well of the condition of the emigration and passenger traffic, and reports that no casualties have occurred during the year to vessels carrying coolies to Swatow. The port and its neighbourhood continued to be quiet during the year, and, so far as Mr. Frater is aware, there were no clan fights. He regrets to have to state that the authorities have not shown much diligence or interest in questions of debt referred to them, and that, notwithstanding frequent reminders of the existence of the cases, they remained inactive, and have continued to be so.

CANTON.—Sir Brooke Robertson reports that trade has not been satisfactory, the returns showing a decrease, both in quantities and values, the diminution amounting to £793,798. This, he says, may be attributed to various causes which are gradually working a change in the import branch of the trade, the export remaining on a par with the previous year, 1873, with an increase in tea of 1,825,502 lbs., but a decrease in silk of 1,836 lbs. With regard to tea, H.M.'s Consul remarks that "the stir made in the home market about spurious teas has had its effect on this, and the quality offered during the last season has been better and more free from the mixture of extraneous matter than heretofore." Owing to teas going through the Suez Canal there has been more carelessness shown in firing than there was when they went round the Cape, and consequently they sometimes have a musty flavour. Of silk we are told that "the quality of the past season has been much on the average, or may be said to be a shade lower. Purchasers have looked more closely to the packing, or have insisted that the losses of weight *en route* to England above a certain amount should be made good by the seller, and this has had the effect of preventing the silk being watered." Opium shows a slight increase in 1874, but a large additional quantity goes into the province otherwise through the Foreign Custom-house, and it is impossible to give an accurate idea of the amount actually imported. In regard to cotton, the Report states that "the large decrease in the quantity of raw cotton imported, 161,256 piculs, may be accounted for by its having been conveyed from Hong Kong in junks." Towards the conclusion of his Report, which is drawn up with his usual care, Sir Brooke Robertson says :—"As regards the future prospects of the port much depends upon circumstances, but as there seems a firm determination on the part of foreign purchasers to reject both tea and silk which have been doctored in any way, and the teamen are finding it to their interest to stop such proceedings in the country, there is every chance of Canton holding its own in the home markets. The Canton tea has many of the finer qualities of those produced in the Foochow districts ; and necessarily so, as they are grown upon the range on which the best Foochow sorts are gathered. They have, however, a distinct position in the market, and fell in estimation solely through the malpractices of the growers ; but these being corrected, there is no reason why they should not receive their former favour, and increase in export."

THE ROUTE TO WESTERN CHINA.

The manager of a tea estate at Sudiya writes on the route from Rangoon to Western China :—"I am anxious to call attention to what has always appeared to me, during my residence in Upper Assam, as a better, though apparently little considered, route than that through Burmah—namely, the one that for the most part of the way nature has made for us, and which already belongs to us. I speak of the Brahmapootra river. To any one looking at the map, the advantages of this track are evident, when the fact is taken into consideration that the Brahmapootra is navigable all the year through as far up as Dirrooghur, about 27 deg. 30 min., to steamers drawing five feet, and up to Sudiya, close under 28 deg., to vessels drawing about three feet of water ; for the Irrawaddy, I read in your article, is only navigable up to Bhamo, and for vessels only drawing three feet of water. Now, Bhamo lies under 24 deg., I believe ; so we have the Brahmapootra navigable 250 miles, say, further north and nearer China and Thibet than the Irrawaddy. Again, the distance to the sea from Sudiya, notwithstanding the above gain of 250 miles, is, I should think, almost less than the distance from Bhamo to the sea, owing to the southerly position of the mouth of the Irrawaddy at Rangoon. Then it must be remembered that this route is really in our own possession, and in a settled and peaceable district, and that, consequently, the quantity of unsettled country that remains between us and China in the one direction, and Thibet in the other, is comparatively very little, and only inhabited by the most primitive of savages, who have just lately, in our Naga Expedition, shown how little they need be considered as an obstacle to any real effort. Having the river to Sudiya, of course, means less expense in road-making than the Bhama route would require ; and road-making in those climates is a never-ending business, owing to the rapid growth of jungle encroaching upon the roads. It must not be forgotten that the very few explorers who have tried this track have tried it with serious odds against them individually. Mr. T. T. Cooper, the last, was a stranger, and thought he had (according to his book, the 'Mishmee Hills') travelled a great distance when he arrived at Sudiya, and managed to find matter for almost three-quarters of his book before he got there. When I say that I am one among several managers who live in isolated tea-factories within twelve or fourteen miles of Sudiya, without the need of any protection other than the small frontier outpost of 100 sepoys at Sudiya affords, I think it will go a long way to show that the route I propose, from the fact of the settled condition of the natives alone, for such a much longer distance than by the Bhamo route, recommends it to more consideration than it has received. Again, if that little strip of country between us and Thibet were in our possession, we have the best market in the East for our Indian teas, as the Chinese, owing to their distance and terrible difficulties of carriage, would not be able to compete with us. The present want, and one that is becoming serious to the tea interests of Assam, is labour ; by opening up this strip, John Chinaman, than whom there is no quieter, better behaved, or more industrious husbandman, would soon find his way to us, and though we cannot afford to pay the wages he could get in America and elsewhere, still, he would probably have to spend a little time with us *en route*, to find him in travelling expenses. I have heard a Government official in Assam say that, if we let the Chinese in, we should be driven out. That is quite against fact, because the Chinese rarely purchase land abroad ; they prefer having property that is quickly disposed of in case of sickness, as a Chinaman must be buried in his own country or lose his chance of heaven. Coming back to the question of route, the fact that numbers of pilgrims go on foot nearly to Brahmakund from our territory, bad as the jungle path now is, proves that there are but few difficulties up to that point, which is a very few days' journey, at, say, ten miles per diem, from the Chinese frontier. I have been up

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by boat, a 'dug out,' to within about fifteen or sixteen miles of Brahmakund, but the river a few miles above Sudiya would not be suitable for heavy merchandise, though limestone is brought down to Sudiya in boats from a place it takes two days to get to, or, say, five hours to come down stream from. I can only ascribe the want of attention that the Brahmapootra River route has received to the fact that our being so quiet and settled has allowed us to drop out of sight, in favour of the notoriety Burmah is claiming by her misbehaviour."

Monetary and Commercial.

A telegram has appeared in the daily papers in reference to the report issued by the directors of the Hong Kong and Shanghai Bank, but the figures are incorrect. The meeting will be held on the 18th (to-morrow), when a correct statement will be telegraphed.

The Hong Kong and Shanghai Banking Corporation notify that they have received a remittance from the Chinese Government for the interest due upon the Chinese Imperial Eight per Cent. Loan of 1874, and they will be prepared, on and after the 19th inst., to pay the same to the London holders of the provisional certificates. The certificates must be left three clear days for examination and endorsation of the payment of interest at the office of the bank.

The report of the Crédit Foncier of England for the past half-year states that the available balance of credit of profit and loss amounts to £52,901 2s. 7d., and the directors recommend that the whole of this be carried to credit of the next account, the question of declaring a dividend being deferred to the end of the current year.

The fifteenth half-yearly report of the New Bank of Bombay states that the profit, with the balance brought forward, gives £78,600 for distribution. A dividend at the rate of 10 per cent. is recommended.

At a special general meeting of the Western and Brazilian Telegraph Company resolutions increasing the capital of the company by £48,200, in order to fulfil certain obligations with the River Plate and Brazilian Telegraph Company, were agreed to.

The suspension has been announced of Messrs. Shaw and Thomson, of Leadenhall-street, a firm largely engaged in the iron trade. The liabilities are £250,000, but, the greater part being covered by securities, it is expected that the claims which will ultimately be proved will not exceed £100,000, against which there are assets to the amount of £50,000, of which a considerable portion is cash in hand. The firm is stated to have been possessed of considerable capital at the commencement of the year, and its difficulties are attributable to the failure of other firms within the last few months and to the long and unprecedented depression in the iron trade.

Mr. W. J. Craven, commission merchant, of Fenchurch-street, has also stopped payment, owing chiefly, it is understood, to speculative operations on the Stock Exchange. The liabilities amount to £17,000, and assets to £2,000. The books have been placed in the hands of Messrs. Johnstone, Cooper, Wintle, and Co., the accountants, for investigation.

At the Court of Bankruptcy a first meeting of creditors has been held in the case of Messrs. H. W. Kilburn and W. Kershaw, of St. Mary-axe, silk and silk piece brokers. The debts are returned at £201,456 in the aggregate, with assets £6,577. Separately the debts of Mr. Kilburn were £10,513, with assets £7,300. The proceedings resulted in the appointment of a trustee, with a committee of inspection.

At a meeting of the creditors of Messrs. Strachan and Co. a statement of the affairs was submitted by the receiver, Mr. J. Waddell, showing liabilities to rank £96,938, and open assets £5,711. The liabilities were mainly on acceptances to Messrs. Collie and Co. The general feeling was that the estate should be liquidated in bankruptcy.

Bar silver has again improved in value. At the close of last week transactions took place at 56d. per oz., and, owing to orders for India, the price gradually improved to 56¼d. per oz., which may be considered the present quotation. Mexican Dollars have been sold at a higher rate, 54⅞d. per oz. being obtained, showing a rise of ⅜d. in the price.

The amount of bullion per P. and O. steamer *Lombardy*, from Southampton, on the 12th inst., was—in silver, to Singapore, £48,300.

THE BOARD OF TRADE RETURNS.

According to the Board of Trade Returns for July, there does not appear to have been that check to our foreign commerce which might reasonably have been expected after the numerous mercantile failures. The total value of the exports of the month is returned at £20,249,618, against £21,142,062 last year, being a decrease of £892,444, or 4 per cent.; and the total imports at £34,461,554, against £32,764,234 last year, showing an increase of £1,697,320, or 5 per cent. In the exports cotton yarn decreased 5 per cent. in quantity, and 10 per cent. in value; cotton piece goods decreased 9 per cent. in quantity, and ½ per cent. in value; linen yarn decreased 9½ per cent. in quantity; and ½ per cent. in value; linen piece goods increased 3¼ per cent. in quantity and 3 per cent. in value; woollen cloth decreased ¾ per cent. in quantity, but the value shows no change; woollen yarn decreased 12 per cent. in quantity, and 11 per cent. in value; worsted stuffs decreased 5½ per cent. in quantity, and 3 per cent. in value; iron and steel increased 18 per cent. in quantity, but decreased 2½ per cent. in value; coal, fuel, &c., increased 18 per cent. in quantity, but decreased 4 per cent. in value. In the imports corn shows a total value of £2,768,269, against £2,915,957 in 1874, or a decrease of 5 per cent., but the quantity has increased 14½ per cent.; raw cotton decreased 1 per cent. in quantity and 7 per cent. in value; flax decreased 5½ per cent. in quantity, and 4½ per cent. in value; raw silk increased 2 per cent. in quantity, but it decreased 5½ per cent. in value; wool increased 12 per cent. in quantity, and 11¼ per cent. in value. The value of tea increased 83½ per cent.; and of coffee, 3½ per cent. The quantities of tea and coffee entered for home consumption increased 5½ per cent. and 8½ per cent. respectively.

Commenting upon these Returns *The Times* says:—

It might naturally have been expected that with the disturbance caused to our Eastean trade a great falling off would have been found in the shipments to India, &c., but the returns show that these have been subject to but a trifling diminution, notably in cotton goods, of which the total to all countries is only 1 per cent. less than last July, and the quantities sent to India about 10 per cent. less, while to China there has been an augmentation of as much as 53 per cent. There can be no doubt of the material correctness of these returns, as is proved by the reflex in them of the reports from manufacturing centres during the past month, and the very doubtful question then arises, whether or not these continued shipments leave a margin of profit to the exporters. If we may judge by the way in which the most substantial houses in the East Indian trade have contracted their business, and the ruin which has befallen some who have pressed on shipments regardless of commercial results, we fear the conclusion must be arrived at that even now there are large speculative exports going on at a loss. Still, the returns cannot be looked upon as really bad. The favourite, but delusive opinion has appeared to be that certain foreign markets could and would absorb any quantity of our goods, and, taking their stand on that theory, no restriction has been placed by manufacturers on production, and shippers have also in many cases dearly paid for their excess of confidence. That will, however, soon right itself. In coal and iron the decline in prices has evidently stimulated the foreign demand, for the increase in quantities of each is about 18¾ per cent. above July last year, but in iron the raw material accounts for the greater part of this, the augmentation in manufactures being only 4 per cent., against over 55 per cent. in pig. Alkali, earthenware, leather, and seed-oil also show augmented totals, while yarn of all kinds except silk, haberdashery, and textile fabrics of jute and wool, have considerably declined. In the case of jute goods the falling off is over 40 per cent., which bears out the advices from the spinning districts of the depression existing in that branch of industry, while the percentage of decrease in the various manufactures of wool ranges from 22 per cent. downwards. Smaller articles of export exhibit fluctuations which are about equally divided, and require no comment. The total import value is £34,461,554, or about 5¼ per cent. more than in the corresponding month of last year, but rather less than in July, 1873. About half of this increase is due to the enormous arrivals of tea, the quantity imported being nearly double that of July last year, and three times in excess of the same month in 1873, and the stock in the bonded warehouses is about 75,750,000 lbs., or 17,000,000 lbs. more than at the end of June, although the home consumption has absorbed 5½ per cent. more than in the corresponding month last year. Of course it is hard to say if this article at present leaves a profit to the importer, but the probabilities are to the contrary, and as far as that is the case this increase is not healthy. There is also a nearly general advance in all food products, wheat excepted, and a corresponding decline in the majority of raw products for manufacture in this country. Wool and hemp, however, have increased, but the quantities of these two commodities re-exported have also augmented, and seeing the decline in the export account of woollen goods, this gives little cause for satisfaction. Taken generally, however, the account is by no means so unpleasant as might have been expected, and, if trade be as sound as it is abundant, this country must be allowed to have got through the recent troubles with wonderfully little suffering or loss of command over the markets of the world.

The following is an extract from these Returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st July. 1873.	1874.	1875.
China and Hong Kong	lbs.	1,279,770	831,000	1,377,200
Japan	,,	773,610	412,400	855,300
Straits Settlements	,,	237,600	183,800	189,200
Ceylon	,,	8,000	62,300	2,700
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	6,567,830	8,159,300	8,645,800
Japan	,,	4,795,520	3,452,300	9,532,000
Straits Settlements	,,	1,382,710	1,440,360	1,211,500
Ceylon	,,	108,700	238,300	93,400

COTTON MANUFACTURES.

To		For the Month ended 31st July. 1873.	1874.	1875.
China and Hong Kong	yds.	30,286,400	26,504,900	40,657,900
Japan	,,	2,671,800	312,900	3,758,600
Philippine Islands	,,	1,262,300	312,300	3,794,600
Java	,,	1,037,800	3,652,700	4,500,900
Straits Settlements	,,	10,277,200	8,829,980	8,947,800
Ceylon	,,	2,130,500	3,187,000	1,608,700

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		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	209,054,700	235,758,240	246,602,300
Japan	,,	14,634,347	12,121,200	23,747,500
Philippine Islands	,,	5,713,640	5,863,740	17,969,800
Java	,,	10,860,050	21,359,800	37,882,800
Straits Settlements	,,	36,517,100	59,130,680	51,555,600
Ceylon	,,	18,614,800	23,882,700	19,161,800

WORSTED STUFFS.

To		For the Month ended 31st July. 1873.	1874.	1875.
China and Hong Kong	yds.	1,813,430	980,170	1,551,800
Japan	,,	535,610	45,070	1,429,500
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	10,607,180	7,169,970	9,176,200
Japan	,,	1,819,240	652,050	5,107,300

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st July. 1873.	1874.	1875.
China and Hong Kong	yds.	253,320	64,460	178,000
Japan	,,	184,490	—	32,500
To		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	1,405,510	504,420	1,022,300
Japan	,,	699,700	29,420	137,400

LEAD TO CHINA AND HONG KONG.

For the month	tons	669	299	802
For the seven months	,,	1,917	5,968	5,324

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and six months ended June 30, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 30th June. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£1,393,633	£994,491	£1,364,597
Hong Kong	707,525	669,634	980,127
Japan	449,868	220,737	697,897
Straits Settlements	429,254	608,730	487,734
Ceylon	222,978	299,960	276,751
Philippine Islands	144,191	135,593	249,783
Java	209,671	236,559	476,662
Siam	—	26,891	5,648
Cochin-China	—	15	43
Borneo	—	—	202

To	For the Six Months ended 30th June. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£2,852,279	£2,502,163	£2,663,775
Hong Kong	1,375,580	1,685,447	1,739,400
Japan	861,952	625,668	1,349,599
Straits Settlements	771,619	1,238,030	980,025
Ceylon	474,543	591,378	464,600
Philippine Islands	231,994	233,384	431,321
Java	394,079	564,890	946,033
Siam	10,208	27,541	11,451
Borneo	—	15	252
Cochin-China	—	38	1,841

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and six months ended June 30, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th June. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£1,000,976	£706,913	£718,349
Hong Kong	110,853	140,414	193,228
Macao	22,794	10,461	6,435
Japan	183,388	213,475	69,406
Straits Settlements	1,157,718	567,334	659,548
Ceylon	1,368,700	1,347,642	1,514,965
Philippine Islands	571,214	334,842	528,257
Java	120,984	608,235	568,045
Siam	499	—	—
Borneo	30,203	30,873	—
Cochin-China	—	11,509	—

From	For the Six Months ended 30th June. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)	£3,857,835	£3,013,640	£3,703,343
Hong Kong	360,713	273,376	442,922
Macao	66,226	30,008	7,086
Japan	299,798	406,231	193,705
Straits Settlements	1,895,611	1,304,738	1,628,204
Ceylon	2,153,686	2,173,876	2,703,481
Philippine Islands	865,440	886,529	901,664
Java	324,928	995,097	1,300,089
Siam	4,235	—	—
Borneo	30,211	38,273	13,019
Cochin-China	—	11,509	—

ARTICLES OF IMPORT.

TEA.

Messrs. Jas. Goddard and Co. report :—The Market has been very quiet all through the week, and sales have been somewhat difficult to make ; although importers have given fair support, yet prices show an easier tendency. The quantity of Tea arriving has been heavy, and larger than the trade by any possibility can take off. The telegrams from China show some tendency towards a check to the shipments, and our deliveries are good. At auction there are frequent small sales of New Season's, and old Teas continue to be realised, chiefly black leaf kinds, at 10d. to 11d. Scented Capers are, if anything, easier. Green Teas, not much change. Public Sales.—China Sorts : 15,679 packages, "Without Reserve." A fair quantity of New Season's Red and Black leaf Congou was sold at rather easier prices : Red leaf, 1s. 3½d. to 1s. 8¾d.; Black, 1s. 3½d. to 1s. 5d. Old Season's Black leaf, 9½d. to 11d.; ditto Red 9½d. to 10½d. Green and Scented Teas are dull of sale. Deliveries from London, from 1st to 9th instant inclusive, or 6 days 1875, 4,056,084 lbs., against 6 days 1874, 3,694,777 lbs. Imports, Deliveries, and Stocks in London, from 1st January to 31st July :—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
57,746,234	87,299,242	93,907,376	102,311,526	53,138,652	63,399,926

Messrs. J. C. Sillar and Co.'s Circular says :—We have little improvement to report in this market. The shipments from China have been made upon a scale beyond all precedent, and the banks have already commenced to force the sale of the teas of those houses which have already suspended payment. 50,000,000 lbs. of China Teas have arrived during the last five and a half weeks, and 42,000,000 lbs. remain on the water, making the enormous total of 92,000,000 lbs. already sent off from China to this country. Fine black-leaf Congous have met with more demand, but all the really choice Teas are taken by shippers for the Russian market at prices far beyond what the home trade are willing to pay. Several chops have been sold from 2s. 9d. to 3s. per lb., and a few exceedingly fine ones are reported to have brought as much as 3s. 8d. per lb. Public sales have been held almost daily, and although these have not been unusually large, they have exercised a most depressing influence on the market. About 60,000 packages have been brought forward, of which 10,000 were Indian. We cannot but think that the custom of selling chops of Tea in lots of six and nine packages at a time has an effect prejudicial to the importer or owner of the Tea. It is well known that the prices obtained for the first few lots are named as those of the whole chop, and as the auction rooms are entirely in possession of the "trade," combinations are by no means unfrequent. In clause No. 7 of the conditions of sale will be found in a great measure the reason for this custom : "Lot money to the selling broker as usual."

Messrs. W. J. and H. Thompson's Circular says :—The arrivals have again been heavy, and the amount of business moderate, as the dealers continue supplying themselves only for actual requirements. Prices have been easier for the fair grades of Brown-leaf Congous. *Foochow Congous.*—Siftings are quiet. Fair to medium have been sold at 1s. 1d. to 1s. 6d. per lb.; good to fine, only in small quantities, at 1s. 7d. to 1s. 10d. per lb. *Black-leaf Congous.*—Fair to medium have sold at 1s. 1d. to 1s. 5d.; good to fine, 1s. 8d. to 1s. 10d., and a few sales made at 2s. to 2s. 2d. for finest ; a few extra fine at 2s. 4d. to 2s. 10d. per lb. All old imports are very unsaleable, and fair quality continues to be realised at auction at 10d. to 11½d. per lb. *Tayshans.*—Good common have been sold at 11d. to 11½d.; fair, 1s. to 1s. 1d. *Scented Teas.*—Capers continue to be pressed at auction, and fair quality sells only at 10½d. to 11d. per lb.; good to fine are rather firmer at 1s. 2d. to 1s. 5d. per lb. Scented Orange Pekoes : Canton kinds have been sold, fair, 1s. 2d.; good to fine, 1s. 5d. to 1s. 8d. per lb. Foochow : Good to fine, 1s. 6d. to 1s. 10d. per lb.; finest, 2s. *Green Teas.*—The same low and irregular rates rule.

SILK.

There has been no change in the market during the week.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 24	Gerredina Wilhelmina	Spier	Macassar	New York
31	Java Packet	Trappen	Banjoewangie	Amsterdam
Aug. 3	Rose	Rialland	Colombo	St. Nazaire
4	Admiral	Jansen	Bassein	Falmouth
4	Usko	Lundquist	Rangoon	Do.
4	Urania	Hissink	Batavia	Amsterdam
4	St. Pierre	Salabery	Reunion	St. Nazaire
5	Louis A. Constantin	Visser	Batavia	Amsterdam
5	Insulaire	Plessis	Reunion	Bordeaux
6	Coldinghame	Bice	Penang	London
7	Dorset	Fish	Colombo	Do.
7	Antenor (s.)	Jones	Shanghai	Do.
7	City of Baltimore (s.)	Colling	Foochow	Do.
7	Sirrah	Halvorsen	Bassein	Falmouth
7	Ardito	Gelletich	Rangoon	Do.
7	Berlin	Small	Do.	Liverpool
7	Astronomer	Edgar	Do.	Do.
7	Ann Millicent	Packe	Do.	Do.
8	Ausonia	Rinesi	Do.	Falmouth
8	Saga	Sodorlund	Do.	Do.
8	Helena and Anna	—	Sourabaya	Marseilles
8	Graafstroom	Leicher	Passarocang	Amsterdam
9	Viking (s.)	Harvey	Foochow	London
9	Envoy	Berry	Manila	Do.
9	Elizabeth Ostle	Tidmouth	Rangoon	Liverpool
9	Philip Fitzpatrick	Phelan	Do.	Falmouth
10	Stanfield	Cumming	Singapore	New York
10	Fri	Ostensen	Maulmain	Queenstown
10	James Aiken	Nelson	Akyab	Do.
10	Drot	Bersagel	Do.	Antwerp
10	Parthia	McAllister	Bassein	Liverpool
11	Venice (s.)	Watson	Hankow	London
11	Statesman (s.)	—	Foochow	Do.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July26	Hafrsjord	—	Yokohama	New York
Aug. 2	Prof. Simon Thomas	Pot	Padang	Amsterdam
3	Amstel	Haacke	Singapore	Penarth
4	Patroclus (s.)	Bewley	Shanghai	Liverpool
4	Rosenburg	Andreat	Galle	Penarth
5	Fleurs Castle (s.)	Thomson	Shanghai	London
5	Wodan	Meyer	Singapore	Cardiff
6	Bastian Pot	Muller	Do.	Falmouth*
6	Luiga	Davinud	Reunion	Marseilles
7	Berryer	Berge	Do.	Bordeaux
7	Cananore	Patrouilleux	Batavia	Do.
7	Pellicano	Massa	Singapore	Cardiff
9	M. Casabona	Schiaffino	Do.	Do.
10	George Croshaw	Cause	Do.	London
10	Prins van Oranje (s.)	Dukes	Batavia	Southampton

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus, Glenfalloch. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Gordon Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Agnes Muir, Omba, Ellen Browse. For Hong Kong: Gryfe, Marina, Carricks, Sir Harry Parkes. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Scawfell., Coldinghame.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang Singapore, Hong Kong, and Shanghai: Nestor (str.), Deucalion (str.) For Manila: Aurrera (str.). For Batavia: Loch Doon.

At GREENOCK.—For Shanghai: Pau Tah (str.).

At GLASGOW.—For Batavia: Bromo (str.).

SPOKEN.

BJARKIE, from Rangoon to Amsterdam, June 29, 11 S., 84 E.
JOHAN CESAR, from Hamburg to Java, June 23, 12 N., 24 W.
N.F.T.J., from Heligoland to Singapore, June 12, 3 N., 24 W.
LOUISE, from Amsterdam to Sourabaya, Aug. 1, 48 N., 9 W.
MARTHA P. TUCKER, from Liverpool to Batavia, July 12, 49 N., 12 W.
MAPUTA (?), from Amoor River to Falmouth, July 26, 45 N., 24 W.
R. WESTMAN, from Manbuwin to Rotterdam, May 27, 5 N., 93 E.
ARABY MAID, from Manila to Falmouth, June 23, 35 S., 24 E.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 37s. 6d. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 37s. 6d. weight, 40s. meast. To Singapore: 37s. 6d. weight, 40s. meast. To Penang: 37s. 6d. weight, 40s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 22s. To Colombo: 21s. To Galle: 21s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s To Singapore: 19s. To Batavia and Sourabaya: 22s. To Galle: 18s

CASUALTIES.

AMSTERDAM, Aug. 4.—The Sumatra, from Batavia, for Nieuwe Diep, is reported as having put into Cadiz with damage to machinery.

MISCELLANEOUS.

MALTA.—Aug. 2, passed, Glenartney (str.), from London, for Shanghai; 7, Lorne (str.), from London, for China and Japan.

SUEZ.—Aug. 5, arrived, Glaucus, Galatea, both from Shanghai, for London; 7, Tartar, from China, for London; Yrurac Bat, from Manila, for Liverpool; 11, John Bramall, from Batavia, for Nieuwe Diep.

ST. HELENA.—July 14, arrived, Daniele Manin, from Bangkok, for Marseilles; 15, California, from Batavia, for Amsterdam; 17, Imatra, from Rangoon, for Nieuwe Diep; Iris, from Akyab, for Havre; 18, Lycia Till, from Bassein, for Bremen; Argo, from Bassein, for Falmouth; Hesperia, from Singapore, for Marseilles; Tranmere, Rangoon, both from Rangoon, for Falmouth; 22, Sophie D., from Batavia, for Marseilles; Amaranth, from Rangoon, for Falmouth.

PASSED, July 15, Olga, from Rangoon, for Falmouth; 17, Alida from Rangoon; 21, K.C.R.F., from Maulmain, for Falmouth; 22, Mutlah, from Batavia.

ROTTERDAM, Aug. 5.—The Cornelis Smit, for Batavia, which was towed back here after striking against the pier at the Hook of Holland, has been examined by a diver, who reports the metal at the bow badly damaged. Surveyors have ordered her to discharge, and go into dock for further examination.

REPORT OF THE VIKING (STR.).—This steamer, which arrived on the 9th inst. from Foochow, reports that on the 4th July, fifty miles N.E. of Acheen Head, she passed the barque Richmond, of Liverpool, bound to London, which vessel had experienced heavy weather three days previously; all well. She also passed the steamer Montgomeryshire, from Foochow, for London, July 8, in 1 N., 82 E., with engines temporarily disabled, but not in want of assistance. This vessel arrived at Port Said on July 18.

LAUNCH.

An iron screw-steamer, built and engined by W. Simons and Co. was launched from the London Works at Renfrew on the 5th inst She is fitted with compound engines and twin screws, and named the Industry. This steamer is the property of the Crown Agent for the Colonies; and has been constructed to the order of Sir John Coode, C.E., Westminster, for the Government works at Colombo.

NOTICE TO MARINERS.

Hong Kong.—Green Island Light.—A light was exhibited on Green Island on the 1st July. The illuminating apparatus is fixed dioptric of the fourth order, showing a red light on the following bearings, which are magnetic, and taken from seaward:—1. From N. 16°, E. to S. 18°, E. (146°); and showing a green light—1. From N. 16°, E. to N. 44°, W. (60°). 2. From S. 18°, E. to S. 25°, W. (43°). The remaining portion of the whole circle is obscured by the island itself. The focal plane of the light is ninety-five feet above mean sea level, and in clear weather it should be seen at a distance of fourteen miles.

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(NEW INVENTION.)

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29, BOULEVARD ST. MARTIN, PARIS.

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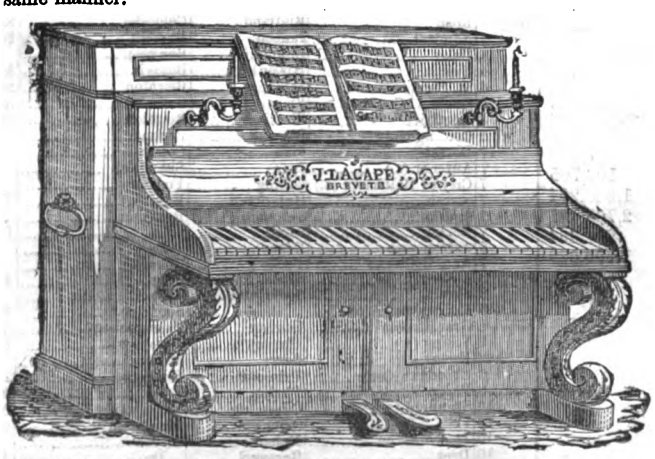

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Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

NOTICE.

MESSRS. JUSTUS LEMBKE and Co., of Hong Kong, have established a BRANCH of their Firm at HAMBURG, under the charge of Mr. PAUL EHLERS, who is authorised to sign the Firm per procuration.

AMAH.

A LADY can highly recommend her AMAH as either wet nurse, or nurse to young children to any family proceeding to Shanghai by French mail of Aug. 29, or by a previous French mail. Half passage paid.

M. W., 3, Grove-hill, Tunbridge Wells.

GUERLAIN,

15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

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GENERAL COMMISSION MERCHANTS,

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PARIS.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, nd America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

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To be completed in Two Volumes, folio, 16 inches by 11 inches, containing a comprehensive Introductory Essay on Japanese Art in all its various branches, and a Dissertation on the Keramic Production of Japan from the earliest records to the present day, with sectional articles upon the Pottery and Porcelain of the various Provinces of the Empire.

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For particulars apply to the Secretary, at the Publishing Office, 13, Hackin's Hey, Liverpool; or to

H. SOTHERAN and Co., London.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each Trade mark—Willow-pattern plate.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Caemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL BACKHOUSE & CO., LEEDS

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment n London. All communications to be addressed, and remittances made payable, to

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In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

CHILIAN GOVERNMENT FIVE PER CENT. LOAN of 1873.

—The COUPONS due 1st September, 1875, on the Bonds of the above Loan, and the Bonds drawn on the 16th ult., amounting to £24,500, will be PAID on and after the 1st prox., at the office of the Oriental Bank Corporation, 40, Threadneedle-street.

Coupons and drawn Bonds must be left three clear days for examination previous to payment.

Oriental Bank Corporation, 40, Threadneedle-street, 14th Aug., 1875.

Office hours Ten till Three; Saturdays Ten till Two.

CHILIAN GOVERNMENT FIVE PER CENT. LOAN of 1875.

—The COUPONS of the above Loan, due 1st Sept., 1875, will be PAID on and after that date, at the office of the Oriental Bank Corporation, 40, Threadneedle-street.

Coupons must be left three clear days for examination previous to payment.

The Bonds of this Loan are now ready to be exchanged for Scrip.

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

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Hindostn.	3,113	600	Aug. 19	Mediterranean, Aden Bombay.
*Australia.	3,648	600	Aug. 26	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Zambesi...	2,422	400	Sept. 2	Mediterranean, Aden, Bombay.
*Indus ...	3,478	500	Sept. 9	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

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Tigre... ... Aug. 29
Ava ... ... Sept. 12
Hoogly ... Sept. 26
} For { Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 29th August connect at Aden with the Steamers for Reunion and Mauritius.

The Steamers of the 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... ... " Saturday, 9 P.M.
" Algiers ... ... " " "

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For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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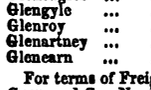
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfalloch	100 A1	2,126	275	Aug. 21
Glenfinlas	100 A1	—	—	Aug. 25
Glenlyon	100 A1	2,119	275	To follow
Gleneagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London.

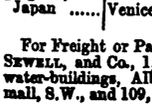


GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Aug. 28

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

CHINA.



THE following SPLENDID First-class SHIPS will be despatched as under:—

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Hong Kong	Sir Harry Parkes.....	A1 15 yr.	W.I.D.	To follow
Shanghai ...	Agnes Muir..	AA1	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

*** Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

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Hong Kong	Gryfe	*AA1	1078	E.I.	With des
Hong Kong	Carricks ...	A1 14 yr.	—	—	To follw.
Shanghai ...	Titania ...	A1 16 yr.	879	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 21st August, the favourite full-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With quick despatch.

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Glenfinlas, s.s. ...	2,120	Do. do. ...	Aug. 25
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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 625.] LONDON, MONDAY, AUGUST 23, 1875. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Aug. 19.
JAPAN—Yokohama	May 14	June 27	June 30
Yedo			
Osaka and Hiogo	April 30	„ 17	„ 25
Hakodadi			
Nagasaki	—	—	„ 30
CHINA—Peking	—	—	„ 23
Tien-tsin	—	—	„ 27
Chefoo	—	—	„ 27
New-chwang	—	—	„ 20
Hankow	—	—	„ 30
Kiu-kiang	—	—	„ 27
Chin-kiang	—	—	„ 30
Shanghai	May 14	„ 23	July 4
Ningpo	—	—	June 30
Foochow	„ 14	„ 23	July 4
Formosa	—	—	„ 1
Amoy	—	—	„ 6
Swatow	—	—	„ 7
Hong Kong	„ 28	July 4	„ 10
Canton	—	—	„ 8
Macao	—	—	„ 9
PHILIPPINES—Manila	„ 21	June 28	„ 6
COCHIN-CHINA Saigon	June 4	July 6	„ 15
SIAM — Bangkok	—	—	„ 11
BORNEO—Labuan	—	—	„ 3
Sarawak	—	—	„ 9
JAVA — Batavia	„ 11	„ 13	„ 15
Samarang	—	—	June 30
Sourabaya	—	—	„ 28
MALACCA STRAITS—Singapore	„ 11	„ 10	July 17
Penang	„ 11	„ 8	„ 12
CEYLON—Galle	—	—	„ 26
Colombo	—	—	„ 24

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 19th inst., being four days early. The next inward (P. and O.) mail, with advices, Yokohama 7th, Shanghai 11th, Hong Kong 17th, Singapore 24th July, which is due, *via* Brindisi, on Monday next, the 30th inst., left Galle on the 7th inst., two days late.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ara*, arrived Aug. 17.—From Yokohama: None. From Shanghai: Messrs. Tyler, Drysdale, Pearcy, Larsen, Huber, Hack, Mr. and Mrs. Vignier, Mr. and Mrs. Fish, Mrs. Roland. From Hong Kong: The Rev. F. A. Roach, Mr. Martin Baker, Mr. M. Smith, Mr. Garein, Mr. Noack. From Saigon: Messrs. Baud, Perrin, Biard, Fiard, Vuillermoz. From Batavia: Mr. Van Hasselt, Mr. Valaine, Mr. and Mrs. Schneither. From Singapore: Messrs. J. K. Murray, St. John, Lind, Zabala, Rosseau. From Galle: Mr. R. Black, Mr. Macdonald, Mr. Jas. Ferrier.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Venice, Aug. 20.—To Yokohama: Rev. and Mrs. S. G. McLaren. To Shanghai: Mr. Skeels.

Per P. and O. steamer *Malta*, from Brindisi, Aug. 23.—To Singapore: Mr. G. C. Crump.

Per P. and O. steamer *Australia*, from Southampton, Aug. 26.—To Singapore: Mrs. Donaldson. To Ceylon: Mr. W. Bissett.

Per P. and O. steamer *Indus*, from Southampton, Sept. 9.—To Shanghai: Miss Black. To Hong Kong: Mrs. D. R. Crawford. To Penang: Rev. and Mrs. A. Fearon, Mr. J. Wilson. To Ceylon: Mrs. Moir, Miss Stevenson.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell. To Shanghai: Rev. and Mrs. R. Palmer. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Ceylon: Capt. H. W. King.

Per French steamer *Tigre*, from Marseilles, Aug. 29.—To Shanghai: Mr. and Mrs. Billequin and child. To Galle: Capt Fairlie, Mr. Elphinstone, Mr. and Mrs. Cameron, Mr. Thackwell.

Per French steamer *Ara*, from Marseilles, Sept. 12.—To Yokohama: Mr. and Mrs. Basch. To Shanghai: Mr. J. C. Farnham. To Saigon: Mr. A. Spooner, Gen. Reboul.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Lecgardier, Mr. Aubry, Mr. Schetter. To Hong Kong: Mr. Everard. To Saigon: Mr. Mace.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per steamer *Hankow*, to Colombo, sailed Aug. 20.—Mr. J. Sprott, Mr. W. Tennant, Mr. J. Ingleby, Mr. E. F. Vansittart, Miss Reid, Mr. C. R. L. Mesurier, Mr. and Mrs. Clarke, Mrs. Hunter, Miss Hunter, Miss M. Hunter, Mr. Capper and two sons.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

At the moment of the departure of the steamer *Shantung* the enclosed letter has been received. It comes from a foreign gentleman resident at the capital, and can be implicitly relied upon, as the information he has given me was received from Herr von Mollendorff, of the German Legation, one of the party, and a good Chinese scholar:—"A row has occurred which, although it has happily terminated without murder, I consider has done so by a fluke only, and by the presence of mind of the foreigners concerned. Four students from the British Legation and M. von Mollendorff went for an excursion to the Pai Hwa San Temple, forty miles west. They arrived last Saturday, and found a great many Chinese gathered to celebrate the fifth month festivals. They succeeded in getting a small room at the temple. During the evening conversations were had with different parties, the foreigners expressing regret at having arrived, as they feared to interfere with or disturb the natives in their festivals. Everything went on quietly that day, but on Sunday morning early large crowds of Chinese commenced to throw stones at the house where the foreigners were, knocking in the roof and walls. All got more or less hurt, M. von Mollendorff the worst; he was severely hurt on his head and legs, and declares that they only escaped being murdered by getting hold of the head priest, and pointing a revolver at him, declaring to the crowd that if the stone-throwing were not ceased, and if they were not allowed to leave in peace, he would be shot. Some astronomical instruments were ruined, and all their provisions destroyed."

In the *Peking Gazette* of June 19 I find the following Imperial announcement, which at this moment is of considerable interest to British people in China:—

"We, the Imperial Regents, command Li Han-chang, the Governor-General of the Hoo Kwang provinces, to proceed, post-haste, to Yunnan, to inquire into and settle a certain affair which has taken place in that province; and we command Wang Tung-tseo, during the absence of Li Han-chang from his post at Woo-chang-foo, to temporarily perform the duties of Governor-General of Hoo Kwang, together with those of his own post as Governor of Hoo-peh. Respect this!"

This announcement, at the eleventh hour, means, when put into plain English, that Li Hang-chang has been appointed by the Central Government the High Imperial Commissioner to Yunnan, vice Sung Paou-hwa, who had been appointed by Li Hung-chang holding the post of High Imperial Commissioner for Foreign Affairs at Tientsin, and whose appointment has been cancelled, from his incompatibility for the duties required. The Central Government have apparently been fully determined to do justice in the Yunnan case only on compulsion. For how gracefully on their parts would not the appointment of Li Han-chang have appeared in the eyes of the British public, and even in the eyes of the people of China, had they made it while Mr. Wade, the British Envoy, was still at Peking? Such, then, in this vague manner, is the announcement to the people of China of the appointment, by the Central Government, of a high

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official to proceed to Yunnan for the purpose of investigating into the assassination of the British officer, Mr. Margary, and of his servants; and into the attack on the British officer, Colonel Browne, and his escort, last February. It will be noticed that the edict states that Li Han-chang, who is a brother of Li Hung-chang at Tientsin, has been commanded by the Central Government to proceed to Yunnan post-haste, or with all speed. How does this speed, which has been commanded by the Central Government on the part of Li Han-chang, accord with the reports which we have been all along hearing, in regard to Mr. Wade, H.M.'s Envoy, having the intention to send a commission of two British officers to Yunnan to be present at the examinations of the accused parties, in order to see that justice be carried out? Can it be possible that the most essential point, in order that the exact facts may be ascertained by the British nation, will not be carried out by her Majesty's Envoy?

On the 24th June Li Hung-chang, the Governor-General of this province, passed through the British Settlement anchorage in a small river steamer, towing two small junks, on board of which was part of his retinue, for the fortresses of Sin-ching and Taku, which he will inspect, together with the troops of the Southern Legion stationed in them. After his inspection of these fortresses, and after the arrival of the German corvette *Ariadne*, which is hourly expected to arrive in the Taku outer anchorage, he will proceed on board to inspect her, and to witness the practice of her crew in firing shot and shell with her large guns at marks afloat in the gulf, and on shore on the beach. The C. M. steamer *Leeyuen* has passed down the anchorage, conveying the staff of the Governor-General, composed of the Territorial and Customs Taoutais, the chiefs of the Military Board at Tientsin, and the other portion of his retinue.

The Chinese have a report that certain mines are to be opened in different parts of the Empire, and that Li Hung-chang, Ting Jih-chang, and Tso Tsung-tang are associated to superintend the enterprise.

SHANGHAI.

The present mail brings advices from this port to the 4th July; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

A more perfectly circular argument is seldom achieved than the Councils have succeeded in describing anent wheelbarrows and Yang-king-pang bridges. After all their voluminous correspondence, they have worked round precisely to the starting point. The origin of the whole trouble was the division of the wheelbarrow tax. The French Council wanted half, but the English Council considered they were entitled to only one-third of the total fees collected. And the French Council still want half, and the English Council still decline an arrangement which would practically give it them. We are obliged to go back a little in order to be explicit. The English Council suggested, and the French accepted, as a means of settlement, the fixture of a maximum number of licences, of which each Council should be entitled to issue half. The English Council then suggested 6,000 as a maximum, which would leave either Council at liberty to issue 3,000. But the French Council wish to limit the maximum to 4,000, which is about seventy in excess of the present number issued, urging very plausibly that a large increase in the present number of wheelbarrows would be a nuisance. No doubt. But that is not the real question. The figures 6,000 and 4,000 really cover the original point at issue; for, out of 3,923 licenses now issued by the two Municipalities, the English Council issue 2,614, and the French 1,309—or as nearly as possible the proportion of two-thirds to one-third, which the former claim as a fair division of the fees. To limit the total number to 4,000, of which each Council should issue half, would therefore be to compel 614 of the wheelbarrows which now pay license fees to the English Council to go over to the French, and would thus practically enforce the half division of the total wheelbarrow tax, about which the original difference arose. As we consider that this division is manifestly unfair, in face of the very much greater area of the English and Kongkew Settlements, we are glad to see that the English Council maintain their position. The bridges, in the meantime, are getting on nicely—towards collapse.

On the 30th June the investigation of the claims of passengers for compensation for property lost by the sinking of the C.M.S.N. Co.'s steamer *Fusing*, by collision with the *Ocean*, on the 4th of April last, was resumed at the Supreme Court, before R. A. Mowat, Registrar; and Messrs. J. Thorne and G. W. Coutts, Merchant Assessors. Mr. Drummond appeared for the claimants, who were the rescued Chinese passengers and the relatives of those drowned; and Mr. Wainewright appeared for Captain Brown, of the *Ocean*. The body of the Court was again filled with natives, apparently interested in the case. Although only sixty-one passengers were drowned, there could not have been fewer than 140 family representatives in and about the Court. Before formally commencing the proceedings, Mr. Wainewright made an offer of a lump sum (the amount of which was not, however, permitted to transpire) in settlement of all the claims; and Tong-King-Sing undertook the task of making it known to the assembly. Some time was taken up in this way, the result being that the offer was refused, and the wearisome process of investigating the claims *seriatim* had to be once more resumed. No fewer than twenty-two witnesses remained to be examined; some of the relationships to the deceased being, as described by the claimants, somewhat extraordinary, such as "father-in-law's brother's sister," "aunt's husband's brother," &c. At the rate the examination is proceeding the list must occupy about a week's daily application to get through. When this is finished there will remain the assessment of the value of the ship; and none but a seer can even imagine when this remarkable series of law-suits arising out of one collision will terminate. And all this time the *Ocean* is lying idle in the harbour.

H.M.S. *Thalia*, with Mr. Medhurst on board, has returned to Chinkiang. Our correspondent, writing on June 30, says:—"It is rumoured to-day that our troubles are over, and that the Tartar general, under the influence of the Viceroy, who in turn was more or less moved by the aspect of the *Thalia*, has consented to give up four of the ringleaders in the attack on the Consulate, who will be punished by a flogging, with the cangue to follow. This, if true, is a most satisfactory settlement of affairs; and all honour is due to the energy displayed by our Consul; for the Chinese seemed inclined to be stubborn, and at one time it appeared as though there would be a deadlock. Any one who knew Chinkiang, and only under its usual aspect, would hardly recognise it now, with men-of-wars' men all over the place; for the *Décrès* is here as well as the *Thalia*."

There has been an interruption in the Nagasaki cable, which was repaired by the *H. C. Oersted*. It occurred thirty-five miles east of Gutzlaff, in about twenty-five fathoms of water. The break was maliciously caused, the cable having evidently been cut by an axe, and as there was no wind at the time the act seems inexcusable. For a distance of ten miles from Gutzlaff cable has now been laid weighing eighteen tons to the mile, so heavy therefore that no ship's anchor can lift it. It is, moreover, cased in a double set of iron wires, so that if it be raised, it will be hard to cut. While engaged in this work the *Oersted* had a large iron buoy and forty fathoms of chain stolen off Morrison Island.

At the United States Consulate-General, the case "Liu Sun Kee *v.* Russell and Co." came on for hearing before Mr. Seward, Consul-General, and Messrs. H. B. Endicott and J. Rowse, associates. Mr. Wainwright appeared for the plaintiff, and Mr. Drummond for the defendants. The plaintiff was compradore for Messrs. Russell and Co., at Tientsin, from February, 1862, to June, 1873, except in the interval between the spring and autumn of 1867, during which his service temporarily ceased. He sought to recover a large amount of money (not stated in his petition) as wages, also moneys paid by him on account of the defendants' business, and, further, property belonging to him in their possession; and he also prayed that an account might be taken of what was due from the defendants to him. The defendants, in their answer, pleaded non-indebtedness, and stated that the plaintiff had paid himself out of their moneys, and that the account rendered by him was false and fictitious. The defendants further claimed that plaintiff was indebted to them for the moneys received by him for them, the amount of which was ascertained by an account stated between them, and for which judgment in the Mixed Court was given for the defendants, to be Tls. 5,051. The case as presented is an intricate one. For various reasons, among them being the necessity of examining witnesses by commission at Tientsin, the hearing cannot be resumed until the 16th August.

On June 30, at the United States Consulate-General, Charles F. Meyers was placed on his trial, charged on three indictments with obtaining money and goods by false pretences. The history of the case is somewhat remarkable. The prisoner had formerly been in the American navy, serving on board the *Saco* as engineers' yeoman. Discharged from that vessel, he remained for some time in Japan, and came to Shanghai a very short while ago, having but little if any money, but well-dressed and looking respectable. On June 20 he was standing at the gate of the United States Consulate-General, when a Chinaman, Tung-ah-qua, came up to him, and showing him two letters, one open, the other sealed, asked him to read the names they were intended for. These letters had been given to Cheap Jack and Co., by an officer of the *Palos*, to be handed to Mr. Roche, pay clerk of the *Monocacy*, who was expected over from Japan on the 20th, but did not arrive. The open letter instructed Cheap Jack and Co. to give Mr. Roche what 'money, &c., he might require. The prisoner, on reading this letter, put both of them in his pocket, and told the Chinaman he was Mr. Roche, adding that he would call at the stores next day. He accordingly called there, and by means of the letters he obtained $20. Tung-ah-qua, who is in the shipping department at Cheap Jack's, also has a sail-loft in Hongkew, and from him, by representing himself as Paymaster of the *Palos*, and on the strength of giving an order for fifty mattresses, he obtained $5. The letters appear to have given him the idea of representing himself as an American naval officer, and as he was in possession of and wearing an officer's cap and vest, his deception was greatly aided; in fact, not only enabling him to defraud the Chinamen, but also to make a much greater attempt upon Messrs. Henry Muller and Co., to the tune of $246; though they fortu-

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nately recovered their property. The charges were fully proved against him, and he was sentenced to six months' imprisonment.

The Quinsan magistrate resumed his investigation of the attack on Mr. Cooper at the Mixed Court on the 28th June, but as the inquiry was held without the presence of H.M. Consul, it carries the case no further. We understand that the magistrate has promised to arrest ten more ringleaders in the riot.

The first garden concert of the Wind Instrument Society took place on the 30th June, the weather being, by a delightful change from the twenty-five days' continuous rain, favourable to a degree for out-door promenade. A cool and refreshing breeze blew from the river, inviting the attendance of a numerous company.

The arrival of summer has, as usual, been marked in the Settlement by the presence of those whom the police term "loiterers from the the surrounding districts," and a sharp look-out is obliged to be kept to prevent mischief. Last week one well-known thief was caught and taken care of; and on the 2nd July two other suspicious characters were seen in Honkew. One of them was captured after an attempt to escape; he was armed with a dagger, and had a chisel and matches concealed in his clothes.

Mr. J. Pidgeon, overseer of drains in the employ of the Municipal Council, has been drowned in the Hwangpoo, by falling from Roberts's jetty, at Pootung. An inquiry into the circumstances was held before Mr. Mowat, and the evidence showing the death to have been accidental, a formal inquest was dispensed with.

The directors of the North China Insurance Company have issued the following notice :—The directors have now declared a dividend in respect of two-thirds of the company's profits for the above term, being eighteen per cent. on the total nett contributory premia, from which will be deducted the amounts already received by each shareholder, as interim dividend on contribution for the years 1872, 1873, and 1874 respectively.

Letters from Kiukiang state that the settlement has been nearly deluged with rain some weeks, and now it is threatened with a flood, the water being already over the bund in some places. The country above Chinkiang is also much flooded, the high-water mark at Hankow being forty feet and half an inch, and the water rising daily.

We hear on good authority from Yunnan that the officials are in a considerable state of excitement, and that the Governor is raising soldiers *en masse* to resist the English, whom he wishes to prevent even investigating the murder on the spot. Our informant adds :—"I hope England will be firm on the full programme she has laid out, or we shall fall lower than ever in the opinion of the Chinese." It will be seen that this information, coming from quite another quarter, is consistent with the report we mentioned some days ago that the Governor had addressed a memorial to the Emperor, offering to keep the frontier clear from the English or any other barbarians who threatened it.

The S. S. N. Company announce an interim (half-yearly) dividend of 3 per cent.; the C.C.S.N. Company 2½ per cent. The French Gas Company do not propose declaring any interim dividend, a large portion of the receipts of the first half-year having been employed in setting up a new gasometer and coal shed. It is hoped, however, to declare as good a dividend as last year at the end of 1875.

The transfer of the Shanghai and Hongkew Wharf to Messrs. Jardine, Matheson, and Co. is formally notified. The several wharves will in future be called Shanghai and Hongkew and Jardine's Associated Wharves.

Captain Bisbee, who has been lately acting as Harbour-master at Foochow, has been appointed to Shanghai in the stead of Mr. Viguier, who goes home.

The hulk *Water Witch* has been sold by auction for Tls. 3,000. The purchaser was Mr. Tong King Sing.

The subjoined items of intelligence are from the *Celestial Empire* :—

The most noteworthy event of the week is probably the sudden drying-up of the rain which deluged us all through the month of June, and the inauguration, on the 1st instant, of the steady heat characteristic of a Shanghai summer.

The China Merchants' Steam Navigation Company have published their intention of commencing a series of Sunday excursions from Shanghai and Ningpo to Pootoo, leaving on the return voyage early on Monday mornings.

A new Chinese paper, we are given to understand, was shortly about to be started in Shanghai; but some difficulties have arisen which at present prevent its appearance. It was to be called the *I-pao*, and was to be managed by a Sung-kiang man, who is *siu-tsai* and Christian, named Chu Liea-foo.

We have advices from Peking to the effect that a High Commissioner has at length been appointed to Yunnan, in the person of Li Hang-chang, brother of the Viceroy of Chihli. More than the bare fact, however, we do not know; but hope soon to be in possession of more complete intelligence. Affairs, however, seem from all accounts to be far from quiet in that region, and the possibilities are in favour of an armed resistance being presented to the Commission on arrival.

We hear that an association has been formed by some Chinese philanthropists in Peking for the suppression of opium-smoking. The use of samshu is also much discouraged: and from what we have been told it seems something like an English Teetotallers Society. The ever-watchful mandarins, however, see more in it than this, and look upon the organisation as a sort of vague conspiracy. They have offered a reward for the apprehension of the president, and seem determined to put down so dangerous a body. Their idea seems to be that the opium suppression is only a blind, and that the true objects of the club are subversive of the public morality and peace.

HONG KONG.

Our advices by the present mail extend to the 10th July; the P. and O. mail from London May 28 was received on the 4th of July. The following items of intelligence are from the *Hong Kong Daily Press* :—

A meeting of the Legislative Council was held on the 7th inst. There were present :—H.E. the Administrator; Hon. Sir J. Smale, Chief Justice; Hon. C. C. Smith, Acting Colonial Secretary; Hon. J. Bramston, Attorney-General; Hon. C. May, Acting Colonial Treasurer; Hon. P. Ryrie; Hon. W. H. Alexander; Hon. H. Lowcock; Mr. Wodehouse (Clerk of Councils).

The Administrator moved the second reading of an Ordinance to provide for Public and Bank Holidays. The Ordinance was read a second time, and the Council then went into committee on it.—Mr. Ryrie thought it unnecessary to have a holiday on the 2nd day of January.—The Acting Colonial Secretary said it had been customary to have two days' holiday at that time.—The Administrator said the draft had been sent round to the banks, and the managers had approved of it.—The Chief Justice said that if the holiday could be taken without any inconvenience to the merchants, the bankers not objecting, it would be a good thing.—Mr. Ryrie said there was no special reason for having a holiday on the 2nd of January last year, and he should hesitate before he sanctioned a compulsory holiday on the 2nd of January every year.—After some conversation the Council omitted the 2nd January as a holiday.—The day of the Accession of Her Majesty was also struck out.—On Good Friday being mentioned, the Chief Justice said that it was in England generally regarded as a holiday. Lord Brougham once sat on that day; and an ex-Attorney-General said his Lordship was the only judge who had sat on that day since Pontius Pilate.—The Ordinance was then passed.

The Administrator moved the second reading of an Ordinance for licensing small passenger steamers and for other purposes. The Bill was read a second time, and the Council went into committee on it.—The Attorney General said that by the Ordinance steam vessels under 100 tons would not be allowed to carry passengers without a license. That would include all vessels of the size of the P. and O. steam tug, *Saada*, which was of ninety-nine tons. The words "gross tonnage" were added after "100 tons."—The passing of the Ordinance was postponed.

The Administrator moved the second reading of an Ordinance to authorise the appropriation of a supplementary sum not exceeding $150,000 to defray the charges of the year 1874.—The Ordinance was passed.

The Administrator moved the second reading of an Ordinance to provide for the Devolution of Site of St. Paul's College, and to provide means for altering the Statutes of the said College.—The Bill was passed.

We hear from Macao of an attack having been made upon Mr. Da Silva. It appears that two men were lying in ambuscade in an empty house, which is at present undergoing repairs, in Cathedral-street, from which there is a passage leading to the Praya Grande. Mr. Da Silva generally went that way to church, and on the morning in question, accompanied by one of his younger sons, he was proceeding along, when a man named Barretto suddenly stepped out and struck him with a thick stick from behind. Mr. Da Silva at once caught hold of his adversary by the neck, and placing him against the wall gave him a severe blow on the face. Before he could repeat it, the second man, who is named Da Silva, rushed out from the empty house, and began to strike Mr. Da Silva mercilessly with a life preserver. Barretto was taken to the police-station and locked up. Da Silva has absconded, but the police are in search of him. It is said that the assailants of Mr. Da Silva had been enraged at several articles which had appeared in the *Independente*, of which he is editor. Considerable indignation has been expressed at the cowardly attack. Mr. Da Silva is wounded on the head, and has sustained several contusions on different parts of the body.

We regret to note the departure, by this mail, of the Rev. F. A. Roach, of the London Missionary Society, Canton. For a considerable time past Mr. Roach has been in a very feeble state of health, and latterly he became so ill that his medical advisers ordered him home at once. Mr. Roach has officiated in Shameen Church with much acceptance, since the departure of the Ven. Archdeacon Gray. During Mr. Roach's stay in Canton he has made many friends among the foreign community there, and much regret has been expressed at his departure. We trust that ere Mr. Roach's arrival in England he will be thoroughly restored to health, and that before long he will find some suitable sphere of labour.

Another case of skedaddling has occurred at Yokohama. An engaging young man, who has acted, for some time past, as bill-collector to several firms, conceived a sudden fancy to revisit the scenes of his childhood, or some other country with a more genial climate than that of Japan, and took passage for San Francisco

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on board the P. M. str. *Great Republic*, on the 24th June. He has omitted to hand over the amount of several large bills which he has collected.

The church recently erected at Tokio, Japan, by native Christians, was opened for public worship on the 19th June. Several Protestant Missionaries of Yokohama and Tokio, and one or two Japanese, took part in the services, which were attended by about 500 persons, native and foreign.

The steamer *Ly-ee-moon*, Captain Stevens, which left England in October last for China and Japan, after a thorough repair, with new engines and boilers, is advertised for sale by auction at Hong Kong.

SIAM.

—o—

A meeting of the foreign residents was held at the British Consulate on the 2nd July, to devise some arrangement for the speedier delivery of mails from Singapore and Hong Kong, and for the despatch of mails for those places. At present the foreign Consuls undertake the delivery to and despatch of letters forwarded by the subjects of their respective countries, there being no such thing as a post-office in Siam, and the Siamese Government being evidently ignorant of the conduct of a postal service. Moreover, all letters from Siam must be prepaid in Singapore or Hong Kong postage stamps, the Consuls receiving nothing for their trouble beyond the thanks of the community. This being not only a very one-sided arrangement, but a serious tax upon the time and patience of the Consular officers, it was deemed advisable to have a regular post-boat, to receive and take charge of all inward and outward mails, with men to sort and deliver hem on arrival. H.B.M.'s Consul-General was desired to eneavour to obtain a refund of a portion of the outward postage rom the Singapore and Hong Kong Post-offices to cover the ost of this arrangement; meantime the expense would be derayed by monthly subscriptions contributed by the merchants.

Despatches received by the Siamese Government announce disturbances on the Burmese frontier, in the province of Cheen Hau, where a large band of dacoits, some 2,000 in number, were committing depredations. They had plundered a few towns, but at latest advices some 2,000 Cochin-Chinese had gathered to resist their incursions. A Siamese Commissioner had been sent up to collect reliable information as to the doings of the plunderers, and endeavour to ascertain the true cause of the disturbances, and, if necessary, a Siamese force would be sent up to assist in protecting the inhabitants of the province.

At Chiengsaan, also, a number of Burmans and Koens had cated themselves on Siamese territory, and the Siamese authorities of Chiengmai had organised a force of about 2,500 men to expel them. A Commissioner had been sent to Chiengmai from British Burmah, where he met an officer of the British Consulate-General of Siam; both were treated as guests by the Siamese Royal Commissioner. A later despatch states that the Siamese forces, after frightening away a number of Burmese settlers, had burnt down some 240 of their houses.

BORNEO.

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SARAWAK.

The *Gazette* has the following on the return of Rajah Brooke:

Saturday, the 19th June, was a great day in our capital, a day, indeed, which had been looked forward to with longing by every portion of the community, as the one on which to welcome the Rajah and Ranee with befitting rejoicing on their return from their long sojourn to England. For many days before the people in the bazaar might be seen busily at work whitewashing their houses, building triumphal arches, and in other ways adorning their different quarters in anticipation of the looked-for holiday. People of all classes vied with one another in a grand display of bunting and coloured cloths, and the gardens of the different bungalows were put in requisition and their flower-beds pretty well taxed ere all the decorations were considered to be complete. The bazaar presented the appearance of an arcade from one end to the other. Doubts were entertained about the weather, which for many days had been stormy and wet, but the 19th, to the general delight of all, dawned sunny and calm.

At eight A.M. all were astir; the Government officers in full uniform, with the head chiefs of the district, repaired to the Astana to await the arrival of the steamer. They had not to wait long; a signal from a distance announced her approach, which was soon taken up by the lelahs of the Malays in the different kampongs along the river's banks. A general stir was next visible among the Chinese in the bazaar, and crackers and bombs were set a-going in deafening profusion.

The *Royalist*, rounding the point, steamed quietly past the town, with the Rajah's flag at the main, and anchored within a short distance of the Astana landing-place. Great enthusiasm was shown by the people as the Rajah and Ranee were seen to descend from the ship and make for the shore in a State barge, which was sent to receive them.

JAVA.

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BATAVIA.

A correspondent states that the N. I. S. N. Company intend to run a steamer between Bali and Singapore:—A few days ago a telegram was received here to the effect that the steamer *Banda*, belonging to the N. I. S. N. Company, is to open a fortnightly service between Singapore and Macassar, *via* Samarang, Sourabaya and Buleling. We may thus in future count upon three steamships of that company in one month, one of which will touch at Banjoewangie and other coast places in the east of Java. The telegram does not state whether or not the *Banda* will anchor here on her return voyage from Macassar. Most of the traders here are very joyful at the opening of this new steam line. Above all, this has been the case since they have been assured that the *Banda* will not be in such haste as the ordinary mail steamer, but that, as long as there is cargo on shore, she will quietly lie at anchor. This is just what caused the British steamer *Vidar* to do so much business here. Captain Barrow was always patience and obligingness themselves, and it is owing to him that the *Vidar's* owners, as I hear, gained in a single year, from the steam line between Singapore and Bali alone, a profit of upwards of seventy thousand guilders. As soon, however, as the *Banda* is laid on the line the *Vidar* will do much less business. It will be the same with the *Rosa*. I fear even that both these steamboats cannot stand the competition within a comparatively short time. The N. I. S. N. Company has that in its power.

In the latest received Batavia journals there is but little news from Atchin. On this subject the Batavia *Handelsblad* says:—So far as we are aware, the Government has received no further intelligence from Atchin since the departure of the last mail; we have received a private letter from the seat of war. On the 21st June last the enemy essayed an attack on the outposts situated on our southern line. They had, however, learned prudence from us, and these lessons have not been without effect, for their attacks were confined to firing from a distance. All that they effected during this attack was confined to slightly wounding an Amboynese soldier, and to shooting a leak in a soup boiler.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 17th July; no later mail from London had arrived out. The following summary of news is from the *Straits Times*:—

His Excellency Sir William Jervois left in the *Pluto* on a visit to the East Coast of the Peninsula, accompanied by Mr. Swettenham.

The *Government Gazette* notifies that Her Majesty has confirmed Ordinance V. of 1875 (an amendment of the Indian Straits Land Act XVI. of 1839). The Secretary of State for the Colonies has confirmed the Hon. T. Braddell's six months' leave of absence on half salary. H. E. the Governor has provisionally recognised the appointment of Mr. V. Krieger as Vice Consul for Denmark at Penang. H. E. the Governor has been pleased to appoint Mr. G. C. Harman to be Acting Postmaster General from the 2nd inst., during the absence of Mr. Trotter on leave, or pending further orders.

The present low rate of exchange in India, here, and in China, is a matter of very serious import to trade, and its gravity is not diminished by the consideration that, according to all appearances and so far as circumstances enable anyone to judge, there is little prospect of either the rupee or the dollar recovering their once comfortable par values of two shillings and four and sixpence for a long time to come. When we mention that in India at the present moment the value of the rupee is only about 1s. 9⅛d., with bar silver at 55½d. per oz., and that dollars can be laid down here by the banks at 3s. 11½d. to 4s., the loss to merchants remitting for piece goods,—to Paterfamilias remitting for the support of his family,—to all paid by salaries fixed at sterling figures calculated at former par value of the rupee or dollar,—and in fact to all residents in the Far East, in one way or another, will be at once seen to be a most serious item in expenditure. Indeed, there can be little doubt that the continued decline in the value of silver currency, the almost universal medium of trade, has been one of the main causes which have contributed to the general great depression of business, which has been prevalent now for some years in India and China, and which has resulted in so many large failures of houses, once flourishing and with ample capital.

A large party of ladies and gentlemen from Penang were entertained at Larut by Captain and Mrs. Speedy at a three days' picnic, which, from the account contributed to the *Penang Gazette* by one of the excursionists, was one of the pleasantest entertainments ever given in these parts. The ladies were escorted over from Penang on Friday, the 2nd inst., by Mrs. Speedy in person, in the steamer *Quedah*, the gentlemen proceeding in the steamer *Fair Malacca*, and on arrival were comfortably accommodated, the ladies at the Residency and the gentlemen in the Court House, which was fitted up with bedsteads and other fur-

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niture for their accommodation. On Saturday evening a Ball was given, which was a great success, and on Monday the party made an excursion on elephants to the waterfalls, which is described as an exceedingly pleasant trip. There were seventeen elephants, on whose backs about forty persons were accommodated, so that the excursion party, in addition to the novelty of the mode of transit, must have presented a very imposing appearance. The entire party enjoyed an uninterrupted round of pleasure during three whole days in Larut, and returned to Penang on Tuesday, the 6th inst., in high spirits, impressed with the completeness of the extensive arrangements that had been made for their entertainment by Captain and Mrs. Speedy, and the princely hospitality of which they had been the recipients.

The following is in reference to China :—

British officials of the present day in China, from H.M.'s Plenipotentiary in Peking and the Admiral commanding in the China Seas downwards, seem one and all inoculated with the policy of conciliation, which, it was thought not long ago, was to inaugurate the Millennium, but of which less is now heard. This policy is incomprehensible to a Chinese mandarin. Moreover, it is a most illogical one in regard to England's position towards China. The Chinese Government do not want to have anything to say or do with foreigners, and would be glad if they all left to-morrow. Great Britain obtained a qualified admittance to the Empire by force some forty years ago, and she has had to maintain her rights and claims by force more than once. Our right to be in China at all rests upon might, and might only. We refuse to recognise that China has any right to isolate herself from intercourse with other nations. China, however, maintains that she has such a right. Whatever the ethics of the question may be, the fact remains, and is indisputable, that Great Britain has obtained and maintains her position in China simply and solely because she is the stronger power.

The *Royalist* is announced for sale.

We understand the approximate value of the cargo of the *Comete*, whose loss by fire in Banca Straits we recently reported, is about $80,000.

CEYLON.

(FROM A CORRESPONDENT.)

In a previous letter I mentioned that although the present rage was for coffee lands and plantations in the new districts, there were better bargains frequently to be got in the old; whereupon you remarked that "doubtless investors knew what they were about, and would not prefer the new if the old were better." In this hypothesis, however, the case does not fairly appear. Of late years a good deal of capital has come to Ceylon in inexperienced hands, which yet has fructified abundantly, owing, however, more to the circumstances of coffee produce and property having gone up from 50 to 100 per cent. during the last three years than to the superior knowledge of the investors. The rise in prices, together with the run upon new lands and new districts, has forced up the first cost of land in those districts far out of proportion to the value in the old districts. Hence my remarks that better bargains may frequently be got in the old than in the new. Let me give you a few instances. Two practical planters two years ago bought an estate for £7,500; within a year and a half (or eighteen months from time of purchase) it had given them back £3,000 of their capital, while the estate had also improved in value. Two other planters bought an estate for £6,000, and got back half the first year. Another planter bought an estate for £4,500, and almost immediately after sold the half of it for the price he paid for the whole. A small estate in an old but good district was sold the other day for £400, whose *coming* crop was expected to be worth that sum. And so on, and so on. Cases might be multiplied indefinitely. A new coffee estate, of course, takes from three to six years to give a first full crop, according to climate, seasons, elevation, &c. There is field enough, however, in both new and old. The capitalist who can afford to wait for his return will perhaps still prefer new land, even at the greatly enhanced prices paid of late, while the man of small means, who looks for an early return, will invest in property, at a moderate figure, which will be productive from the outset.

For such estates, with land attached, whether forest or cleared, a demand is springing up, which, if tea is to be a success, promises speedily to be active. At this moment inquiries are abroad for lumps of 400, 500, and 1,000 acres suitable for tea, in districts where coffee has had but a partial success. There are many districts in Ceylon considered too elevated or too wet for coffee that are expected to grow tea well. Our high lands are for the most part wet. Wet is productive of leaf, and leaf is just what the tea cultivator desires.

It stands to reason, therefore, that while tea is yet in its infancy in Ceylon, while coffee lands have been run up to £10 to £15 per acre, attention should be directed to such lands as promise to yield the leaf in remunerating quantity. The cultivation of this plant may be now said to have passed the stage of experiment. Samples have been sent home, and very favourably reported on. Large clearings have been opened within the last twelve months, and others are now being made which promise, at no distant date, to make Ceylon as celebrated for its leaf as it has long been for its berry. The cultivation of the cinchona is likewise extending rapidly, chiefly, too, in districts not over high for coffee. But it grows well, also, in higher land than the ordinary coffee districts. In this cultivation there is yet room for considerable extension. Quinine of late years has risen in value considerably, owing, I hear, to the forests where it grew in South America having been cut down, and not replanted, while few of the plantations in the East have yet come into full bearing. This febrifuge is said to be used also for other purposes than medicine, so that the price keeps up, notwithstanding the great extension of the cultivation lately, both in Ceylon and India, as well as in Java. As yet, however, our spicy isle has taken the lead. The practice is now becoming common to plant out a few acres of cinchonas with every new coffee estate in districts suitable for the growth of the bark. This, too, will greatly enhance the value of the coffee plantations in which the cinchona abounds, as each such tree is considered worth from 15s. to £1 sterling, and about 400 trees will be contained in an acre of ground. Many planters intersperse them among the coffee, which plan is very economical, as the same ground and the same cultivation serve both.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says :—The business of the past week has been of the most trifling character, settlements since June 23, date of our last, being only 1,392 chests 935 half-chests 910 boxes at 1s. 4½d. to 1s. 7½d. per lb., 143 chests 742 half-chests at 1s. 3½d. to 1s. 4d., and 625 chests at 1s. per lb. In our last we advised the arrival of two or three musters of second crop Tea. Since then about fifty chops have been placed on the market, and these fully confirm the reports we referred to regarding the damage done to the crop by continued wet weather. The Teas are wanting alike in strength and quality, and are probably the poorest seen for some years. On their first being shown Teamen asked Tls. 24 to 25 for the best of them, this being their laid down cost on this market, but although the asking prices have been gradually declining, only two small lots of Nip-car-see have so far found buyers, one chop being settled at Tls. 18½, the other at Tls. 19½, rates much too high, in our opinion, for safety. There being no buyers on this market teamen are already shipping them in quantity to Shanghai. Unless they find more favour there than they have done here, we may fairly look forward to a very short second crop, particularly as there is no break in the weather. The country all round is flooded, and we shall barely escape having the Settlement under water. Customs export to date is as follows :—

Hankow Teas	...	32,287,757 lbs.	against 1874	25,901,057 lbs.
Re-export Kiukiang Teas		8,707,472 lbs.	„	7,540,784 lbs.
Total	...	40,995,229 lbs.	„	33,441,841 lbs.

KIUKIANG.—Musters of second crop Teas, representing 3,500 half-chests, had been placed upon the market. The quality was regarded as inferior, and it was quite evident that the excessive rainy season had seriously affected the crop. One parcel had found a buyer at Tls. 25.50, but teamen were asking Tls. 27 to 30 for the best chops. The first crop Teas were considered as practically finished, especially as regards Ningchows. The following were the statistics of supplies to date :—Ningchows, 152,262 half-chests; Hohows, 51,530 ditto; Kiukiang-packed, 18,605 ditto; total, 222,397 half-chests, or an excess of fully 30,000 half-chests over last year's yield.

SHANGHAI.—*Black :* There had been only a moderate business. The stock of first crop had been carefully weeded of almost all the good parcels, and there had also been more attention paid to common kinds, which at Tls. 18 and upwards showed rather better value than last mail. Some second crop Oopacks had arrived, and offers of Tls. 24 to Tls. 25 for some of the best had not led to business. These Teas showed evident signs of rain damage, though the leaf was in most cases well made. A few second crop Ningchows had arrived, and on chop had been settled at Tls. 30, but buyers were not inclined to go on at that price. The quality seemed to be fair. Settlements for the week 12,315 chests. Stock 11,500 chests. Prices paid had been :—Oopacks, &c., Tls. 24½ to 29; Hohows and Ninchows, Tls. 16 to 40; Oonams and Oonfaas, Tls. 17⅜ to 31.—*Green :* Teamen still held for much above the ideas of buyers. Few offers were made, and no settlements reported.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says :—Buying has continued on a considerable scale during the week, and operations have been chiefly for Australia and the Continent. A few musters of second crop Teas have been shown, but no opinion can yet be formed as to the general quality. Natives assert that we may expect Teas of very inferior quality. Congou : Medium kinds have maintained previous rates. In common and flavoury grades a fair amount of business has taken place, owing to the Teamen having given way in their ideas; a decline in these descriptions of Tl. 1 may be quoted. Souchong : Settlements show a reduction of Tl. 1 to 2. Oolong : Purchases show a heavy decline. Flowery Pekoe : A few chops have been taken on a par with last quotations. It is evident that the supply of this description will be very short. Scented Teas have been taken on decidedly better terms, and promise even a further decline on last quotations. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 20,139,998 lbs., against 15,292,186 lbs. at the same period last year. To the Colonies 1,595,361 lbs., against 3,682,765 lbs. last year. To America nil, against 154,936 lbs. last year.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to July 2, 1875	27150684	18929071	341187	6692519	53113461	4293
From June 1, 1874, to July 2, 1874	26506240	12758284	85082	6349545	45699101	2147

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1875, to July 2, 1875	4867592 5733
Do. do. 1874, to July 2, 1874	2357899 844

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1875, to July 2, 1875	2415567 110
Do. do. 1874, to July 2, 1874	2592373 23

TO AUSTRALIA.

From June 1, 1875, to July 2, 1875	1,134,101
Do. do. 1874, to July 2, 1874	1,910,011

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	85,789,792	83,184	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,468,586	46,603			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 2¼d.	4s. 2⅛d.	4s. 2⅛d
Shanghai „	5s. 9¼d. to 5s. 9½d.	5s. 9d. to 5s. 9¼d.	5s. 9¼d. to 5s. 9½d.
Canton „ ...	4s. 1½d. to 4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 1⅝d.	4s. 2d.	4s. 2⅛d.
Manila „	4s. 1¼d. to 4s. 0⅝d.	4s. 1¼d. to 4s. 2d.	

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 310 to 311½	225½
„ Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.2.5	9¼ prem.
Mexican dollars	76.2.5	⅝ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 28 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 45 per cent. discount.
China Traders' Insurance Company, $800 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. discount.
Hong Kong Fire Insurance Company, $290 premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $160 per share.
Chinese Insurance Company, $190 per share.
Shanghai Steam Navigation Company, Tls. 70 per share.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
„ 21 ...	Cutty Sark	Shanghai ...	1,300,000
„ 23 ...	Blackadder	„ ...	1,200,000
„ 28 ...	Whiteadder	Foochow ...	1,500,000
July 1 ...	Galatea (s.)	Shanghai ...	2,000,000
„ 8 ...	Craigforth (s.)	Shanghai ...	2,200,000
„ 8 ...	Thermopylæ	Foochow ...	1,200,000
„ 8 ...	Nyassa	„ ...	1,000,000
„ 8 ...	Black Prince	„ ...	1,200,000
„ 8 ...	Undine	„ ...	1,000,000
„ 8 ...	Forward Ho!	„ ...	1,500,000
„ 17 ...	Glamis Castle (s.) ...	„ ...	3,000,000
„ 17 ...	Tartar (s.)	Shanghai ...	2,200,000
„ 17 ...	Cawdor Castle (s.) ...	Hankow ...	2,750,000
„ 17 ...	Altona (s.)	Shanghai ...	1,750,000
„ 25 ...	Egeria (s.)	Foochow ...	1,600,000
„ 30 ...	Glengyle (s.)	Shanghai ...	2,000,000
„ 30 ...	Glenroy (s.)	Hong Kong ...	2,000,000
Aug. — ...	Norman Castle	Shanghai ...	1,400,000
„ 9 ...	St. Andrew's Castle ...	Canton ...	1,200,000
„ — ...	Fiery Cross	Foochow ...	1,000,000
„ — ...	Osaka	Canton ...	800,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.220	Tls.20 p.sh
Shanghai Gas Company ...	100 ...	100 ...	137 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	67 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	72 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$490	$51½ p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	70 ...	
North China Steamer Company	100 ...	100 ...	7 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$565	...15 p.c
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	875	$150p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.93	—
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164	...12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	160	...12 p.c
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.90	... 5 p.c

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Hamburg, June 30, Atalanta (str.).

At HONG KONG.—From London, July 9, Hervatske; from Liverpool, Gaelic (str.); from Glasgow, Argyll (str.).

At MANILA.—From Liverpool, June 22, Leon (str.); from Cardiff, 28, Glee Maiden; July 2, Christine; from San Francisco, June 18, Springfield; 24, Corsica.

At SAIGON.—From Mauritius, July 2, Ville de Lille; from Marseilles, 8, Perseverance; from Suez, 10, City of Exeter (str.); from Bordeaux, 12, Fres de Mayo.

At SINGAPORE.—From Glasgow, July 15, Antipodes.

DEPARTURES.

From SHANGHAI.—For London, June 26, Tartar (str.).

From HONG KONG.—For Callao, July 7, Jacobine.

From MANILA.—For London, June 22, Titan, Banquereau; for Liverpool, 25, Yrurac Bat (str.); for Channel, f.o., 26, Bato; 30, Ludovic and Charles; for Boston, June 30, Favorita; July 3, Yo-Semite.

From SAIGON.—For Belle Isle, f.o., July 3, Mirzapore.

From SINGAPORE.—For London, July 12, Tartar (str.); 16, Mogul; for Liverpool, Bertie; for Odessa, 12, Tchihatchoff (str.).

THE MAILS.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, AUGUST 18.—The P. and O. Company's steamer Nizam leaves at 11 A.M. for Southampton, where she may be expected on the 22nd inst.

INWARD MAIL DUE SEPTEMBER 13.—GALLE, AUGUST 19.—The P. and O. Company's steamer Gwalior leaves here to-day for Suez and Southampton with the mails from China and the overdue mail from Australia, ex Ceylon. Australian gold for Europe, £640,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, AUGUST 17.—The P. and O. Company's steamer Lombardy, from Southampton 12th inst., arrived at 5, and left at 8 P.M. to-day for Malta and Port Said. She experienced foggy weather. All well.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 15, at Rotterdam, from Banjoewangie, Henriette Adriana; 18, at New York, from Batavia, Olivet; 15, off Dungeness, from Batavia, for Amsterdam, Europa; 20, at London, from China, Glaucus (str.).

DEPARTURES.—Aug. 17, from Troon, for Singapore, Lugar; 19, from Cardiff, for Singapore, Nuova Verito; 19, from London, for Yokohama, Albuera; for Rangoon, Knight Commander.

LAID ON.—At Liverpool, for Padang, Singapore, Hong Kong, and Shanghai, Antenor (str.).

SPOKEN.—Maria Sarah, from Singapore to Marseilles, July 14, 9 S., 14 W.

CASUALTIES.—The Laurens Coster, from Shields to Sourabaya, got on shore on the ridge on the 19th inst., and came off after three hours.

MISCELLANEOUS.—The Prins van Oranje (str.), from Nieuwe Diep, for Batavia, passed Gibraltar on the 16th inst.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GREIG—On the 6th July, at Hong Kong, the wife of James Greig, of a son, still-born.
MORRIS—On the 27th June, at Foochow, the wife of Benjamin John Morris, of a son.

MARRIAGES.

DELMEGE—GEDDES.—On the 4th Aug., at Ottawa, Canada, A. A. Delmege, of Ceylon, son of the late C. C. Delmege, M.D., Staff Surg. Major, to Edith Hannah Armstrong, daughter of William Allan Geddes, Canadian Civil Service.

DEATHS.

CALDBECK—At the residence of his brother-in-law, 21, Highbury-hill, John B. Caldbeck, late Agent for the P. and O. Company at Singapore.

TELEGRAMS FROM THE FAR EAST.

FLOODS IN BURMAH.

RANGOON, AUG. 17.—Heavy floods have occurred in the neighbourhood of Prome, in Burmah, exceeding in extent and disastrous effects those of 1871.

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Naval and Military.

Sir Charles Shadwell, K.C.B., late Commander-in-Chief in China, has been informed that the action taken by the commanding officers of the ships employed at Bangkok, at the time that a civil war was anticipated, owing to the dispute between the two kings, has met with approval at the Foreign-office; and despatches to that effect have been forwarded to the present Commander-in-Chief for the information of the officers named.

At the Portsmouth Police-court, on the 18th inst., James Goodhall was charged with having made a false statement on enlisting into the 98th Regiment. In the beginning of 1873 the prisoner was invalided from Hong Kong, and discharged as unfit for service, from the 80th Regiment; but on enlisting into the 98th, he asserted that he had never served Her Majesty before. It transpired, however, that more than six months had elapsed from the time of his enlistment, and he was, therefore, discharged.

The Inflexible, turret ship, is being rapidly pushed forward at Portsmouth, the number of shipwrights employed upon her having been increased from 560 to 700. In consequence of the extreme breadth of the monster ironclad, 75ft., the substantial wooden jetty and the massive stonework of the dock entrance will have to be cut away about 8ft. on either side to allow of her being launched.

The death is announced, at the age of eighty-nine, of Dr. Franklin, Inspector-General of Hospitals. The deceased was one of the senior fellows of the Royal College of Surgeons of England, and one of the oldest medical officers in the Army. He entered the service in 1808, and served in the Peninsula and in India, and was present at the battles of Chillianwallah and Goojerat.

Lieutenant J. G. K. Young, of the 80th Regiment (Hong Kong) has retired from the army by the sale of his commission. Lieutenant H. H. Harward, of the 80th, has gone out to Hong Kong to join headquarters, on transfer from the 1st West India Regiment.

The Diamond, 14, screw corvette, Captain Bosanquet, sailed on the 14th inst. from Spithead, for the Australian station, *via* the Cape of Good Hope.

Capt. Picot, Capt. Hughes Hallett, one sergeant, one drummer, and eighty-five rank and file, 57th foot, are held in readiness to embark for Ceylon.

The Lords of the Admiralty contemplate proceeding to Malta to make an official inspection during September or early in October.

OUR POSITION IN CHINA.—Mr. Boulger, in a letter to *The Times*, says:—Your Shanghai Correspondent's letter, while it deserves the thanks of every one interested in China, is a sign that the time is fast approaching when even minor difficulties will receive the attention they deserve, and more serious complications will never occur, because the Mandarins must perceive, if real reparation has to be made on each occasion, that no benefit can be derived from injury or insult offered to foreigners. It is admitted by most that even under present circumstances the majority of the Mandarins are fully aware of our irresistible power in the event of a collision. They therefore confine themselves to a passive indifference to our requests, and think that, as they have so often evaded them, the occasion for rousing our wrath may never arise. In plain words, they trifle with us as children, and their subjects go from bad to worse; and as long as we continue our present policy, so long may we expect them to continue in the same course of action. Are we not to stir until some fresh occasion offers, when perhaps all that can be done will be too late?

WE regret to record the death of Mr. J. B. Caldbeck, the late agent for the P. and O. Company at Singapore. Mr. Caldbeck had but recently returned home.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, AUGUST 18.

I regret that my last letter, which was posted as usual, did not reach you in time for publication, and as it belongs to the possibilities that it is lost, I think it best to give the entire news of the fortnight. It need scarcely to be said that in these days, when we are anxiously waiting for the announcement that the sea-serpent has made its appearance, there is not much worth reporting. Up to this moment Mr. Heemskerk has not reaped much benefit from his extraordinary proceeding in convoking the Members of the Second Chamber during the hot dog-days. To every one's astonishment a large number of our representatives were present, but they came only to state that they had no intention to work. As soon as the session was opened, Messrs. Blussé and Stieltjes announced, each in his peculiar manner, that the Liberals were quite *au fait* of the plans of the Cabinet. Two days later, however, a battle took place, and it was proved at once that it was not the Railway Bill, but the Election Bill which had induced Mr. Heemskerk to convoke the old Chamber. The object of course, was to annul the results of the recent elections, by which the Liberals are placed in a majority. It is, however, a very small one, and by creating three new anti-Liberal districts it could be annihilated. The Liberals, however, were anything but disposed to co-operate with such a project; the new House, they considered, not the old one, ought to decide about such an important Bill, which perhaps would render necessary a dissolution of the Chamber. If the Right succeeded in passing the Bill, the Left would protest by leaving the Chamber *en masse*. But this extreme measure was not necessary, as by a large majority (46 against 23) the Chamber resolved not to deal with the Bill at all. What was most surprising was to see the Liberals supported by the anti-Revolutionists. The temporary session has since been closed, the important legislative labours being postponed for the new Chamber.

It creates a good deal of uneasiness that the number of German Ultramontanes who seek an asylum in this country augments daily. Not only in Limburg—our little Spain—but also in Twenthe, they arrive by hundreds. They seem to be provided with plenty of money, for they purchase magnificent houses, for which they pay cash. It is feared that the number of these establishments in the immediate neighbourhood of the frontiers of Germany may involve us in diplomatic difficulties.

It is stated that a number of strangers is being daily enrolled at Harderwyk in our East India army. The majority come from Belgium, and our *ci-devant* compatriots seem to be much inclined for service in the Far East and for fighting the Atchinese. The bounty, a couple of hundred guilders, is as a rule expended in the little town in all sorts of extravagancies. The kidnappers are doing a good business—and earn a rich harvest by their scandalous trade. A good deal is being said to induce our anti-military population to declare in favour of compulsory military service, but I do not think with much success.

Some days ago disturbances took place at Utrecht, which assumed at one time a serious character. The matter arose from the fact that the daughter of an Ultramontane baker had fallen in love with a Protestant artisan. The father refused, not only to grant his consent for a marriage, but, acting upon advice given him by the priests, he transported his daughter to an institution for lost girls. The neighbours interfered to prevent this abuse of authority by the father, and hence some riots took place. The matter, however, is all over now, and Utrecht is as peaceful as ever. Whether the young baker's daughter will marry her admirer or not I cannot say.

The leading Ultramontane paper, *De Tyd*, states that a seminary is to be established in this country for the special purpose of educating missionaries for China and other "heathen countries." For this purpose a house has been purchased in the village of Steyl, near Venlo. The directors are already appointed, and they consist of an Austrian, a German, a Dutch, and a Luxemburg priest.

Some days since the East Indiaman *Sourabaya Packet* started from Rotterdam for Persia, under charter to the Persian Trading Company. It is hoped that this new undertaking will prove a success.

At the annual meeting of the members of the Association for Promoting Dutch Industry and Manufactures it was resolved that the necessary steps shall be taken in order to ascertain by what means Dutch industry can best benefit by the establishment of Prince Henry at Port Said, and that an address shall be forwarded to the Government asking for a subsidy to be granted to the Company Nederland for carrying the Java mails.

Rumours are circulating that the Minister of the War Department will ask for a credit of three and a half million of guilders for the execution of the fortress law.

The King (who still resides in Switzerland, where he lives *sans gêne*, just like the humblest of his subjects, and about which complaints are made by English tourists) has conferred the knighthood of the Netherland Lion upon Messrs. F. Beyerinck, resident of Kediri, and J. C. Th. Kroesen, assistant resident of Blitar; whilst the brotherhood of that Order has been conferred on Sergeant H. Scharer. Mr. B. C. Kornfeldt is appointed preacher for the inland Christian communities.

The Java *peintre artiste*, Mr. Radhen Saleh, has arrived at the Hague, and has had an audience with the Queen.

Complaints are made in the newspapers about the unseaworthiness of the coasting traders in Java. They consist mainly of vessels unfit for sea, which, without being properly repaired, are chartered. It is urged that experts should be appointed in every harbour, in order to prevent this scandalous traffic, by which much capital, and many lives are lost. It is not only necessary that the vessels should be sound, but that the masters and officers should be competent, which is at present seldom the case.

PRODUCE MARKETS.

Our market for Colonial Produce has been very firm, and as a rule confidence prevails. Money is very cheap, the banks are well provided, and trade seems in a very healthy condition.

COFFEE.—Prices are very firm, and only small lots are offered. Passaroeang is quoted 59¼c. to 59¾c. To-day the Trading Company will offer for sale 95,900 bales Java and Macassar.

TEA very firm; but owing to the high prices only limited transactions are reported.

SUGAR.—Holders are not much inclined to operate. Superior qualities are quoted f.½ above July prices, and they have met with a good demand. Inferior qualities are difficult to sell. The transactions include about 5,000 mats. The Trading Company will offer for sale the whole stock, viz., 5,200 mats.

RICE.—7,929 bags Kandanghauer, ex Koning der Nederlanden, changed hands at a price which did not transpire. About 20,000 bags Bassein and Rangoon have arrived. Prices are firm.

SPICES.—Quiet, in waiting for the forthcoming auction on the 25th. Small parcels have changed hands. Prices unaltered.

JAVA TOBACCO.—The parcels sold by private tender include the following lots, which were, as it will be seen, sold at very high biddings:

799	bales	P.K. (Gold Med.)	Blitar	136c.
1,181	„	„	Temples, in average...	101½c.
530	„	„	Djambeau	131c.
550	„	„	Tales	120c.
776	„	„	Eppe/Blitar	142c.
192	„	„	Le Comte	125c.
70	„	„	G. W. and C/D	145c.
1,197	„	„	B. v. L. and R. and N.	147½c.
852	„	„	Kaoeman Mayangan	155c.

Sumatra fetched from 102c. to 105c. Since July 15 the imports reached the cipher of 11,200 bales. The stock is 40,000 bales Java, and 3,547 bales Sumatra.

COTTON.—The quotations of American and of the new crop are slightly lower. Lots on the spot have met with a good demand.

INDIGO (JAVA).—Small lots have changed hands. The quotations have remained unaltered.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, AUGUST 23, 1875.

SIR RUTHERFORD ALCOCK ON KASHGAR AND CHINA.

EXCEPTING the small item of intelligence furnished about three weeks ago by the *Invalide Russe*, we have not had any very recent accounts of the precise condition of affairs between Kashgar and China, and we know absolutely nothing at present of the progress of events. We can only speculate on what is going on in that remote region, and on what the course of the war may be, but Sir RUTHERFORD ALCOCK'S remarks on the probable issues of the conflict—as put forth in his laborious contribution on the great Eastern question to the current number of the *Fortnightly Review*—may well make us pause and look with some degree of alarm and anxiety to the result of the death-struggle which is now impending, or which, for aught we know to the contrary, may now be raging in the direction of the fertile valley of the Tarim, or, mayhap, in the more inhospitable districts surrounding Urumtsi and Manasse. Sir RUTHERFORD puts the dilemma in the following words, either result being clearly adverse to British interests:—"YACOOB BEG may be left unaided from Russia and defeated, in which case the extermination of the whole "Mussulman population will inevitably follow, and the "frontier in Chinese hands will be hermetically closed, as "it was before; or the Russians may enable him to successfully resist the Chinese arms, and his independence "will be lost, as the price of such aid, with exactly the "same consequences as regards our trade, the policy of "the Russians being to exclude all competition. This "would . . . open the gates of China, through the "valley of Kashgar, to Russian arms and commerce." Look at the matter from which ever point of view we may, the result appears likely to be disastrous. The question which here naturally arises is, what makes China so persistently bent on recovering, if possible, this outlying portion of the inheritance of the Great Mogul? This question Sir RUTHERFORD answers incidentally in a manner which seems to bear some probability on the face of it. "From Kuldja," he says, "annexed to Russia in 1872, to Si-ngan-fu, the great "capital of North-Western China, lies the great caravan "road which has been traversed for 2,000 years between "Kashgar in Central Asia and the Celestial Empire, with "no mountain range to interpose, an easy gradient, and "abundant coal and wells along the steppe-like country." This, and not so much hatred of the Mahometans, is very likely the chief "reason why the Chinese at the present "moment attach so much importance to regaining pos-"session of the revolted province, and excluding the Rus-"sians from the most vulnerable point in their frontiers "against foreign intrusion." Sir RUTHERFORD ALCOCK seems to think, as we understand the drift of his paper, that Russia has no ulterior designs on the Chinese Empire, or at any rate that China is not her real goal, but that sooner or later she will rather force her way southwards from the Black Sea to the Bosphorus, or through Persia to the head of the Persian Gulf. If his vaticination be well founded, she may not interfere directly in the impending struggle between Kashgar and China, and under such circumstances the result of the conflict in the long run can hardly be doubted; for to what quarter is the Ameer to turn for aid against his colossal and overpowering enemy, with boundless resources—undeveloped, it is true—and countless multitudes at her back? He will scarcely look to "Great Britain behind the Himalayas—too far off to "aid, and too uncertain of her policy to take any decisive "action." All things considered, and much as it is to be regretted for many reasons, we fear that the future is but a black and cloudy one for the Ameer of KASHGAR, unless, perchance, some unforeseen turn in the wheel of fortune should befriend him. China has not been in the habit of consulting or being consulted by European Powers, but still an unexpected combination on their part, and a firm, and perhaps threatening remonstrance at Peking might have the effect of inducing her to let Kashgar alone, though, knowing her obstinacy and foolhardiness of old, we are inclined to doubt the possibility of this solution of the difficulty.

Let us now turn for a brief space to Sir RUTHERFORD ALCOCK'S more general remarks with regard to China. Russian advances in Central Asia and on the borders of China during the last half century he considers to be the initial cause of by far the greater part of the changes now in progress, and no one can doubt that he is right in this statement. "The contact of this semi-Oriental Power," he says, "with western culture and policy, together with the "rapid extension of her frontiers into the heart of Central "Asia and on the banks of the Amoor, has stirred to their "depths Asiatic elements in all these directions. The oc-"cupation of nearly one half of Manchuria, the patrimony "of the Manchoo Tartars, now on the Chinese throne, "taken in connection with the attacks of the Western "Powers on the sea face, has roused the whole Chinese "Empire, with its three hundred millions of a homogeneous "race, from a sleep of ages to an excited and angry ac-"tivity." There is, doubtless, a certain amount of truth in this, but still we must take leave to doubt the strength of this excited and angry activity. Sir RUTHERFORD, further, points out another disturbing element that may come from the side of Russia to plague China in the future, viz., the religious crusading spirit of the Greek Church, which has hitherto been carefully suppressed as far as China is concerned, "not to excite hostility at Peking, "which might have jeopardised other and more immediate "aims of territorial and commercial extension." This element has always been a powerful one in urging on the advance of Russia in other quarters, and if it be introduced into China, when Russia's reasons for excluding it have vanished, it will indeed be "a new source of fermentation and activity" in the Chinese mind, and one which will disturb them more than any of the religious difficulties which they have hitherto experienced. After a few other general observations on the religious question as affecting China, our late Minister at Peking lays down the not very novel *dictum* that it has long been evident that the Chinese are preparing for action, and he sums up the indications of this in a manner which shows that his views on Chinese affairs have altered somewhat for the better during the past few years; however, he takes the opportunity afforded by the casual mention of report of an American general going out to put the whole Chinese coast in a state of defence, to say sneeringly (it appears to us) that "if this prove correct, it is probably one of the "many ill-conceived schemes suggested by trading firms "with a view to large contracts, in which the Chinese "may very easily waste their resources, and accomplish no "really useful result." This sneer at the mercantile community had far better have been omitted, and is, so far as we are aware, quite uncalled for. We cordially agree with Sir RUTHERFORD in thinking that the Chinese "would "be better advised if they spent, what they could well "afford, much larger sums in developing a system of rail-"roads and telegraphic lines, and working mines with "European machinery and artificers, while creating a "really effective land and sea force placed upon a good "footing." If they would only do all this, he is of opinion that they would soon "become a Power which would not "only be able to hold its own against all enemies, but "assert its right to be taken into European Councils in all "Asiatic affairs." In his next sentence he furnishes himself the best comment on this:—"China, however, has much to learn before this can come to pass." Much, in-

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deed, has she to learn, much to do, and much to undo; so much, in point of fact, that, however great an admirer he may be of China and her institutions, Sir RUTHERFORD, we conceive, can hardly hope that the very startling change which he has shadowed forth can well be effected in the present century.

THE QUEEN'S SPEECH AND MR. MARGARY.

UNTIL the close of this session of Parliament we do not suppose that a junior officer of the China Consular Service was ever alluded to in a prominent paragraph of the Queen's Speech. On Friday last, in releasing the Lords and Commons from their attendance in Parliament, Her MAJESTY, almost at the commencement of her speech, was pleased to say—"I have learnt with deep regret that the "expedition despatched by my Indian Government from "Burmah, with a view to open communications with the "Western Provinces of China, has been treacherously "attacked by an armed force while on Chinese territory. "This outrage, unhappily involving the death of a young "and promising member of my Consular Service, is the "subject of careful inquiry; and no effort shall be spared "to secure the punishment of those by whom it was in-"stigated and committed." These words will, we doubt not, be weighed and studied in China with the closest attention and with somewhat varied feelings. The Consular Service will note, with pardonable pride, Her MAJESTY'S gracious acknowledgment of the late Mr. MARGARY'S merits as a Consular officer, and the community at large will rejoice to hear that no effort will be spared to secure the punishment of his murderers, though they will probably smile when they think of the "careful inquiry" that is going on. The real value of Her MAJESTY'S words, or rather of the words of her responsible advisers, depends entirely upon the meaning to be attached to this promise, "no effort shall be spared, &c." Are we to understand that Her MAJESTY'S Government are prepared to go to war with China in order to secure the punishment of the authors of this cruel outrage? We very much fear that nothing short of one of our "little wars,"—so much ridiculed, but which, nevertheless, are indispensable—will suffice to attain the object in view, and the question is whether Her MAJESTY'S Government will go to that length or not. If they do not impress upon the Chinese that they are really prepared for this eventuality, and intend, if necessary, to demand reparation for this outrage by force of arms, its instigators and perpetrators will never receive their punishment in this world. Time wears on apace, and the world is weary of waiting for the *dénouement* of this tragedy; six months have now elapsed since Mr. MARGARY was brutally murdered, and yet nothing worth speaking of has, up to the present moment, been done to avenge this barbarous assassination, which took place, as Her MAJESTY expressly states, "on Chinese territory." Meanwhile our *prestige* in the Far East is suffering beyond all power of calculation; and not only in the Far East, but all through India and Central Asia will creep the humiliating rumour which, as the ancient poet said of yore,

Mobilitate viget, viresque acquirit eundo,

that Great Britain has received from China a gross and flagrant insult, which she hesitates to avenge.

Literature.

One of the *Academy's* Paris correspondents, M. Ph. Burty, a well-known writer on Fine Art, contributes an interesting paper on "Japonism," a term which he claims to have invented himself for the study of the art and genius of Japan. In contributing some articles under this title to a young French journal of literature and poetry, M. Burty says his "object was to attract public attention to Japan, and thus promote useful essays in science, criticism, and art. All is singular and delicious in this country and this race; the poetry, the brevity of which contains treasures of delicacy concealed under heaps of allusions; the history, which is chivalrous and romantic, made up of laughter and of love; the painting, which is brilliant; the sculpture, which is full of fine observations and delicacy; the art of working metals and that of manufacturing china, which have been carried to the highest point of perfection; drawing and printing in colours, managed by processes of which we are ignorant in Europe, and which are the surest means of artistic propaganda among the popular classes." All this is certainly well worthy of consideration, and the more so as the influence of Japanese albums on artists of all kinds is becoming very great. A Society of Japanese Studies was formed at Paris after the meeting of the Congress of Orientalists two years ago, and has published a volume of most interesting reports, illustrated with explanatory engravings, in which questions of history, linguistics, geography, the arts, &c., are dealt with. A member of this society, M. Paul Ory, is undertaking a series of translations, the general title of which is "The Manufacturing Processes of the Japanese," beginning with a rendering of a notice which is addressed to children in the country itself, and treats of the lac tree. M. Paul Ory's pamphlet is adorned with a quantity of woodcuts, reproducing the drawings of the original treatise with the most scrupulous fidelity, and it gives all the information necessary to Western nations desirous of acclimatising this useful tree. In the earlier portion of his letter, of which we have given an abstract, M. Burty refers incidentally to two *brochures*, relating more particularly to China, which he mixes up with Japanese matters in an incomprehensible fashion; the one of these is a translation of a Chinese tale by M. Leon de Rosny, which is called "Loung-Tou-Koung-Ngan; or, A Husband under a Bell," and the other is an essay on Jade, by M. Blondel, who is also the author of a history of Fans. After some remarks on a translation, published in 1871, of the "Heika Monogatari," which consists of narratives of the feudal history of Japan in the twelfth century, M. Burty devotes the remainder of his long letter to an account of the translation of a Japanese novel, just published by M. François Turrettini, of Geneva, with Japanese text opposite the translation and four facsimiles of original engravings. This novel is called "Komats et Sakitsi," or "La Rencontre de deux nobles cœurs dans une pauvre existence, nouvelles scènes de ce monde périssable exposées sur six feuilles de paravent, par Riutei Tanefico." The author, a fertile Japanese romance writer, who answers among French novelists to the school of Alexandre Dumas *père*, flourished rather more than fifty years ago. A first translation of the work in question was published at Vienna in 1847, by Dr. Pützmayer, who, says M. Burty, had the good fortune and the laudable audacity to begin, almost without a guide and without a lexicon, the translation of a literature which no one dared to tackle. In 1872 M. Anselmo Severini, of Florence, published a new and, of course, more exact translation of this same novel in Italian. That of M. Turretini initiates us more closely still into the intentions of the original, and in his preface the translator gives the public an analysis of the difficulties of all sorts over which European Japanisers stumble. M. Burty then proceeds to give a sketch of the plot of this novel, through which our limits will not allow us to follow him. He is evidently very enthusiatic on the subject of "Japonism"—a word which, by the way, we trust may not take root in our own language, and as he progresses with his studies it is to be hoped that he will learn to draw a nicer distinction between matters Chinese and matters Japanese; meanwhile, we are quite ready to agree with him that "*le Japonisme* is not an unprofitable study," and are willing to go further and say that it is likely to prove a very attractive one.

Rights and Privileges in Japan. By M. G. BOSQUET.—M. George Bosquet, of the Japanese Government Service, has contributed a very able article to the *Revue des deux Mondes* for July, under the title of "Les Mœurs, le droit public et privé du Jupon." Although short, this essay conveys a clear and accurate idea of those customs and laws which have been the mainsprings of the history of this interesting country, and without understanding which it is impossible to form a critical and sound appreciation of the events which have taken place, or of the feelings, opinions and traditions which are likely to influence the nation in the future. One of the great difficulties under which Europeans labour in an endeavour to form any accurate idea of countries such as China, India, and Japan, is the want of a recognised and well known standard, with which a state of society in which a large number of ancient customs that have long passed away in Europe are still retained can be compared. Ordinary writers, in their attempts to form comparisons between China, Japan, and European countries, habitually fail, because the differences between the states of society thus placed mentally in juxtaposition are so great that all deductions from analogy are likely to be wide of the truth, and to tend rather to confirm people in errors, misconceptions and prejudices than to convey any truthful idea of the subject under explanation. To be able to judge of countries which have retained to the present day so many elements of Archaic Society, it is essential to have an accurate acquaintance with the history of ancient laws and customs, and, as most generally known to educated men, no better standard can be adopted than the history of the law in the earlier periods of the Roman Empire. M. Bosquet, who is evidently thoroughly versed in this subject, takes this as his standpoint, and thus, as it were, introduces a common multiple without which all comparison would be hopeless. "Of all the manifestations to which a people is led by the natural development of its faculties, none reflects better its genius, or more clearly reveals it character than its legislation. It is here that every nation deposits the secret of the tendencies and of the creative forces the evolution of which constitutes its greatness or its

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decadence. Had all the monuments of Roman history perished we should still find in the dry reading of the *Corpus Juris* a faithful picture of the Society which lived at Rome, of its civil and political constitution, of its moral ideas and social standard. The history of the law may also instruct us better than a dry chronicle, with regard to that Japanese 'Middle Age' which has been perpetuated down to the present day." Taking this position, M. Bosquet passes under review in a succinct and masterly manner the main characteristics of Japanese Society at the various periods of its history, which he divides into two leading epochs, the first from 660 B.C. to 1192 A.D., during which the supreme power was exercised by the Mikados; the second, from 1192 down to 1868, when it was exercised by the Shogoon, or military commander, persistently called by Europeans by the incorrect title of the Taikoon. It was only at the commencement of the seventeenth century, with Yegas, that the Shogoonate became established as a recognised legal institution. The writer proceeds to describe in the first period the origin of the Imperial power, its means of preservation, and finally its elements of feebleness and dissolution. The form of Government was a theocratic despotism over-topped by a military oligarchy. The reforms instituted by Yegas were influenced greatly by Confucian philosophy, which had been studied and in a great measure adopted by the governing classes. His object was to perpetuate a pacific domination to his posterity and a fixed form of Government for his country. His legislation partakes rather of the character of a testament than of a code, and seems thus to bear some analogy to the *edictum perpetuum* of the Romans. A large number of customs which are detailed by the writer are singularly analogous—indeed, in some cases identical—with those of ancient Rome; and to the student of ancient law the paper under notice will be found of singular interest. The same attempt to qualify absolute enactments by legal fictions, which Sir H. Maine points out, is the chief element to be borne in mind in the history of Roman Law, is shown to have existed largely in Japan, while the family system, with its absolute domination of the head mutual responsibility of its members, the subordinate portion of its female members, the rule by which the woman is "the beginning and the end of a family"—are all found existing as the recognised basis of Japanese Society. "The Japanese family is like the Roman family, a small state furnished with all its organs;—it has an absolute chief, who represents and conducts its subjects, slaves devoted to it. and who do not quit it, a common property, a deliberative council formed of the older agnates, without limit either as to number or age." M. Bosquet traces how this family system became enlarged into clans and into a strong aristocracy, the movement culuminating in the eighteenth century in a reaction in favour of the Mikadonal power, and he then passes on to the revolution of 1868, in which the power of the Daimios passed away, and an attempt was made to replace them by an oppressive bureaucracy. In M. Bosquet's opinion, "through a misfortune common to all revolutions made by authority, that of 1868 was too rapid, and on its accomplishment, finds no one to support it, because no one was prepared to make it." He says, *en résumé*, "Japan has no longer any institutions. How will she obtain any? In our opinion, she ought to look much less without and much more within. Laws cannot be transplanted from one soil to another; they can be durable and efficacious only on condition that they answer precisely to wants already borne to instincts formed to suitable general customs. The patient and often ungrateful work of the legislator, is to foresee from afar towards what state of mind he wishes to bring the nation, and to form its ideas gradually before dictating to it laws. It is not certain that by appealing to foreign lights the Japanese ministers have taken into account the difficulties of their enterprise, and of the time which it would take. The *Code Napoléon* seemed to them like the law, *par excellence*, of civilised people, and they hardly saw any other course to pursue than to translate and promulgate it with the smallest possible delay. Called upon in 1872 to inaugurate in Japan the study of our legislation, I did not take any time to recognise and to declare the emptiness of the hasty work which it was desired to undertake. It was resolved at that period, that instead of transferring laws to the country in haste, they would undertake a parallel and profound study of the laws of custom so confused and diverse, and of the French laws taken as a type of the modern laws of Europe. They would not attempt to adopt any part of it until they had penetrated from all sides into the spirit of the institutions. The legislative activity ought to be confined to a few urgent provisional reforms in procedure and jurisdiction, an attempt to separate the administrative and judicial authority and to the regulation of Civil Acts. They adopted thus a plan the execution of which must take a long series of years, but which promises more complete results."

The above will give a general idea of the very able and statesmanly paper under review, of which, however, we recommend the perusal in detail to all who are interested in the history, customs, and future destiny of Japan. We regret that our space does not permit us to enter more largely upon it, but can only say, in conclusion, that though it may be disappointing to such as might hope to see more rapid progress made, there can be little doubt in the minds of those who have in any way studied the history of law as to the correctness of M. Bosquet's views. How difficult a task it must be to supply a code of law likely to meet the diverse requirements of such a country as Japan will be apparent if it be remembered that notwithstanding the elaborate works of the jurists applied under the celebrated Constitution of Valentinian III., the Gregorian and Hermogenian collections and the Theodocian Code, no less than four different attempts were made in thirty years to consolidate the laws of Rome, as ultimately effected, in the Justinian Code and Digest.

The *Athenæum* has the following review of Mr. Dennys's Handbook of the Canton Vernacular:—

The study of the dialects of China is worthy of all encouragement. An acquaintance with them serves the double purpose of furnishing materials by which we are able to trace back the language to its original form, and thus bring it within the scope of comparative philology, and also of giving to foreigners residing in the southern provinces the power of communicating their wants to the natives, and of interesting themselves in the thoughts and opinions of those around them. The frequent appearance of grammars and handbooks of the dialects is, therefore, a healthy sign, and may be taken to indicate that the days of "Pigeon English" are numbered, and that foreigners are becoming impatient of the small amount of mercantile and other information which they are able to gather from their compradores and servants through the medium of that intolerable jargon.

Mr. Dennys is well known as a writer on Chinese matters, and the present work is a very creditable production, compiled, as he tells us in his Preface it was, in the brief intervals of leisure allowed by more pressing avocations. To his assertion that the vernaculars are not dialects of Chinese, but are distinct languages, we cannot assent, and a study of the pages of his dialogues is sufficient to disprove his case. The grammar and construction of the sentences are precisely the same, with only such trifling modifications as it is natural to find between two dialects so widely separated as the Mandarin dialect—which is spoken over the whole of the north and of the west of the Empire—and the vernacular of Canton. The main difference between the two consists in the pronunciation of a large proportion of words and in the characters employed to express others. It has come to pass that, in the course of time, certain characters have fallen into disuse, and have been replaced by others chosen for the similarity of their sounds, but without regard to their meaning. Such characters are, for the most part, indicated by the addition to them of the radical *kow*, "a mouth," to mark that they are used phonetically only. In writing, for example, *Lai*, "to come," there is used, as often as not, a character bearing the same sound, but having for its meaning "black" or "many," with the addition of *kow*, "a mouth," instead of the authorised character. Many other characters are similarly treated. But as this system of writing probably arose, in the first instance, from the mistakes of ignorant penmen, it in no way indicates that the vernacular in which it occurs is other than a dialect of Chinese.

The lessons are arranged somewhat on the Ollendorf system, that is to say, each lesson is headed by a list of words which form the subjects of the dialogue which follows. These words are well chosen, and the conversations are just such as might be turned to daily use in the districts of Canton or Hong Kong. To foreigners residing in those neighbourhoods Mr. Dennys's book will be a great help, and their gratitude is due to him for thus assisting them to liberate themselves from that state of ignorance as regards the language which unfortunately characterises the foreign communities in China.

We have received from the publisher, Mr. Harrison, the *Foreign-office List* for 1875. In addition to the usual contents, we find in the present issue a complete list of the appointment, promotions, transfers, retirements, and deaths which have been made or have occurred since the last edition.

Correspondence.

THE COLLIE TRANSACTIONS.

(To the Editor of the *London and China Telegraph.*)

SIR,—In an article upon Messrs. Collie and Co.'s failure which has appeared in your paper, you, as regards my late firm, put the case unfairly, and I must ask you to insert the following explanation:—We entered into joint account transactions with Messrs. Alexander Collie and Co., of London, in cotton, the documents for which were held by Messrs. George Collie and Co., of Liverpool—a separate and distinct firm—who had the cotton for sale. I personally visited Liverpool on two occasions, and warehouse receipts for the bales said to be held on our account were exhibited to me. It is not the practice in Liverpool to grant warrants, but simple receipts are accepted from the wharfingers, so that my firm had no hesitation in accepting Messrs. Collie and Co.'s bills, believing, as we did, that the cotton was in existence, and the documents for it, also, were in the hands of respectable third parties. From time to time we had valuations of the cotton given to us by Messrs. George Collie and Co. and Mr. Alexander Collie; and as lately as the 14th of June—the day previous to Messrs. Alexander Collie and Co.'s failure—were advised by Mr. Alexander Collie to defer the sale of it until August—the present month. No notice at any time was given us to lead us to suspect that the cotton, or any part of it, had been disposed of, and it was not until the 16th of June—the day after Messrs. A. Collie and Co.'s failure—that we learnt by telegram from Liverpool, in reply to a message sent there, asking for fresh valuations, of its non-existence. Mr. Alex-

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ander Collie on the 18th of June, for the first time, informed me "that something very wrong had been done; that the cotton had been sold, and replaced, and sold again, so that all trace of our interest in it had been so mingled with other accounts as to be lost." On visiting Liverpool the same night I found this to be the case. I need not say that had we had any idea that the cotton had been sold we should have at once, without any regard to consequences, have refused our acceptance to Messrs. Collie's drafts or renewals of the same. The transactions throughout were made in good faith, and my firm has never received one penny of commission for accepting such bills.—I am, &c.,

CHARLTON C. RAINBOW.

London, 18th August, 1875.

THE SINGAPORE JAIL.

(To the Editor of the *London and China Telegraph.*)

SIR,—I see by the papers that "Captain Waller Ashe, late of the Dragoon Guards, has accepted the appointment, vacant by the death of Mr. Digby Dent, as Superintendent of Prisons at Singapore." I really think, and I am sure a great many Singaporeans think with me, that the appointment of strangers from home to govern far-away colonial jails is open to very great objections. Captain Ashe may have had more experience than Captain Dent possessed when he left England, but I much doubt that the Dragoon Guards is the school where to learn the management of natives; and it is to be feared that we may have to face another outbreak, with serious loss of life, from somewhat similar causes, if the Government continues to favour us with officers, of great merit, doubtless, but totally ignorant of the class of people they have to deal with.—I am, &c.,

London, Aug. 17, 1875. SINGAPOREAN.

OUR GRIEVANCES IN CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—Affairs in China seem rapidly approaching a crisis, owing to the suicidal policy of the British Government. We now have on hand no less than four outrages on British subjects in three months, viz., murder of Margary and attempted massacre of Colonel Browne's party. 2. Seizure of the British steamer *Carisbrooke* on the high seas by a Chinese gunboat, an act of war having been committed by firing into a vessel sailing under the British flag—the commander of the Chinese vessel and the men who pointed the guns being British subjects. 3. Attack on the British Consulate at Chinkiang by Chinese soldiers. 4. Attack on, and attempted murder by strangulation of Cooper while out shooting near Shanghai. For all those outrages we have not received, nor are we likely to receive, any satisfaction unless some measures are adopted, sharp, short, and decisive. It would appear that any nation can get redress from the Chinese except the English, as their Government is understood to suffer any indignity. It seems to me absurd to expect the Chinese Government to punish the murderers of Margary, as they were an armed force under Chinese officers and obeying their orders. Our course should be to take vengeance on the spot, and levy a heavy indemnity upon the Government, but not have it paid by the foreign Customs, as in the Tientsin massacre. The *Carisbrooke* is seized on the ground that she was smuggling opium into Hainan. The facts already stated go to disprove that, but what I contend is that there is no such thing in China as smuggling, in our sense of the word. What do we understand by smuggling? Simply passing goods into a country without paying the lawful duty. Now I contend that it is almost impossible to do that in China. In the first place, there is no regular tariff except as regards foreign goods, and that is set at naught by the Chinese levying a second impost on the first purchaser who takes delivery of any goods from the foreign importer; besides this, every five or ten miles all over China there are barriers erected, at which squeezes are levied, only limited in amount by the squeezability of the individual carrying the goods; there is no regular tariff. That being the case, shows the iniquity of our Government in allowing the Chinese war vessels to levy black-mail on vessels leaving or entering Hong Kong on behalf of the Viceroy of Canton, as every payment made to him does not free those goods from the exactions of the local officials at whatever port the vessel lands her goods, and she cannot land those goods without entering some harbour or port, and the name of Chinese mandarin is legion. They are ubiquitous, and found everywhere on the watch to seek whom they may devour. To my mind it is absurd to accuse the *Carisbrooke* of smuggling, but it answers the purpose of the Chinese authorities to justify any outrage, and our authorities are so simple as to believe their false representations. The legal tax on a chest of opium here is $40, but it cannot be landed in Shanghai without paying a lekin or war tax of $42 in addition, or $82 in all, and this in defiance of our Treaty; but, besides this, it has also to pay at every barrier it passes, and all other goods also in like manner. The action of the Home Government in allowing the Chinese to blockade the port of Hong Kong and levy black-mail has caused great indignation amongst British residents in China.

H.M.S. *Egeria* has gone to Hainan to watch the proceedings of these Chinese gunboats, as they have returned to Hainan with the avowed purpose of seizing another British steamer, the *Pearl*, from Singapore, bound to Hainan, to land passengers, and thence to Hong Kong. It is to be hoped that the Admiral may step in at last and take matters out of the imbecile hands in which they are now placed. The farce of an inquiry was commenced yesterday into the Cooper case, but adjourned, as the Chinese magistrates refused to produce the two prisoners captured, or to arrest the ringleaders, the attacking party being 400 or 500 in number, and armed with swords, spears, &c. As a contrast to this, the captain of the *Ocean* steamer, which ran down in a fog the Chinese vessel *Fusing*, is harassed by no less than four legal processes, served on the sanction of Sir E. Hornby, although the captain was exonerated by a competent naval Court from any blame. He is now harassed by the Supreme Court, Admiralty Court, Consular or Mixed Court, and Police Magistrate, and two assessors, and the case seems interminable, as fresh claims are admitted after the decree was given. The Chinese seem to have everything their own way.—I remain, &c.,

SHANGHAI.

Shanghai, 20th June, 1875.

THE SEIZURE OF THE "CARISBROOKE."

(To the Editor of the *London and China Telegraph.*)

SIR,—The seizure of the steamer *Carisbrooke*, off the island of Hainan, has excited much interest here, and we anxiously wait to see what action our authorities will take in the matter. It may be safely assumed that Messrs. Wade and Robertson will take the Chinese view of the case, in opposition to their own country, who pays them to look after her interests in this part of the world. The original source of this imbroglio is the very objectionable practice of giving the British flag to Chinese who are ostensibly British subjects, but are only so in name, not in reality. The consequence of this is that the English flag, as in the *Arrow* case, is disgraced and brought into contempt. Another glaring lapse of duty on the part of our authorities is their tacit connivance with the breach of treaty stipulations as to opening the ports to trade. Those ports in Hainan and on the west coast are declared *open* by the Treaty of Tientsin, and it was therefore the bounden duty of our authorities to notify British subjects that they were open to trade. Then the Chinese would have been forced to make regulations accordingly. Sixteen years have elapsed, and those ports remain closed, and not even a remonstrance from our Minister, Mr. Wade, whose clear duty it was to see that the Treaty was carried out in its integrity. The Chinese are very quick at complaining of any infraction of the Treaty on our side. A very important question arises in connection with the late seizure of the steamer *Carisbrooke*, and the act of firing into her on the high seas, while under the so-called *protection* of the British flag, viz., by what authority did the Chinese act? She was not a national vessel of war in any sense of the word, but merely a cruiser belonging to and paid by the Hoppo of Canton, who farms the revenue of that port from the Viceroy. She is not commissioned by the Peking Government, but is simply a cruiser levying squeezes, legal or illegal, for the Hoppo. With the exception of three cruisers belonging to the Maritimes Customs, the appointment of whose officers rests with Mr. Hart, Inspector-General of Customs, all the so-called Chinese gunboats are merely local vessels under each provincial Governor or Intendant of Customs, and they seem to be very little else than organised pirates. In Mr. Lay's letter of May 14 to *The Times* he points out the danger to be apprehended from allowing men-of-war to be placed under the orders of the Provincial Viceroy, and he declined to be a party to any such arrangement as to the gunboats lent by the British Government, knowing well that they would soon degenerate into pirates. We now see the working of this very system in the blockade of Hong Kong by piratical vessels, commanded by unscrupulous foreigners, the harassing of the unfortunate native traders and confiscation of their property, and this under the guns of British men-of-war. The commanders of these vessels are not commissioned officers, or belonging to any regular navy, but composed of foreigners picked up for their pliability of character, or, as in the Shanghai gunboats, selected from Chinese compradores, bum-boatmen, or pilots. These are most unfit people to be intrusted with the important duties of commanding gunboats or men-of-war. These circumstances account for the pertinacity with which those vessels follow up junks and boats trading with Hong Kong; but our Government ought to look very narrowly into the constitution and acts of those vessels, especially when they presume to overhaul ships sailing under the English flag. It would be desirable that the commanders of our men-of-war should satisfy themselves that the men in command of these Chinese cruisers have commissions signed by the Emperor of China, otherwise they should not be accorded the status of war vessels, as otherwise the Chinese Government cannot be held responsible for their acts. We can now understand the reason for the opposition of the Viceroy of Canton to the opening of the ports of Kweichow and Tienpak, on the west coast, which would cause a diminution of his black-mail; yet our Government quietly look on and see his myrmidons robbing the Chinese boats entering or leaving Hong Kong. A more disgraceful or iniquitous system was never carried out in any part of the world—I am, &c.,

A SHIPOWNER.

Hong Kong, July 5, 1875.

Monetary and Commercial.

Telegrams from Hong Kong announce that at the meeting of the Hong Kong Bank on the 18th the accounts were passed, showing profits for the half year $263,000, of which $154,000 is set aside for special losses, $3,000 rebate, and $106,000 carried forward.

Tenders for £700,000 in bills on India were received at the Bank of England on the 18th inst. The amounts allotted were, to Calcutta £653,100; to Bombay, £45,700; and to Madras, £1,200. Tenders on all the Presidencies at 1s. 9$\frac{3}{4}$d. will receive about 24 per cent., above in full. These figures show a considerable improvement in the demand for remittances to the East.

The report of the Anglo-Californian Bank (Limited) for the year ended the 30th of June last states that the net profits, after providing for all charges in London and San Francisco, amount to £38,387, or, with the balance brought forward, to £41,398. An interim dividend of 8s. per share was paid in

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March last, and it is proposed to distribute a further 10s. now, making 9 per cent. for the year. £5,000 is carried to reserve, and the balance of £3,575 to the new account.

The report of the Submarine Telegraph Company states that the result of the business for the last six months enables the directors to add £2,251—being the usual proportion of the gross receipts—to the reserve fund, and to recommend a dividend at the rate of 15½ per cent. per annum, carrying over a balance of £325 to the next account.

At a meeting of the creditors of Messrs. John Ranking and Co., of St. Helen's-place, the liabilities were stated at £106,897, and the assets at £58,391. It is understood that the estate will be liquidated by arrangement. A meeting has also been held of the creditors of Messrs. John Anderson and Co., of Philpot-lane, London, and Duncan Anderson and Co., of Colombo, when it was resolved to wind up the estate by arrangement.

It was arranged at the adjourned meeting of Mr. J. C. Fowlie's creditors to liquidate the estate by arrangement and not in bankruptcy. The probable dividend is expected to be about 1s. in the pound, but this is contingent upon certain bills being withdrawn which it is arranged shall not rank against the estate if 10s. in the pound be paid on them by a third party whose name they do not carry. These particular bills represent, we are told, a loss made on silk, marks being upon them as if the silk were still in existence, when it was nothing of the kind. What amount the liabilities actually shown against the estate come to we have not been told, but it may be remembered that the firm failed for nominally £100,000.

No meetings have yet been held of the creditors of Messrs. Sanderson and Co., and Young, Borthwick, and Co., bill discounters, but meanwhile the liabilities of each house have been largely reduced by the arrival of bills at maturity, and final arrangements will probably soon be entered into. There is some prospect, it is understood, of the latter firm resuming business on the 1st prox.

The P. and O. steamer *Ceylon*, with the Australian mails, and £765,000 in gold on board, and which has been overdue for some days, has arrived at Galle under sail. The cause of delay was the breaking down of her engines. A premium of eight guineas per cent. had been paid at Lloyd's to effect her insurance.

Bar Silver has, in consequence of increased orders for the East, improved in value to 56½d. per oz. standard. Mexican Dollars are in better demand, and for those now on the market, by the French steamer, a slightly higher price will be obtained.

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard's Circular says:—The Market has continued to be much over-weighted, and the quantity of business done has been insignificantly small, compared with the quantity offering. Prices have been very irregular, and occasionally forced sales have been made, lowering value considerably, although in other instances fair support has been given by importers. The arrivals have been mainly from Foochow, from which place the parcels are generally comparatively small, contributing largely to the quantity of samples showing, and the difficulty of dealers in tasting and examining the bulk. Black-leaf Congous up to 1s. 5d. have been somewhat inquired for, the market having been barely supplied; a few of the finest have been selling. Red-leaf kinds are very difficult to dispose of. Scented Capers are again cheaper, and are largely offered at auction; also New Season's Congou, chiefly the Foochow kinds. Green Teas are without change. Deliveries from London, from 1st to 16th inst. inclusive, or twelve days, 1875, 7,940,000 lbs.; against twelve days, 1874, 8,232,774 lbs. Imports, deliveries, and stocks in London, from 1st January to 31st July.

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
57,746,234	87,299,242	93,907,376	102,311,526	53,138,652	63,399,926

Messrs. Arthur Capel and Co.'s Circular says:—Our market is quiet in tone, with large supplies daily offering both privately and at public auction, but as prices have now settled down at a moderate scale there is but little alteration to notice generally, black-leaf kinds being steady, with, however, occasionally rather lower prices for fair red-leaf kinds, more of which have been offering. *Congous.*—Red-leaf kinds: Siftings have sold from 8d. to 10d. per lb. for common to good, being ½d. per lb. lower. Old season's common to fair red-leaf have sold from 9¼d. to 11d. per lb., showing no change. Fair to good Kaisow kinds have sold rather lower, but Saryunes have maintained former value; fine Kaisows remain much as last week; in finest a few parcels have been sold from 1s. 11d. to 2s. 1d. per lb. Pak Lin kinds remain without material alteration; the demand is, however, only moderate. Black-leaf kinds: Old season's find a slow sale at 10d. to 10½d. per lb. In new, common to fair have sold from 1s. 0½d. to 1s. 1½d., fair to good medium 1s. 2d. to 1s. 6d. per lb., fine 1s. 7d. to 1s. 10d., finest 2s. to 2s. 3d. per lb., extra choice being still taken for export. New-make kinds: Common have sold from 10d. to 10¼d., fair 10½d. to 11d., good 11½d. to 1s., being rather easier rates, the better kinds from 1s. 2d. to 1s. 4d. being wanted. Oolongs: The demand being limited and supplies rather larger prices have become unsettled, and all kinds but really fine must be quoted fully 1d. per lb. lower. A few sales of fine Souchong have been made at last week's prices. *Scented Teas.*—Canton Capers: Prices show no improvement, all but the finest kinds being difficult of sale; prices have ranged from 9d. to 10½d. for common to fair, 11d. to 1s. 1d. for good, a few fine realising 1s. 5d. to 1s. 8d. per lb. Orange Pekoes remain much as last week. Foochow kinds of Capers show no change. Orange Pekoes: Good sold at public auction at 1s. 7d. per lb.; fine have been less in request, and to make sales rather lower prices would be necessary.

SILK.

The Market continues without animation. China Silk of the new season does not attract much attention, and as importers are very firm only a few parcels have as yet changed hands. In Cantons there is more doing, and prices are a shade better. Japan Silk is in fair demand, and prices have slightly improved. Deliveries, 1st to 18th inst., inclusive:—China, 1,771 bales; Canton, 326 bales; Japan, 452 bales; total, 2,549 bales.

LONDON QUOTATIONS—AUG. 20.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 6d.
,, Red Peacock	14s. 0d. to 14s. 3d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	13s. 6d. to 18s. 0d.
Idah ... ... (none	
Sodai... ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

Messrs. Arles, Dufour, and Co.'s Lyons Circular, dated 14th inst., says:—In Raw Silk transactions have scarcely extended beyond immediate requirements. For European sorts the chief feature is the very limited figure of contracts "to arrive," which usually take place after the crop. Buyers have not only refused to submit to higher prices asked for new Silk, on the basis of those paid for cocoons, but in several instances obtained concessions on prices of old Silk. This is a striking contrast with the activity of looms and the increased rate of consumption, and tends to show that, according to the general impression, the production of raw materials will be fully adequate to wants for some time to come. Transactions in China Raws, which had been very quiet for some time past, were expected to revive on the arrival of new Silk, and the first unloadings led, indeed, to several sales, but the eagerness of holders to move their old stock, coupled with low offers from London bankrupt-estates, is now checking the good dispositions of buyers. It is, however, expected that prices will become more regular, and business more active as soon as the cheapest parcels have disappeared from the market.

COFFEE.

During the greater part of the interval a decidedly animated demand has prevailed for all descriptions, speculative transactions being larger than for some time past, and the upward movement in prices has continued. Public sales of Plantation Ceylon have been unusually small this week, and with an active demand prices further advanced about 3s., but a weaker tone has been observable during the last day or two. Thuriday, however, a larger supply than any previous day in the fortnight was offered, met a good demand, and firm rates were realised, middling selling at 113s. Native is very scarce, and good ordinary quoted 97s. The closing quotations for Plantation Ceylon are: triage and ordinary 90s. to 104s. 6d., common grey to coloury small 105s. to 110s., fine ordinary Demerara grey 108s. to 110s., low middling grey 110s. 6d. to 112s., middling coloury 112s. 6d. to 113s. 6d., good middling to fine middling 114s. to 116s., good to superior bold coloury 117s. to 120s. 6d., peaberry 127s. 6d. to 131s. The sales of other East India include 600 bags Manila (good ordinary greenish Indian) at 90s. to 94s. per cwt.

The Dutch Trading Company's public sale of 95,953 bags Java, &c., held Thursday in Rotterdam, went off at 1c. to 1½c. above valuations, good ordinary Java selling at 60c. to 61c., against 56¾c. to 57c. at the June sale. Subjoined is the result in detail:—

	Bags.	Valued at.—Cents.	Result.—Cents.
No. 1 ...	1,193 ...	61½ ...	63 to 63½
2 ...	4,490 ...	59 ...	60 to —
6 ...	2,139 ...	59 ...	59¾ to 60
7 ...	2,853 ...	61 ...	62¼ to —
10 ...	955 ...	59½ ...	60½ to —
11 ...	4,487 ...	59¾ ...	61 to 61¼
12 ...	1,748 ...	59¼ ...	60¾ to 61
14 ...	1,458 ...	61½ ...	62 to —

SUGAR.

The demand for refining qualities of West India has fallen off considerably, and only limited sales have been made, but no decline can be reported, although previous rates are obtained with difficulty. Brown qualities have been neglected, and only a small business has been done at rather lower rates. The business in East Indian descriptions continues very limited. About 200 tons Native Penang in bags have been sold at fully the previous value, viz., 16s. 6d., but baskets are neglected. Both clayed and unclayed Manila continue dull, and sales can only be effected on easy terms; unclayed Zebu has been sold at 15s. 6d., and fine clayed at 18s. In auction 14,304 bags superior clayed, import 1873, were bought in at 19s. per cwt.

CAMPHOR.—The market is firmer, and about 500 cases China have been sold from 67s. 6d. up to 70s. per cwt.

COLOMBO ROOT.—Good and fine qualities are scarce and in request.

COIR GOODS.—The public sales on the 6th and 13th offered 1,384 bales and 87 tons Yarn, 238 bales Fibre, and 26 tons Rope. There was a steady demand for Yarn, and the whole was sold at steady rates, and rather dearer for fine. Fibre sold at easy rates. Rope sold at a further decline, except 4 to 5 inch, which was steady.

COCOANUT OIL.—Ceylon has been in better demand, and prices have assumed an upward tendency; old has changed hands at £36 10s. to £36 15s., and new at £36 15s. up to £37 5s.; Cochin has been sold to

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limited extent at £41 to £42, and Sydney is quoted £30 to £36 per ton.

COTTON has exhibited more steadiness, although a quiet tone has again prevailed. On the spot a larger business has been done, and prices in some instances are ⅛d. per lb. higher; the bulk consists of Tinnivelly and Western Madras, which close at 5½d. and 4⅞d. respectively for good fair. There has been more demand afloat, but sales continue on a small scale. Tinnivelly has recovered ⅛d. per lb., closing at 5 7-16d. for good fair.

CUTCH.—The market is quiet, and sales have been small, but prices are firmly supported, fine Pegu being quoted 27s. 6d. per cwt.

DRAGON'S-BLOOD.—Market steady, of 8 cases offered, a few sold, good bright lump at £9 per cwt.

EBONY.—No business effected.

ESSENTIAL OILS.—*Cinnamon* quiet; 2 cases good sweet sold at 4s. 3d. to 4s. 4d. *Citronelle* quiet, but steady; of 38 cases 2 only sold at 1⅝d., buyers in quantity 1½d. *Lemon Grass* quiet; and of 138 cases only about 20 sold at 2⅜d. per oz. *Aniseed* steady; and small sales at 10s. 9d.; about 100 cases sold at rather less. *Cassia* quiet; small sales at 4s. 4d. *Nutmeg* quiet; 9 cases retired.

GUMS.—*Benjamin* unchanged in value; public sales have embraced of Sumatra 109 cases; one-third sold, fine almondy glassy seconds at £10 17s. 6d. to £11 2s. 6d.; fair seconds £9; brown thirds 92s. 6d. to 95s. *Siam* steady; 3 cases retired. *Copal* quiet, and small sales of fair to good hard at 28s. to 30s. Of 680 cases offered a small proportion sold at 25s. 6d. *Damar* firmly held, but little doing; 142 cases at public sale retired. *Gamboge* steady; of 24 cases about 20 sold at £11 10s. to £11 12s. 6d. for good pipe, partly run.

GUTTA-PERCHA continues very dull, and no transactions are reported.

GALANGAL ROOT.—Market steady; small sales of fine quality effected at 22s. per cwt.

GALLS.—China have been in demand, and are very firmly held; 300 to 400 cases have been sold privately at 57s. to 59s., and 134 cases sold at auction at 56s. 6d. to 57s. per cwt. for fair unworked quality.

GAMBIER.—The market has been quieter, and prices of block are lower, but only small sales have been effected on the spot at 27s. 6d. to 28s. 3d., closing at the former price. At auction 317 bales block were bought in at 27s. 9d.; 258 bags 37 half-bales and 1 ton loose were mostly sold, fine free cubes at 40s., block 27s. 6d. per cwt.

HIDES.—At the periodical public sales there was a fair quantity of East India brought forward, but a considerable portion had been offered at previous auctions, and of the fresh parcels the quality was generally indifferent. The demand was again restricted, and little over one-third of the quantity offered was disposed of.

HEMP.—The market for Manila has been dull, and previous rates have been easily obtainable, but no decided alteration was apparent. Privately about 1,000 bales have been sold, superior brown at £29, fair to good fair at £30 10s. to £31 10s., good to fine at £32 to £33 10s. At the public sales Thursday of 2,618 bales offered only about 400 bales sold, brown at £28 to £28 5s., fine brown and mixed qualities at £29 to £29 10s., fully fair to good fair at £30 15s. to £31 10s., one lot fine £33 10s., the remainder being bought in.

JAPAN WAX is about 1s. per cwt. higher; 77 boxes sold at auction at 51s. to 53s. per cwt. for fair to good saucers.

PEPPER.—*Black* has been quiet, with only moderate transactions in Singapore at 5½d. to 5⅝d.; Penang at 4⅞d. to 4⅝d.; and of 6,550 bags at auction, a small proportion sold; Singapore, good at 5½d.; fair 5⅜d.; Penang, fair 4⅞d. *White* firm; small sales at 7¼d. for fair. At auction, of 2,125 bags, nearly two-thirds sold; fair to good bright at 7½d. to 7⅝d.

PLUMBAGO.—At auction 765 barrels Ceylon were offered, of which about 750 barrels sold, fine clean but small lump at 16s. to 16s. 6d., middling chips at 7s., dust (of which the bulk consisted) from 8s. 6d. for common to 9s. 9d. for good.

RICE.—The market has undergone some fluctuation, for after a better demand for floating cargoes at a recovery of fully 3d. per cwt., there has been less inquiry and the advance is not sustained. On the spot there has been a better demand for Bengal, and a larger business has been done in white than for some time past, and prices are firmer. The stock of soft grain consists chiefly of Rangoon, in which a fair business has been done at steady rates. The sales on the spot comprise white Bengal, fine SR at 12s. 6d. to 12s. 9d., TR at 11s. 3d., Ballam at 10s. 3d., Madras at 9s. 6d. for low to 9s. 6d. for fair, Necransie at 8s. 3d., old Rangoon at 8s. to 8s. 1½d., and new ditto at 8s. 6d. per cwt.

RATTANS.—The market has been steady, and about 30 tons have been sold under the hammer, chiefly damaged, at £11 15s. to £25 5s. per ton for inferior to good quality.

RHUBARB.—China has been steady, and of 27 cases offered the bulk sold at 4s. 2d. to 4s. 4d. per lb. for bold fine fracture and coat, 2s. 8d. to 2s. 11d. medium and bold, mostly good fracture, 1s. 6d. rough, and 9d. wormy.

SAPANWOOD.—The market has been firm, the import having been scarce, and in request; 4 tons Manila damaged sold at auction at £9 5s., and about 30 tons sound of good quality sold privately at £11 per ton.

STICKLAC.—A rather better demand has prevailed, and privately about 150 cases Siam have changed hands at full rates, at 95s. for good to 97s. 6d. for fine. At auction of 200 cases good Siam 26 cases sold at 93s. to 95s. 6d. per cwt.

SAGO.—Prices are higher, and about 1,000 bags sold privately; medium 16s. 3d. to 16s. 9d.; small landing 20s. 6d.; and of 1,860 bags at public sale, two-thirds sold at 16s. 6d. up to 17s. 6d. for good large; 16s. 3d. medium, and 20s. good small. *Flour* steady, and firmly held; 500 bags sold at 13s.

STAR ANNISEEDS are inquired for, but no transactions are reported.

SHELLS.—*Mother O' Pearl*; Small sales of Manila at £11 12s. 6d., per cwt. Demand for *Tortoise* very limited.

TAPIOCA has been quiet but steady; of about 2,000 bags offered at auction only a small proportion sold, pearl at 20s. to 21s. per cwt. for dull to good bullets, and 19s. 6d. good large. Flake middling to good Singapore 2⅛d. to 2¼d. *Flour* firm; 412 bags retired, part subsequently sold at 2¼d.

TIN is firmer; Straits on the spot is scarce, and there is inquiry for arrival. Quotations:—Straits on the spot £79 to £80, Banca £82 to £83, Billiton £80 per ton.

VEGETABLE TALLOW.—31 hogsheads good Singapore sold at 40s. 9d.

VERMILION.—Small business in China at 6s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Though the business done has been on a moderate scale, the inquiry has been quite sufficient to keep values very steady; indeed, in some of the low qualities of Grey Shirtings, Drills, &c., producers have been less easy to deal with, and the prices paid have occasionally been the turn against buyers, as compared with previous rates. For Yarns the demand has been slow, but prices are fairly maintained.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/6	6/9
Do.	„	7	14×13	38	7/9	8/0
Do.	„	8 4	16×15	39	7/9	8/0
Do.	„	8 4	16×15	40	9/0	9/6
Do.	„	9	19×19	41	11/0	11/6
Do.	„	10	19×19	42	11/9	12/6
T-Cloths	32 in....	6	14×14	43	5/0	5/3
Do.	„	6	15×15	44	5/6	5/6
Do.	„	7	15×15	45	5/7½	6/0
Do.	„	7	16×16	46	6/1½	6/3
Mexican	„	7	18×18	47	6/3	6/7½
Do.	„	7	18×18	48	7/3	7/7½
Do.	36 in....	8	18×18	49	7/3	7/7½
Do.	„	8	18×18	50	8/3	8/9
Spots	White...	—	—	51	10/0	10/1½
Brocades	„	—	—	52	10/3	10/4½
Drills	30 in....	15	—	53	3 5-16d.	3⅜d.
Do.	„	15	—	54	3½d.	3¼d.
Jeans	„	8	—	55	7/9	8/4½
Do.	„	8	—	56	9/0	9/0

	Water Twist.	16/24	28/32
Good Seconds		10	11⅝
Best do.		10⅝	12½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 11	Gold Hunter	Freeman	Ilo Ilo	Boston, U.S.
12	Ole Smit Ploug	—	Akyab	Falmouth
12	Marie Louise	Schmidt	Rangoon, for Bremen.	Do.
12	John Ritson	—	Maulmain	Do.
14	Montgomeryshire (s.)	—	Foochow	London
14	Lady McDonald	—	Rangoon	Do.
14	Irrawaddy (s.)	McKirdy	Do.	Do.
14	Oswingo	Waycott	Do.	Liverpool
14	Carlisle	—	Do.	Do.
13	Ardito	Gelletich	Rangoon	Hamburg
15	Achilles (s.)	Russell	Shanghai	London
16	Silver Eagle	Case	Do.	New York
18	Surprise	Johnson	Manila	Do.
18	Dilpussund	Kelly	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 11	Glenearn (s.)	Auld	Shanghai	London
11	Thingvalla (s.)	Mourier	China	Antwerp
13	Gryfe	Roberts	Hong Kong	London
14	County of Peebles	Millar	Batavia	Glasgow
14	Laurens Coster	—	Do.	Shields
11	Bernica	Coreton	Reunion	Marseilles
17	Nestor (s.)	Courtenay	Shanghai	Liverpool
17	Sarah Nicholson	Selkirk	Hong Kong	Cardiff

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus, Glenfalloch. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Gordon Castle, Viking, Venice, Montgomeryshire.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Agnes Muir, Omba, Ellen Browse. For Hong Kong: Marina, Carricks, Sir Harry Parkes. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Seawfell., Coldinghame.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang Singapore, Hong Kong, and Shanghai: Deucalion (str.), Agamemnon (str.). For Manila: Aurrera (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.).

At GLASGOW.—For Batavia: Bromo (str.).

SPOKEN.

GUINEVERE, from London to Shanghai, June 22, 0.49 N., 24.29 W.
LANERCOST, from London to Singapore, July 31, 46 N., 10.10 W.
MARTHA DAVIS, from Akyab to Rotterdam, July 12, 23 N., 36 W.
AMBASSADOR, from London to Shanghai, June 22, 28 S., 33 W.
COUNTY OF LANCASTER, from Glasgow to Batavia, July 19, 18 N., 26.7 W
N.B.P.L., from Batavia to Rotterdam, June 17, 30 S., 35 E.
BEN NEVIS, from Penang to London, June 27, 23 S., 7 E.

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LADY CECILIA, from Singapore to Gibraltar, July 22, 13 N., 23 W.
EASTERN MONARCH, from Liverpool to China, July 11, 5 N., 25 W.
OTTOLINI, from Middleburg to Batavia, July 24, 14 N., 26 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. to 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 70s. weight, 70s. meast. To Shanghai: 35s. weight, 35s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 35s. weight, 35s. meast. To Singapore: 35s. weight, 35s. meast. To Penang: 35s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 21s. To Colombo: 21s. To Galle: 21s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s To Singapore: 19s. To Batavia and Sourabaya: 22s. To Galle: 18s

MISCELLANEOUS.

The Ajax, from Shanghai, for London, arrived at Suez on the 18th inst.

Captain Castle, late of the str. Lotus, has been appointed to the command of the Viking, now loading by Messrs. Robertson and Co. for the Straits and China.

THE PACIFIC MAIL COMPANY AND THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY.—Mr. John W. Leonard, secretary of the China Trans-Pacific Steamship Company (Limited), writes to *The Times* with reference to the steamships Vasco de Gama and Vancouver. He says they have not been bought out by the Pacific Mail Steamship Company, but have been under charter to that company now nearly twelve months. Messrs. Russell and Co., of Hong Kong, have acted as agents for these steamers in China, and are largely interested as shareholders. The China Trans-Pacific Steamship Company are informed by telegram that the Vasco de Gama, now on her voyage to the Victoria coal mines, is advertised on her return to inaugurate the service now undertaken by the Pacific Mail Steamship Company between Australia and New Zealand and San Francisco.

THE wreck of the steamer Chusan, which has been lying at the mouth of Ardrossan Harbour since October last, has been sold by auction. The hull was bought for £1,440, the boilers for £170, and the salvage material for £85.

COURVOISIER'S BRANDY

THIS celebrated Brandy is highly esteemed for its purity, delicacy of bouquet, and softness of flavour. It is used in preference to any other in many of the leading Paris and London Clubs.

It was the only one supplied to his late Majesty Napoleon III.

It has also met with the highest approval wherever it has been shipped, and the Proprietors are able to refer with pleasure to the recognitions of its superiority which reach them from every part of the world.

CAN BE OBTAINED THROUGH ANY MERCHANT.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

79, GRACECHURCH-STREET LONDON, E.C.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

MacEWEN, FRICKEL, & Co.

QUEEN'S ROAD, HONG KONG

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

LONDON AND CHINA EXPRESS

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on that occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

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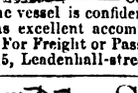

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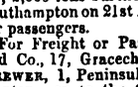

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 626.] LONDON, MONDAY, AUGUST 30, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.

79, GRACECHURCH-STREET, LONDON, E.C.

THE TELEGRAMS FROM CHINA.

IN another column we give the telegrams which have been published by the daily papers, and a leader from *The Times*. Our readers would judge from the tone of our articles during the last few weeks, that the negotiations of our Minister at Peking with the Government, in reference to the steps to be taken to obtain satisfaction for the murder of Mr. MARGARY, had not been at all satisfactory, but certainly not reaching to the alarming colour given by our contemporaries. According to the best information, the danger of a rupture is by no means so imminent as represented, and the intelligence received at the Foreign-office confirms this view. We are glad to add, however, that we have reason to believe that Government are prepared to support the demands made by our Minister at Peking.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 30.
JAPAN—Yokohama	May 28	July 11	July 18*
Yedo			
Osaka and Hiogo	„ 14	„ 5	„ 12*
Hakodadi			
Nagasaki	—	—	„ 2
CHINA—Peking	—	—	June 29
Tien-tsin	—	—	July 3
Chefoo	—	—	„ 3
New-chwang	—	—	June 20
Hankow	„ 14	June 28	July 6
Kiu-kiang	—	—	„ 6
Chin-kiang	—	—	„ 7
Shanghai	„ 28	July 8	„ 11
Ningpo	—	—	„ 9
Foochow	„ 28	„ 7	„ 11
Formosa	—	—	„ 3
Amoy	—	—	„ 13
Swatow	—	—	„ 14
Hong Kong	June 11	„ 16	„ 17
Canton	—	—	„ 15
Macao	—	—	„ 16
PHILIPPINES—Manila	May 21	June 28	„ 6
COCHIN-CHINA Saigon	June 4	July 6	„ 20
SIAM — Bangkok	„ 4	„ 8	„ 15
BORNEO—Labuan	—	—	„ 3
Sarawak	—	—	„ 9
JAVA — Batavia	„ 11	„ 13	„ 20
Samarang	—	—	„ 10
Sourabaya	—	—	„ 12
MALACCA STRAITS—Singapore	„ 25	„ 23	„ 24
Penang	„ 25	„ 21	„ 26
CEYLON—Galle	July 9	„ 29	Aug. 7
Colombo	„ 9	„ 31	„ 5

* By Pacific mail *via* San Francisco, received August 24.

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with advices, Yokohama 14th, Shanghai 18th, Hong Kong 24th July, Singapore 2nd Aug., which is due, *via* Marseilles, on Monday next, the 6th prox., left Suez on the 26th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*.—List not to hand.

To Southampton, per P. and O. steamer *Venetia*, expected to arrive Sept. 5.—From Yokohama: Lieut. G. M. Brooke. From Shanghai: Mr. and Mrs. H. J. Meade. From Hong Kong: Mr. and Mrs. Wardlaws. From Penang: Mrs. Davidson.

PASSENGERS OUTWARD.

Per French steamer *Ava*, from Marseilles, Aug. 29.—To Yokohama: Mr. Gotié To Shanghai: Mr. and Mrs. Billequin and child, Mr. and Mrs. Farnham. To Hong Kong: Mr. Nilson. To Saigon: Miss Betemps. To Singapore: Mr. S. Smith, Mr. Campbell. To Galle: Mr. Thackwell, Mr. J. Prinsess, Mr. Lytton, Mr. Martineng, Mr. Escher, Mr. Batayron, Mr. and Mrs. Gaude.

Per French steamer *Tigre*, from Marseilles, Sept. 13.—To Yokohama: Mr. and Mrs. Basch. To Shanghai: Mr. and Mrs. King. To Saigon: Mr. A. Spooner, Gen. Reboul. To Singapore: Mr. and Mrs. Schaalje and three children. To Galle: Mr. Clogstown, Mr. and Mrs. Cameron, Mr. Elphinstone.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Schetter. To Hong Kong: Mr. Everard. To Saigon: Mr. Mace.

Per French steamer *Irrawaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Hong Kong: Mr. and Mrs. A. Coxon. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Australia*, from Southampton, Aug. 26.—To Yokohama: Mr. G. Joy, Mr. G. Haines, Mrs. A. Hewitt. To Shanghai: Rev. W. Brereton. To Hong Kong: Mrs. Watts. To Batavia: Mr. H. W. Skene. To Singapore: Mrs. Donaldson. To Ceylon: Miss Stevenson. To Suez: Mrs. Moss, Mr. A. Freeman.

Per P. and O. steamer *Baroda*, from Venice, Sept. 3.—To Hong Kong: Mr. H. J. Such.

Per P. and O. steamer *Baroda*, from Brindisi, Sept. 6.—To Yokohama: Mr. A. Bergrin.

Per P. and O. steamer *Nizam*, from Southampton, Sept. 9.—To Shanghai: Miss Black, Miss Gill, Mr. Withers. To Hong Kong: Mrs. D. R Crawford, Asst. Commissary Kernaghan. To Penang: Rev. and Mrs. A. Fearon. To Ceylon: Mrs. Moir.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. R. Palmer. To Singapore: Mrs. Surwongse. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Ceylon: Capt. H. W. King.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White.

Per steamer *Glenfalloch*, from London Aug. 28.—To Hong Kong: Mr. J. P. Poynter To Singapore: Mr. Allan Boyle. To Penang, Mr. Paul Mengel.

Per steamer *Agamemnon* (Holt's line), from Liverpool, Aug. 29.—To Shanghai: Mr. and Mrs. Williams and child, Misses Davies, Collett, Johnson, Gill, Birt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 7th July, and by the Pacific mail we have news to the 18th July; the P. and O. mail from London May 14 arrived out on the 26th June, the following French mail of May 21 was received on the 7th July, and the P. and O. mail of May 28 arrived out on the 11th July. The *Japan Herald* supplies the following items of news:—

The opening of the two assemblies, the *Chihokuan Kaigi* and the *Genro-in*, has taken place, the Mikado attending both and addressing the assemblies; but little is known as to their deliberations, and still less as to whether these latter will have any particular results. The first meeting of the *Chihokuan Kaigi*, or assemblage of the chief officers of the *Fu* and *Ken*, was held at the Honganji, a temple of the Sinshu Sect at Asakusa. The Mikado arrived at the temple, accompanied by the Princes, *Daijin*, *Sangi*, and other officers of his household, and entered the temple between two rows of officers. His Majesty then delivered the following address:—

Our object in opening in person this the provincial Parliament has been to secure by its means the thorough discussion of all matters af-

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fecting the interior economy of Our Empire and of securing to the provinces adequate representation. You have been convoked for this purpose, and in order that your knowledge of the condition and feeling of the people of your several districts may aid you in discussing their requirements and introducing such reforms and changes as may seem to you to be most urgently demanded. It is Our wish that your deliberations should be marked by general harmony, and that sinking minor differences, they should tend to promote the ends in view in calling you together. If with one mind you adhere steadily to this course your conduct will be surely productive of the general welfare, and thus your deliberations may become the foundation of the eternal well-being of the Empire. Understand, therefore, Our views.

Kido replied in the name of the Assembly as follows :—

SIRE,—We have the honour to be assembled here by the wish of your Majesty. We do not yet know the events which are about to unfold themselves in the bosom of this noble Assembly during the days of its session, for such honour has never been accorded to the nation. It is to the high wisdom of your Majesty that we now owe the favour of which we are proud. As for us, we should be happy if the nation would only profit by a millionth part of the result of our deliberations; for we would be able to say that we have been useful to the nation and the entire country, and would thus have aided at least a little to show before the eyes of the people that our august Sovereign was animated by the best wishes for its welfare, in calling together in general asembly those who are charged to represent it.

The following address was subsequently made by the Assembly to the Mikado :—

We your humble servants, in obedience to your Imperial will, and with profound reverence, have been convoked as members of the *Chihokuan Kaigi*. We cannot foretell the results of this our assembling, in which we have no experience to guide us. But if, happily inspired by your Majesty's benevolence and justice, the results of our deliberations, duly made known to your Majesty, should contribute towards the welfare of the people, then not in vain will the Imperial will have gone forth, and the efficiency of the *Chinokuan Kaigi* will be apparent to all. Our earnest endeavours shall be directed to this end.

The Government, in dread of the freedom and comments of the press, has issued a code of Press Laws, of which fines, imprisonments, and confiscations form the basis. The fines, from a Japanese point of view, are extremely heavy, being as high as 500 yen, and confiscation of printing plant. It may be remembered that the late Minister of Finance, Enouye Bunda, was, some two years since, fined the sum of three dollars for what was described as a "gross violation of the laws of the land," and some idea may therefore be formed of the pressure which is now to be brought to bear on printers, editors, writers, and even translators. It is to be regretted that one of the Yokohama papers has been found sufficiently subservient to the Government to express its approval of these harsh laws.

The Mitsu Bishi s. s. *Kanagawa Maru* met with an accident on the 4th July, which detained her some twelve hours, but was, luckily, unattended with any serious consequences. Whilst nearing Cape Sagami, and just after the light had been sighted, the *Kanagawa Maru* ran into a thick fog bank. The engines were immediately slowed, but finding the fog did not clear, the helm was put hard a starboard to run out again. Unfortunately the current had set her down to the westward, and she ran up on a sand bank to the northward of the light. As the engines were going dead slow, no concussion was felt, and the ship was hard aground before it was discovered. An attempt was then made to back the vessel off, but the bearings becoming heated this had to be abandoned. Some lighters were obtained from the shore, and the ship having been lightened by discharging some 400 bags of sugar, was got off uninjured and proceeded to Yokohama.

A Russian Commission, consisting of a General, a Councillor of State, and three other officials, has crossed overland from St. Petersburg to Vladivostock, and will shortly arrive at Tokio for the purpose of concluding the business of taking over the southern portion of the Island of Saghalien, which, after ineffectually protesting for a series of years against, Japan has reluctantly ceded. From Yokohama the Commission proceeds in a Russian ship of war to hoist the national flag, and take formal possession of the new territory. It is to be made a Siberian penal settlement, and the convicts, amongst other duties, are to work the rich deposits of coal on the island. The want of suitable harbours is the great drawback, or presently the coal might find its way to this market or to China.

The daring and impudence of the native scamps who infest this settlement are daily becoming more apparent. Only a few days ago a European lady was strolling along the Bluff in the afternoon, in a rather unfrequented part, when she was suddenly stopped by a betto, who demanded any money or valuables she might have about her. Naturally the lady refused, and the ruffian then attempted to take by force what he could not frighten her into giving. Fortunately her cries were heard by a native policeman, who hurried to the spot, and promptly arrested the offender. We shall probably soon have robberies under arms, committed on foreigners, and the old and dangerous system of carrying revolvers for defence will come again into vogue.

The great national holiday of the Americans, the 4th July, having this year fallen on a Sunday, the usual festivities were celebrated on the 5th. The men-of-war in harbour hoisted the U.S. flag at their mastheads, but owing to neither the *Kearsage* nor the *Saco* (the only two American vessels in port) being saluting vessels, we were spared the usual deafening noise at noon, which, however, was partly compensated for by an impromptu discharge of fireworks in the streets during the day. Most of the American houses were decorated with flags, and in the evening receptions were held by the U.S. Minister, Mr. Bingham, and by General Van Buren, the Consul-General.

Mr. John Whitney, managing partner in the firm of Staples and Whitney, lessees of the Occidental Hotel, has been placed under the custody of the U. S. Marshal. The reason for this proceeding is that several of the creditors of the firm, suspecting that Mr. Whitney might attempt to depart, have applied for his detention pending some arrangement being made for their benefit.

A bill collector named J. M. Brooks, for some years past employed by a number of persons in collecting their accounts, after embezzling various sums of money, the property of his employers, has surreptitiously left for San Francisco. The total amount of his defalcations has not yet been ascertained.

The new regulations respecting passports for the interior have been made known, and although much more stringent than before, the more objectionable clauses have, thanks to the efforts of the English Minister and some of his colleagues, been considerably modified.

The Government has made an appropriation of 75,000 yen towards the expenses of Japan at the Philadelphia Centennial Exposition.

The collision case against the P.M.S.S. Co., which has been for a long time pending, has been decided in favour of the company.

The *Annie Braginton*, the first sailing vessel this season for New York, sailed with a full cargo of tea on the 25th June.

A new American Church was consecrated on the 10th July.

The subjoined additional items of news are from the *Japan Mail* :—

We allot a considerable space to a translation of recent proceedings in the assembly of Provincial Notables, less from regard to the nature of the subject—though that is possessed of a certain interest—than with the view of informing our readers of the attitude of the native mind in such a position. The speeches appear to be characterised by directness and simplicity of expression and good sense, and if a considerable space of time has failed to show a correlative result we must allow for the novelty of the situation in which the members found themselves. It is worthy of remark that the proposal to maintain the roads to the shrines in their former condition was negatived as unpractical. The chief object of debate has been to determine whether the people shall be represented by the *Kuchos* and *Kochos*, owing their appointments to the Government, or by members of their own body elected by themselves. On learning that the question had been decided in favour of the former the deputations from the Kens, who had accompanied the Governors, met together at the *Kofuku Anzen* Hall in Yedo and there determined to petition the Government against this resolution, expressing a strong conviction that the representatives should be elected by the people. The petition was signed by twenty-four persons of twelve different kens. The official closing of the session took place on the 17th July.

The *Nichi Nichi Shimbun* gives the following account of the opening of the native Christian Church on July 10 :—The Christian Church newly erected in Water-street, Yokohama, was opened at two P.M. This church has been erected by the American Missionary Ballagh, and has been called the "Church for Japanese public meeting." It is intended to accommodate 500 to 600 persons. The style of architecture is that of a European church. There was a prayer for the continuance to all ages of the Imperial throne, and that the Japanese people might learn to believe the Scriptures, to repent of their sins, and to serve the Lord with new heart, and for the gradual spread of this religion throughout Japan. Last of all a translation into Japanese was read of a prayer sent by a Chinaman, member of a Christian congregation at Amoy, giving thanks to God that in his mercy the dispute which existed between China and Japan regarding Formosa was soon peacefully settled. It is said there were about 900 Japanese present, and about 100 Europeans.

Warned by last year's losses, says the *Nichi Nichi Shimbun*, the producers of silkworms' eggs have formed themselves into companies for the purpose of regulating the supply for the present season. The heads of these companies have held a meeting, at which it was resolved that the supply of cards for the eggs should be limited to 1,730,000, to be divided among the companies, one-half being for exportation, and the other half for home consumption. This quantity, after some consideration, was reduced to 1,500,000.

Owing to the severe floods in the Niigata ken, the price of rice, barley, and all cereal crops has largely augmented in that district. In reference to the floods, the *Hochi Shimbun* observes that in Koshiu and Shinshiu the water has now subsided considerably, although a large amount of damage has been done by the floods in several low-lying towns and villages of these provinces. Heavy floods are also reported from the Nagasaki and Shirakawa ken.

The *Kaitakushi*, or colonisation department of Yezo, is making

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further efforts to bring about the settlement of that portion of the island to which its experiments have been hitherto directed. A large body of labourers has been despatched to the colonial head-quarters at Sapporo, where they will be employed in farming operations.

General Rasloff, Danish Envoy to the Court of Japan, was honoured with an interview by the Mikado on the 12th July, and was subsequently entertained by H.I. Majesty's Ministers at the Palace of Hamagoten. The *Daijin* and *Sangi* were present.

The usual monthly number of the Japan *Punch* is scarcely equal to the average of merit of the artist's performances. It is clear, however, that suitable matter has been wanting, and there is no making of bricks without straw.

It is rumoured that the editors of certain newspapers—the *Nichi-Nichi*, *Choya*, *Hochi* and *Akebono Shimbun* are those named—will shortly be summoned before a court of investigation to answer, it is suggested, a charge of violating the newspaper laws.

Rear Admiral Ryder arrived in the *Vigilant* on the 27th June, and accompanied by a number of English naval officers had the honour to be presented to the Mikado on the 13th July.

The native newspapers refer to a prevalent mania for suicide, which they attribute to the heat of the weather.

The following additional directions to bearers of passports granted by H.B.M.'s Minister to British subjects have been issued by the Japanese Government :—

If the bearer does not commence his journey within thirty days from the date of his passport he must return it. If the bearer, while in the interior, finds that he cannot complete his journey within the time named in the passport he must inform his Minister by post of the reasons which prevent his doing so. Refusal to produce this passport to any local officials, such as Kucho or Kocho, or to any policeman demanding it, renders the bearer liable to arrest. He should also show his passport to the landlord of any inn at which he may lodge. The bearer must surrender this passport on returning to the port or place from whence he set out, even if he has not visited all the places named in it. A new passport is required for every fresh journey. The bearer, while in the interior, is forbidden to shoot, to trade, to conclude mercantile contracts with Japanese, and to rent houses or rooms for a longer period than his journey requires. The passport is not transferable. Any breach of these directions will be reported by the Japanese Government to the Foreign Minister, and the person so offending renders himself liable to be refused a passport at a future time.

HIOGO-OSAKA.

Our advices extend to the 12th July; the P. and O. mail from London May 14 was received on the 5th July. The following items of intelligence are from the *Hiogo News*:—

The Chinese Commissioners who are in this country on a tour of inspection of the mines arrived in Kobe on the 28th June, by the *Niigata-maru*. They put up at a house in the Native Town formerly used by Tuck Sung's Bank. Finding the heat too oppressive, they retired to one of the houses by the Waterfall, leaving their property in charge of the owners of the house. The next morning a chest, containing valuable clothes, some money and the all-important Mandarin Seal which marked their rank and official position, was gone.

H.M.S. *Vigilant*, bearing the flag of Vice-Admiral A. P. Ryder, arrived here on the 26th June, from Nagasaki, and was saluted by the U.S. corvette *Monocacy*. Colonel Horace Brown, of the late Yunnan Expedition, and Mr. W. F. Mayers, Chinese Secretary to the British Legation at Peking, were on board as passengers. She left for Yokohama next morning.

An extraordinary meeting of the Municipal Council has been held, at which the terms on which the Japanese Government is now prepared to hand over the recreation-ground, and which had been agreed to by the native authorities and the foreign Ministers, were accepted by the Council.

On the evening of the 6th July, while Mr. Ellman was sitting in front of his store in Division-street, a thief entered his premises from behind, went upstairs and stole $270 out of a box, the lid of which he prized open; he got clear off with his plunder, and we believe no trace has been discovered of his whereabouts.

The annual general meeting of the subscribers to the International Hospital was held on the 7th July, when in addition to the usual business the Small-Pox Hospital was taken over and amalgamated with the International.

The 20th June, being the anniversary of the Accession of Her Majesty Queen Victoria, H.B.M. gunboat *Frolic* and the U.S. corvette *Monocacy* dressed ship on the following day, and the latter fired a royal salute at noon.

No. 120, on the hill, consisting of 371 tsubos of land and a two-storied house and bungalow, has been offered at auction and knocked down to Mr. S. P. Galliver for Mex. $1,600.

Pillar letter-boxes are being erected on the Concession, one being already in position at the South-west corner of the Public Park and another at the corner of lot 31, opposite the Municipal Building.

CHINA.

PEKING AND TIENTSIN.

The *Peking Gazette* of the 20th June contains a curious acknowledgment of a gift of Tls. 20,000 by the late Customs Taoutai at Tientsin, in aid of the military requirements at Chihli. It is easy (says the *North China Herald*) to conceive the impoverishment of the exchequer caused by the lavish outlay upon forts and munitions of war, which has characterised Li Hung-chang's administration of the province. The present donation comes as a rather curious commentary on the Taoutai's late effort to place exactions on the trade of Tientsin, greater than even the long-suffering Chinese would tolerate. Is the present gift an earnest, then, of his genuine desire to help the finances? We scarcely have so much faith in Mandarin patriotism; and suspect it is rather intended to defeat some hostile criticism, or to smooth the way to another post. In any case, we have renewed evidence from the Viceroy's own mouth of the impoverishment which all these warlike preparations are entailing. And what good will they be? There are plenty of ways into China besides the Peiho, and the smallest European State could march an army to Peking to-morrow, if it were worth its while. China's greatest strength is her weakness and stupidity, which made Lord Elgin pity while obliged to coerce her; and a liberal policy would be a far greater protection to her than Taku forts and Armstrong guns, which will always be degrees weaker, and many degrees worse served, than the armaments that will be brought against them if her officials invite war.

The *Peking Gazette* records the termination of the little insurrection in Tientai, near Ningpo. It will be remembered that the people rebelled against certain excessive taxation, banded themselves together, and took refuge in the hills; some of them appear now to have come in, and the others to have been overcome.

It is reported that the Chinese officials at Tientsin are dissatisfied with the awards of the United States Consul in the cases of the *Shantung* and *Chihli* collisions with junks, and that the matter is likely to be appealed. The Chinese have a rumour that the officials are annoyed about the torpedoes they have been lately getting from Denmark for the Peiho; that they understood they were getting them as a present, and have been since asked and consented to pay for them.

In the *Peking Gazette* of the 24th June there is an announcement that Ting Jih-chang, who was on the 10th June appointed by Imperial decree Assistant-Commissioner for Foreign Affairs at Tientsin, had had an audience of the Imperial Regents to take leave and to receive commands before departing. A Tientsin correspondent reports the arrival of Ting Jih-chang and his having taken up his quarters in the Yamun of the Governor-General.

H.M.'s gun-vessel *Mosquito* arrived at Tientsin on the 29th June, and a Russian gun-vessel was daily expected.

SHANGHAI.

The present mail brings advices from this port to the 11th July; the French mail from London May 21 was received on the 5th July, and the following P. and O. mail of May 28 arrived out on the 8th July. The following summary of news is from the *North China Herald*:—

On the 9th July, at H.B.M.'s Consulate, Mr. Medhurst, H.B.M.'s Consul, sat with the Taoutai of Shanghai and Mr. Davenport, to continue the investigation of the claims for compensation by the relatives of the Chinese passengers and crew drowned in the collision between the steamers *Fusing* and *Ocean*. The investigation was conducted under written protest from Captain Brown, the defendant, that the Court had no jurisdiction. The list of claimants was called over, and was objected to by Mr. Wainewright and Mr. Hannen on the part of the defendant, on the ground that the names had not been properly verified. Mr. Drummond, for the plaintiffs, defended the jurisdiction of the Court, and applied that the *Ocean* should be arrested and held to bail pending the settlement of the claims, and also that she should be condemned in all costs. At its rising the Court adjourned until the 12th July.

On the 5th July the Supreme Court was occupied nearly the whole day listening to arguments for and against an application for bail, the case being another arising out of the apparently interminable proceedings in respect of the collision. The application was made by Mr. Wainewright and Mr. Hannen, who, on behalf of Mr. Peter Denny, the owner of the *Ocean*, offered Tls. 41,355 on the security of two sureties, for the release of the *Ocean*, she being now ready for sea again. The application was resisted by Mr. Drummond and Mr. Eames, on the part of the owners of the *Fusing*, on the ground of insufficiency, and the possibility that still further claims were pending against the *Ocean*.—Sir Edmund Hornby delivered judgment on the 8th July. The *Ocean* is to be released upon security not exceeding £8 per ton of her gross tonnage—besides security for the costs of the appeal. We understand that the case is to be appealed to the Privy Council by both parties. The *Ocean* has lodged security in the Supreme Court for her appeal, and the *Fusing* is said to

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contemplate a cross-appeal. In the inquiry before the Registrar and merchants, a compromise has been effected as to the value of the effects of the drowned Chinese passengers; we are not aware on what terms.

A sad event occurred on the 4th July in one of the London Mission Chapels inside the city. Service had been held there in the forenoon as usual, and there was no sign of disturbance whatever. As Messrs. Muirhead and Barrett were proceeding in the afternoon to a chapel in another part of the city they were informed that the doorkeeper of the former place had been killed, They went at once, and found an immense crowd inside and outside the building, and in a state of great excitement. On getting into the chapel they saw two bodies lying on the floor, one quite dead, and the other weltering in blood, with a knife at a little distance from him. The former was recognised to be the doorkeeper, who had received in the hand, stomach, side, and heart several deadly cuts, which must have caused immediate death. The latter was breathing, yet presenting a ghastly appearance; his mouth was filled with blood, which seemed to be streaming down on either side. There was a wound in his stomach, and a heavy gash in his neck, near the artery. No one knew who he was, but after a while he began to articulate, and said he was a friend of the deceased, who had happened to come into the chapel, and while there a third party entered, who began to fight with the doorkeeper. On his endeavouring to interfere he also received several wounds, and in the meantime the person escaped. Dr. Johnson came shortly afterwards, and offered to attend to the case in the Chinese Hospital. On the arrival of the Che-hsien an official examination took place, when the wounded man repeated a story similar to the above. The impression is, however, that it is utterly without foundation, and the appearance of the man, as well as the circumstances of the case, are altogether very suspicious. At present there is no way of accounting for the deed. The deceased was upwards of sixty years of age, and the wounded man is little more than twenty. He is now in the hospital, with every likelihood of getting better, when another examination will take place, and the truth probably be arrived at.

The anniversary of the Declaration of American Independence was celebrated on the 5th July instead of the actual date, which this year happened on Sunday. Salutes of cannon were fired in the morning, and all the United States ships in harbour were fully dressed with flags. At noon also, in accordance with an annual custom at this port for the last twelve years, the Declaration was read by O. B. Bradford, Esq., Deputy Consul-General, in the presence of several well-known American residents, who, we believe, drank to the future prosperity of the Great Republic, and the success of the approaching "Centennial," in bumpers of champagne. The day was observed as a holiday, and at night there were the usual illuminations, fireworks, crackers, music, and interchange of visits.

A sad case of drowning took place on the 9th July. Mr. Thomas Gilman, third engineer of the steamer *Lord of the Isles*, in company with the third officer, went for a swim in the river. Suddenly Mr. Gilman disappeared, but rising again shortly afterwards, was seen to make great efforts to reach a buoy. The tide was too strong, and he sunk within a few feet of assistance, which Capt. Tucker and some sampans who saw his distress were hastening to render. Deceased was very much respected by all on board.

Two Ningpo coolies employed at the Hongkew Wharf have been drowned in the Hongkew Creek. The men had been bathing, and were in the water for more than half an hour. Suddenly one of them called out that something was pulling him down; his companion went to his assistance, and he also went under. Some sampan men then rendered their assistance, and with their poles recovered both bodies; medical attendance was promptly obtained, but in both cases life was extinct. Another case of death by drowning is also reported at the Hongkew Police Station. A Chinese lad, aged fifteen, in company with some others, was bathing in the Hongkew Creek; he got out of his depth, and his companions, instead of rendering him any assistance, ran away and left him to his fate.

H.M.S. *Thalia*, with Mr. Medhurst on board, has returned from Chinkiang. The sentence predicted by our correspondent in the letter we published last week has been realised. Four of the ringleaders in the attack on the Consulate have been bambooed, and are to be cangued in front of the Consulate. Four other offenders are also to be punished, and a warning proclamation on the whole incident is to be issued.

We learn from Hankow that M. de Roquette, Chief Secretary of the French Legation, arrived on the 1st July from Szechuen, where he has been for six months obtaining satisfaction for the murder of a French priest some time ago. He is said to have had much difficulty, but he got full satisfaction in the end. The Chinese are to pay Tls. 40,000 to the mission, and execute the surviving murderer; at least such is the understanding.

The judgment of the United States Consular Court, in the case Henderson *v.* Thorndike, is completely in favour of the defendant; and the Court even holds that the defendant deserves credit for having exercised, after the loss of the tea security, great pains, without charge to the petitioner, to make the petitioner's loss as small as possible. It dismisses the petition with costs against the plaintiff.

Messrs. Grosvenor and Baber have left for Hankow. Connecting their departure with the appointment of Li Han-chang, we presume it is intended that they shall travel to Yunnan with him. This will at least guarantee their safety, and prevent the misconception that would have arisen from their travelling with Sung Pao-hwa. Still, we should have preferred to see the British delegates enter Yunnan from India independently, and with a fitting escort of British troops; and we can now only hope that the much required display will be made by the despatch of a separate mission from Rangoon, with all the requisite circumstance. It is said that Li will take with him one of the members of the old Burlingame Mission, and will start in about five weeks.

Two Chinamen residing in this Settlement, and between whom, about twelve months ago, a quarrel took place, but which was supposed to have been made up, went together into the native city on the 3rd July to chin-chin joss. While there the quarrel appears to have been renewed, how is not yet stated, and near the joss-house one of them stabbed the other, who died shortly afterwards. The murderer is in the custody of the city authorities.

A Chefoo correspondent mentions an extraordinary rumour that the Chinaman, for killing whom Fawcett was tried there last year and acquitted, is actually alive near the Shantung Promontory, and was only wounded, and not killed as the mandarins stated.

The subjoined additional items of intelligence are from the *Celestial Empire*:—

A squadron of Chinese gamblers appeared on the 3rd July before the Mixed Court magistrate, brought up by the Hongkew police, not only for indulging in their favourite vice, but for allowing its hazards to lead them into a fight, which seems to have caused no small disturbance in the neighbourhood. The combatants being unprovided with munitions of war, sacked two shops, kept by a dealer in second-hand goods and a rice-seller, using their portable contents as weapons and missiles. A good many people were more or less "spoiled," says our informant, in the fray. Most of those who appeared said they were only walking by, or were looking after friends—denying that they were personally engaged in the fight. They were accordingly permitted to go, finding security that they would appear again if wanted. Three of the prisoners, however, being proved gamblers and ringleaders, were ordered to be sent into the city to be dealt with by the Che-hsien.

Another story of robbery with violence comes from a place named Kwan-yin-dong, about two hundred *li* from Shanghai, at the back of Kwen-shan. At this place, which is on the boundary of the provinces of Kiang-su and Chekiang, there is a barrier-station, with a mandarin, clerks, and attendants, seven in all, to conduct the revenue business; and an Imperial gunboat to guard the office, with a crew of thirty-two men. One night the sacred precincts of the Custom-house, Toll-office, or whatever may be its true designation, was attacked by about thirty desperadoes, thought to be creek-pirates by profession. The mandarin and his retinue were far too frightened to make any resistance; the gunboat remained silent and inactive, its crew being paralysed with terror; and the robbers sacked the premises, and carried off a booty of sixteen hundred dollars.

The second performance by the Wind Instrument Society in the public garden was more numerously attended than any previous one. The defective illumination was provided against in a most public-spirited manner by Mr. Saunders, who kept a lime-light of great brilliancy playing almost continuously over the scene, and produced the most curious and pretty effects, especially when it streamed across the lawns in a broad belt of light and fell upon the well-clipped hedges and the moving crowd. The music was exceedingly well rendered, and the selection from "Cox and Box" was greatly appreciated, reflecting much credit upon Mr. Bernard, who had arranged it for the orchestra.

Between five and six o'clock on the morning of the 3rd July two shops in Maiden-lane, Laou-ke-cheong, fell down; and four men, we are told, were very severely injured. These had long been known to be in an unsafe condition; and there are many other shops and houses in the same neighbourhood that are in so dilapidated a state that they may fall into ruins any day.

HONG KONG.

Our advices by the present mail extend to the 17th July; the French mail from London June 4 was received on the 11th of July, and the following P. and O. mail of the 11th June arrived out on the 16th July. The following items of intelligence are from the *China Mail*:—

The cargo on board the steamer *Carisbrooke* has been landed and placed in the godowns of Messrs. Russell and Co., but the shippers refuse to take delivery of their goods by signing a bond for the value of the cargo. We also understand that the shippers have brought actions in Singapore against the owner of the steamer, and that the manifests have in some cases been sent

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back to Singapore for the purpose of proving the claims. The *Carisbrooke* has been taken up on a slip at West Point to undergo repairs of the damages inflicted by the shots of the *Peng Chao Hai*. An examination of the hull shows that the shots aimed at her were not quite so accurately directed as was supposed. The second angle iron of the frame from aft, on the starboard side, was shot away. Two cargo battens on the port side (opposite the broken plate) were splintered to pieces, and several bags of seeds were burst, some of the cargo being damaged by the se a water which entered through the hole in the side. Amongst the cargo were found about twenty pieces of the broken plate and four pieces of the angle-iron frame; and on the port side opposite, and about fourteen feet from the broken plate, were several pieces of conical shot, the largest weighing 11 lb. Had it not passed through fourteen feet of cargo it would have gone out at the other side of the vessel. Without therefore pretending to say the extent to which the shot fired deflected from its intended course, the results above noted by the official surveyor show that more than the rudder and rudder post was hit. So that altogether the, doubtless innocent, intentions of the amateur gunner were hardly carried out in a satisfactory way. We have already expressed our opinion of the act and its justification; but the evidence taken at Canton does not appear to have made known the actual facts of the case. Aiming at a rudder is one thing, and hitting a main beam is another.

The report of the directors of the Hong Kong, Canton, and Macao Steamboat Company, to be presented at the meeting on the 20th July, is as follows:—

Tho accounts herewith presented show that after paying running expenses, salaries, premia of insurances, repairs, and commissions, and loss of the *Poyang*, there remains, including $19,601.64 brought forward from last half year, an amount of $53,854.79 available for distribution. The directors recommend that $36,000, or 6 per cent. on the capital, be paid as dividend on the half year, $4,247.30 to Reserve and Depreciation Fund, making that fund $150,000, and $2,500 be devoted for their remuneration, leaving $11,107.49 to be carried forward to credit of new account. Of the funds in reserve the sum of $28,720.42 has been invested in Chinese Imperial Government Loan Bonds. The directors have entered into an arrangement with Mr. Quok Acheong to pay him a monthly subsidy of $2,400, but this is subject to notice of immediate cancelment upon opposition being started against the Company.

An extraordinary meeting of shareholders was held on 30th April last, in consequence of the failure of Messrs. Augustine Heard and Co., whereat it was resolved, almost unanimously, to carry on the company under the sole control of the directors, with a paid secretary, and to have the necessary Articles of Association altered, and brought for approval at a special general meeting of shareholders to be held for that purpose. The directors have called an extraordinary meeting, and have circulated to all shareholders a copy of the alterations required to meet the wishes of the shareholders as expressed at that meeting.

The sad loss of the steamer *Poyang*, together with their old servant, Captain Carroll, part of the officers, crew and passengers, is already known to the shareholders, and is much regretted by the directors. The total amount of loss sustained by the company is deducted from the present half year's profit and loss account, as will be seen by the statement. The new steamer *White Cloud* was launched on the 5th instant., and will probably be ready for work in about two months.

A meeting of thirty-one residents has been held in favour of the newly-started Humane Society. The meeting, though by no means so large as the subject deserved, may be taken to evidence the fact that some interest exists as to its objects. Amongst those present were the Hon. P. Ryrie (in the chair), Messrs. J. F. Cordes, Gillies, Tonnochy, Crawford, Cox, Ede, Wilson, Capt. Bradshaw (80th), Dr. Adams, Danby, Notley, H. W. Davis, Capt. Cairns, Gair, Dr. Dennys, McEwen, W. Morgan, Kruse, Cumming, J. K. Davis, Preston, Taylor, C. C. Cohen, and many others. The Chairman having stated the objects of the meeting and advocated their support, stating that in his opinion no very extensive apparatus was necessary to start with, the Society was duly constituted on a motion of Dr. Adams, seconded by Mr. Taylor, under the title of the "Hong Kong Humane Society," and a committee was chosen to draw up regulations, and submit them to a subsequent meeting.

A secret society has been found to exist in a place called Shek Kong village, in Sai Chew district, Namhoi, and the revelation causes no little dismay to the authorities at Canton. The society is presided over by a woman styling herself the Pak Lin Sing Moo, or the Goddess of the White Lotus. Her staff of officers consists of sixteen spiritual generals and twenty-four aides-de-camp. This lady is known as Lee Kwok She, and holds her levee in the night time on the grave of Prince Mok, a native of China who flourished towards the end of the last dynasty and was created a prince by the King of Annam, whither he had gone to trade. At present the followers of this sect are not very numerous, but are growing rapidly, so much so that the gentry of the place have thought it necessary to petition the provincial authorities. On the receipt of this report they at once secretly despatched several hundred soldiers to the place with the view of crushing out this little congregation, but with what success it has not been known.

Some men belonging to the Austrian frigate *Friedrich* appear to have met with rough treatment at Sibuco, in the Sooloo Sea. A boat was sent ashore, the flag of which was mistaken for the Spanish, and the natives fired upon the crew with sumpitans or blowpipes, carrying small arrows, killing three of the *Friedrich's* men. Several others were struck with these irritating weapons, but fortunately the arrows not being barbed were easily extracted. The German steamer *Augusta*, which is running between Labuan and the East Coast, brought down the boat's water casks, and are promised the boat itself next voyage. The *Friedrich* has gone to Singapore to coal, and to wait for the cholera to abate, when she will return and exact satisfaction from the ruler of the territory. If this is not accorded she will, it is said, seize a strip of territory as security.

The *Gazette* notifies the approval of the Secretary of State of the appointment of Mr. A. Lister as Postmaster-General. Mr. Wagner's appointment as First Clerk and Accountant in the Police department is also approved. It also notes that Taro Ando, Vice-Consul for Japan, has reported his resumption of the duties of the Vice-Consulate at this Port.

The following account, duly certified, of the average amount of Bank notes in circulation and Specie in Reserve during the month ending 30th June is published in the *Gazette*:—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation ...	$499,471	$250,000
Chartered Mercantile Bank of India, London, and China ...	612,650	205,000
Chartered Bank of India, Australia, and China	471,330	175,000
Hong Kong and Shanghai Banking Corporation	1,432,497	600,000
Total...	$3,015,948	$1,230,000

The search for the *Japan's* treasure does not appear, from all we can hear, to progress very satisfactorily. The only thing certain seems to be that a paddle-box has been grappled, but as that is disconnected from the hull, a knowledge of its whereabouts amounts to but little. The parties searching, however, deserve much credit for their perseverance, and will, we hope, finally succeed.

News has been received that a very destructive fire occurred on the 15th June at Canton. It originated, shortly after nine o'clock, in the shop of a joss-stick manufacturer named Sam Shing, in Yeong Yan Lee, Tah Tung-street. It spread with great rapidity, and was not extinguished till 5.30 next morning. The number of shops destroyed is roughly estimated at from 150 to 160.

In the Supreme Court the Chief and Mr. Justice Snowden have each delivered a lengthy judgment in the long pending case of Landstein against the King of Annam. Both judges concurred in dismissing the motion for damage for wrongful seizure of the *Dang Wee*.

An interesting report by the Surveyor General on fresh schemes for increasing the water supply of the colony has been published.

Gambling still flourishes at Canton, and the Waising lottery is being revived under official patronage.

The *Overland Trade Report* supplies the following items of intelligence:—

The Marine Court of Inquiry into the loss of the British steamer *Poyang* during the typhoon of the 31st May has delivered its finding. The Court is of opinion that no blame is attributable to the master or officers of the vessel, and that everything appears to have been done that was possible to save her, together with the lives of the passengers and crew. There was no evidence to show that the *Poyang* was other than sound, or that there was any defect in her machinery at the time of her loss. The Court was of opinion that vessels of this build were not suitable for the Macao trade during the south-west monsoon.

There is an impression abroad that the recent murder of Mr. Blacklock at Foochow was promptly investigated by the native authorities, and that several arrests of suspected persons were effected. The *Foochow Herald* is informed that the criminals are still at large, and that, beyond depriving two mandarins, civil and military, of their buttons, nothing has been done in the matter. The smugglers are crowing over their victory, and the authorities are apparently powerless; more probably, indifferent.

A new steamer for the Hong Kong, Canton, and Macao Steamboat Company has been launched at Hong Kong. She is designed to take the place of the *White Cloud*, wrecked at Macao during the great typhoon of September last, and has received her predecessor's name. The new *White Cloud* is of 652 tons burthen, and measures 200 feet in length. She was constructed at the shipbuilding yard, West Point, Hong Kong.

A meeting of the shareholders of the China Traders' Insurance Company was held at their office, Queen's-road, Hong Kong, on the 5th July, at which the resolutions passed at the last meeting were unanimously confirmed. At the meeting on the 21st June the Chairman proposed that the interest on paid-up capital should be at the rate of 6 per cent. per annum, but it was subsequently agreed to be 8 per cent. per annum.

A meeting of the Legislative Council was held on the 13th July, when the Steam Launch Ordinance as amended was passed. It transpired at this meeting that there was a notice already in

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existence requiring steam launches of fifteen tons burden to carry lights. The Marine Stores Ordinance was, after some discussion, and the elision of the eighth section, passed, and the Council then adjourned *sine die*.

Rumours are afloat among the Chinese of Foochow that fresh difficulties are brewing with Japan on the Loo-Chooan tribute question.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 24th July; the French mail from London June 18 arrived out on the 17th July, and the following P. and O. mail of 25th June was received on the 23rd July. We take the following items of intelligence from the *Straits Times*:—

Considerable consternation was caused in the mercantile community on the 22nd July by the issue of a circular from the P. and O. office announcing that should the homeward mail steamer arrive before 10 A. M. on the 23rd she would be despatched the same afternoon. It was settled some time ago by the Postmaster-General in London that the steamer, when not behind her due date, should remain here twenty-four hours, and this rule had been uniformly observed by the P. and O. Company ever since. The P. and O. Agent, however, contended that by the amended contract recently entered into, the P. and O. Company are bound by no such obligation, and Singapore being merely an "intermediate port," he was under instructions to hasten the steamer's departure whenever possible. The question was settled in the present instance by an official requisition to have the steamer detained; as it turned out, the steamer did not arrive until the evening of the 23rd, but the circular has nevertheless caused serious apprehension of future inconvenience.

If the Postmaster-General at home has omitted to include in the new mail contract the former condition regarding the detention of the mail steamer at this port, it is obviously important that the error should be rectified at once. Singapore, though it may be an "intermediate port," so far as the P. and O. Co.'s branch lines are concerned, is yet an important mail centre. Mails from Australia, Java, Manila, Siam, and all parts of the Eastern Archipelago, concentrate here, and have to be sorted in, and forwarded from, the Post-office, besides an enormous amount of local mail matter, and it is impossible for the Post-office to get through the work in the short time proposed to be allowed by the P. and O. Company, even supposing the Java and other mails to arrive in time. Further, the arrival of most of these mails is timed to arrive with the P. and O. Co.'s advertised dates, and serious inconvenience would be entailed on the communities of those numerous and important out-stations were their mails detained here a fortnight through the premature departure of the homeward P. and O. mail steamer. A letter from the P. and O. agent on this subject declares his fixed intention to accelerate the departure of the steamers whenever practicable. The matter is one of great public importance, and should receive the immediate earnest attention of the Postmaster-General in London, in order that the question may be satisfactorily settled.

The Criminal Assizes closed on the 20th July. There were two murder cases, in one of which the prisoner was found guilty and sentenced to death, and in the other a verdict of acquittal was given, the prisoner having clearly acted entirely in self-defence. There were an unusually large number of cases of cutting and wounding and murderous assaults, in which very severe sentences were passed, and it would appear from the complexion of the calendar that crimes of violence have become of alarming frequency here.

The Governor-General of the Philippines has authorised Mr. John J. Cassels to act as British Vice-Consul at Ilo Ilo, instead of Mr. D. Munn.

The Philippine Bank at Manila has declared a dividend of 6½ per cent. for the first six months of the present year.

The Governor has appointed Mr. G. C. Harman, the Assistant Postmaster in charge, to be Acting Postmaster-General, with the half salary attached to that appointment from the expiry of Mr. Trotter's three months' leave of absence. This appointment is, we understand, a temporary one, until his Excellency decides definitely what course to pursue with respect to the vacancy. It is, however, an act of justice for which his Excellency deserves credit, and the appointment will meet with the approval of all who have business with the Post-office. It is to be hoped the satisfactory manner in which Mr. Harman has so far carried on the work will ensure his retention permanently in the office.

Sir William Jervois, accompanied by Mr. Swettenham, left in the *Pluto*, on the 12th July, on a visit to the native rulers of the States on the East coast of the Malay Peninsula, and returned to this port on the 23rd July. No particulars of the trip have yet been made public.

At a meeting of the Singapore Sporting Club, held at the Exchange Rooms, it was resolved to hold an autumn race meeting in the early part of November, and the stewards were requested to prepare a programme, to be submitted for approval at a subsequent meeting of the club.

According to the Manila *Comercio*, the number of large commercial vessels that entered the port of Manila during 1874—was as follows: Spanish, 94 vessels, including 20 steamers, of 31,509 tons burden. Foreign, 131 vessels, including 26 steamers, of 18,704 tons. The departures of the same class of vessels during the year, amounted to 99 Spanish and 124 foreign ships.

As the Spanish mail steamer *Panay* was leaving Manila for Singapore, owing to some defect in her steering gear, she deviated from her intended course, came consequently into collision with the *Marques de la Victoria*, a Spanish man-of-war, and destroyed her dead works on the starboard side. The *Panay* anchored again after the collision, but was ordered to proceed to Singapore by the harbour-master.

Captain Walshe, Magistrate of Police, returned to the colony on the 17th July, and resumed the duties of his office, Captain Douglas, who was acting in his place, has taken up the duties of his appointment as Second Magistrate.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market continued dull and without change. An exception, however, may be noted in favour of Grey Shirtings, which found buyers readily at low prices. In other respects quotations were nominal.

TIENTSIN.—A moderate trade only is reported.

HANKOW.—There had been little or no improvement in the position of the Piece Goods Market. Transactions had again been of the most limited character, and generally there was no change to notice in rates, which in most cases were quite nominal.

CHINKIANG.—Messrs. Spencer and Wolff report:—The lower range of prices established in the Shanghai market has so weakened the hands of holders of Grey Goods here that they have been compelled to submit to a similar reduction. A fair demand still exists for 8¼ lbs. Grey Shirtings at quotations; T-Cloths, however, are but little inquired for. Some settlements of heavy Shirtings have been made during the week at prices which show a fair margin on Shanghai rates.

SHANGHAI.—The Chamber of Commerce Circular says: Cottons.—Until within the last day or two the fortnight has been dull and inanimate in the extreme. There has been no disposition to do more than supply the barest requirements, notwithstanding the inclination of holders to meet buyers. Two days ago, however, tempted by the pressure to sell evinced by one or two importing houses, the trade stepped in, and concluded purchases of 8¼lbs. Grey Shirtings to a large extent, at a reduction of 5 to 8 cands. per piece; Dewhurst's Eagles being done at Tls. 1.8.5, and other chops in proportion. The effect of this movement has been to unsettle the market completely for the time. Buyers are not indisposed to go on, but seem to expect still better terms, while holders, as a rule, prefer to look on, and watch the course of events. 7lbs. Shirtings have been in very moderate inquiry, only the commonest goods being at all freely current at low rates. Heavy weights: 9¾ to 10lbs. have been resold sparingly at Tls. 2.6.2 to 2.6.5. White Shirtings continue very quiet. Prices are nominally about 5 cands. lower, but it would be difficult to force sales. English Drills, after being sold freely at previous rates, seem to have gone out of demand for the moment. Jeans have been offered very generally at a reduction of about 1 mace per piece, and business to a moderate extent has resulted. T-Cloths are only in moderate supply, and sales not being forced quotations are perhaps more steadily maintained. The business done, however, has not been extensive. Fancy Cottons unchanged. Woollens, &c. in fair demand at former rates. Sales chiefly at auction.

FOOCHOW.—Sales were reported of 500 pieces 7 lbs. T-Cloths at $1.875 per piece. Lead was quoted at $8.25 per picul cash, and $9.00 per picul against tea.

CANTON.—There had been a slight improvement in the value of Lead, and quotations closed at $8.40 to $8.50 for L.B., and $8.55 to $8.60 for W.B.; sales for the fortnight had been 800 piculs common quality, and 200 piculs W.B. Quicksilver was quoted $124 per picul.

HONG KONG.—The arrivals during the interval besides the mail steamers had been the s.s. Erl King, Glengyle, Gaelic, Argyll, Priam, and Glenroy, bringing full supplies of manufactured goods for this market and the North. There had been a dull and dragging market during the fortnight, with more pressure to sell on the part of the importers, of which the Chinese had taken advantage to obtain further concessions, while the transactions reported were upon the same limited scale as before. At the outports there was little or no inquiry.

BANGKOK.—The market had been very quiet. The only demand had been for Turkey Red Yarns (12lb., No. 40), of which the stock had been cleared at 290 Tic. per bale.

BATAVIA.—The market had been visited by dealers from the coast and the interior, and although the total of their purchases was not considerable still a greater amount of business in some articles was transacted than had been the case of late. Owing to the lower quotations at home, importers had met the demand more readily, and were willing in most instances to concede a little in prices in order to effect sales.

SINGAPORE.—The market had been very quiet during the fortnight; demand generally had been dull, excepting for T-Cloths (6 lbs. especially), for which there had continued a good request, and fair sales had been made. Grey Drills and Madapollams of light weight, of which stocks were small, were also saleable.

PENANG.—The market during the fortnight had been exceedingly quiet, and transactions had been very limited. There had been no special demand for any particular staple, and prices were generally unchanged.

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EXPORTS.

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TEA.

YOKOHAMA.—The market had been rather brisk, settlements for the closing week amounting to 4,300 piculs. Rates had been rather stiffer after departure of last mail, but closed quiet. The arrivals since the 10th July amounted to some 7,500 piculs, and stocks on hand were about 12,000 piculs. The general character of teas shown was rather inferior, and far from equalling average quality offering at the same date last season. The T. A. Goddard had obtained a full cargo for New York. Current rate of freight £3 per 40 cubic feet. Quotations: —Common, $20.00 to 23.00; good common, $24.00 to 26.00; medium, $27.00 to 30.00; good medium, $31.00 to 34.00; fine, $35.00 to 37.00; finest, $38.00 to 40.00; choice $50.00 (very scarce and quotation nominal.)

HANKOW.—Messrs. Evans Pugh and Co.'s Report says:—Second crop Teas have been arriving freely of late, and up to the present time about 36,000 chests have come to market. The quality of them is generally considered unsatisfactory. The appearance is pretty fair, but the liquor, though not wanting in strength, is poor in quality, and the leaf after infusion is dark. Teamen having asked higher prices than most buyers were prepared to pay, the business transacted has been on a moderate scale, only about 12,000 chests being reported as settled within the last fortnight. The few first-crops that have been sold have in some instances shown rather better value. Second-crops have brought from Tls. 17 to 23½ per picul, against Tls. 17 to 25½ last season. Total arrivals during the fortnight have been about 44,000 chests, against 53,000 chests during the same period last year. Shipments for sale in Shanghai show a considerable falling off, as will be seen from the figures given below. Quotations are:—For fair to medium Oopacks Tls. 18.25 to 25.00, against Tls. 17.00 to 25.50 at same date last season; Oonfas, Tls. 16.50 to 24.25, against Tls. 17.00 to 23.75; Oonahms, Tls. 12.00 to 20.50, against Tls. 13.00 to 20.50. Settlements to date are, 323,992 chests, against 265,391 chests in 1874. Shipments on Native account, 46,450 chests, against 73,985 chests. Contracts, 804 chests, against 4,020 chests. Stock is estimated, at 11,240 chests, against 7,946 chests.

SHANGHAI.—The Chamber of Commerce Reports as follows:—Black: Settlements during the interval have again only reached about half the total of those during the same period of 1874. The business on the whole has been uninteresting. "Common Teas," during the early part of the fortnight, were again a little cheaper, but all other kinds have realised full prices. There are very few first-crop Teas left in stock. Second crops have arrived in quantity during the last few days. As a rule they are poor and pointless in the cup, and dark in infused leaf. A few 2nd Ningchows have been bought at Tls. 30 and 31, but no settlements of Hankow Teas are reported, though one chop Yung Lao-tung is said to have changed hands at Tls. 25½. Settlements for the fortnight, 14,469 chests; reshipment on owners' account, 3,275 chests; stock, 30,300 chests. Green: Stocks have accumulated to a considerable extent. No real offers are being made, but the figures named by foreigners as those at which business might result are so very far below the cost of the Teas and the ideas of owners that there is little likelihood of an opening of the market for some time to come. A few lots made up to imitate Japans have been shown, but neither in make nor water will they bear comparison with the Teas they would have to come into competition with. In appearance the Pingsueys do not reach to the average standard. In water also they are hardly up to the average. New Fychows and Teenkais are expected down in about ten days. Stock.—New Country Tea, 1,717 half-chests; Pingsueys, 15,600 half-chests; Old Tea, 2,000 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—A considerable falling off in the scale of operations has taken place during the past week, and the market closes very quiet. What remains of the first crop is of most undesirable quality, and but little of the second has as yet come to hand; heavy arrivals, however, are shortly looked for. Congou: Operations during the week have been chiefly in the common and flavoury kinds, which have recovered from the decline last quoted; other grades are without change. Souchong: A good business has taken place at rather easier rates. Oolong: Some fine teas have been taken for America, and a line of common for England, showing a considerable advance on last quotations. Flowery Pekoe: The supply of this description has nearly ceased, showing a very short crop; purchases this week are without alteration. Scented Teas: There is no change to report. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 22,592,106 lbs., against 15,438,849 lbs. at the same period last year. To the Colonies, 3,889,135 lbs., against 4,090,311 lbs. last year. To America, 27,276 lbs., against 154,936 lbs. last year.

AMOY.—Congou: During the fortnight settlements had amounted to 6,888 half-chests, principally flavoury kinds at $25 to 27, and good common at $20. Stocks on offer amounted to 38,661 half-chests, but at least one-third of this quantity was mixed with spurious leaf, and accordingly unfit for export. Oolongs: The total supply to date was 25,890 half-chests, against 63,703 half-chests same time last year, showing a marked difference. No settlements reported. The picking of the second crop had commenced up-country, but was going on slowly. Musters were not expected for another month. Formosa Oolongs had been freely purchased at previous rates. At Tamsui very little crop leaf was left upon the market, and fine and choice grades were in demand, commanding higher rates.

CANTON.—Messrs. Deacon and Co.'s Report says:—Advices from home still being very discouraging, and not of a nature to impart confidence to buyers, we have again to report a very trifling business in our Tea market during the past fortnight. The almost entire indifference of buyers has not, however, led Teamen to take the initiative in offering any inducement by generally lowering their rates, though in some kinds purchases can now be made on better terms than previously. Congous: There have been few settlements, and prices are without alteration. We hear of no actual settlements at Macao, but large shipments have been made for a firm in Hong Kong, and settled there at very high prices for low and spurious Tea; a class of Tea which it is difficult to understand any discreet buyer shipping in the face of the Adulteration Act coming into force in England on the 1st January next. Scented Teas: A very small business has been transacted in both Capers and Pekoes, and of the settlements made a portion is destined for the Colonies. Medium Capers may be quoted about one tael lower, but other grades show no change; the few fine Teas on offer are firmly held. In Pekoes, fair and medium long leaf sorts are rather easier, but the business done has been so trivial that we make no change in quotations; of fine and finest Teas there is now a very small stock. "New-make" kinds have been dealt in at former rates, and are in moderate supply. Canton Greens: The whole of the settlements have been made for the Colonial markets.

SILK.

YOKOHAMA.—Scarcely anything had been done on this market. So insignificant had been the transactions that comments on quality and price of the new staple are postponed till the season opens in good earnest. Everything seemed to point to a late opening this year. The greatest uncertainty still prevailed as to the probable supply of silk-worms' eggs for the season.

SHANGHAI.—The following notification had appeared on this market. "Notice is hereby given to Foreign merchants of Shanghai, that on and after to-day, the 5th July 1875, cash payment will be required against delivery of Silk, as soon as the same has been weighed, and an account of the cost arrived at. Interest at the rate of three mace per mil per day, calculated from time of payment to date of departure of vessel, will be allowed to the buyers. By order of the members of the Silk Guild, (signed) Wang Yih-cha, Secretary." To its terms, many foreigners had submitted, but others, disliking the dictatorial tone, and the spirit of combination implied, had resisted, so that coupled with unsatisfactory telegrams from home (of failures and stagnation), the "notice" had helped to restrict business. The business of the fortnight aggregated to a fair amount, and presented no very notable feature. The demand continued to run almost entirely on the grades of Tsatlees costing from Tls. 260 to 290, on Kiahings from Tls. 240 to 290 and on coarse Taysaam from Tls. 230 to 250; prices show hardly any alteration, although the lower rate of exchange favoured buyers. In Chop Silks, transactions had been few and far between, and they were less firmly held, but not much asked for,—Koo-foo-sing's Nos. 3, 3½, and 4 had been sold at Tls. 392½, 352½, and 372½; Pahhoc at Tls. 305, Tsz-kee-yuen's Nan-ling Kiahing at Tls. 290; Re-reeled Silks, which were considered of very bad quality, had been taken for America at high prices. Settlements for the fortnight, Chinas, 4,000 bales. Total settlements since 1st June, 1875, 14,600 bales; against 1874-75, 11,500 bales; 1873-74, 8,500 bales. Comparative unsold stock on this market, on the 10th July, 1875, 15,000 bales; 1874, 12,000 bales; 1873, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report:—Buying commenced early in the fortnight at about last closing rates, and a considerable business was transacted for French mail, resulting in settlement of nearly 500 bales. For this mail steamer 380 bales are reported to have changed hands. Nos. 4 and 5 Tsatlee have lately been bought at a slight decline, and the former quality is now quoted $320 to 325 per picul. Last London advices by wire give 11s. 6d. per lb. as present value there. Third crop samples are daily looked for. The weather lately has been very favourable for producing, and an unusually large yield, estimated at about 4,000 bales Tsatlee, is expected. Loongkongs: 20 bales of this description are included in above settlements. Long-reels have been taken by Parsees to extent of 100 piculs. Re-reels are in small demand, and no fresh transactions are reported. Stock is computed at 900 to 1,000 bales Tsatlee, 150 bales Loongkong, 100 bales Cumchuck and Lacklow, and about 200 to 300 bales of inferior kinds.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 25, at Liverpool, from Rangoon, Bacchus; at New York, from Colombo, Pandila; at Amsterdam, from Akyab, Lennatin; from Rangoon, Nehai; 26, at London, from Akyab, Callao; at Falmouth, from Akyab, Isida; at London, from Rangoon, Beau Monde; 27, at Antwerp, from Akyab, Ravenna; 25, at Amsterdam, from Passaroeang, Cornelia; from Banjoewangie, Pieter Adolf; 27, from Samarang, President van Ryckevorsel; July 15, at Callao, from Hong Kong, Frances Amanda; 29, at Falmouth, from Bassein, Chasca; from Akyab, Blandina P.; from Rangoon, Annie Fish.

DEPARTURES.—Aug. 25, from Cardiff, for Singapore, Europa; 24, from Glasgow, for Batavia, Bromo (str.); 26, from Cardiff, for Galle, Tranquebar; 25, from Penarth, for Singapore, Star of the South; July 17, from Buenos Ayres, for Batavia, David Babcock; Aug. 27, from Liverpool, for Singapore, Magdala; from London, for Shanghai, Titania; 24, from Kiel, for Singapore, Anna Bertha; 27, from Greenock, for Rangoon, Mandalay (str.); 28, from Liverpool, for Shanghai, Agamemnon (str.); from London, for China and Japan, Glenfalloch (str.).

SPOKEN.—Ferninand Louis, from Amsterdam, to Samarang, July 13, 7 N., 22 W.; Andreas Rickmers, from Akyab, to Bremerhaven, July 17, 7.16 N., 28.45 W.; Bavelau, from Maulmain, to Cork, July 5, 13.46 S., 8.31 W.; Aurora, from Glasgow, to Manila, July 21, 12.12 N., 26.36 W.; S.K.J.Q., from Cardiff, to Singapore, Aug. 2, 1L30 S., 24.53 W.; Nicolaas Witsen, from Amsterdam, to Singapore, Aug. 13, 21.40 N., 23.30 W.; Wilhelmine, from Cardiff, to Galle, July 16, 10.50 N., 2.57 W.; N.S.J.D., from Rotterdam, to Batavia, July 25, 14 N., 27 W.

MISCELLANEOUS.—At Port Said, Aug. 24, the Craigforth, from Shanghai, for London. The Tecumseh, from Singapore, for Liverpool, arrived at Port Alfred on the 25th inst. Glasgow, Aug 25.—The Bromo (new str.), 1,249 tons and 220-horse power, built by Messrs. Caird and Co., Greenock, for the Netherlands India Steam Navigation Company, left here for Java on the 24th inst.

MISSING SHIP.—The committee of Lloyd's will be glad of any information regarding the Success, Captain Gent, which sailed from Liverpool for Shanghai on the 27th November last.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The London & China Telegraph.

LONDON: MONDAY, AUGUST 30, 1875.

MARINE INSURANCE RISKS.—A HARD CASE.

UNDERWRITERS who grant policies on the vessels or cargoes of foreigners, and indeed all commercial men who are apt to imagine that in our Foreign-office, and its local representatives, they possess sure champions to protect British interests, and resist the damage done to our commerce by any self-interested injustice, will do well to peruse, in a newly-issued State paper, the correspondence between Lloyd's Salvage Association, Messrs. SMITH, SUNDIUS, and Co., the English Foreign-office, and the German Government, relative to the capture, during the Franco-German War, of the ship *Turandot*, and the indemnity paid by the French on account of that capture. The German vessel *Turandot*, from Hamburg to Hong Kong, was taken into Saigon by a French cruiser. Cargo on board to the value of £6,400 had been insured at war risks by a London firm, and English underwriters had also covered the hull to the extent of £4,550 on the same terms. Both ship and goods were immediately sold in Saigon, and realised, the one 4,500 francs, the other 104,347 francs. On the news of the capture reaching England both policies were claimed and paid.

It happened, however, that when peace was concluded, this capture had never been adjudicated upon in a Prize-court; the moneys were therefore still in the hands of the French, and under the provisions of the Treaty, the shippers belonging to neutral nations received their portions direct from the French Government, while the portions resulting from shipments made by Germans were handed over to the authorities at Berlin for distribution among the parties entitled to them. The German Government, when applied to by the German owner, repudiated their liability, on the ground that he had already got his money from the underwriters; and similarly, when the underwriters applied, the answer made by the German Chancellor was that his Government were not bound to do anything further than indemnify the losses of the owner, and that the latter had already been compensated from other sources (*i.e.*, by the underwriters). The Prussian argument, in fact, comes to this, that underwriters for their own profit insure vessels at high rates of premium in times of war, and if any loss ensues they must bear it. Now this is a very hard state of things. This ship and its cargo were never condemend in a *Cour de Prises;* the whole proceedings were voided before completion by the Treaty of Peace, and in that Treaty it was specially agreed that where any ships or cargoes had not yet been condemned, either they, or, if that were impossible, the full money value shall be restored to their owners. So, in the *Turandot's* case, the neutral owners got back their money from the French Government; the English underwriters, who represent the German owners, *got nothing.* The risk the underwriters took was the risk of complete and proper capture according to international law, but this capture was never completed in a prize court; hence the argument that they must sit down with the loss, because it was the risk they contemplated in the insurance, for which they were paid by a high premium, falls to the ground. The fund now in German official hands is therefore a salvage, somebody is entitled to that salvage, and the somebody must either be the owners or the underwriters. In no case can the Prussian Government keep it for their own profit; the owners having been already satisfied, Germany is merely the trustee for the underwriters. That property irregularly captured should be given up is one of the chances in his own favour which an underwriter contemplates, and which modifies the rate of premium he demands for his protection.

It is clear that if the ship and cargo had been restored to the owners by the French, instead of the money realised by the accident of their sale, the underwriters could and would have recovered -by legal proceedings if necessary— the value of the policies. These underwriters strictly represent the owners, and under the treaty the uncondemned ships and goods, or their money value, "are to be restored to the owners." Our own Foreign-office decline to interfere. Their first plea was that they could not recognise Lloyd's Salvage Association; that each individual underwriter must make his own separate claim; but this evasion was dropped later on, for though Lloyd's offered to see how far the condition would be complied with, they pointed out the absurdity of it, that the strength of the underwriters is the strength which numbers give them, and that to each individual the loss, as to the shareholders by a railway accident, would be a mere trifle. Our Government ultimately decided that "the underwriters cannot claim to be in a better position than the owner of the ship, a German subject, and as the German Government could not be called upon under German law to repay the owner (we presume because he has already recovered his insurance), the decision of the German authorities in this matter cannot properly be questioned by Great Britain." We hope that our readers can discover the force of this objection; we cannot. It is clear that the underwriters made a mistake originally—a mistake due to an honest zeal to maintain their own credit and reputation for punctual payments, by handing over the amounts due on the policies before the "capture" was complete. It was a case of money paid in error, and nothing can be more discreditable than for a powerful civilised Government like that of Germany to be keeping back a paltry sum which has accidentally come into its possession as trustee for the subject of a friendly nation. Let our insurance offices take warning from such a case as this, and be more careful as to what risks they accept and what prompt payments they make where foreigners are concerned. The English Foreign-office has shown itself ready enough to act where a wrong is done in a weak South American State; but it sometimes backs out in what the Yankees would call rather a "mean" way if the fault is committed by a Power whom it would be unpleasant to press.

WE understand that the project of establishing a Professorship of Chinese at the Oxford University will be shortly brought before the Council. The first occupant of the chair will, we are glad to learn, be Dr. LEGGE, whom we trust will be long spared to discharge its duties. Sir RUTHERFORD ALCOCK, Mr. TAYLOR, and others have bestowed much attention to the accomplishment of this object, and we trust it will be carried through.

WE are pleased to notice that M. GIQUEL, Director of the Chinese Arsenal at Foochow, has been raised by the French Government to the dignity of "Officier of the Legion d'Honneur." His plain-spoken opinions on the errors of the policy pursued by France in the Far East have not, we presume, done him any injury, but, we trust, some good.

WE understand that Rear-Admiral KRANTZ, Commander-in-Chief of the French naval division in the China and Japan seas, is to be replaced, in October next, by Rear-Admiral VERON.

MAJOR GREY has been appointed Superintendent of the Jails at Singapore, and will leave in about three months.

THE new Governor of Labuan has not yet arrived in London from the West Indies.

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SIR RUTHERFORD ALCOCK ON JAPAN.

IN his elaborate, but withal rather discursive, paper on Eastern matters, which appears in the current number of the *Fortnightly Review*, and to some points in which we have already called attention, Sir RUTHERFORD ALCOCK discourses of many peoples and many lands, but until almost the conclusion of his article he says little or nothing about Japan, though he fully admits that "since its revolution it has been daily rising in importance." He thinks that the day is not far distant when Japan's place in the comity of nations may be willingly conceded, not only on account of her geographical position, but because she has shown "an earnest desire to assimilate Western civilisation and culture." This is very true to a certain extent, and Japan has already taken a certain place among the nations of the world. Her diplomatic and consular representatives have been received and acknowledged by this and other countries on a footing of perfect equality, but before we go further, and take quite so sanguine a view of her condition, and her right to be counted among the civilised Powers of the earth, as that which is entertained by Sir RUTHERFORD ALCOCK and some other writers, would it not be well to be better assured of the permanence of her new institutions and of the absolute reality of her "desire to assimilate Western civilisation and culture?" We gladly admit that, as far as human judgment can at present determine, her progress onwards appears to entitle her to considerable commendation; but still, and we regret to see it, there are matters in which she vacillates and shows a retrogressive tendency. The question of opening the interior of the country is still in an unsatisfactory state, and until that is settled in a liberal sense, Japan cannot expect to have her "place in the comity of nations willingly conceded." We had hoped, indeed, that this vexed question had been finally set at rest, and that the Japanese Government had fully made up its mind to admit foreigners into the interior under a reasonable passport system. This hope seems destined to disappointment, for we learn from the *Japan Herald* of June 23rd that "the Japanese, with their usual short-sighted illiberality, "are seeking to make the terms on which passports are "granted to foreigners, to enable them to travel in the in-"terior, still more stringent," though at the same time it is but fair to add that there is some chance of "the more obnoxious regulations" being modified. Still, this retrogressive action on their part, though it may not in the end be of a very serious nature, is discouraging, and makes men hesitate before placing implicit faith in the permanence of the new institutions in Japan and in the enlightened liberality of her monarch and leading statesmen. Then, again, there is the recent action in regard to the Mint, and the rumour that the Japanese Government has under consideration the idea of placing some restrictions on the liberty granted to the Press. These and other matters, taken as a whole, point out unmistakably the very unsettled nature of Japanese institutions, indicating that of late years her pace has been too fast for solidity and permanence. When this transitory and unsettled condition of things has come to an end, and that very desirable consummation is patent to the world, then, and not till then, can we be reasonably expected to subscribe to Sir RUTHERFORD'S idea that "European policy and alliances for peace "and war will have to take account of their presence in "the high roads of Western and Eastern commerce across "the Pacific and in the Chinese seas;" for until their power is much more developed, we fail to see that they would "prove very useful allies and troublesome enemies to the "commerce of any other State having a great Eastern "trade." Though his views, as enunciated in the paper to which we refer, are of a little too roseate a hue, most thinking people will, we conceive, readily agree with Sir RUTHERFORD'S concluding remarks in regard to the Japanese. "Russia," he says, "has lately obtained "possession of their half of Saghalien in exchange for the "Kurile Islands to the north of Japan. I do not know "that any valid objection can be raised to such an ex-"change, but it is to be hoped that this kind of traffic may "end there. Japan has always been jealous of her inde-"pendence, and she may now count upon the interest "which all the Western world has in its preservation."

"THE TIMES" ON TRANSIT DUES.

IN another column we give an article from *The Times* on the Transit Dues, in which the writer states:—"Under the "transit clause of the last Treaty foreigners *enjoyed an advan-"tage over natives* in being able to send cotton and woollen "goods into the interior by paying a fixed transit duty, "amounting to half the import duty, while natives remained "subject to the capricious exactions of the mandarins;" and goes on to say that advantage was taken of this circumstance by certain foreigners to sell their names to natives who were thus "able to pass goods, which they had bought, into the heart of the country under the transit duty." The case has repeatedly been stated in this form, but it is not by any means in accordance with the facts, although such a view of the subject is to some extent borne out by the general appearance of the provisions in the Treaty. The truth is that it was never intended that the Treaty should place the foreign merchant at any advantage over the native; nor, in fact, did the provision which was made tend in any way to do so. By the 28th article of the Tientsin Treaty it was agreed that, in order to put a stop to the irregular inland duties levied upon English goods or upon produce for the English market, the Chinese authorities should "declare the amount of duties leviable "on produce between the place of production and the place "of shipment, and upon imports between the Consular "port in question and the inland market named by the "Consul." This, however, was never done, the Chinese officials always raising difficulties when asked to state what the actual amount of duty was, and hence a compromise was agreed to in the commercial articles supplementing the Tientsin Treaty to the effect that the British merchant could pay *either* the actual inland duties *or* a commutation of 2½ per cent. *ad valorem*. In practice the commutation was always resorted to and transit passes granted through the Consul on this basis. These were given to the natives, and it was fully understood that according to the Treaty the payment of the commuted duty of 2½ per cent. covered all charges, either from the place of production or that of consumption. At first the passes were respected, but after a time the local officials brought pressure to bear upon the Chinese holders of the goods, to obtain further dues, and hence it was that some foreigners lent their names to Chinese and declared themselves owners of goods which were entitled to be exempted from transit exactions, but which were taxed if they were considered the property of the Chinese. On matters reaching this stage the Chinese local officials resolutely maintained that the tax was leviable upon foreign goods when once they had passed into the hands of the natives, although there was no doubt that the design of the treaty was precisely to prevent this, and to establish one uniform tax on the goods, irrespective of ownership. The matter was subsequently, on a special case, referred to Peking, and Mr. WADE succeeded in obtaining from the Imperial Government a declaration to the effect that the rights under the transit dues clause were not affected by the ownership of the goods, and that Chinese holders of foreign goods upon which the commuted transit dues had been paid were equally entitled to be exempt from the further payment of inland taxes in transitu. This decision at once shows the true bearing of the Treaty, and places the action of the foreign merchants who had lent their names to the Chinese holders in a very different light to that in which it would otherwise appear. It makes it clear that, although they were, strictly speaking, guilty of an evasion, they evaded not a legitimate tax, but what was simply an illegal and impudent imposition.

THE S.S.N. CO.'S LATE S.S. "CHUSAN."

In compliance with an order of the House of Commons, made on the motion of Sir Wilfrid Lawson, a copy of correspondence which the Board of Trade has received on the subject of the ship *Chusan*, wrecked on the coast of Scotland on the 21st of last October, has just been made public. The three principal documents are—(1.) Report by the Court of Inquiry, held at Ardrossan before two Justices of the Peace and two Nautical Assessors, into the circumstances attending the loss of the steamer; (2.) Report on the vessel by the Principal Shipwright Surveyor to the Board of Trade and the Chief Examiner of Engineers, Marine Department, Board of Trade (W. H. Turner and J.

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McFarlane Gray); and (3.) Letter from the Board of Trade to Mr. C. L. Norman, the registered sole owner of the vessel. The first two documents are too voluminous to admit of a detailed summary being given, but we condense below some of the leading items of information which they contain.

The *Chusan* was an iron paddle steamer of 953·43 net register tonnage, built by Messrs. John Elder and Co., of Glasgow. "The vessel was a steamer, intended for river and sound navigation, of the peculiar type known as the Hirsch model, the speciality of which may be thus described. The keel is recessed into the bottom of the vessel, the greatest depth of hold being in the bilges, which are in a horizontal plane with the bottom of the keel, and which in this case are 13½ feet distant from the keel. She was propelled by a single cylinder vertical beam-engine of 300-horse power, nominal, similar to those used in American river steamers. She was registered in London in the name of Charles Lloyd Norman, as sole owner, but she was in reality the property of the Shanghai Steam Navigation Company, of which the registered owner was simply the agent in England. She left the Clyde on the 10th of October, bound for Shanghai, with a crew of forty-eight persons all told, thirty-nine of whom were coloured men, commanded by Mr. G. C. Johnston, who held a master's certificate of competency. There were in addition, three members of the master's family on board, Mr. May, the Engineer, who superintended her when building, and Captain King, who is to take the sister vessel, now building, out to China. The two latter persons were to be landed when the pilot left the vessel." The steamer arrived at Waterford in due course, and owing to circumstances which had taken place during the voyage the master took measures to have her surveyed. It being reported that "she could return to Glasgow with safety (in order to be strengthened), but was not fit to proceed to China," she accordingly left for that port on October 19th, and, as is well-known, she was wrecked at the entrance to Ardrossan harbour, having drifted on to the Grinan Rock and broken herself in two about 100 feet from her stern. Nine persons, including the captain, were unfortunately drowned. "After careful consideration of the evidence, as well as of the written opinions of the professional experts sent down by the Board of Trade," the Court came to an unhesitating conclusion that the vessel, independently of its model, was faithfully built of good materials, but that a vessel of her peculiar model and dimensions was not safe and seaworthy for a passage to China at that season of the year; that the master was responsible for the navigation of the vessel back from Waterford; that he was to blame for not having the sails bent or gear rove, and that some other errors of judgment were committed. The Court further added some remarks and recommendations about the method of managing rocket apparatus and the lifeboat station, as owing to some shortcomings in this respect, at least two lives were undoubtedly sacrificed. They also beg to represent to the Board the gallant conduct of three ship carpenters and a pig iron labourer, all of Ardrossan, and to recommend them for rewards for their strenuous efforts to save life on the occasion.

The professional report on the steamer is a very complete one, but it necessarily abounds in technicalities, and it is impossible to summarise it briefly; one or two points, however, are worthy of notice. Notwithstanding their statement "that the *Chusan* was not strained by the sea before she actually struck the beach or the rocks, that the extreme deflexion was a mistake, that the broken rivets in the boiler casing were unimportant, and that the cracked frames are the result of an accident of the launching,"—points, be it observed, the supposed importance of which caused the vessel's attempted return to Glasgow,—the experts are of opinion that "the *Chusan*, when she left the Clyde, and when she left Waterford, could not be certified to be a seaworthy vessel for a voyage to China" at that season of the year, though when she "got on her superstructure of houses, if she had got out safe to China, she would have become perhaps a strong vessel, but for the voyage out she was weak in respect to deck ties." Alluding to a marked defect of the *Chusan* as a sea-going vessel, they observe that if she "had been fitted with a false keel, the leeway would have been much less, and the vessel would have been less influenced by an over-immersed paddle-wheel, but she would have been less sensitive to the helm." In their opinion "the vessel was wrecked because she was unmanageable in a severe gale; she was unmanageable because she had no efficient keel, and because of the great surface she exposed to a beam wind when on the rock; she broke up because she was deficient in deck-tie strength." A short time after the inquiry was over, a copy of the report made by the Court was forwarded by the Board of Trade to Mr. C. L. Norman, the registered owner, accompanied by the following pointed remarks:—"From this report, and from the evidence given before the Court, the Board are advised that the conclusion may be drawn that vessels of the *Chusan* class are not safe and seaworthy for an ocean voyage from this country at all seasons of the year. The Board of Trade trust that you will not overlook this expression of opinion, as it may be their duty to interfere, under the Merchant Shipping Acts of 1871 and 1873, with the attempted sailing of similar vessels from ports of the United Kingdom on long voyages, unless commenced at seasons when there is a reasonable prospect of the vessels arriving at their destinations without encountering very heavy weather during the passage."

THE REFLECTIONS OF THE BURMESE KING.

(SPECTATOR.)

"Praise to the All, and to my intelligence, I have outwitted that dangerous barbarian, and carried all my points, without declaring war! With my 40,000 troops, and my new cannon and Leeseetahi's aid and the jungle to retreat into, war would not have been too dangerous, but I have done without war. That man in Calcutta has been trying to bully me, and has got less than nothing for his pains. He sent the big Envoy here with an escort to worry me about some officer's death in China and the rights of Western Karens and his own claim to send an escort to his Residency at Bhamo, and he threatened and collected troops, and demanded my reasons for entertaining my Chinese friend, and seemed as if he were about to invade Burmah. His predecessors did just those things, and my predecessors lost provinces in consequence, but I kept my head. There were all my counsellors as frightened as girls on the ghaut when they see an alligator, but, fortunately, I am the King. I did not give way, and I did not fight. The big Envoy had the impudence to send up from Prome to ask why I entertained Leeseetahi, as if any representative of China was not his superior. So I told him Leeseetahi was here on a ceremonial mission from my protector at Peking, and he believed me, and came up the river placably. Leeseetahi can send me troops if I want them, for all that. Then the big Envoy wanted an audience with shoes on his feet,—that is, equality with Me! No, no! not in Burmah, or where would my throne be next day, and my treasures? He may have a carpet out of my benignity, white feet being too tender for the pavement, but he must have nothing as of right. He was told to take off his shoes, and he did. Then I knew he did not want war in order to seize my kingdom, and I meditated how to avoid smaller unpleasantnesses. There was the murder of Margary. Well, I did not order that; I never heard of Margary. I only told my envoys, as they started for Peking, that those intrusive white men, always hunting about to steal my trade, must be stopped, or I would hold them responsible, and the white men were stopped quite successfully. The King is well served. So I told the big Envoy I knew nothing of the murder, and was very sorry it had happened outside my territory; and when he showed his letters instigating the murder, I accused a priest of forgery, and punished him, and what could the big Envoy say? He said nothing, and looked angry, and what are his looks to Me? Then there were those Karens. The Calcutta man says they are his. His! Every Karen alive is the slave of the heir of Alompra, whose empire stretched from China to the Ganges, and who are these special Karens? Still, the Calcutta man did not ask them for himself—that would have been perplexing—but only that they should be independent, and of course I granted that. Why should they not be independent—of him, at all events? I am a warrior King, and can conquer independent States very easily, when nobody is looking on. Let Koonti call himself independent. So was Pegu when Alompra set up his standard there, and half exterminated its people. Nothing is lost by that agreement. Then there was the demand for escort for the next expedition to explore China, or to punish Leeseetahi. That was impossible. An escort?—then their trade would be safe, and by-and-by they would make profit, and then they would be angry with my monopolies, which I said I would give up, and then they would eat up Me. That would not do, so my Minister—whom I must remember to execute, for he was far too civil to that big Envoy—told him that an escort could not be allowed. Nor shall it. I must have money, and I cannot tax as these English do, and my trade is my treasure, and nobody shall come between me and my customers, and hunt about and make roads, and undersell Me. I was afraid about that refusal, and delayed it to the last minute, but the big Envoy is gone, and there is no war. Perhaps, the Calcutta man is afraid of war and of Me."

THE CONSULAR REPORTS AND TRANSIT DUES.

(THE TIMES.)

The reports from Her Majesty's Consuls in China for the past year are of considerable interest from several points of view. As a general rule they show that the foreign trade of China is on the increase, but side by side with it we find the fact that it is more and more changing its complexion. A period of encroachments has again set in, and native traders, as well as native officials, are steadily pursuing a course inimical to all foreign interests. To some extent, we are told, foreign merchants are themselves to blame for this state of things. They, it appears, took, some years ago, a rather questionable mode of extending their business in the interior of the Empire. Under the Transit Pass clause of the last Treaty, foreigners enjoyed an advantage over natives in being enabled to send cotton and woollen goods into the interior by paying a fixed Transit duty amounting to half the import duty, while natives remained subject to the capricious exactions of the Mandarins. Under that system the trade was pretty well divided between foreigners and natives, we are told, the latter buying from the former, and taking their chance of getting the goods through. But the foreigners were not content with that arrangement; they wanted to control more fully the internal trade, and to that end sold the use of their names to native traders, who were thus able to pass goods that they had bought into the heart of the country under the Transit duty. This acted very well for a time, but, being resorted to by all native dealers, it seems to have gradually caused the Transit trade to drift into their hands, and now it is impossible to get goods into the interior from some ports, except by means of native guilds, who charge just what duty they please. The consequence of this is that the old capricious, greedy, treacherous ground is once more that on which foreign trade with China threatens to rest, and the exactions under which foreign merchants groan threaten by-and-by to produce the old result. In spite of this enormous draw-

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back, the volume of foreign trade with China is increasing, and native merchants do not materially trench on the ground of the importer. They confine themselves, from mixed motives of pride, jealousy, and inordinate greed, to hustling the foreigner out of the internal markets, and establishing an order of things which enables them to torture and fleece him to their heart's content.

A chief topic in these reports is the opium trade, and it is one that possesses very strong interest to this country for several reasons. All testimony seems to concur, for example, in sustaining the fact that the competition of native-grown opium is yearly gaining ground upon the Indian. There is still a great demand, of course, for the Indian drug, and a great deal of the native is used either merely to supplement it or by the people in districts where but for it no opium would have been used at all. But, making all allowance for these considerations, it remains that the native opium is gaining ground. A taste for it is said to be growing up among people who formerly smoked Indian, and the consistently hostile policy of Chinese officials in many places fosters the former against the latter. Few disillusions are, in fact, more complete than that produced by a study of the Chinese mode of handling the opium traffic, and well-meaning philanthropists in this country might moderate their wrath against a corrupt and inhuman Indian administration did they realise how steadily Chinese officials have treated opium as a source of inordinate gain. At present they handle the conflicting opium interests with their accustomed skill. Against the native grower all manner of edicts are fulminated. He is forbidden under the severest penalties to cultivate the poppy, and then when he defies the law officials are able to make him pay what they please for his impunity in doing so. Thus, the righteous, self-denying edicts raised against native opium are useful as a means of raising irregular contributions towards the mandarins' expenses. Foreign opium is differently dealt with, on the same principle that regulates Chinese dealings with other branches of foreign trade. It has been consigned to the native guilds, just like cotton or woollen goods, or any other imported article. The treaty stipulations are not ostensibly gnored. On the contrary, if a foreign merchant pays the transit duty, and sends his opium into the interior, nobody will say him nay. But he will not be able to sell it freely when once he has got it in. Whenever he makes a sale the purchaser will be pounced upon to pay to the guild at least twice the duty that it would have exacted had the merchant consigned his opium to its charge at the first. This method affords splendid opportunities of plunder to the official class who go shares with the guilds over the whole range of the import trade, but it acts with peculiar force on Indian opium, which is subject to "squeezes" to an extent that has driven the English merchant out of the trade altogether. It is now almost entirely in the hands of native traders and smugglers, who ship it from Hong Kong and Shanghai to the other ports, and take it inland as best they can. No doubt this system militates against prosperity in the Indian opium traffic, but that is not a circumstance our English merchants should regret, although one which, coupled with the spread and improvement of the native product, may cause considerable trouble to the Indian Exchequer. Even it can have this consolation, however, that mere greed will prevent the Chinese from so loading the Indian drug with imposts as to drive it from the market altogether, so long, at least, as the native article does not offer the same chances of profitable robbery.

The exports of China beyond tea and silk are chiefly noticeable for the indication they afford of what China might be capable of were it opened up and free like a civilised country. There is nothing to hinder China from becoming a great exporter of raw cotton, wool, metals, coal, corn, tobacco, sugar, and a host of other things which the rest of the world could find room for and consume. As yet the small streamlets of her exports give but the faintest indication of what might be, but the tendency is towards increase, and the taste of profit which the small beginnings afford may yet work wonders in opening up the country.

THE NEWS FROM PEKING.

(THE TIMES.)

The commercial interests of England in China are enormous in extent and importance, and there is a considerable resident European population which is accustomed to look to the Great Powers of the West for security against murderous outrage and indiscriminating plunder. It is not likely that Mr. Wade, who knows the Chinese character thoroughly, and who fully appreciates the dangers to English life, English property, and English trade that would be involved in an outbreak of Celestial fanaticism will incur any unnecessary risks. At the same time, in dealing with the Chinese it must always be remembered that weakness is the most perilous of all politics. If Mr. Wade were to relax the rigour of his demands for reparation on the score of the Manwyne disaster, with the hope of averting some dreaded explosion of popular rage, he would do more to precipitate the catastrophe than if he exacted successfully the punishment of a hundred criminals. While, therefore, prudence is indispensable in the conduct of the negotiations which are at present in the hands of Mr. Wade, courage is even of greater importance; and it is certain that only a judicious union of both will pilot us through the difficulty in which, by no fault of our own, we have become entangled. Of course, if the Chinese are determined to try their fortunes in war once more, they can easily force a quarrel upon us; but we are disposed to think that for the moment they are rather inclining towards a martial assertion of that superiority in the world, which is the most deeply rooted of their convictions, than absolutely determined upon it. For many years past—indeed, we may say since the conclusion of the last war—the Chinese have been "letting I dare not wait upon I would," amassing all the weapons of modern warfare on the one hand with which to crush the "barbarians," and on the other yielding to the influences of European civilisation a reluctant but eminently practical homage.

This attitude of doubt and suspense has been due partly to the abiding effects of the sharp lessons they were taught when they last measured their strength against that of Europe, and partly to the personal character of the Prince of Kung and some other statesmen at Peking, who believed that a foreign war would break up the Empire. But a generation has now grown up which forgets the burning of the Winter Palace, and the power of the Prince of Kung has been shattered and his party dissolved. These restraining motives, then, are no longer operative in Chinese policy, and it is, therefore, a question whether the patriotic arrogance of the Government will not get the better of mere worldly wisdom. Why, the war party among the Mandarins are doubtless contending—why should we spend our money in buying all sorts of costly and curious engines of war, the artillery of Armstrong, of Whitworth, and of Krupp, rifles on the Snider, the Chassepot, and the Dreyse systems, if we are to make no use of them after all? These Peking statesmen have purchased a new weapon, and they would like to try it to some purpose. Already they have advanced for the reconquest of two important provinces which were torn from their Empire by the great Mahommedan revival, and they have, in fact, succeeded in eradicating the faith of Islam in Yunnan. Whether they will be as fortunate in Kashgar may be doubted. The adventurous Yakoob Khan, whom we knew a few years ago as the Ataligh Ghazee, is said to have repelled their invasion, to have assailed them in turn, and to have carried a war of vengeance into the heart of the Chinese territory. But we must not forget the overwhelming torrent of mere numbers that China could fling upon any foe not more civilised than herself.

Even an European Power would now find the Chinese a vastly more formidable enemy than they were thirty or even fifteen years ago. We should not get out of a war with China without having to pay heavily in men as well as in money. Nevertheless, the issue could not be doubtful. We should assuredly be victorious, though the victory would have to be attained by blows struck at those parts of the Chinese Empire which feed our trade most copiously. But the result of which we should be most apprehensive, if we were again to be forced into a mortal struggle with China, would be the anarchy that would inevitably follow the defeat of the Peking Government. The existing dynasty, already discredited, and secretly believed by the population to be effete, could not stand the shock of another disaster. The Imperial Family would fall and probably involve in their ruin the whole order of Mandarins, who have been practically trained in the work of Administration. Both the elaborate official system by which the provinces of the Chinese Empire are held together and the organisation of the army would at the same time go to pieces. China would be splintered into a score of petty principalities, and, losing the long and potent tradition of its divinely-ordained Government, could only be redeemed from social dissolution by the vigorous grasp of some civilised conqueror. But what nation would dare to accept the charge? With all our faith in the governing capacity of England, we own that we should recoil from the addition of two more Indias to that which we rule already.

Monetary and Commercial.

Lord Cairns's third and final award in the Albert Life Assurance Arbitration has been made public, and declares the affairs of the several associations, societies, and companies comprised in the Arbitration Act of 1871 to be completely wound up and finally settled. The total claims established against that company amounted to £1,667,231 7s. 3d. The call on the shareholders actually realised £117,343 16s. 6d.; the other assets amounted to £246,992 6s. 8d.; these, together with interest on the investments, made up a general fund of £374,205 7s., but only £338,575 7s. 11d. was applicable for dividend on the claims of unsecured creditors. The three dividends of 3s. 11½d. in the pound consumed £329,972 12s. 9d. The total expenses of the arbitration amounted to £88,169 1s. 11d.

We learn by telegram from San Francisco that the Bank of California has suspended payment. The President of the Bank says there are plenty of assets but no available cash. This Bank had considerable transactions with China and Japan. The agent in London is the Oriental Bank Corporation, who are fully covered.

At a meeting of the Mediterranean Extension Telegraph Company (Limited), the report was adopted and a dividend at the rate of 3 per cent. per annum was declared, as well as the half-yearly dividend on the 8 per cent. preference stock, and £500 was carried to the reserve fund, making it £7,848.

Mr. E. Roche has retired from the firm of Lloyd, Matheson, and Co., tea-brokers, of Fenchurch-street.

At a meeting on the 24th inst. of the creditors of Messrs. Edmund Jones and Co., merchants, of King William-street, trading with Burmah and China, who stopped payment in July, a balance-sheet was submitted by Messrs. Andrews and Mason, the accountants. The liabilities shown amount to £102,898, the assets to £54,235, but the whole situation is not revealed in these figures. Of the liabilities £56,000 are on Collie bills, for which no goods are traceable, and only £24,000 on actual goods account. The chief asset is the balance of a sum of £55,812, due by the Rangoon firm of Jones and Co. to the London firm, which amounts to £49,403. This it appears the London firm cannot tell the value of. Although trading under the same name and supposed to be one, the firms are not constituted alike. The sole partner in the Rangoon house is Mr. Cowie, but in London the firm consists of Messrs. Batchelor and Cowie. Mr. Batchelor has recently returned from a tour in China. Until Mr. Cowie sends home a power of attorney nothing can be done, but when that comes it is the intention to

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present a petition for liquidation by arrangement. The total available cash possessed by the firm in London at the time of its suspension was £1 13s. 8d., and the goods on which there was no lien were worth £28 5s. Except this Rangoon debt there was not £5,000 worth of assets shown, and everything therefore depends on whether it be worth anything or not.

A meeting of the creditors of Messrs. Schultze and Mohr, in the East India and China trade, whose suspension was announced last month, has been held, when it was resolved to liquidate the estate by arrangement, Mr. Arthur Cooper (Cooper Brothers and Co.) being appointed trustee, with a committee of inspection. The immediate discharge of the debtors was unanimously granted. The statement of affairs shows liabilities expected to be proved £142,524 6s. 5d., against assets £7,971 11s. 3d., or only 1s. 1½d. in the pound. Large losses have been made in speculative operations in wheat, which was sold to arrive before the late important advance in prices. Probably little would have been gained morally by throwing the firm into bankruptcy, and the dividend would certainly have been less—perhaps nothing at all.

A meeting has taken place of the creditors of Messrs. Da Costa, Raalte, and Co., when, pending the receipt of further advices from Egypt, it was resolved to adjourn till the 30th inst. The liabilities amount to £135,580, exclusive of a claim by Behrend Brothers, of Alexandria, for about £130,000, while the assets, including £49,800 claimed by the latter firm, but believed to be the property of Da Costa, Raalte, and Co., are estimated at £85,200.

A meeting of the creditors of W. J. Craven, in the China trade, will be held on the 6th Sept.

Messrs. J. and A. Yule, of Fenchurch-street, have arranged with their creditors by a composition payable by instalments, and the proceedings for liquidation by arrangement will not be proceeded with. Messrs. Taylor and Kier, Shanghai, who drew on Messrs. Yule against shipments of tea, &c., have made an assignment for the benefit of their creditors.

Mr. John P. M'Laren, shipowner, of Greenock, has suspended payment, with liabilities amounting to £15,000.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 21st inst. was 3,557,358 lbs., of which 2,077,873 lbs. was for home consumption, 756,360 lbs. was exported, 709,477 lbs. was removed coastwise, 110,351 lbs. was sent coastwise for export, and 3,297 lbs. was for ships' stores. The duty received amounted to £51,947, or about 9 per cent. less than in the previous week. In the year 1874, as is shown by an official return, the Customs' duties amounted to £3,435,586, being an increase on the preceding year of £134,980.

The amount of bullion per P. and O. steamer *Australia*, from Southampton on the 26th inst., was—in gold, to Galle, £75 ; in silver, to Singapore, £64,700 ; total, £64,775.

The market for Bar Silver has improved to 56⅜d. per oz., and Mexican Dollars, those by the French steamer, have been sold for China at 55½d. per oz., showing a rise of ¼d. per oz.

The P. and O. steamer *Nizam*, which arrived at Southampton on the 23rd inst., with the heavy portion of the last inward P. and O. mail, brought £63,218 in Japanese gold coin.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 3, Duke of Abercorn ; 4, Galley of Lorne (str.); 12, Jessie McDonald, Satsuma ; from New York, 3, Ukraine ; from London, &c., Aug. 23, Flintshire (str.).

At SHANGHAI.—From London, July 2, James Shepherd ; from Liverpool, 8, Sarpedon (str.); from New York, 6, Benefactor ; 8, Haze ; from Hamburg, Aug. 18, Bellona (str.); from London, &c., 21, Quang Se (str.) ; from Liverpool, — , Stentor (str.).

At HONG KONG.—From Swansea, July 10, Amadine ; from Liverpool, 11, Rover of the Seas ; from London, &c., Aug. 14, Quang-Se (str.), Stentor (str.); from Portland O, Aug. —, Gazelle ; from London, &c., —, Cybele (str.), Naples (str.).

At BATAVIA.—From London, July 4, Nicolo Tommaseo ; from Cardiff, 15, Brothers German ; from Newcastle, 15, Saarikoski ; from Bordeaux, 15, Mater ; from Holland, 7, J. B. Walker (str.), Kosmopoliet III.; 9, Friesland (str.); from Cape Town, 6, William Clowes ; from Santos, 8, Cometen ; from Buenos Ayres, 6, Christina ; 16, Richard McManus ; from Liverpool, Aug. 13, Jan Pieters Koen ; from Nieuwe Diep, 18, Voorwaarts (str.) ; from Genoa, 20, Batavia (str.).

At SINGAPORE.—From Liverpool, July 22, Menelaus (str.); from Cardiff, 21, Geo. Peake ; 22, Arvis ; from Sunderland, 22, Orion, Josephine ; from Bordeaux, 22, Therese and Nelly ; from London, Aug. 18, Kate Carnie ; from London, Aug. 19, Paraguay (str.), Bristow ; from Liverpool, —, Orestes (str.).

At PENANG.—From London, July 12, Hope ; Aug. 26, Teviot (str.)

DEPARTURES.

From FOOCHOW.—For London, Aug. 22, Tom Morton (str.).

From YOKOHAMA.—For New York, June 25, Annie Braginton ; 30, Stillman B. Allen.

From SHANGHAI.—For London, July 4, Ajax (str.), Altona (str.).

From HONG KONG.—For London, July 13, Altona (str.) ; 14, Ajax (s.).

From BATAVIA.—For Marseilles, July 16, Robertus Hendrikus ; for Holland, 11, Kennemerland ; 13, John Bramall (str.), Marie ; 17, Prinses Amalia.

From SINGAPORE.—For London, July 16, Mongul ; 19, Hougoumont. Florence ; for Liverpool, 16, Bertie ; for Mauritius, 20, Formosa ; for London, Aug. 20, Glenroy (str.); 23, Aegean (str.).

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Mora, T. A. Goddards, Walton.

At SHANGHAI.—For London, Lord of the Isles (str.), Deerhound, Norman Court, Scindia, Westbury, Zephyrus.

At HONG KONG.—None.

At BATAVIA.—For Marseilles, J. B. Walker (str.) ; for Holland, Prins Hendrik (str.), Friesland (str.), Maria Elise.

At SINGAPORE.—For London, Tynedale ; for Liverpool, Star of Peace ; for Marseilles, Ulva ; for New York, Bengal.

At PENANG.—For London, Zehlima ; for New York, Enrico Dandolo.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To New York, £3 per 40 c. feet.

From SHANGHAI.—To London, £3 10s. per 40 ft. ; sailing vessels £3.

From HONG KONG.—To London.—No vessel loading.

From BATAVIA.—To Amsterdam, coffee 80f., sugar 70f., tobacco 90f., hides 110f., tin 50f.

From SINGAPORE.—To London per steamer :—Tin, 15s ; sago and tapioca, £2 17s. 6d. ; coffee, £4 ; measurement goods £3 15s.

From PENANG.—To London, by steamer tin, £1 10s. ; tapioca, £3 12s. ; measurement goods, £4 10s. ; to New York, sailing vessel, tin £1.

TELEGRAMS FROM THE FAR EAST.

YAKOOB KHAN IN CHINA.

ST. PETERSBURG, AUGUST 27.—Advices received here from Kashgar announce that Yakoob Khan is capturing Chinese towns one after the other, without resistance on the part of the inhabitants. The troops sent three years ago from Peking against Kashgar have not yet reached their destination, having been obliged on their way to build quarters, sow grain, and await the harvest in order to provide themselves with food before continuing their march.

THE MURDER OF MR. MARGARY.—REPORTED DIFFICULTY WITH CHINA.

BOMBAY, AUGUST 27.—The *Bombay Gazette* of to-day publishes a telegram stating that Mr. Wade, the British Minister at Peking, has been thwarted and insulted in his negotiations with the Chinese Government, and has in consequence telegraphed home for instructions, at the same time demanding more troops.

CALCUTTA, AUGUST 27.—No official intelligence has been received confirming the statement of the *Bombay Gazette* that Mr. Wade, the British Minister, had been insulted at Peking. Mr. Wade, up to the present, has only expressed to the Home Government his dissatisfaction with the attitude of the Chinese Government, and suggested that it might be expedient to have troops in readiness to be despatched to China should the necessity arise.

SHANGHAI, AUGUST 26.—The foreign squadrons are concentrating at Chefoo.

SHANGHAI, AUGUST 28.—Advices received here from Peking state that Mr. Wade, the British Ambassador to the Chinese Government, when paying an official visit to the Viceroy Lihungchang, was kept waiting at the door, and consequently withdrew. The Viceroy, however, immediately tendered an apology to Mr. Wade, and the incident is not considered to bear a serious aspect.

THE MAILS.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, AUG. 24.—The P. and O. Company's steamer Venetia, with the heavy Indian and China mail, left at 7 P.M. for Southampton, where she may be expected about the 6th proximo.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, AUG. 23.—The P. and O. Company's steamship Nizam, from China, *viâ* the Suez Canal, arrived this morning with the heavy India and China mails, 158 passengers, £63,218 in specie, 17,793 chests of tea, 433 bags of coffee, 1,615, bales of silk, and about 3,500 packages of miscellaneous cargo. She left Shanghai on June 24 ; Hong Kong, July 3 ; Singapore, 10th ; Penang, 12th ; Galle, 21st ; Aden, August 1 ; Suez, 9th ; Port Said, 10th ; Malta, 14th ; and Gibraltar, 18th.

NEXT INWARD MAIL.—SUEZ, AUG. 26.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 3rd of September.

INWARD MAIL DUE SEPTEMBER 20.—GALLE, AUG. 21.—The Messageries Maritimes steamer Irawaddy, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 30.—GALLE, AUG. 22.—The Messageries Maritimes steamer Anadyr, from Marseilles 1st August, left here to-day for Singapore.

OUTWARD MAIL OF JULY 9.—SHANGHAI, AUG. 20.—The P. and O. Company's steamer Surat, with the London mails of the 9th of July, arrived here to-day.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, AUG. 21.—The Star Ball steamship Acton sailed to-day with the Dutch mails and a general cargo, for Batavia, Samarang, Sourabaya, &c.—BATAVIA, AUG. 18.—The Nederland Company's steamship Voorwaarts arrived here to-day, thirty six days from Southampton, via Padang.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DE CALICE—On the 20th Aug., at Vienna, the wife of Baron de Calice (born Castellain), Austrian Minister at Bucharest, of a son and heir.

DOUGLAS—On the 20th Aug., at Larkbear House, near Southall, the wife of Robert K. Douglas, Professor of Chinese at King's College, of a daughter.

DYER—On the 12th July, at the Imperial College of Engineering, Tokio, Japan, the wife of Henry Dyer, of a son.

HAUSCHILD—On the 14th July, at Hong Kong, the wife of L. Hauschild, Secretary, Imperial German Consulate, of a son.

HENNESSY—On the 18th Aug., at 12A, Curzon-street, Mayfair, Mrs. Pope Hennessy, of a son.

HUNT—On the 6th July, at Kobe, Japan, the wife of H. J. Hunt, of a son.

KERSHAW—On the 26th Aug., Mrs. John Kershaw, Park House, Willesden-lane, N.W., of a son.

OJEDA—On the 11th July, at Yokohama, the wife of Emilio de Ojeda, of a son.

MARRIAGES.

FORREST—PARRY.—On the 19th Aug., at Trinity Church, Kentish Town, Edward Forrest, of Ceylon, to May, only daughter of the late William Valentine Parry.

GALLIE—FARNHAM.—On the 12th Aug., at the English Episcopal Church, Hamburg, by the Rev. C. F. Wiedemann, F. William Gallie, of Hamburg, to Adella Matilda, only daughter of S. C. Farnham, of Shanghai.

HANCOCK—RUSSELL.—On the 21st Aug., at St. Mary's, Tyndale's-park, Clifton, Harris Scott Hancock, of Hankow, son of the late Rev. Robert Hancock, vicar of Bathford, to Mary Elizabeth Russell, daughter of the late Christopher Russell, M.D., formerly of Ennis Kerry, county Wicklow.

HERBST—HEUERMANN.—On the 3rd July, at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain, Charles Edward Herbst, of Hamburg, to Adeline Wilhelmine Wilner, daughter of F. W. Heuermann.

KAHN—HECHT.—On the 23rd Aug., at Havre, Leopold Kahn, late of China and Japan, to Adèle, daughter of Samuel Hecht, of Havre.

ST. GEORGE—ELLIS.—On the 3rd July, at Yedo, Japan, Herbert A. W. St. George, son of the late Frederick St. George, of Worcester, to Augusta, daughter of William Ellis, of Belfast.

SHAW—HARRIS.—On the 3rd July, at the Cathedral, Shanghai, by the Very Rev. Dean Butcher, Randle Walker Shaw, to Rachel Harris.

DEATHS.

CASWELL.—On the 19th Aug., at 25, Inverness-road, Bayswater, Edith Florence, infant daughter of J. G. and Florence Caswell.

CHING—On the 26th Aug., at her residence, 84, Clapham-park road, Miss Amelia Ching, daughter of the late Mr. Charles Ching, late of Canterbury-place, Lambeth, aged 66.

COARE—On the 24th Aug., F. W. Coare, of Canton, aged 45.

CURTIS—On the 3rd Aug., at sea, between Hong Kong and Singapore, William Curtis, formerly of Brighton, aged 47 years.

DENHOLM—On the 9th July, at Shanghai, Robert Denholm, Chief Engineer s.s. *Poochow*, 33 years of age, a native of Greenock, Scotland.

HALL—On the 21st Aug., at Tunbridge Wells, aged 69, Spencer Hall, F.S.A., for forty-three years the much respected Librarian of the Athenæum, Pall-mall.

SAUL—On the 8th July, at Hong Kong, Meyer Moses Saul, aged 26 years.

The reports of the observations and deep-sea soundings made in the course of the recent surveying expedition of H.M.S. Challenger in the Atlantic and Pacific Oceans, the Torres Strait, and the China Sea have been published. The Admiralty have done well in issuing these reports, which cannot fail to be of great service to nautical men.

The 1st battalion of the 10th Regiment, now stationed at Singapore, is not expected to be transferred to Gibraltar until March next. Major R. W. Davies has left England for Singapore, to join on promotion. The 28th Regiment is expected to leave Malta early next year for Hong Kong.

THE SETTLEMENT OF THE FORMOSA DIFFICULTY.—Some "further papers" in reference to the late difficulty between China and Japan in regard to the Island of Formosa have been issued. They consist chiefly of the following letter from Sir Harry S. Parkes, of which Lord Derby subsequently expressed his approval. The letter is dated "Yedo, March 9th, 1875," and is addressed to Térashima Munénori, the Japan Foreign Minister:—"I have been informed by Lord Derby, Her Majesty's Principal Secretary of State for Foreign Affairs, that Mr. Uyeno Kagenori, the Japanese Minister accredited to Her Majesty, paid his first visit to his lordship on the 14th January, and took the opportunity to express officially the thanks of his Government for the part which Her Majesty's Minister at Peking had taken in preventing a rupture between China and Japan. Mr. Uyeno also assured Lord Derby that the service thus rendered would be gratefully remembered by his countrymen, Lord Derby informs me that he stated, in reply to Mr. Uyeno, that it was the wish, as it was the interest of England, to preserve peace and prevent unnecessary quarrels wherever English influence extended; and that it would have been a subject of deep regret to the people of England if war had broken out between two States with both of which our political relations were thoroughly friendly, and our commercial relations, as we hoped, were destined to increase from year to year.

THE death of Mr. W. Curtis, recently publisher of the *Hong Kong Times*, and formerly of Brighton, is announced. It seems that early in July Mr. Curtis was indisposed, and took a holiday, visiting Macao and Australia. He returned to Hong Kong in apparent health. Subsequently, it is presumed from some relapse, he took a voyage in the mail steamer which left Hong Kong on the 31st July, but died at sea on the 3rd inst. The details of the melancholy event, which will be learnt with great regret by Mr. Curtis's friends, have yet to be received. Deceased was forty-seven years of age, and leaves a widow and five children, who, with the exception of the eldest (associated with his father in the management of the *Hong Kong Times*), are in England.

IN addition to the steamer of 3,400 tons, contracted for by the directors of the P. and O. Company with Messrs. Stephens, of Glasgow, and already noticed, we understand that purchases have been made of two other steamers of 3,000 tons and 500-horse power, built by Messrs. Caird and Co. for the North German Lloyd's Company in 1873.

THE Eastern and Australian Company's steamer *Bowen* arrived at Sydney from Singapore on the 18th inst., with London mails of 25th June. The Company's steamer *Brisbane* left Singapore for Brisbane on the 21st inst. with London mails of 23rd July,

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug.16	Henriette Adriana	Bonjer	Banjoewangie	Rotterdam
18	Olivet	Wood	Batavia	New York
18	Europa	Lupcke	Do.	Amsterdam
18	Deutchland	Kuhn	Rangoon	Bremen
18	Therese	Meyer	Do.	Hamburg
19	Marpesia	Storey	Bassein	Liverpool
19	Sonoro	Paine	Ilo Ilo	New York
20	Glaucus (s.)	Jackson	Shanghai	London
20	Sumatra (s.)	—	Batavia	Nieuwe Diep
20	Hampton (s.)	McMoutry	Do.	Rotterdam
20	Sir Lancelot	Felgate	Shanghai	New York
21	Indiana	Scott	Nagasaki	London
21	Tartar (s.)	Johnson	Shanghai	Do.
21	Lynet	Larsen	Bassein, for Copnhag.	Falmouth
21	Dovre	Sorensen	Bassein	Do.
21	Yanikale	Wood	Sourabaya	Queenstown
21	Kale	Yeerken	Maulmain	Rotterdam
22	Isabel Mott	Grovy	Rangoon	Falmouth
22	Mio	Schiaffino	Do.	Do.
22	Harriet H. McGilvery	Blake	Do.	Liverpool
22	Cornelia	Croese	Banjoewangie	Amsterdam
22	Hans Gude	Berg	Rangoon	Rotterdam
23	Livingstone	Hansen	Do.	Falmouth
24	Invincible	Braithwaite	Manila	Liverpool
24	Galatea (str.)	Johannesen	Shanghai	London
23	County of Forfar	Stewart	Akyab	Antwerp
24	Stanley	Littlehailes	Rangoon	Falmouth
24	G. F. Haendel	Saunders	Bassein	Do.
24	Timoleonte	Mosso	Akyab, for St. Nazaire	Do.
24	Albertin	Owen	Rangoon	Queenstown
24	Eduard	Seeman	Bassein, for Hamburg	Falmouth
24	Charlotte	Stern	Rangoon, for Bremen	Do.
24	Harmonie	Forssel	Akyab	Do.
27	Ben Nevis	Coville	Penang	London
27	Glenavon	Colquhoun	Singapore	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July17	Hazard	Harts	Batavia	Pernambuco
Aug.15	Pepita	Hormaza	Manila	Cadiz
17	Lugar	Munroe	Singapore	Troon
18	P. A. J.	Metaireau	Reunion	Bordeaux
19	Nuova Verito	Bertolotto	Singapore	Cardiff
19	Albuera	Harris	Yokohama	London
19	Knight Commander	Smith	Rangoon	Do.
20	Paradies	—	Hong Kong	Cardiff
20	Maria D.	Dodero	Singapore	Do.
20	Celæno	Gedge	Penang	Do.
20	Hermann	Kessel	Anjer	Do.
21	G. Bonsignore	Bonsignore	Singapore	Do.
21	Lord Raglan	Langabeer	Galle	Do.
21	Agnes Muir	Lowe	Shanghai	London
21	Acton (s.)	—	Batavia	Southampton
22	Amico Doge	Piana	Galle	Cardiff
22	Aurrera (s.)	Larrinaga	Manila	Liverpool
23	Gordon Castle (s.)	Jones	Shanghai	London
23	C. Boschetto	Razetto	Singapore	Cardiff
24	Groningen (s.)	Kramers	Batavia	Southampton

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus, Glenfalloch. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Viking, Venice, Montgomeryshire, Braemar Castle.

SAILING VESSELS. — For Yokohama and Hiogo: Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Omba, Ellen Browse. For Hong Kong: Marina, Carricks, Sir Harry Parkes, Caroline. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Scawfell, Coldinghame, Haidee.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang Singapore, Hong Kong, and Shanghai: Deucalion (str.), Agamemnon (str.), Achilles (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.).

CASUALTIES.

Advices from Rio de Janeiro, August 23, state that the Carolus Magnus, from Liverpool, for Hong Kong, with coal, had put in there for examination, having struck near Abrolhes.

The Dutch ship Laurens Coster, from Newcastle, for Atchin (coal), entered Flushing harbour on the 22nd inst., making much water, having been ashore on the English coast.

The Robert Boak, from Cardiff (patent fuel), for Hong Kong, was abandoned on July 4, in 24 S., 29 W., in a sinking state; crew taken off by the Coloma; second officer and 4 seamen were transferred to the Sovereign of the Seas, from San Francisco, and landed at Liverpool on the 22nd inst.; captain and remainder of crew landed at Queenstown same day.

MISCELLANEOUS.

PORT SAID.—Arrived, Aug. 21, Patroclus, from Liverpool; 25, Glenearn, from London, both for Shanghai.

MAURITIUS.—Sailed, June 25, Guayaquil, for Saigon; 6, Jacmel for Galle; 11, Trento, for Rangoon; 12, Elizabeth Ann, for Manila.

MALTA.—Arrived, Aug. 19, Prinses Amalia (str.), from Batavia, for Nieuwe Diep.

FALMOUTH, AUG. 20.—The George Croshaw, from London, for Singapore, put in here on the 19th inst., with pumps choked, and sailed again on the 22nd.

QUEENSTOWN, AUG. 21.—The Yanikale, at this port, from Sourabaya, reports that on June 19 experienced a sudden shock. Ship shook and trembled as if she had struck on a reef; the noise lasted three minutes

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At 7.30 P.M. a similar shock, lasting one minute. At 8 P.M. another, lasting ten seconds, and at 5 A.M. following day another shock, lasting ten seconds, lat. 40 S., lon. 23 W.

GUNBOATS FOR CHINA.—Two gunboats for China, the Cheing-Sing and Tu-Sheng, 150 tons each, are fitting out on the Mersey, and are expected to leave shortly for Hong Kong.

LAUNCHES &c.

On the 17th inst. an iron steamer named Connaught Ranger, built for Mr. J. G. M'Cormick, Liverpool, London, and Dublin, was launched from the shipbuilding yard of Messrs. Harland and Wolff, of Belfast; her dimensions are 218 feet in length, 34 feet 6 inches in breadth, and 21 feet 6 inches in depth, registered tonnage 1,200 tons; she is to trade between England and China.

Messrs. Scott and Co., of Cartsdyke, launched, on the 17 inst., from their shipbuilding yard, a steamer of 2,000 tons register, which was named Auchices by Miss Natalie Shand. She has been built to the order of Mr. Alfred Holt, for the Ocean Steamship Company, of Liverpool, and is sister ship to the Stentor and Orestes, built this year by Messrs. Scott and Co. for the same owners, for the China trade.

On the 19th inst. Messrs. Wm. Denny and Bros. launched from their yard at Dumbarton an iron screw-steamship of the following dimensions—225 by 34 by 21, and 1,350 tons gross measurement, for the China Merchant Steam Navigation Company, Shanghai. She will be fitted with compound direct acting inverted engines of 240 h.p. nominal by Messrs. Denny and Co., engineers, Dumbarton. On leaving the ways she was named Fung-Shui, by Miss Hall, London.

On the 21st inst., from the yard of the Barrow Shipbuilding Company, was launched an iron sailing ship of the following dimensions:—Length, 235 feet; breadth, 37 feet; depth, 22 feet 3 inches; about 1,360 tons gross register, and classed 100 A1 at Lloyd's, special survey. This vessel has been built to the order of the Royal Exchange Shipping Company, of London, and will be commanded by Captain James Watson, who has been for many years in the employ of Messrs. John Patton, jun., and Co., the managers of the company. She was named the Western Monarch, by Miss Fleming, daughter of the secretary of the Barrow Shipbuilding Company. She is built on the lines of the well-known clipper ship Eastern Monarch, owned by the same company, and intended for the Australian and China trade.

There was launched on the 23rd inst., from the shipbuilding yard of Messrs. Blackwood and Gordon, Port-Glasgow, a finely-modelled screw-steamer, for Rajah Brooke, of Sarawak. Her dimensions are 135 by 21 by 9·6, and 290 tons B.M. On leaving the ways she was named the Aline, by Miss Jeanie Blackwood, daughter of the builder. She will be fitted with a pair of surface-condensing engines of 50 nominal h.p. She was built under the superintendence of Mr. A. C. Crookshanks, and will be fitted with all modern conveniences, and have large and commodious accommodation for passengers, captain, officers, and crew. Being intended for the protection of the Borneo coast as well as for trading, she will carry on deck two large swivel guns.

The ship County of Peebles, with four masts, built on the Clyde, was left off Rathlan Island on the 17th inst. by the steamtug Vanguard. The master of the tug reports that after throwing off the ship he followed and watched her progress in a dead beat out by the North Channel, against a strong north-west wind. The four masts were covered with canvas, and on both starboard and port tacks all the sails "drew well," and she made good progress, soon getting out of sight. This new vessel is the property of Messrs. R. and J. Craig, Glasgow, and is one of their "County" line of Clyde and Java traders. She was built by Messrs. Barclay, Curle, and Co., Whiteinch.

SUNDRIES PER "NIGHTINGALE," FROM NEW YORK, FOR YOKOHAMA, AUG. 12.

19102 cs. oil	191,020 gls.	1 box missionary goods	
1 do. effects		6 racks oars	
1 range		25 cs. spirits trpntne.	250 gls.
1 boiler		2 pkgs. tackle blocks	
2 pkgs. books and papers		250 cs. slates	
2 cs. samples glassware		5 do. hardware	
1 box stereotypes		2 do. show cases	

SUNDRIES PER "SAMUEL G. REED," FROM NEW YORK, FOR HONG KONG, JULY 21.

1 box piano ware		18 bxs. scales	18
14520 cs. oil	145,200 gls.	250 bls. oakum	12,500 lbs.
1 box soap		1 cs. wicking	325 lbs.
3 do. clothing		34 do. mnfd. tobacco	5,892 lbs.
160 cs. spirits turpentine	1,700 gls.	35 do. trunks and saddlery	
31 pkgs. varnish	380 gls.	100 tons anthracite coal	
24 do. missionary goods		1 cs. billiard material	
53 brls. copper	69,112 lbs.	1 do. perambulators	
1 organ		50 do. water crackers	
25 tierces beef		121 ash planks	5,049 feet
10 bbls. rosin		30 hickory planks	1,739 feet
10 do. pitch		4 bbls. deck plugs	68,700 lbs.
2 cs. brooms		5 pkgs. handles	1,100 lbs.
666 oars		156 cs. sarsaparilla	150 doz.
1 cs. samples		19 do. carriage materials	
50 pkgs. carriage material		500 do. Florida water	500 doz
44 stoves		200 bbls. pork	
66 bls. duck	13,331 yds.	1 cs. pictures	
2 pkgs. rubber goods		1 do. cider	
3 bls. drillings	1,800 yds.	3 do. flour	
6 pkgs. beeswax	1,180 lbs.	2 do. books	
2 cs. scoops	10 doz.	9 do. medicine	
		2 pkgs. furniture	

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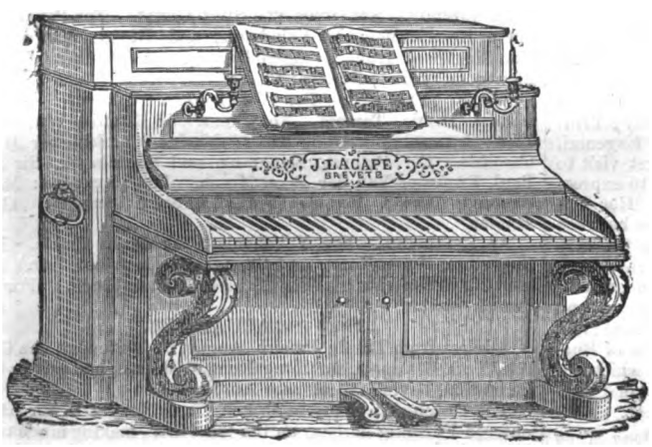
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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LONDON BANKERS.—Bank of England and Union Bank of London.
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MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

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The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
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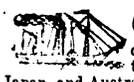
and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p	...	...
Zambesi...	2,422	40(	Sept. 2	Mediterranean, Aden, Bombay.
*Nizam ...	2,725	45(	Sept. 9	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Indus ...	3,470	50(	Sept. 16	Mediterranean, Aden, Bombay.
*Poonah ...	3,130	55(	Sept. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.



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Ava ... ... Sept. 12
Hoogly ... Sept. 26
} For { Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenfinlas	100 A1	—	—	Sept. 1
Glenlyon	100 A1	2,119	275	To follow
Glencagles	100 A1	2,120	330	To follow
Glengyle	100 A1	1,676	200	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Sept. 2

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

CHINA.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Hong Kong	Sir Harry Parkes.....	A1 15 yr.	W.I.D.	To follow
Shanghai ...	Omba	A1 16 yr.	E.I D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHAW, WILLIAMS, and CO will despatch the following high clas vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates, at shippers' risk, last shipping day, 2nd September, the favouritefull-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 17th Sept.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,116 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With very quick despatch.

FOR HONG KONG DIRECT, the magnificent clipper CAROLINE, 90 A1, 984 tons register, S. N. CLYMA, Commander; London Docks.

For Freight or Passage apply to HENRY ELLIS and SONS, 17, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Last shipping day Sept. 6.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI—VIKING, s.s., 100 A1, 1,940 tons register, G. L. CASTLE, Commander; South West India Docks.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With despatch.

FOR YOKOHAMA and HIOGO, DIRECT, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

To sail Sept. 8.

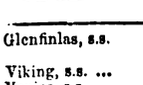
YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; ——— Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glenfinlas, s.s. ...	2,120	McGregor, Gow, & Co.	Sept. 1
Viking, s.s.	1,932	Robertson & Co....	Sept. 6
Venice, s.s.	1,963	Gellatly, Hankey, Sewell, & Co....	Sept. 2
LIVERPOOL.			
Antenor, s.s. ...	1,601	Alfred Holt ...	Sept. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

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Prins van Oranje ...	3,000 tons	1,600-h.p.	(effective)
Conrad	3,000 „	1,600 „	„
Koning der Nederlanden	3,000 „	1,600 „	„
Prinses Amalia ...	3,500 „	1,600 „	„
Voorwaarts ...	3,000 „	1,600 „	„
Prins Hendrik ...	3,000 „	1,600 „	„

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Yokohama	E. L. B. MCMAHON.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 627.] LONDON, MONDAY, SEPT. 6, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.

79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Aug. 30.
JAPAN—Yokohama	May 28	July 11	July 18*
Yedo			
Osaka and Hiogo	„ 14	„ 5	„ 12*
Hakodadi			
Nagasaki	—	—	„ 13
CHINA—Peking	—	—	„ 8
Tien-tsin	—	—	„ 11
Chefoo	—	—	„ 9
New-chwang	—	—	„ 6
Hankow	„ 14	June 28	„ 14
Kiu-kiang	—	—	„ 12
Chin-kiang	—	—	„ 7
Shanghai	June 4	July 16	„ 18
Ningpo	—	—	„ 14
Foochow	„ 4	„ 16	„ 18
Formosa	—	—	„ 10
Amoy	—	—	„ 19
Swatow	—	—	„ 21
Hong Kong	„ 11	„ 16	„ 24
Canton	—	—	„ 22
Macao	—	—	„ 23
PHILIPPINES—Manila	„ 4	„ 13	„ 22
COCHIN-CHINA—Saigon	„ 18	„ 21	„ 39
SIAM — Bangkok	—	—	„ 22
BORNEO—Labuan	—	—	„ 22
Sarawak	—	—	„ 23
JAVA — Batavia	„ 25	„ 26	„ 29
Samarang	—	—	„ 20
Sourabaya	—	—	„ 21
MALACCA STRAITS—Singapore	„ 25	„ 23	„ 31
Penang	„ 25	„ 21	„ 26
CEYLON—Galle	July 16	Aug. 7	Aug. 10
Colombo	„ 16	„ 8	„ 9

* By Pacific mail *via* San Francisco, received August 24.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on Saturday, two days in advance of its due date. The next inward (P. and O.) mail, with advices, Yokohama 21st, Shanghai 25th, Hong Kong 31st July, Singapore 8th Aug., which is due, *via* Brindisi, on Monday next, the 13th inst., left Galle on its due date, the 19th ult.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Muritimes steamer *Hoogly*, arrived Sept. 2.—From Yokohama: Mr. James Hendry, Mr. Wraise, Mr. Roget. From Shanghai: Mr. Vogel, Mr. Gordon, Mr. Bonard. From Hong Kong: Mr. and Mrs. Guinard, Mr. James Robertson. From Manila, Saigon, and Batavia: None. From Singapore: Messrs. Gironza, Steffens, Frinke, Mrs. Mercedes. From Galle: Mr. W. Morrison, Mr. Morphreco.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Venice, Sept. 3.—To Hong Kong: Mr. H. J. Such.

Per P. and O. steamer *Baroda*, from Brindisi, Sept. 6.—To Yokohama: Mr. As Bergrin.

Per P. and O. steamer *Nizam*, from Southampton, Sept. 9.—To Shanghai: Mis. Black, Miss Gill, Mr. Withers. To Hong Kong: Mrs. D. R. Crawford, Asst. Commissary Kernaghan. To Penang: Rev. and Mrs. A. Fearon. To Ceylon: Mrs. Moir.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. R. Palmer. To Singapore: Mrs. Surwongse. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Ceylon: Capt. H. W. King.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner.

Per French steamer *Tigre*, from Marseilles, Sept. 12.—To Yokohama: Mr. and Mrs. Basch. To Shanghai: Mr. and Mrs. King. To Saigon: Mr. A. Spooner, Gen. Reboul. To Singapore: Mr. and Mrs. Schaalje and three children. To Galle: Mr. Clogstown, Mr. and Mrs. Cameron, Mr. Elphinstone.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Lregardier, Mr. Aubry, Mr. Schetter. To Hong Kong: Mr. Everard. To Saigon: Mr. Mace.

Per French steamer *Iraonaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Hong Kong: Mr. and Mrs. A. Coxon. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 24th ult., and published in our last issue.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

In my last letter I gave you information of an outrage which had been committed upon four students of the British Legation, and a student of the German Legation, Herr von Mollendorff, at a temple forty miles distant in a westerly direction from Peking. Previous to that attack, I have learnt, Dr. and Mrs. Bushell, of the British Legation, were stoned in the streets of Peking. On the 4th July Mr. Waeber, H.I.R.M.'s Consul at Tientsin, stated publicly that he had just received tidings from Peking that Mr. Lensey, the Chinese Secretary of the Russian Legation, while passing on horseback along a street in Peking which foreigners had been hitherto daily in the habit of traversing perfectly unmolested, he was attacked by Chinese, and knocked off his pony by a blow received from a brick thrown at his back. A few days ago the Rev. Mr. Barrodale and wife were pelted with mud by villagers when at a place about twenty miles distant from Tientsin. These undeniable facts prove to the foreign world that at present there exists amongst the Chinese populace of this part of China a hostile feeling towards foreigners.

If the Chinese Cabinet had been only endowed with common sense (together with the necessary honesty) to have promulgated to the people of China by an Imperial Edict, and by proclamations issued by the Governors-General of the provinces, that Mr. Wade, Her Majesty's Envoy, had the kindness and friendship to use his good offices to save China from getting into a war with Japan when she was quite unprepared to do so, we should not, perhaps, at the present hour be witness to the Chinese population every now and then committing outrages on British subjects and other foreigners in the north of China. I have, it will be noticed, said perhaps; for as everything in China is almost always contrary to what we see and experience in Europe, it may, after all, be quite probable that the committing of outrages on British subjects is the national Chinese manner of reciprocating benefits rendered to the Chinese people and the Chinese Government. This is a subject, therefore, which requires the attention and calm study of Mr. Wade, as a guide for his future policy in dealing in Chinese international affairs. It occurs to me pretty strongly that if Mr. Wade would for once try an opposite policy to what he has hitherto good-naturedly pursued, his countrymen in China would be benefited by it. The departure from Peking, while the Yunnan outrage is being discussed and remains quite unsettled, of the families of Mr. Wade,

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Her Majesty's Envoy; of Mr. Mayers, Her Majesty's Chinese Secretary; and of Mr. Hart, Inspector-General of Customs—all men who are, in the minds of the Chinese populace at Peking, in a position to feel the pulse of the chiefs of the Tsung-li Yamun (and hence of the Ministers of the Cabinet, as some of the chief members of the Tsung-li Yamun are also Cabinet Ministers), in regard to their feelings towards the British Government—has tended not a little to lead the populace at Peking to the idea that these officials foresee a war between China and Great Britain; and that fear has caused them to remove their families for safety from the metropolis of China. Imagining, probably, that the British Lion is at this moment at their mercy, they, brute-like, consider it the fitting time to maltreat British subjects at and near Peking.

I should have thought that when Mr. Wade considered it his duty to reside at Shanghai, where he is within a few hours' communication with Lord Derby, and where every one can clearly see he ought to reside at this conjuncture, instead of at Peking, he would have deemed it of importance for the interests of his country to leave Mr. Mayers, considered on all sides as the ablest official of the British Government in China, at Peking, where he could oversee and watch what was daily taking place, and from whence he could give his chief correct information as to all passing events at the metropolis. In fact, this idea occurred to me so forcibly when Mr. Mayers passed through here on his way to Shanghai, that I could not avoid mentioning it. Although I pay no small attention to diplomatic and political events that are taking place in the North of China, yet I am at this moment unable to mention the name of the person left in charge of British interests at Peking; hence I cannot but infer he must be an insignificant individual. Mr. Mayers, on the other hand, has a wide reputation as an able British official, and he is the proper man, in my opinion, to be in charge of British interests at this moment at Peking.

An inflammatory placard has been lately posted on the walls of the Tartar City of Peking, abusing Foreigners and their religion on the old grounds which the "Death Blow to Corrupt Doctrine" and the placards of the Tientsin massacre have made familiar. Apart from its accusations, the placard itself is a literary curiosity. The strong Taoist smack about it indicates a priest or a fortune-teller as the probable author. Whether the unfriendly spirit which the Chinese are exhibiting means anything definite, or whether it is purely accidental, remains to be seen. It is at any rate sufficiently like earnest to need very sharp curbing.

I hear that Herr von Brandt, the German Minister, gives a hebdomadal banquet to the chiefs of the Tsung-li Yamun, which I may say is quite a new feature in diplomatic life in Peking. Being a bachelor, he can easily and conveniently forward the interests of his country in this manner. I further hear that the Chinese Government have made a large purchase of needle rifles from the Prussian Government, which they (the Prussian Government) no longer require, as they have armed their forces with a new kind of rifle superior to the needle.

A short time back I was told that Mr. Hart, Inspector-General of Customs, when last at Tientsin, arranged with Li Hung-chang for the purchase of fifty or sixty large Armstrong cannon. I have further been told that Herr von Brandt sent a letter to Mr. Avery, the U.S. Minister, expressing it as his opinion that Mr. Sheppard had acted properly in not allowing Mr. Twinem, the Commissioner of Customs at this port, to sit with him when investigating the *Shantung* steamer collision case.

On the 4th July his Excellency Ting Jin-chang sent his cards to the Consuls at Tientsin, informing them he had arrived, but was too unwell to call, which meant that he had arrived and was prepared to receive their calls.

On the 8th July the Viceroy accepted the resignation of Dr. Macartney, as manager and superintendent of the Nanking Arsenal, which was established and built up by his indefatigable efforts. The resignation was offered some time since, and was made in consequence of some disagreement with the mandarins connected with the institution. Dr. Macartney's retirement will be a serious loss to the Chinese.

A few nights ago the godown of G. W. Collins and Co., at Taku, was broken into by thieves, who sawed or chiselled away the frames into which the iron gratings are set, and secured goods to the amount of $40 or $50. No clue to the culprits has been obtained.

SHANGHAI.

The present mail brings advices from this port to the 18th July; the French mail from London June 4 was received on the 16th July. The following summary of news is from the *North China Herald*:—

The Municipal minutes have been published containing apparently the final correspondence on the Wheelbarrow and Bridge question. The English Council adopt willingly the French Council's proposal that each should issue its own licenses independently, and the French Council formally announce that they are willing to bear half the cost of repairing the Yang-king-pang bridges. None too soon, therefore, these repairs are to be taken in hand. We are glad to see that the question of Lekin taxation in the Settlements is under discussion, and that the Council have taken the opinion of their legal advisers on the subject. That opinion, we believe, sustains the obvious view that any additional taxation beyond the import dues, within the limits of the port, is contrary to Treaty; and we are glad to think that the matter is likely to be pressed to a conclusion. If all other means fail, we should advise the Council arresting a few runners as thieves—*i.e.*, for extorting money to which they are not entitled. The wharfage dues for May show a decrease of Tls. 823, as against the same period last year. The cash balance on the 30th June showed Tls. 3,358 in hand, beyond the special deposit.

A parade for the distribution of prizes won at the Volunteer Spring Rifle Meeting is to be held as soon as weather permits. A parade will, we believe, be welcome to the Volunteers, who have not been called out now for some time. It is satisfactory to hear the arms and ammunition are in serviceable order. It is quite as well they should be, when so many "burning questions" are pending.—We are glad to learn from the Public Works' Report that negotiations are going on for making the two new roads—from the Cemetery to the Sikaway-road, and from Alpha farm to the Jessfield-road—which were promised at the annual meeting. The Cemetery road will be especially convenient, as avoiding the objectionable village outside the West Gate. The Council lament the difficulty they find in widening the roads in the Settlement, and we join in their lamentation. If Shanghai is to remove to Chinkiang it does not much matter; but if a railway should ever come to increase the business of Shanghai the present narrowness of the streets will be a continually increasing nuisance. At any rate, one important step has been gained in widening the Foochow-road 3ft. between Szechuen-road and the Bund. Some interesting particulars of other schemes of the same kind will be found in the report.—The Consuls have been asked to communicate with the Chinese authorities about cleaning out the Soochow Creek.—As we mentioned some time ago, steps are being taken to have the interior of the race-course levelled. This will make it available not only as a drill-ground, but for various purposes which its unevenness now defeats.—Steps have been taken to procure the desired information from England regarding water works.

Judgment has been delivered by H.M. Consul in the case for compensation brought against Captain Brown, of the *Ocean*, on behalf of the representatives of the passengers and crew drowned in the collision with the *Fusing*. No further evidence was adduced; but the *Ocean* having, in consequence of her release on bail in another suit, received her papers from the Shipping office of H.B.M.'s Consulate, and taken her departure for Newchwang, Mr. Drummond, on behalf of the plaintiffs, said he was instructed to state that they would hold the British Government responsible for the claims now made!—Mr. Hannen, for Captain Brown, said he had appeared in the Court solely out of respect to the Consul; but, not acknowledging his jurisdiction, would not offer any defence.—The Court decided that Captain Brown was blamable for the collision which caused the loss of life, and adjudged him to pay Tls. 300 to the families of each of the twenty-four officials drowned, and Tls. 100 to those of each of the thirty-eight servants and crew. The fact of the *Fusing* being also to blame did not relieve the responsibility of the other; and the master of the *Ocean*, being blamable, was liable. Both parties to pay their own costs. The Court expresses an opinion that the damage sustained by the relatives of those drowned exceeds the sum awarded, and it is, in fact, said that the C.M.S.N. Company has had to make good, to the families of the drowned officials, damages to the extent of Tls. 24,000.

The steamer *Ocean* has at last got away. We published last week the decree of the Chief Judge, fixing the amount of her bail. This was given, and she left on the 10th July for Newchwang. When it became known that she had been released by the Supreme Court, and had cleared for Newchwang, the parties interested in the then pending suit in the Consular Court wanted the Taoutai to despatch a gunboat to arrest her. His Excellency, however, had the discretion to see that he would be putting himself in the wrong by such a proceeding, and declined. The Taoutai was advised by Her Majesty's Consul, directly news reached him that the idea had been mooted, that the proceeding would be a mistake; but he had already seen it in that light, and had negatived the proposal. We almost regret he did not act upon it. It would have brought the persecution to a climax.

A discreditable incident happened on the 15th July at the Mixed Court, during the hearing of a suit brought by Mr. D. M. Henderson against a Chinaman, to recover the Tls. 10,000 which were recently the subject of inquiry at the U.S. Consular Court. The defendant in the original suit, Mr. J. K. Thorndike, was present, and, it is alleged, becoming irritated at something said by Mr. Henderson in his evidence, struck him a violent blow on the head with an umbrella. The incident occasioned some excitement, and Mr. Thorndike was required to leave the Court. He went away, and so far the matter ended, but we hear it is to be the subject of investigation in another court.

A clever capture of two deserters from the U.S. gunboat *Saco*, now at Yokohama, has been made in this Settlement. Among the items of news copied into the *North China Daily News* from the *Japan Herald*, received by last mail, was one to

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the effect that a ship's corporal and a seaman had stolen a considerable sum in dollars, deserted, and had not since been heard of. This put the authorities at the U.S. Consulate here on the alert; and the Marshal, Phœnix, with P. C. Boysen, of the municipal police, kept a look-out for arrivals from Japan. On board the next Mitsu-Bishi steamer, the *Takasago Maru*, two men were found whose appearance excited suspicion that they were the runaways. They were accordingly arrested, when they gave the names of Frank Moore and Henry Rogers, both afterwards found to be fictitious. On the way to the Consulate the one calling himself Rogers asked what he was arrested for, and was told by Boysen that he would know in due time. He hesitated a moment, and then said, "I suppose it will be two years for us," adding that he had had the custody of the mess money on board the *Saco*, had asked leave to go ashore, was refused, and then made up his mind to desert, which he did, taking the mess money with him. Afterwards, at the other prisoner's persuasion, he left Yokohama for Shanghai. Their real names are Nathaniel Sprague and Henry Tweston. The man Meyers, who was recently convicted of obtaining goods by false pretences, had also served on board the *Saco;* and on the two men being taken to the cells, they were, to their great surprise, greeted by their real names by their former shipmate, whose incarceration was previously unknown to them. They are remanded for communication with the U.S. naval authorities.

A cunning native has inaugurated a new way of putting brass dollars in circulation in this settlement. He went into a shop and purchased rice to the value of $3, telling the shopkeeper to send his coolie with him, and he would pay the money on reaching home. After proceeding some distance, he told the coolie he would pay him them, and take the rice home himself. The coolie, of course, took the dollars, which were found by his master to be excellent imitations in plated brass. It further appears that the sharper was successful in a like manner in two other instances. The police were set to work, and he was apprehended and taken before the Mixed Court, where, in consideration of his age, he was only fined $100, and to be kept in prison until the money is paid.

Messrs. Kelly and Co. advertise a "Confucian Copy-book,' which is likely to be useful to beginners in Chinese. The copies are composed of the radicals only; there are seven parts, each containing thirty-eight characters, which are repeated, copy-book fashion, in red ink on a number of pages, and the student is supposed to paint these over with black. To quote from the preface—"The natives learn to write by the use of similar books, tracing these red lines with black ink, under the direction of a teacher. Their copy-books, however, are selections from their classics, and possess none of the advantages of this system. When one has learned to write the radicals with freedom, he can readily combine them to form other characters; common sense, therefore, points to the use of what the author has been pleased to term the 'Confucian Copy-book.'"

A collision has occurred in the Peiho, between the steamers *Yunching* and *Shantung*. Our informant states that the *Shantung* was at anchor at 9 P.M. on the 7th July, at the Nine Forts, the night being very dark and squally. At about 10 P.M. the *Yunching*, while coming down the river, struck her stem on, cutting through the water ways and plates and doing serious damage. The *Yunching's* stem is also very much injured. Both vessels have arrived here, and will undergo immediate repairs.

The C.M. steamer *Lee Yuen*, which left on the 13th July, bound to the Northern ports, returned next day, having been in collision with a junk about forty miles to the northward of Shaweisham. The crew of the junk, with their effects, were taken on board the steamer, and the junk was abandoned, still afloat, it being deemed impossible to take her in tow. The junk was passed by the steamer *Shangtung* on the 15th July, still afloat, with a number of other junks hovering around, apparently bent upon plunder. The *Lee Yuen* has been placed in the Old Dock. The result of her collision with the junk is a perpendicular slit, about four feet in length, on the port bow, below the water line.

The Mitsu Bishi steamer *Kanagawa Maru* (formerly P. and O. steamer *Madras*) struck on a sunken reef between Cape Sagami and Kanonsaki Point, about twenty miles from Yokohama, into which port she was towed by another steamer of the same company. She appears, however, to have sustained no damage of moment, and has since left for Shanghai, in schedule time.

A meeting has been held at Hankow to arrange for the appointment of a Chaplain. The Society for the Propagation of the Gospel have promised to send one, on the community's guarantee of £300 a year. Residents are beginning to breathe, after their apprehension of a flood. The water seems to be stationary, if not falling slightly.

Cool pleasant weather, together with a brilliant moon, led to a large turnout in the Gardens on the occasion of the third concert this season of the Wind Instrument Society, the attendance being more than usually numerous. The selections were excellent, and it was acknowledged that the band has seldom been heard to better advantage.

The Supreme Court vacation will begin on the 1st August, and continue till the 1st October.

The subjoined additional items of intelligence are from the *Celestial Empire:*—

The principal event of purely local interest has been the sojourn among us of the Rev. Sholto Douglas, Vicar of All Saints', Derby, who has been holding three services a day at Union Chapel, the Cathedral, and the Lyceum Theatre during the past week. The evangelistic meetings at the Lyceum Theatre, at six o'clock, have been very numerously attended by all classes, and have left a deep impression on the minds of many who have taken advantage of them. It is impossible for us to give our readers either a catalogue of the services that have been held or a detailed description of their nature; but we may content ourselves with remarking that the past week is one that will be long remembered in the annals of Shanghai, longer still in the history of many of our fellow residents.

We are informed that a commencement is to be at once made with the erection of meeting and reading-rooms, in connection with the Polytechnic Institution, upon their new property, which has been regularly transferred to the committee. We are sincerely glad to hear that this excellent scheme is now about to be practically carried into effect, and may add a hope that the initiatory steps which are now being taken will lead to a further contribution of funds.

At Hankow early in the morning of the 13th July the water, as given in the report of the steamer *Hankow*, was at a height of forty-five feet, and was supposed to be slowly rising at the rate of about an inch per diem. This, however, appears not to have been the case, as the *Fychow*, which started on her downward voyage at about the same hour on the 14th July, reports the height at that time as forty-four feet eleven inches, from which it appears that the maximum has been reached, and that the water is commencing to subside.

On the 30th June the German corvette *Ariadne* arrived at Newchwang from Tientsin with Mr. Bismarck, Consul for the three Northern Ports, on board. She left subsequently for Chefoo, where she will remain for the summer months.

(FROM A CORRESPONDENT.)

SHANGHAI, JULY 17.

The plot seems thickening here, and our "able Minister" is evidently being duped by the wily Chinese diplomatists. He is a mere child in their hands. When Mr. Disraeli was interrogated in the House of Commons on the murder of Mr. Margary, he said that our Minister, of whom he could not speak too highly, had made demands on the Chinese Government, which they had acceded to. We are now four and a half months after the death of Margary, and the Chinese Government have done nothing beyond appointing a man to investigate a disturbance in Yunnan. Mr. Wade is here still, and is doubtless in correspondence with the Chinese Government at Peking, but he might as well be at Timbuctoo. He sent up Messrs. Grosvenor and Baber to Hankow, but they have returned, the commissioner not having arrived there, and, in fact, is not now expected for some time, if he even turns up at all. It seems to me childish to expect the Chinese Government to punish their officers for obeying their own orders, and Mr. Wade has put his country in a false position by making such a demand. If the Chinese are to give reparation for this atrocious murder, it cannot be done in this way, and must be exacted by an armed force on our side. Without this it is useless negotiating with the Chinese Government. They will promise anything, but never perform their promises. Another very discreditable affair to our authorities is the prosecution of the captain and owners of the steamer *Ocean* at the instigation of the Chinese. After commencing a suit in the Admiralty Court for running down the *Fusing* in a fog, the Judge, Sir E. Hornby, condemned the *Ocean* to pay half the value of the *Fusing* and cargo, the whole value of the passengers' effects (valued at £13,000, or Tls. 45,000), the effects of a Chinese passenger generally consisting of a mat, pillow, and rug, value $1½. It subsequently transpired that Sir E. Hornby had no power to make the *Ocean* pay more than £8 a ton, although his decree would have carried three times the value of the *Ocean*, or six times the amount he was entitled to grant under the Merchant Shipping Act. But that Act seems to have been unknown to him and the lawyers.

Not satisfied with this, the Chinese commenced a suit before the Consul and Taoutai as a Mixed Court, and the Consul awarded Tls. 11,000 for the passengers' lives, or more than £3,000, although the same Consul (Medhurst) had exonerated the captain from blame when President of the Naval Court convened to inquire into the collision. It is evident that this outrageous and unjust decision has been given at the instigation of the Chinese, who threatened that if substantial damages were not given in this case they would give no redress in the cases now pending against them. This is authoritatively stated in a letter to the *Daily News* this morning. This is the pass Mr. Wade has brought matters to by his puerile conduct, that a British Consul is forced to stultify himself at the instance of rascally Chinese mandarins. Unless the captain was proved guilty of culpable negligence no such verdict could be given in England, and no such charge is even alleged. Yet he is called upon to indemnify the passengers in the other vessel, the owners of which go scot free. From

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this decision there is no appeal, according to the *iniquitous rules* drawn up by Alcock and Wade. Can any injustice be greater than this? Can any nation submit to such iniquities? We have a telegram here that the Indian Government have demanded a passage for troops to Yunnan through Burmah and been refused. If this is correct, is not Mr. Wade culpable in sending two of his attachés with their lives in their hands to Yunnan, to be basely murdered like Margary, trusting to the broken reed of Chinese protection, already found wanting in Margary's case, and many others. Should those gentlemen be murdered by the Chinese, Mr. Wade will be looked upon as morally guilty of their deaths. When, oh when, will our diplomatists awaken to the true character of the Chinese Government, steeped in lies, murders, massacres, duplicity, squeezing, breaking treaties, and villannies beyond counting? Now is the time to open the country, seize Formosa, march a force into Yunnan, and the thing is done.

P.S.—It is said that Mr. Wade promised the Chinese to arrest the *Ocean* a second time, but hesitated, and gave it up at the last moment. The Consul detained her papers for over a day and a half after she was cleared at the Customs, which confirms this statement.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

The Imperialist forces in Formosa are said to be in a state of utter demoralisation. The men appear to have lost all confidence in their officers—who are for the most part rank cowards. The aborigines are quite secure in their own territory, into which the Chinese troops dare not follow them. The Viceroy has, we are informed, written to Captain McMahon expressing his high approval of the soldier-like appearance of the troops under his command. His Excellency at the same time sent a Chinese dagger, a couple of chop sticks, and two silk embroidered tobacco pouches as marks of his esteem.

A very rare phenomenon has occurred here, viz., a lunar rainbow. The brightest aspect was shortly after 11 P.M., when the moon, being very clear, reflected her effulgence on the rainbow arch. The direction of the rainbow was S.E. to N.W. The remarkable appearance is so exceptional that the Chinese consider it the inauguration of "happy times to come." Some hopes, then, for first crop teas.

A rather good story is current anent a certain tea broker at this place, who, in disposing of a particular parcel of tea, on what he considered favourable terms for the buyer (*i.e.*, not more than 1½d. per lb. above London value), gave the strange reason that the teaman was about to die chop-chop, and was anxious before taking his departure from this vale of tears to get out of stock. Who will say after this that Chinamen are not practical men of business?

We are informed that instructions have been received by the Provincial authorities from the *Tsung li Yamen*, requesting that a gunboat should be sent, without delay, to the Loo choos; for what object we are unable to ascertain; but it is surmised that there is some difficulty pending in regard to the payment of the customary tribute.

It is reported that the Provincial Government shortly expect an ironclad man-of-war from Europe. The question arises—what will they do with it? We incline to the opinion that it will prove an expensive and by no means pretty toy. Something like the Arsenal—a white elephant.

We observe with much pleasure that the patch of graves between the English Church and the roadway is being removed. The removal of these obstructions will much improve the approaches to the church, and will in other respects prove a public convenience.

A native in the employ of the Arsenal authorities at the anchorage has committed suicide. No reason is given for the crime, but the man was suspected of being involved in gambling transactions.

HONG KONG.

Our advices by the present mail extend to the 24th July; no later mail from London had been received. The following items of intelligence are from the *Hong Kong Daily Press*:—

Mr. J. M. Price, the Surveyor-General, has submitted to the Government a report on the water works extension. Two alternative projects—the high level and low level—are given, "the first on a smaller scale than the second, and both of considerably less magnitude than the original scheme submitted by me in 1873." The high level project consists of "a plan for bringing the Tytam stream into town from the 500 foot level without the aid or cost of any reservoir." Its estimated cost is £39,000. The low level project is "a plan for a reservoir on the 400 foot level, nearly upon the same site as that proposed in 1873, the water being conveyed direct into town by means of a tunnelled conduit under the dividing ridge of the island in lieu of by a surface conduit winding round the hills in search of tributary streams." Its estimated cost is £122,600. Mr. Price thus compares the two schemes:—"The most practical way to judge of the true money value of the water to be had under the two schemes now before us, and therefore the best way to test their respective merits, is not to rush at once to the lump sums shown in the estimates, but to take the gallon and find what this measure will stand us at under each. The upper project gives us 62 million gallons for £39,000, the lower 283 million gallons for £122,600, that is to say, under the first we pay 0·52 of a farthing per gallon, under the second 0·41 of a farthing, a saving of 0·11 in favour of the low level project, notwithstanding that its total cost is nearly three and a half times as great as that of its less pretentious competitor.

In the Supreme Court the Chief Justice and the Attorney-General have given judgment in the case of Fletcher and another *v.* the Hong Kong and Shanghai Banking Corporation. This appeal is brought by the Hong Kong and Shanghai Bank from the judgment of Mr. Justice Snowden in a suit in the Summary Jurisdiction, wherein the respondents as plaintiffs sued the bank for the wrongful conversion of a certain bill of exchange or draft for $1,123.54 drawn by the Hong Kong and Shanghai Bank at Amoy upon themselves at Hong Kong, payable on demand to the order of Dodd and Co., endorsed by Dodd and Co. to McGregor and Co., of Hong Kong, and endorsed by McGregor and Co. in blank. After summing up the case at considerable length the Attorney General is of opinion that this appeal should be dismissed, and that the costs should follow the event and be paid by the appellants. Judgment is given by the Chief Justice in accordance with this decision. The effect of this judgment will be that the Bank become owners of the draft, and so far are gainers of $123.54, the difference between its value and the damages.

On the 23rd July the steamer *Powan* left the wharf for Canton at the usual hour. It had become quite squally at the time, and as she steamed away a very strong and sudden squall caught her port bow, when she became quite unmanageable, it being found impossible to steer her. She drifted broadside on and her starboard bow came in contact with the port light box of the steamship *City of Exeter*, smashing it up, but doing no further damage. In the lull she sheered off, headed in shore, and drifted down to the wharf again, where she let go her anchor. Some of the passengers, fearing a typhoon was coming on, took the opportunity of coming on shore again.

A Chinese boatman, named Lau Hi Kan, has been charged before the Hon. C. May, in the police-court, with selling samshu to seamen on board the British ship *Abbotsford*. After the evidence of two seamen on board, the boatman was fined $200, in default six months' hard labour.

Jean Filippe, a quartermaster on board the P. and O. Company's steamship *Cathay*, for wilfully remaining behind from his ship, has been sentenced by the Marine magistrate to one month's hard labour at the request of the captain.

Leung Asung, the prisoner recently sentenced at the police-court to four months' hard labour, and to two floggings of ten strokes each time, for picking the pocket of a Chinese fireman on board the steamship *Tom Morton*, has received one of his floggings publicly.

The British steamship *Abbotsford* has been towed over to Kowloon by the steam-tug *Fame*, for the purpose of docking.

The Russian corvette *Bayan* arrived on the 20th July, and as she steamed in from the westward saluted the British flag.

THE HONG KONG, CANTON, AND MACAO STEAMSHIP COMPANY, LIMITED.

The ordinary half-yearly meeting of this company was held at the City Hall on the 20th July. There were present:—Messrs. R. Deacon (chairman), A. MacG. Heaton, T. C. Hayllar, Q.C., Andre, Belilios, Dr. Adams, Middleton, Anton, H. Smith, Head, Hoppius, Landstein, Wheeler, Blakeman, J. Smith, Robinson, Beart, Captain Sands, Scott, Newton, Legge, Dolan, Jameson, Keswick, Cordes, Dr. O'Brien, J. Greig, Baron do Cercal, Blogg, O. Jackson, Hall, Arnold, Peters, Corrall, Davis, and Da Costa.

The notice calling the meeting having been read, the Chairman said, with the meeting's permission, they would consider the report and accounts (which were published in our last issue) as read. He did not think there was much in them calling for any remark of his. They explained themselves pretty well. He thought the past half-year had been a very good one. He would be glad to answer any questions that any of the shareholders might wish to put. No question being asked, the Chairman proposed the adoption of the report and accounts.—Dr. Adams said he had much pleasure in seconding their adoption. He would only ask one question, and it was with reference to the office expenses and agencies at Canton and Macao for May and June. Did the $1,895.80 mentioned in the report include the whole expenses of these offices under the secretaryship?—The Chairman replied that it included everything from the 1st May to the 30th June.—The report and accounts were then put to the meeting, and carried unanimously.—Mr. MacG. Heaton proposed the election of Mr. E. R. Belilios and Mr. W. Keswick as directors.—Mr. Andre seconded.—The motion was put, and passed unanimously.—Mr. Andre proposed that Mr. A. N. Blakeman and Mr. H. Smith be re-elected as auditors.—Mr. Belilios seconded.—The motion was carried unanimously.—The Chairman then announced that this concluded the business of the ordinary half-yearly meeting.

At a later hour on the same day an extraordinary meeting was held, to which a correspondence was submitted, showing that

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Messrs. Butterfield and Swire and Messrs. Heard and Co. had offered to undertake the General Agency of the Company. The last named firm stated that owing to different arrangements in their staff both at Hong Kong and Canton they could carry on the business for a less sum than was previously estimated by them; and they offered to pay all expenses and outgoings formerly paid by the General Agents, including the cost of the Macao Agency, for the sum of $14,000 per annum, payable monthly, they finding, free of all expense to the Company, storage for all the usual stores and equipments, and for coal up to 1,000 tons. Should their offer be accepted, they would take over the lease of the present offices of the Company from the day of receiving the General Agency, and also the furniture and office appurtenances which have been purchased.

The Chairman then said that, as stated in their last report, the directors had consulted the wishes of the shareholders, which was to carry on the company with a board of directors, with a secretary, and the alterations in the Articles of Association, which would be laid before the shareholders, would meet that view. With regard to the applications to carry on the company, the general wish of the shareholders was, as he had already said, that the board themselves should carry it on. The directors had always sought to make things as pleasant as possible, and to work the company as well as they could for the shareholders and the public at large; and he (the chairman) some time ago spoke to a partner of Messrs. Butterfield and Swire's, and asked him if he would become a director. He said he could not himself, but said he would like to have a talk with him (the chairman) on the subject. The very next thing that he heard from him was the application which had just been laid before the meeting. They did not even say how they would take the company, and what was contained in their letters was all the directors knew on the subject. If there was opposition to the company, he could only say that it would be most lamentable for those who attempted it. Of course in that case the company would lose money, but the opposition were bound to lose much more.

The notice calling the extraordinary meeting having been then read, the Chairman submitted a series of resolutions embodying the alterations in the Articles of Association. He proposed their adoption *seriatim*.—Mr. Heaton seconded them, and they were all adopted.—The Chairman, having requested the attendance of a sufficient number of shareholders fourteen days hence to confirm the resolutions just passed, said he was much obliged for their presence that day, and trusted, with their assistance and the assistance of the public, that the directors would be able to further their interests, and carry on the company—malgre all opposition—as successfully as they had done heretofore. The meeting then terminated.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 31st July; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times*:—

The estimates for 1876 have been drawn up by the Colonial Treasurer, the Hon. Mr. Willans. They are in the usual form, and are accompanied by two memoranda explaining the differences between the Estimates of Revenue and Expenditure for 1875 and 1876. As compared with the estimated revenue for the current year the estimated revenue for 1876 shows a falling off of $28,851. This is mainly owing to the transfer of the Singapore markets to the Municipality, to the profit on copper coin supplied in 1874 falling to be adjusted in 1875, and to the decrease in interest on surplus funds which have been spent on Public Works. There is an increase, estimated for 1876, on Licenses, Harbour Dues, Postage, Fines, Fees of Office, Reimbursements and Special Receipts amounting in all to $42,769, and a decrease on Land revenue, Rents, Stamps, Sale of Government Property, and Interest, including profit on copper coin amounting in all to $71,620, and the difference between these two sums makes up the deficiency in the revenue. Turning to the estimated Expenditure for 1876, we find that it is less than 1875 by $52,074. Establishments however appear to be still increasing, and the saving has been principally effected by cutting down the expenditure on Works and Buildings, Roads, Streets, and Bridges. The increase in Establishments, it is true, is not very important and is mainly caused by advances of salaries, which of course it is only fitting should be granted whenever due, but the steady increase, year by year of the cost of the *personnel* of Government requires careful watching and checking. We notice also that the item of transport is larger than ever, and that the estimate for Government vessels (Singapore) is put down at $6,250 higher than in 1875, owing to a steam launch being required to replace the *Mata Mata*, now stationed in Penang. A steam launch is doubtless necessary, but we should like to be informed what services the *Pluto* renders the colony for her cost.

Among other details we notice that the salary of the Registrar of the Supreme Court is reduced from $5,460 to $3,600, and of the First Magistrate of Police in Singapore from $3,828 to $3,600, while the salary of the Second Magistrate has been raised to $3,276, and of the Registrar General from $2,400 to $3,600. These changes have been made, no doubt, only after due consideration, and for good reasons, but with regard to the last, we should like to know whether the Registrar General is in future always to act as coroner, and whether, if it should afterwards be necessary to separate the two offices, the reason now given for the advance of the Registrar's pay, viz., in consideration of his ceasing to draw horse allowance, fees, and travelling expenses as coroner, will be remembered or forgotten, and a further increase in establishments declared absolutely necessary. We have no wish, however, to be hyper-critical with regard to the estimates for 1876, which we are inclined to pronounce the most satisfactory budget ever laid before Council since the transfer. The colony will not be slow to recognise and acknowledge the fact that to Sir William Jervois is due the fact of arresting in the first year of his office the downward course of the colony towards impecuniosity and debt, and this will be done all the more readily and heartily because it is a most unpleasant and unpopular duty to perform. The annual revenues and expenditures, actual and estimated, from the beginning of 1868 down to the end of 1876, are given in the following figures, and they are sufficiently suggestive. The last two years are only estimated.

	Revenue.	Expenditure.
1868	$1,301,843	$1,197,177
1869	1,313,046	1,164,354
1870	1,378,748	1,259,376
1871	1,405,703	1,254,111
1872	1,536,274	1,296,311
1873	1,502,094	1,415,828
1874	1,458,872	1,679,210
1875	1,492,616	1,500,289
1876	1,463,765	1,448,215

We think any one scanning the above two columns will require no argument to convince him that his Excellency Sir William Jervois has not applied the break a bit too soon.

On the 21st July a native schooner, or tongkang, named the *Hawk*, commanded by Nacodah Mahrassah Aboobakar, and manned by a crew of nine men (eight Klings and one Malay), cleared from this port for Deli, Sumatra, with a cargo of planks and twenty-two Chinese passengers. These twenty-two passengers were able-bodied coolies, of the Macao and Teo Chew tribes, who had been engaged for service on a plantation in Deli, and over them was placed a guard of six armed Manilamen. Each of the coolies had received $30 advance, paid down after they were safe on board the vessel. After leaving the harbour some dispute arose between the coolies, and the schooner returned to this port, when inquiries made by the Master Attendant proved that the only apparent disagreement was between some of the coolies themselves, which having been settled, they expressed their perfect willingness to adhere to their agreement. The schooner left again on the 22nd, and everything went on quietly until next day, the vessel being then off Pulo Cocob, some miles beyond the Carimons, when all at once, and without warning, the coolies mutinied, and a scene of bloody strife and carnage ensued. The guard of Manila men were taking their meal on deck, having their arms beside them, when the Chinamen rushed upon them and succeeded in getting hold of some of the weapons, and afterward obtained possession of the vessel, which was subsequently run ashore at Ayum Dinat, in the territory of Johore. Nothing was known here of the mutiny, but Captain Dunlop, Inspector-General of Police, having been informed on the 24th July that some of the coolies had been seen in Singapore, had his suspicions at once awakened, and, later, the police succeeded in getting three of the Chinamen, all of whom proved to be wounded. Captain Dunlop, now convinced that there had been foul play, proceeded out to the westward on the 24th July in the Government steam launch, to obtain tidings of the vessel, but returned late in the evening without having made any further discovery. On his return, however, he found that two of the crew, a Malay and a Kling, had arrived and given information of the mutiny, and were able to describe pretty nearly the whereabouts of the vessel.

Early on the morning of the 26th July Captain Dunlop started out again in the launch, and on reaching Ayam Dinat the schooner was found lying high and dry on a sandbank. From all that could be gathered from the survivors, it appears that at the first alarm the eight Kling sailors sprang overboard in the most abject cowardice, and the Malay took refuge in the Nacodah's cabin, where he remained hidden while the bloody work was going on, leaving the six Manila men to fight out the battle unaided. The wounds inflicted upon those of the Chinaman who have been retaken, and the scene presented by the schooner itself, bear testimony how faithfully these six men endeavoured to fulfil their trust, and how terrible and sanguinary must have been the struggle ere the Chinamen could master them. The deck, the lumber which formed the cargo, and everything on board, were covered with huge stains and clotted pools of blood, and there is hardly a doubt that of those six brave men only one remains alive. It appears that the coolies, after gaining possession of the schooner, endeavoured to make their way back to Singapore, but getting into the rough water on the sandy shoal off Ayum Dinat, the vessel became unmanageable, whereupon she was headed direct for the beach, and run up high and dry. They then ransacked the cabin, broke open the boxes of the Nacodah and crew, and robbed them of everything of value, including $50 in money. Finding the Malay man secreted here, they

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made him fast, lest he should give the alarm to the Malays on shore, and then, launching the schooner's boat from on deck, those of the mutineers who could get into it came on to Singapore, while the rest made their way to the beach and fled to the jungle.

Captain Dunlop prosecuted his inquiries on shore, and learned that three of the Chinamen, two of whom were wounded, had been taken by Maharajah's Malay police; one of the Kling sailors, wounded, was found ashore, and placed on board the schooner, and two or three more had found shelter in a Malay police station further to the westward. Since then, we learn, all nine of the crew have been accounted for; but no tidings have been received of the five missing Manila men, and the presumption is that they have been killed, or thrown overboard in a wounded and helpless condition. Only nine of the coolies have been found so far, but there is every probability that those of the remaining thirteen who have taken to the jungle will be compelled by privation to come into the small Malay village, when they will be made prisoners. The schooner was left in charge of the Nacodah and those of the crew taken back by Captain Dunlop, assisted by a guard of police. There is little doubt the uprising was premeditated from the very outset, and that these twenty-two ruffians engaged themselves merely to obtain the advance of $30, but this being paid only after they were on board and under an armed guard prevented their escape until such time as they could surprise their watchful keepers. This presumption is strengthened by the significant fact that not one of all the gang had a box or baggage of any sort, though they were perfectly well aware they were bound for a place for which an outfit was indispensable. We understand that the offence having been committed within the Maharajah's jurisdiction, the prisoners will probably be all handed over to the Johore authorities for trial and punishment.

We are glad to find that the Governor has recognised the necessity of not confining his attention to the Western States of the Malayan Peninsula, but has recently paid a visit to the Eastern States also. This, we believe, has not been done since Sir Harry Ord went to Pahang, Tringanu, and Kalantan in 1872, since when they have been practically lost sight of; for, if we except the trip of Sir Andrew Clarke to Pahang last year, the Governor has never kept up the acquaintance that was then established. Although these States are less known than those on the other side of the Peninsula, which have the advantage of lying in the direct line of traffic, yet the quiet and order which they have enjoyed for some time past have led to a degree of prosperity which at the first glance is surprising. The account's which we have received of the Governer's visit give a most gratifying picture not only of the friendly disposition of Chiefs and people, but of a general prosperity and contentment prevalent which is in strong contrast to the stories of desolation which the British Residents have had to tell of the States on the West Coast. His Excellency appears to have received everywhere a warm and cordial welcome from all the Rajahs.

The ball given by the Governor and Lady Jervois at Government House on the 29th July, in honour of Her Majesty's birthday, was one of the plesantest and most liberal entertaiments yet given in Government House, reputed as it hitherto has been for its hospitality. The ball-room, entrance-hall, grand staircase, and corridors were chastely and prettily decorated, and the flowers and evergreens which adorned the walls appeared as only the natural accompaniments to a festive scene like this. The excellent band of the 1-10th Regiment furnished the music. The attendance was more than usually numerous, and invitations were extended to every one of social standing in the three Settlements, and the gathering was in this respect what a Queen's birthday ball should be. The guests were at first ushered up the grand staircase, where a guard of honour was drawn up on either hand, into the reception-room, where, after the company had all assembled and been received by his Excellency and Lady Jervois, they repaired at about half-past nine to the ball-room below, and dancing was begun. About midnight supper was announced, and afterwards dancing was resumed, and kept up till nearly three o'clock, when the guests departed, deeply impressed with the hearty hospitality dispensed by his Excellency and Lady Jervois, and highly pleased with the manner in which they did the honours on this occasion.

The finding of the Court of Inquiry on the *Cybele* case appears in the *Gazette*. It states that the Court considers that the Master showed great error of judgment in approaching an island unknown to him within two cables' length, and is of opinion that he should have shaped a course calculated to lead him at least five cables off; but taking into consideration that he was guided by one of the Admiralty Charts, with corrections to September, 1869, which showed no danger south of Raffles Light, where a reef in reality runs out a distance of 900 feet, the Court does not consider it advisable to suspend or cancel his certificate, but censure him for his want of due caution whilst navigating waters unknown to himself, where currents are strong and not to be depended on.

The following address has been presented by the members of the Singapore Bar to Captain Douglas:—

We, the undersigned members of the Singapore Bar, take the opportunity of addressing you on the occasion of your retiring from the post of Acting Senior Magistrate. This appointment you have held for nearly one year, and during that time the able and efficient manner in which you have performed its duties has commanded our highest respect. We appreciate also most highly the great courtesy you have always extended to us when engaged before you in our professional duties, and the willingness you have always disylayed to meet our convenience when not incompatible with the efficient administration of justice. Although we feel great pleasure in thinking that the friendly relations which have existed between us may continue under present circumstances, yet we cannot but give expression to our hope that the high qualities of energy, tact, and administrative ability which have distinguished you in the duties of the post you lately held may soon secure to you some certain and more satisfactory position, either in the performance of these duties or otherwise.

Captain Douglas has replied to this address as follows:—

The address you have honoured me with, I have received and beg to acknowledge with sincere and heartfelt thanks. When I suddenly took office in October, 1874, I was an entire stranger to the Bar, ignorant of the laws in force in these Settlements, and unacquainted with the peculiarities in administering them to a large mixed native population, and although I had performed magisterial functions for over twenty years, I confess I undertook the duties of Acting Senior Magistrate with grave anxiety. That, in your opinion, I have been successful, has to a very great extent been due to the unchanging courtesy, consideration, and kindness I have met with from you, and I thank you as equally for the aids you have so freely accorded to me, as for the flattering record you have presented me of my labours. The concluding paragraph in your address is most gratifying to me, and I assure you in whatever service I may be employed, your appreciation and approval of my first official duties in Singapore will stimulate me to further efforts to secure the good opinion of those I may be associated with.

The various reports of tigers roaming about Singapore are now treated almost as yarns only fit for a marine. However, an instance has occurred which places the fact beyond doubt. On the 24th July last, as Mr. G. L. Harrison was surveying for the Public Works Department at Upper Kallang, about six miles from town, he heard the roar of a tiger, but did not see it, although it was only thirty yards off. Mr. Harrison's men all made off, and he himself, not being armed, thought it prudent to do likewise, but showed his pluck by first cutting a piece of turf having the impress of one of the tiger's feet, and then shouldering his theodolite trudged home. The turf is now in the Raffles Museum.

The Singapore Rifle Association have held another competition at the Rifle Range on the Race Course. The competitors were allowed five shots at each range of 200 and 400 yards, members of the Singapore Volunteer Corps and civilians using the Snider, and the military the Henry-Martini. There were about ninety competitors, and fourteen prizes were distributed, of a total value of $25. The first prize, as at the last match, fell to Sub-Lieut. Drennan, of the S. V. C., who fired with the Snider.

The *Gazette* notifies that, from and after August 9, money-orders will be issued in the post-offices of the colony, drawn on the United Kingdom, at the rate of 4s. per dollar, instead of 4s. 2d. as hitherto.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—A fair business has been done here in second crop leaf since date of our last, July 6, prices, quality considered, remaining steady. There are still only three or four houses buying, the Russian houses having scarcely entered the market. Settlements for the week are:—2,433 chests, 4,251 half-chests, and 1,000 boxes at 1s. 4¼d. to 1s. 6⅝d. per lb.; 9,516 chests and 7,432 half-chests at 1s. 1½d. The range of price has been, for Oonfar Tea, Tls. 19 to 24; Soon-yong, Tls. 19½ to 23; Toong-shan, Tls. 21½; Young-low-toong, Tls. 17¼ to 22; Wun-kai, Tls. 18½ to 20; Cheong-sow-kai, Tls. 18¼ to 20¾; Low-yong Tls. 16 to 19.30; Leeling, Tls. 15½ to 18 per picul. At time of writing there is some tendency towards a decline in prices. A good deal of Tea has accumulated on the Shanghai market, and by latest accounts there seemed to be but little demand there. Customs export to date:—

			1874.
Hankow Teas	37,782,304 lbs.	against	32,028,746 lbs.
Re-export Kiukiang Teas	8,798,578 lbs.	„	7,897,409 lbs.
Total ...	46,580,882 lbs.	„	39,926,155 lbs.

SHANGHAI.—*Black:* There had been a considerable business done during the week. Second crop Oopacks had sold from Tls. 21 to 23½, and Ningchows at Tls. 26 to 31. Prices were about Tls. 2 under those ruling at the same time last year, but the quality of the Teas from the Hankow district was so inferior that the purchases could scarcely be called cheap, even at the present favourable rate of exchange. Settlements had been 16,003 chests. Stock 31,100 chests. Prices paid had been:—Oopacks, &c., Tls. 21 to 25½; Hohows and Ningchows, Tls. 16 to 36; Oonams and Oonfas, Tls. 16 to 27. *Green:* The Pingsuey market had been opened at Tls. 31 for two chops good quality; and settlements had since been made at Tls. 22 to 32. Several chops were also reported as shipped off on owners' account. The prices paid were about Tls. 12 under opening rates of last season, but much above latest quotations either in London or New York. Four chops Taiping had been

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taken at Tls. 26¼ to 27, against Tls. 33 to 34 as opening rates last year. Settlements and Shipments—Pingsueys, 4,362 half-chests, Tls. 22 to 32; Taiping, 1,089 half-chests, Tls. 26¼ to 27; stock, 26,171 half-chests. Total Settlements :—

	1875-1876.		1874-1875.
Black	36,597,120 lbs.	against	36,493,496 lbs.
Green	189,449 „	„	1,097,073 „
	36,786,569		37,590,569

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says :—During the past week a large business has been doing on this market, some 37,000 chests of Congou having found buyers. A fair proportion of this is for the Colonies. Arrivals and settlements during the week are :—Congou : Arrivals, 34,200 chests ; settlements, 37,073 chests. Souchong : Arrivals, 950 chests ; settlements, 4,495 chests. Oolong : Arrivals, 5,100 half-chests ; settlements, 119 half-chests. Flowery Pekoe : Arrivals, nil chests ; settlements, 585 chests. Scented Teas : Arrivals, 8,000 boxes ; settlements, 8,869 boxes. Congou : All desirable parcels of the first crop are now exhausted, and operations have been in the second crop Teas. Those from the Saryune districts are on about a par in quality with last season's, but Teas from most of the other countries do not appear to be as good, whilst about the same scale of prices is ruling. Souchong : A good many parcels have been taken at about former rates. Oolong : Only 119 half-chests have been settled. Flowery Pekoe : A fair business has been done in this description, and owing to the stock being almost exhausted prices show a hardening tendency. Scented Teas have been taken freely at about late quotations. The export to date to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 22,592,106 lbs., against 18,457,230 lbs. ; to the Colonies, 4,386,276 lbs., against 4,489,586 lbs. ; to America, 27,276 lbs., against 154,936 lbs. last year.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to July 16, 1875	35640924	22507817	348027	7093149	65589917	7236
From June 1, 1874, to July 16, 1874	30804118	17428572	100426	7484444	55817560	7383

TO THE CONTINENT.

	Bls. & Cases.	
From June 1, 1875, to July 16, 1875	6458199	9404
Do. do. 1874, to July 16, 1874	2341973	3248

TO UNITED STATES OF AMERICA.

	Bls. & Cases.	
From June 1, 1875, to July 16, 1875	3648969	376
Do. do. 1874, to July 16, 1874	4429980	185

TO AUSTRALIA.

From June 1, 1875, to July 16, 1875	2,952,125
Do. do. 1874, to July 16, 1874	4,362,813

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
June 19 ...	Cutty Sark	Shanghai ...	1,347,699
„ 23 ...	Blackadder	„ ...	1,200,000
July 2 ...	Nyassa	Foochow ...	1,135,188
„ 8 ...	Craigforth (s.)	Shanghai ...	2,200,000
„ 8 ...	Thermopylæ	Foochow ...	1,413,000
„ — ...	Black Prince	„ ...	1,200,000
„ — ...	Undine	„ ...	1,150,000
„ — ...	Forward Ho !	„ ...	1,400,000
„ 17 ...	Glamis Castle (s.) ...	„ ...	2,400,000
„ — ...	Cawdor Castle (s.) ...	Hankow ...	2,750,000
„ — ...	Altona (s.)	Shanghai ...	1,750,000
„ 25 ...	Egeria (s.)	Foochow ...	1,500,000
„ 30 ...	Glengyle (s.)	Shanghai ...	1,800,000
„ — ...	Glenroy (s.)	Hong Kong ...	2,000,000
„ — ...	Norman Court	Shanghai ...	1,200,000
Aug. 9 ...	St. Andrew's Castle ...	Canton ...	1,000,000
„ — ...	Fiery Cross	Foochow ...	850,000
„ — ...	Osaka	Canton ...	800,000
„ 9	Deerhound	Shanghai ...	750,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 0¾d. to 4s. 0¾d.	4s. 1¾d.	4s. 1¾d
Shanghai „	5s. 7¾d. to 5s. 7¾d.	5s. 8¼d. to 5s. 8¾d.	5s. 8¼d. to 5s. 8¾d.
Canton „ ...	4s. 1¾d.	4s. 1¾d.	4s. 1¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 1d.	4s. 1¼d.	4s. 1¼d.
Manila „	4s. to 4s. 0¼d.	4s. 0¼d. to 4s. 0¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 310½	224
„ Hong Kong	27¼ to 28 dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	72.8.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 25 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $800 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 17 per cent. discount.
Hong Kong Fire Insurance Company, $287½ premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $162 per share.
Chinese Insurance Company, $192 per share.
Shanghai Steam Navigation Company, Tls. 65 per share.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.210	Tls.20 p.sh
Shanghai Gas Company ...	100 ...	100 ...	137 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	63 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	72 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$490	$51¾ p.sh.
North China Insurance Co. ...	Tls.1,000 ...	Tls.300 ...	70 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$535 ...	15 p.c
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	875	$150 p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.92	
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$160 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	134 ...	12 p.c
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.85 ...	5 p.c

TELEGRAMS FROM THE FAR EAST.

THE REPORTED DIFFICULTY WITH CHINA.

SHANGHAI, AUG. 29.—According to intelligence received from Tientsin, Mr. Wade, the British Minister, has decided to prolong his stay there for the present.

SHANGHAI, AUG. 30.—It is reported here that Mr. Wade has presented an ultimatum to the Chinese Government, and that it is not backed by the other foreign ministers.

ATTACK UPON MR. HENDERSON.

SHANGHAI, AUG. 30.—Mr. Henderson, Chief Engineer of the Maritime Customs, the lighthousekeeper, and their Chinese *employés* have been beaten and attacked by villagers at the Shantung Promontory. The assault is alleged to have been instigated by Lee Hoo, a Mandarin whom Mr. Henderson visited.

BURMAH AND CHINA.

(TIMES TELEGRAMS.)

CALCUTTA, SEPT. 1.—A private telegram from Rangoon states that the King of Burmah refused to receive Colonel Duncan. The report is unconfirmed, and the authority doubtful. Colonel Browne returns from Shanghai shortly. It is believed he has not made much progress with the Yunnan inquiry, owing to Chinese obstructiveness.

BERLIN, SEPT. 1.—The Russian *Invalide* says the King of Burmah has declared himself the vassal and *protégé* of the Emperor of China.

CALCUTTA, SEPT. 3.—The Government has heard nothing of the rumoured refusal of the King of Burmah to receive Colonel Duncan. The report is generally discredited.

The Eastern Telegraph Company's traffic receipts for the month of August amounted to £30,005, against £31,265 in the corresponding period of 1874. The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited), for the same period, amounted to £20,072, against £19,697 for the corresponding period of 1874.

We believe that the Eastern and Australian Company propose dividing their services into Mail and Commercial, with a view of affording greater facilities to the trade of the Straits and Java. The mail boats will go direct from Singapore to Queensland as at present, but the steamers in the trading service will call at the Java ports, and be able to give ample time for the loading and discharge of cargo there as well as in Singapore.

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Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 12, Devonhurst (str.); 13, Erl King (str.); Aug. 28, Willard Mudgett; Sept. 1, Cybele (str.), Ambassador, Naples (str.).

At HONG KONG.—From Liverpool, Aug. 30, Diomed (str.), Orestes (str.).

At MANILA.—From San Francisco, July 7, George Moon; 9, Game Cock, Great Admiral.

At BATAVIA.—From New York, Aug. 14, Escort; from Nieuwe Diep, 24, Johannes.

At SINGAPORE.—From Liverpool, July 27, Ulysses (str.); 28, Buenaventura (str.); from Sunderland, George Watson; Aug. 29, from London, &c., Glenartney (str.); 31, Teviot (str.).

At PENANG.—None.

DEPARTURES.

From SHANGHAI.—For London, July 11, Lord of the Isles (str.); 12, Craigforth (str.).

From HONG KONG.—For London, July 22, Glenlyon (str.); for San Francisco, 20, Hollander; 21, Wildwood; for London, Sept. —, Crocus (str.).

From MANILA.—For Channel, f.o., July 5, Maggie Douglas; 13, Mary Blundell, Amity; for Liverpool, 7, Sophie; for New York, 6, John O'Gaunt, Ellsworth; 9, Senator Iken; 16, Endeavour; 13, Anahuac; for Boston, 6, Mindoro; for San Francisco, 6, Condoren.

From BATAVIA.—For Nieuwe Diep, Aug. 26, Koning der Nederlanden (str.).

From SINGAPORE.—For Marseilles, July 31, Ulva; for Mauritius, 26, Amur.

From PENANG.—For London, Aug. 31, Lord of the Isles (str.).

THE MAILS.

—o—

PRESENT INWARD MAIL.—MARSEILLES, SEPT. 2.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, arrived here to-day at 9 A.M. She brings 50 passengers and a general cargo, including 401 bales of silk, 2,419 packages of tea, 357 packages of sundries, also £1,760 in specie for London, which part of her cargo will be forwarded to its destination per Company's steamer Indus, due in London on or about the 13th inst.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, SEPT. 1.—The P. and O. Company's steamer Venetia, with the India and China heavy mails, left at noon-day for Southampton, where she may be expected about the 6th inst.

INWARD MAIL DUE SEPT. 27.—GALLE, SEPT. 1.—The P. and O. Company's steamer Cathay, with the India and China mails, left here to-day for Suez. Specie £690,000.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, SEPT. 1.—The P. and O. Company's steamer Australia, with the India, China, and Australian mail, from Southampton, Aug. 26, arrived here at 6 A.M., and left at 10 A.M. for Malta and Port Said.

OUTWARD MAIL OF JULY 23.—SHANGHAI, SEPT. 1.—The P. and O. Company's steamer Peshawur, with the London mails of July 23, arrived here to-day.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 31, at Falmouth, from Akyab, Iris, Scopo, Superb, for Copenhagen; from Rangoon, for Schiedam, Michele Picasso; from Akyab, Chili; from Rangoon, for Copenhagen, Hirundo, Toivo; from Batavia, Atrato; Sept. 1, from Rangoon, Deerfoot; from Akyab, Louise; Aug. 30, at Marseilles, from Singapore, Richard; Sept. 2, at Falmouth, from Bassein, India; from Rangoon, Freir, Constantin; from Sourabaya, Loochoo; Sept. 1, at Havre, from Akyab, Sif; at New York, from Colombo, Lion.

DEPARTURES.—Sept. 1, from London, for Shanghai, Glenfinlas (str.); from Liverpool, for Rangoon, City of Manchester; Aug. 28, from Genoa, for Rangoon, Reno; Sept. 1, from London, for Batavia, Paul.

SPOKEN.—'Gravenhage, from Antwerp, to Batavia, July 14, 9 N., 26 W.; Gebroeders Smit, from Rotterdam, to Batavia, July 25, 14 N., 27 W.; N.V.L.W., from Cardiff, to Anjer, June 20, 9 N., 26 W.; Glaritera, from Cardiff, to Singapore, Aug. 23, 48.40 N., 9.18 W.; Liverpool, from Liverpool, to Galle, July 24, 12.30 N., 25.30 W.; Agnes Muir, from London, to Shanghai, Aug. 30, 47 N., 8 W.; Belle of Southesk, from London, to Singapore, July 17, 9 N., 26 W.; N.B.C.L., from Rotterdam, to Java, July 1, 22 W.; Tromp, from Bali Island to Amsterdam, Aug. 2, 15.27 N., 29.30 W.

MISCELLANEOUS.—Malta, Sept. 2, passed, from London, for Shanghai, Gordon Castle (str.).; Sept. 2, at Port Said, from Liverpool, for Shanghai, Nestor (str.).

THE ORDER OF ST. MICHAEL AND ST. GEORGE.—The following appointments to the Order of St. Michael and St. George are gazetted:—To be Knights Commanders—Anthony Musgrave, Governor of the colony of South Australia; Rawson William Rawson, C.B., lately Governor of the Windward Islands. To be Companions—Frederick Aloysius Weld, Governor of the colony of Tasmania; Edward Newton, Colonial Secretary for the island of Mauritius; Major William Owen Lanyon, lately Colonial Secretary for the Gold Coast settlement and colony; James Hector, M.D., Director of Geological Surveys and Curator of the Colonial Museum for the colony of New Zealand; Colonel Henry Charles Fletcher, lately Military Secretary to the Governor-General of the Dominion of Canada.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 27th Aug., at Balham, the wife of Whitworth Allen, Penang, of a son.

GREIG—On the 25th Aug., at Durrington House, Wilts, the wife of M. W. Greig, of Foochow, of a son.

MARCUS—On the 28th July, at Tulloh Blangah, Singapore, the wife of Walter I. Marcus, of a son.

MITFORD—On the 27th Aug., at East Moulsey, the wife of Robert Sidney Mitford, of a daughter.

NORTHMORE—On the 26th Aug., at Colombo, the wife of John Northmore, Cleve House, Devon, of a daughter.

PEIL—On the 10th July, at Chefoo, the wife of F. Peil, of a daughter.

RUDD—On the 28th Aug., at 2, Elm-grove-road, Exeter, the wife of W. Rudd, of Coldstream Estate, Ceylon, of a daughter.

MARRIAGES.

MCGREGOR—ENDICOTT.—On the 31st Aug., at All Saints' Church, Notting-hill, by the Rev. John Light, M.A., James McGregor, of The Hall, Southend, Kent, to Sarah Ann Endicott, widow of the late James B. Endicott, of Hong Kong.

M'KENZIE—M'WILLIAM.—On the 19th Aug., at the Presbyterian Church, Broughshane, Ireland, by the Rev. A. Robinson, assisted by the Rev. W. C. Robinson, Ballykelly, county Derry, uncles of the bride, Alexander M'Kenzie, of Navabedde Estate, Haputale, Ceylon, to Jessie Jane, only child of the late R. M'William, of Turtory, Aberdeenshire.

THEBAUD—DOUGLAS.—On the 26th July, at St. Andrew's Cathedral, Singapore, by the Ven. Archdeacon Hose, Eugene Thebaud, of New York, U.S.A., to Margaret Meffet, daughter of Alexander Douglas, of Aberdeen.

THORNELOE—PRITCHETT.—On the 21st Aug., at the parish church, Edgbaston, Birmingham, by the Rev. Isaac Spooner, James Thorneloe, of Ladywood, to Maria Mary Pritchett (of Ladywood Registry), eldest daughter of the late John Pritchett, of Colombo.

DEATHS.

ARBUTHNOT—On the 29th Aug., at Coworth Park, Berks, John Alves Arbuthnot, second son of the late Sir William Arbuthnot, Bart., aged 72.

ASSITER—On the 28th Aug., at 20, Kempsford-road, William Assiter, late of H.B.M. Office of Works, China.

BEATTIE—On the 28th Aug., at Duke-street, Portland-place, William Beattie, Assistant Manager of the Chartered Mercantile Bank of India, London, and China, aged 57.

FARQUHAR—On the 27th Aug., at Dale Lodge, Grasmere, Maria, Lady Townshend Farquhar, in her 83rd year.

FRASER—On the 23rd Aug., at Inverness, after four years' illness, John Fraser, formerly Manager of the Borneo Company at Shanghai.

FORSTER—On the 16th Aug., at Twickenham, Staff Commander John Thomas Forster, R.N., aged 60 years, principal emigration officer of the port of London.

LAYARD—In June, at Wagga Wagga, Sydney, Raymond Layard, aged 21, youngest son of the late Capt. Henry Lewis Layard, of Ceylon. Supposed to have been feloniously killed by some person or persons unknown.

LENT—On the 30th Aug., at 60, Maddox-street, W., John Oldershaw Lent.

LINDSAY—On the 16th July, at Shanghai, John Lindsay, aged 46.

MITFORD—On the 2nd Sept., at Morton Hall, Notts, Joseph George Mitford, aged 84, late Captain in the H.E.I.C. Service, and third son of the late Robert Mitford, Esq., of Mitford, Northumberland.

ST. LEGER—On the 30th Aug., at Peckham, Robert St. Leger, formerly of county Limerick, and late of the P. and O.S.N. Company.

WATERMAN—On the 20th July, in the Pegu River, Lilias Jean, wife of Col. E. F. Waterman, 17th Regiment Madras N.I., and daughter of the late Brigadier-Gen. Robert McDowall, of the Madras Army.

Naval and Military.

The Lily, composite sloop, 620 tons, 570 (95) horse power, Commander Basil E. Cochrane, sailed from Plymouth on the 28th ult. for the China station, *viâ* the Cape of Good Hope.

Intelligence of the death of Captain James Graham Goodenough, C.B., C.M.G., has been received, he having died at Santa Cruz from wounds he had received from the poisoned arrows of the natives of the Western Pacific Islands. He was captain of Her Majesty's ship Pearl, 17, to which ship he was appointed May 22, 1873; and on receiving the appointment became commodore and senior officer in Australia. For his gallant services he was made a Companion of the Order of St. Michael and St. George, and a Companion of the Order of the Bath in May, this year. He obtained his commission as lieutenant in 1851; commander 1858; and attained post rank 1863. He obtained a captain's good service pension as recently as the 18th March this year. Captain Goodenough from September, 1856, to August, 1857, was senior lieutenant of the Raleigh, 50, on the East India and China station, and from the latter date until promoted to commander in February, 1858, served again in the Calcutta in China. He continued in the Calcutta as second captain until July, 1859.

According to advices from Hong Kong by this mail Her Majesty's ships of war in harbour there are the Hart, Midge, Modeste, and Ringdove. The Egeria left on a cruise, to fire her quarterly allowance of ammunition, on the 21st July. The Princess Charlotte, so many years the senior officer's ship at this station, is announced to be sold by public tender on the 26th of August. The Martini-Henry rifles for the 80th Regiment have been issued, and the Snider rifles are being returned into store for transmission to England. Lieut. Chamberlain, 80th Regiment, has temporarily been appointed First Adjt., in the place of Lieut. Blake, 1st Battalion 10th Regiment, invalided. H.I.R.M. corvette Bayan arrived at Hong Kong, from Singapore, on the 20th of July. The Austrian corvette Friederich arrived on the 17th, and left for a cruise on the 21st.

The Japanese Government has appointed Serg.-Major Hanson, Royal Artillery, on his retirement from the British Army, to be gunnery instructor at Yokohama.

Notice is given to persons interested therein, that the distribution of the amount awarded to the officers and crew of Her Majesty's ship

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Basilisk for the capture of the Crishna on the 14th of Jan., 1873, for breach of the Kidnapping Act, will commence on the 31st inst., in the Prize Branch of the Department of the Accountant-General of the Navy and Controller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W. The following are the shares due to an individual in the several classes :—Captain, £114 19s. 10d.; second class, £32 12s. 9d.; third class, £27 19s. 5d.; fourth class, £18 13s.; fifth class, £11 3s. 10d.; sixth class, £9 6s. 6d.; seventh class, £6 10s. 6d.; eighth class, £3 14s. 7d.; ninth class, £1 17s. 3d.

All the vessels on the West African Coast that can be spared are to assembly shortly under Commodore Sir William Hewett, K.C.B., in the River Congo, for the purpose of obtaining satisfaction for the pillage of an English merchant vessel in the earlier part of the year. As hostilities are expected, preparations will be made to shell and burn the villages in the event of the natives fighting.

The death of Major Ward, of the 107th Regiment, who in 1860 accompanied the regiment to China, where he was transferred to the 15th N.I. (now the 25th Pioneers), with which he served throughout the campaign in the north of China, including the Taku Forts and the surrender of Peking, is reported.

Major Snow, who served with distinction in the Baltic, and was with the marine battalion in Japan, will command the guard of honour which accompanies the Prince of Wales to India. Lieutenant Lambert, who served with the Iron Duke in China, has also been appointed to the Serapis.

Colonel Milles, who commanded the 75th Regiment while stationed at Hong Kong, has qualified, through length of service, for retirement. He assumed command of the regiment in 1868.

Sub.-Lieut. A. W. Hill, of the 57th Regiment, is under orders to proceed to Ceylon with the next drafts from the depot to the service companies.

An ancient-looking cannon is now on view at Brighton, the inscription on which shows that it was captured from the Japanese at Simonosaki.

The Lords of the Admiralty have ordered the Octavia, 28, frigate, 3,822 tons, 2,415-horse power, to be broken up at Chatham. The ship was built twenty-five years ago, but has seen little service.

Assistant-Controller C. R. Shervinton goes out to assume charge of the Commissariat arrangements in the China command, after having been for fifteen years connected with the Transport Train.

It is reported that the successor to the late Commodore J. G. Goodenough, in command of the Australian station, will be either Captain M. Culme-Seymour or Captain A. H. Hoskins.

Lieut. T. Davison, of the 15th Hussars (Bengal), has been granted six months' leave of absence, with permission to visit Ceylon.

The 81st Regiment, which served in the last war in China, returning in June, 1863, is about to return home from Gibraltar.

Literature.

The September number of the *Cornhill* contains an interesting paper, entitled "The Building of the Bridge: A Chinese Legend." The bridge referred to is that over the river Min, which is believed to be the longest one in China, and the story gives the mythical account of its construction. At the conclusion of the last chapter we find that its founders agreed to call it "The Bridge of Ten Thousand Ages," because "for ages and ages it will seem to remind people how tender, loving, and pitiful is the Goddess of Pity and Love," in whose honour they had built it as a thank-offering for assistance one of them had received from her in the time of peril. In a prefatory note the writer of the paper, who uses the initials "H.E.W.," remarks that "the value of the tale consists in the insight it affords into the curiously grotesque character of the Chinese imagination, when brought to bear upon objects the origin of which appears too magnificent to have been produced without supernatural agency." Amongst a number of entertaining papers *Chambers's Journal* contains one giving a tolerably full account of "Edible Birds'-nests." As he is not quite accurate in his conversion of piculs into pounds, and for one or two other reasons, we are inclined to look with some suspicion on the statistics furnished by the writer of the article; but, nevertheless, he manages to convey a good deal of information. He mentions a fact which will hardly be good news to those Chinese who consider birds'-nest soup as a valuable stimulant. It seems that Professor Troschel, of Bonn, has made an analysis of the nests, and "he finds that the material does not consist of specially nourishing or stimulating substances, but is quite similar in constitution to any animal saliva." Considering the price he pays for these dainties, this information ought to cause the thrifty and practical Chinaman to reflect on the folly of indulging the absurd taste.

Fifteen months have elapsed since the competitive essays on the subject of *British Opium Policy, and its Results to India and China* were sent in for adjudication, and the names of the prize winners of £200 and £100 have not yet been announced. We have no desire to hurry the decision, but, as Sir Bartle Frere, one of the adjudicators, proceeds to India in the retinue of the Prince of Wales next month, it would be satisfactory to know whether he and his colleagues, Sir Charles Trevelyan and Sir Louis Mallet are likely to make the awards before his departure, or wait until he returns to England some eight months hence. We may be quite sure that Mr. Pease, the munificent donor of the prizes, is ready to hand the amounts over to the successful competitors immediately the decision is given; and, after waiting such a time, it would be only courteous to the numerous essayists that their suspense should no longer be prolonged. In connection with this subject are the transactions of the "Anglo-Oriental Society for the Suppression of the Opium Trade," which apparently have ceased, since the debate on the Opium Question in the House of Commons on the 25th of June. Moreover, the organ of that Society, the *Friend of China*, after giving a report of the debate *in extenso*, last July, has no issue for August, and we understand none will appear until the middle of October. On these points some authoritative statement should appear, explaining the causes of this long delay.

Mr. J. F. Dickson, of the Ceylon Civil Service, has in the press, for the *Journal of the Royal Asiatic Society*, an edition of the "Pâtimokkha," or Confession Service of the Buddhist priests. Mr. Dickson is the first European who was ever present at one of these services, and in his preface he gives a full account of the proceedings.

Mr. W. W. Mundy, who received severe injuries on the Canton river last August, has written a narrative of his residence in China. It contains special chapters on "Piracy" and the "Typhoon of 1874." It is to be called "Canton and the Bogue."

Messrs. Macmillan will publish in October the Life and Career of the late Sir James Brooke, of Borneo.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 1.

We are in the season when every Party has its congress. The warp and woof of all discussion is, as Shakespeare describes it, "Past and to come seem best, things present worst." Our literary men have met at Maastricht. The heads of the middle-class schools are debating about their interests in this town. The lawyers are in congress at Rotterdam, and the members of the *Institut de Droit International* have assembled at the Hague. The papers are filled with reports of the matters with which these Congress members are dealing. The most interesting debates have been those of the "Institute of Ghent." The speeches displayed extraordinary learning, and the reports were most valuable although at the same time terribly abstruse. Learned people from all parts of Europe have met there. Bluntschli, Parieu, Laveley, Rolyn Jacquemins, Dudley Field, Travers Twiss, Marquardsen, and a large number of other well known men. Bluntschli, an eminent man of most agreeable address, delivered the opening speech, Mr. Moncini being absent, whilst the Minister of the Home Department received and welcomed the members. His colleague, the Minister of the Department of Justice, attended the meetings of "the men of the law" in the Maesetown, where more than a hundred were together. The principal question discussed by them was that of the *circonstances atténuantes*. According to the opinion of some, the law should fix a minimum and a maximum of punishment; but there were others who pleaded that the judge may exercise compassion, whilst the majority defended the principle that the law should only fix a maximum of punishment, because there are cases in which even murder deserves less punishment than robbery. The commission charged with the task of drafting a new penal code adhered to the principle of a minimum and a maximum. Some days ago this draft was published; and it is a very voluminous book. It gives much satisfaction that this commission, after having worked for only five years, is ready with its report, although we may have to wait perhaps another five years before it will have become law. So far back as 1829 it was urged in Parliament that the *Code Napoléon* should be replaced by a new system of national law, but nothing has been done. In 1838 we obtained a new national civil code but no corresponding penal code. The latter was only altered in 1854, when Mr. Donker Curtius abolished flogging and branding; and in 1870 another Minister of the Department of Justice, Mr. Lilaar, took the initiative in the abolition of capital punishment; but we were not delivered from a legislation which was and still is a disgrace to the nation. We were never so far as now on the right way, for there is at least a chance that we may see the last of the *Code Napoléon*. We have at any rate the basis of a new system, but, as I have already stated, an enormous distance extends between a draft scheme and its fulfilment. It is not the first time we have had good prospects of a change. On several occasions a Bill has been laid before the Chamber with the same object. In 1862, in '63, in '64, in '65, in '67 this was done, and without result.

The greatest dulness prevails on the Bourse. Though the rate of discount is very, very low, and money most abundant, there is no speculative demand whatever. Our national funds share the prevailing quietude. The quotation of the Dutch-India Trading Bank has advanced 4 per cent., and for the Netherlands-India Railway Company's shares there has been some demand, which has exercised a favourable influence on prices. There are some unfavourable rumours circulating with reference to the Steamship Company Java. I cannot ascertain any confirmatory facts, but so much is without doubt, that the price of the shares has fallen 10 per cent. A lull has also prevailed in transactions in the shares of the Company-Nederland. Some days ago the "Sumatra Tobacco Company" was established here, with a capital of f.200,000. The managers of this company are Messrs. J. M. Kogel at Amsterdam, and A. Herschel Bz. at Sumatra. The object is to plant tobacco in the island, to buy and sell tobacco, and carry out all that belongs to this branch of commerce. Endeavours are being made to establish a steam line between Rotterdam and the Brazils, but the financial panic which now prevails at San Francisco is not favourable to the development of the project. The Netherland India Gas Company announces a dividend of f.22.50 or 9 per cent.

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Mr. de Rochemont, adjutant of the ex-Governor-General of Java, is in a sad state of mind. You will remember that he published some time ago a book entitled "Loudon and Atjeh;" Mr. Van de Putte called it in Parliament "an ugly book," and Mr. Fabius added to this qualification that it was a "lie." This is not quite pleasant. The author has now forwarded an address to the Second Chamber filled with lamentations. The book, he states, was written with the intention to throw light on the cause of our unhappy war with Atchin. He was the only man able to do this, and he sacrificed his personal interest, to those of his country. Parliament, however, slighted his work, and the nation therefore took it for granted that no service had been rendered to the nation, but that Mr. de Rochemont had abused his position. This is more than he can possibly bear, and therefore he asks that opportunity may be given him to prove that he was in the right and Messrs. Van de Putte and Fabius in the wrong. It is not quite clear what this gentleman wants. It is not customary here, as in England, to call individuals before the bar of the Chamber. If he had anything to say or to explain, he should have stated it in this address, or in a *brochure*, or at a public meeting.

It needs scarcely to be said that Mr. Heemskerk, the Premier, is much annoyed at the decision of the Second Chamber to discontinue Parliamentary business. If the Ministerial papers give the correct statement of his intentions it is obvious that he means to engage with the Liberals in a last struggle for life or death. It is, however, not the idea of the Whigs to accept the challenge. They, most certainly, would prefer a moderate Conservative Cabinet without Heemskerk, but they would rather put up with him than themselves take the reins of Government. That the Cabinet is placed in a very false position must be admitted, and likewise it must be acknowledged that the Ministers' policy is not the best that could be adopted. The Opposition is master of the field, as was proved again by the decision to discontinue Parliamentary business notwithstanding that a mass of Bills—about thirty in all—was ready for discussion. Important measures are again postponed, *ad Kalendas Græcas*, because the members of Parliament consider that it is too warm to do their duty.

Some days ago *The Times* told a story about recruiting going on for our East India army in Germany, and it was added that complaints had been made on the subject to our Government. The semi-official papers, however, assure us that nothing of this kind has occurred. Our recruiting agents content themselves with Belgian and French volunteers, to whom enormous sums are paid by our Government to form the army corps which is to fight for "our rights" against the Atchinese. The Dutch know too much to be induced to start for the "pepper country," and they prefer to leave the bounties to foreigners. The German papers contain yet another story, viz., that our King would shortly meet the Sovereign of the Belgians at Ostend to discuss the policy of Bismark and the measures to be taken if Germany should make an invasion upon Holland or Belgium. This statement is also a pure invention.

The semi-official paper, the *Dagblad*, has contradicted the statement of Berlin papers that some young Germans have been enrolled in our East India army. The Berlin *Volks-Zeitung*, however, reiterates most positively that such steps had to be taken by the Government of Germany that eleven young men were released from their engagements. "If," this paper says, "the Dutch like to establish themselves in Atchin, in order to make pepper, as they have already done nutmegs, dearer for us, let them bring their own skin to the market where the pepper grows." That these words are not very polite must be acknowledged, but why do not the Government contradict the statement officially?

To-day the new mail service will be inaugurated between Holland and England, *via* Flushing and Sheerness. This will be a great improvement. I shall now be able to post my letters, *via* Ostend, at seven in the morning, or *via* Harwich at two in the afternoon, and *via* Flushing at four o'clock in the afternoon, and in all the three cases the correspondence will arrive in London the following morning by nine o'clock.

Mr. Tegelberg, director of the Steamship Company Nederland, contradicts most positively the assertion published in the *Java Bode* that passengers, and especially sick children, on board of the steamer *Koning der Nederlanden* were ill-treated when a fire broke out recently on board of that vessel. Both the authorities and the inhabitants of Nieuwe Diep, he says, did their duty.

I hear that as soon as the new Second Chamber meets a Bill will be laid before the members to prevent English "floating coffins" replacing the English flag with the Dutch. Such a "Plimsoll Bill" is necessary, as this scandalous act is quite possible under the present law.

The members of the First Chamber met to-day, and Mr. Coenen will to-morrow interpellate the Cabinet about the circular of the Minister of the Home Department regarding the last elections. This document was forwarded only to the Burgomasters in the provinces.

In our butter-making districts some uneasiness prevails, owing to the competition of Denmark, where a quantity of butter is made for England, and for the colonies also. Endeavours are, moreover, being made in that country to imitate our Gouda cheese.

Some days ago a magnificent silver cup was sent to Java. It is a present from the East India army to Mr. Von Bultzingslöwen, who represented the Red Cross during the two military expeditions to Atchin.

The King will return on the 13th inst. from his trip to Switzerland. The Queen will start in a few days for Wurtemburg.

It is asserted that the Minister of the War Department will ask very large credits in his next budget.

Mr. H. Kolff's appointment as Belgian Consul at Batavia has been approved of by the King.

The statue of Mr. Thorbecke will be inaugurated here early in November.

In a few days the members of the First Chamber will re-assemble.

A conference of astronomers is now in session at Leyden.

AMSTERDAM, SEPT. 2.

The members of the First Chamber met yesterday. The principal subject of debate was the circular, signed by the Minister of the Home Department, forbidding burgomasters interfering with Parliamentary elections. Several members blamed this measure. Mr. Heemskerk defended himself on the ground that what he did had been formerly done by Liberal Ministers, and the matter dropped.

The Minister of the Colonial Department has denied in the most positive manner the truth of the stories told by Berlin papers about our having enrolled foreigners in our East India army. The Dutch Government, the Minister said, has not one agent in their service or anyone to encourage recruiting abroad, and no underhand means are used to obtain soldiers. No recruit is accepted if he is not provided with the necessary papers.

The Association *pour la Réforme et la Codification du Droit des Gens* opened its sittings yesterday at the Hague. There were a number of foreigners present, and amongst them many Englishmen. Mr. Dudley Field took the chair. The discussions are conducted in the French language.

PRODUCE MARKETS.

A general quietude has prevailed in our market for Colonial Produce, and the only transactions have been for actual wants for consumption. The auctions have however given satisfactory results.

COFFEE.—The market is firm, but only for some lots out of the last auction has any demand prevailed. The article looks very healthy, second hands being badly provided.

TEA unaltered, and no transactions in first hands. Lower prices must be accepted to make business possible.

RAW SUGAR.—The most important event of the week is the auction which was held by the Trading Company, at which prices varied from f.½ above to f.½ under those of July. A very trifling business has been done for export, whilst our refiners only buy for direct wants. The private transactions include about 3,000 mats.

RICE.—Arrivals from Rangoon and Maulmain have been very extensive. The market is quiet, and no transactions have taken place. Prices, however, are firm.

SPICES.—The Trading Company has sold in auction 664 casks Nutmegs and 165 casks Mace. The result was very satisfactory. Some few lots of Cloves found buyers. Of Pepper 1,000 bales were sold, but the prices did not transpire.

JAVA TOBACCO.—About 4,500 bales of sundry marks were sold by private tender. To-morrow will be offered for sale at Rotterdam 910,000 ps. Manila Segars and 50 bs. China tobacco.

COTTON is rather firmer, but business has been small.

GUM DAMAR.—A lot of 140 chests has changed hands.

JAVA INDIGO.—Very quiet, and holders are obliged to make concessions to make business possible.

BANCA TIN has met with a good demand at f.52, and a higher quotation is now demanded.

HIDES (E.I.).—The imports have been large, and will soon be brought into the market.

ARRACK.—60 cases Cheribon per Mediterranean have changed hands.

SHIPPING.

ARRIVALS.—Aug. 25, at Flushing, from Akyab, Foreningen; 29, at Brouwershaven, from Cheribon, Paul Thorman; 30, at Brouwershaven, from Rangoon, Gratitudine; at Texel, from Bassein, Dovre; at Flushing, from Akyab, Embla; 31, at Hellevoetsluis, from Samarang, Jonge Jan; at Texel, from Batavia, Prinses Amalia (str.); from Rangoon, Gazelle.

DEPARTURES.—Aug. 28, from Maassluis, for Batavia, Cornelis Smit; from Texel, for Padang, Geziena Maria; Sept. 1, from Texel, for Batavia, Noach III.

THE NEWS FROM PEKING.

(MORNING POST.)

It may be that our relations with China will not be interrupted for some time to come, but unquestionably the matter is open to great doubts. The recent news that our Minister in that country had complained of the attitude of the Imperial Government towards him, and intimated that it might be desirable to have troops ready to be despatched to China, proves that there is an element of mischief at work that may be productive of the most serious consequences; and the assembling of ships of war at Chefoo appears to indicate that it may be necessary at an early date to make a show, at all events, of force to the Chinese. We may hope that war will be averted by a diplomacy at once judicious and determined, but we must not be surprised if it does come. It is no sudden appearance of a threatening cloud in a serene sky that we have now to remark on. For some time past there have been signs of a storm brewing in China. The repugnance of the Chinese to foreigners generally—and especially towards ourselves as the most numerous and pushing of all—seems not to have been mitigated by time and contact. Outside people are still "foreign devils" to the Chinese. Nor can it be said that the repeated defeats experienced at our hands have broken the spirit of the Chinese. For the last few years they have been making arrangements and preparations that betokened the existence of an idea that war might be resorted to. The building of forts and war vessels, the casting of cannon, and the drilling of troops somewhat after European fashion, all pointed to a warlike feeling. It seems more than probable that the Chinese have flattered themselves that their reverses were owing to defects and deficiencies in their military system that could be remedied or supplied. They felt the superiority of our methods of making war, and, overcoming their antipathy to new customs, they set to work to copy many of our ways and arrangements. They had seen the marvellous effects of discipline and good leading upon their own troops during the campaign against the rebels, under Gordon; and it was obvious to them that if all their forces were organised and disciplined like those troops they could make a much better fight of it than formerly. We cannot be astonished, therefore, that the Chinese set to work to reorganise their military system, that they established dockyards and arsenals and fortified the points that had proved vulnerable. It may be remembered, too, that not very long ago, when Chinese agents came to England and took away torpedoes for the protection of rivers and harbours

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in China, it was alleged openly that the Chinese intended when they had made their coasts secure to repudiate their treaty engagements and to endeavour to drive us out of their country. There can be no doubt as to the torpedoes; and the rumour as to their significance may have been but too true. The signs in China have all been pointing in one direction.

(THE HOUR.)

On Sunday there were rumours, which happily turned out to be false, about certain alleged outrages in China. Since then it has been clearly ascertained that the situation is not so serious as has been supposed. The British Minister, Mr. Wade, will not for the present leave Tientsin, a determination which implies either the courage of our representative, or else the absence of an immediate danger. Mr. Wade is so skilled a diplomatist that his remaining at Tientsin will inspire great confidence in the English residents in the Chinese Empire. They will recognise that he is not affected by any foolish panic, and that the alarmists are not at this juncture the safest guides. Nothing encourages Chinese impertinence more than even the very semblance of fear, and nothing reduces them more rapidly to their normal and cowardly level than a little show of resolution. The war party and anti-European clique are strong in the Flowery Land, but a keen eye to the main chance generally convinces a Chinaman that he must confine his hectoring within narrow limits. He can scarcely forget *in toto* that he is no match for Western prowess, and that when the pinch comes a few European gunboats have a way of recalling him to reason. China keeps herself more or less locked out from the world, but from time to time disagreeable experiences of civilised warfare tutor the Chinese into at least a polite acquiescence in the notions and procedure of Western traders and Western soldiers. Whenever vengeance has been wreaked upon China the method has been harsh and summary. Such eloquent military arguments are rarely forgotten. If they are neglected they have a habit of being repeated.

On these grounds we are inclined not to ascribe much importance to the latest manifestations of Chinese enmity at Shanghai: "Mr. D. M. Henderson, the Chief Engineer of the Maritime Customs, the lighthouse keeper, and their Chinese employees," are said to have been "attacked and beaten by villagers at the Shangtung Promontory." A mandarin is believed to be implicated in the outrage. Should these statements be correct we have no doubt that the Chinese delinquents will rue the day in which they provoked the patience of British authorities, which, though great, is not absolutely inexhaustible. The Marines, whose motto is the noble epigram *Per mare, per terram*, are held in readiness for service in the Far East. King William IV. may have been laughed at by many effeminate persons who were indifferent to the virtues of bluff sailors. But the Sailor King could say a wise and witty thing better than many of his critics, and one of his best *mots* was his just eulogy upon the Marines. When he carelessly threw a bottle away and dubbed it, in the naval slang of the period, a "Marine," he explained that a "Marine" meant a fighting man who had done his duty, and would do it again. We do not envy the Chinese mandarins or their luckless understrappers if the blue jackets of Old England and a staunch detachment of the Marine Artillery are commissioned from home to drill the "heathen Chinee" into a respect for the Queen's Ambassador, and those orderly and pacific merchants and officials whom our Imperial flag protects. With Burmah threatened, and the mandarins an object of just suspicion to our Government, there must be something like judicial blindness at the head-quarters of the Chinese Empire, if no apprehension is felt that England will chastise the arrogance of the *literati*, and give the Chinese ample reasons for an abject and permanent repentance.

(DAILY NEWS.)

The Burmese difficulty, complicated as it is and made serious by the state of our relations with China, is in many ways one of the unavoidable results of our position as an Asiatic Empire. We may, indeed, arrange this or that point of controversy. We may be skilful, or patient, or firm enough to avoid a quarrel this year or the next, but the general conditions on which we hold our Empire in the East must, for a long time to come, be a perpetual watchfulness and presence of mind. No one can overlook the fact that the time has come round when, in the ordinary course of things, the Government of China would begin to show that the lessons of the past were fading out of memory. A new generation almost everywhere means renewed self-confidence, or, perhaps we might say, self-conceit. The Chinese character has always been marked by an overweening self-confidence. The curious mixture of profound philosophical study and superficial and childlike guesses at fact which is observed by all who have looked into the history and the mental peculiarities of the Chinese is nowhere more remarkable than in their political actions. The typical Chinese seems like a boy destiued never to grow up, or like an old man who has outgrown any further instruction, according as we happen to look at him. From age to age there is but little advancement, if there be any whatever, upon the policy of grand maxim and small cunning, of philosophical words and puerile devices, which European travellers observed in the statecraft of China centuries ago. At the present moment it seems almost certain that the new generation of Chinese rulers are inclined to tread the round where their predecessors acquired some barren experience. The lessons of the last wars are out of date. The entry into Peking and the burning of the Summer Palace are events which have little or no influence on the policy of to-day. The new leaders are in a condition of mind to accept the belief that China is now strong enough to shake off the incumbrance of the foreigner's presence and dictation. Since the last war she has really improved her position as a fighting nation considerably, and is very likely indeed to believe that the improvement is peculiar to her. She has better weapons and better war-machinery of every kind, and can be persuaded without difficulty that all other peoples have been standing still. Comparison of facts has never been an attribute of the political or other philosophy of China; and such improvement as the country has obtained is calculated rather to plunge her more deeply into difficulties and mistakes than to keep her out of them. There are only too many evidences at present in favour of the suspicion that China is endeavouring to play what she thinks a deep and cunning game by the help of her friend or vassal Burmah. The difficulty for English statesmen looking over the cards, and with their eyes fully open, is probably to decide as to the relative propriety of affecting not to see or of openly accepting a conclusion and acting upon it.

That difficulty is greatly increased by the fact that in China and in Burmah we have also an English public opinion to deal with. In China, that is in those districts which are open to British trading intercourse and to British settlement, we have little clusters of exiled and isolated Englishmen, who naturally look with the utmost anxiety to any menacing clouds that arise over Peking. Our fellow-countrymen in China occupy a position not unlike that of civilised settlers on the borders of a savage people. They cannot help being suspicious, and easily alarmed, and a little resentful. They know that they are dreaded and disliked, and they are naturally apt to dislike and dread in their turn. The Englishmen in China are likely to be peculiarly sensitive as to the honour and dignity of England. They have good reason to be so, for they know very well that any sign of weakness which English Ministers may show in their dealings with the Chinese Government—any policy which, however judicious from our point of view, may be interpreted as weakness out there—is certain to be visited upon the English residents in some form of arrogant interference or restriction. Our correspondent at Rangoon lately mentioned that, so far as Burmah is concerned, even Burmans are surprised that in our former dealings we did not bring a somewhat heavier hand to bear upon the Sovereign, and compel him to give us a clear and recognised position. There are probably a good many Chinese politicians who have lately been indulging in the same kind of wonder as to our dealings with China and who are already persuading themselves that the reason is, one which ought to embolden them to enterprising action. Our countrymen in China, of course, have long had reason to know of the existence of such a feeling, if it does exist. They could not deal with the pettiest Chinese official without finding it out. They form among themselves a kind of English public opinion which cannot but have some influence upon the policy of our Government. Men in such a position are not by any means the safest advisers always. They are prone to exaggeration, they are suspicious sometimes without cause, and are almost always certain to be vehement in their demand for some decisive action. There is a considerable proportion of Englishmen in all our Oriental settlements who bring to the consideration of every question the previous conviction that all Eastern Governments are treacherous and arrogant, and that we can never be too rough and stern in our dealings with them. Unfortunately, there is seldom wanting evidence enough to sustain such a view, or at least to give the argument sufficient plausibility to entitle it to a hearing. We cannot in this country refuse to pay attention to the representations even of the least considerate of our countrymen in China. They would have to share in all the worst of the consequences which a false step on our part might bring about. They are living on the side of the volcano, and ought to be the first to know when the smoke is to be dreaded. As a matter of sympathy and as a matter of judgment we are compelled to give every attention to their words of warning.

But this is a difficulty for the statesman. It is hard to say when the fears and distrusts of our countrymen are exaggerated and when they are well-founded. It is dangerous to act; it may be infinitely more dangerous to delay. There are two great conflicting tendencies always operating on the same ground—the tendency of the Chinese population to seize on every opportunity to annoy the foreigner, and that of the foreigners to believe that their interests are in danger from treachery. If China were a State of smaller size, it is easy to see how all this must end. No matter how peaceful might be the disposition of our statesmen, no matter how sincere might be their original resolve not to annex new territory, the new territory would be annexed at last. The opposing interests and opposing suspicions would some time or other compel an English Minister to choose between his own people and the other. The decision would become imperative. He would have to see the Chinese prevail over our system or he must make our system prevail over the Chinese. When that crisis came about, as it would come about, the result would be all the same whether a Dalhousie or the President of the Peace Association were at the head of affairs in this country. But in China this is out of the question. We have here to consider the case of a country which cannot be annexed. There are, indeed, many who already believe in a sort of manifest destiny directing that English influence shall one day spread itself over the whole of China. There are kindly strangers who already point to China as our India of the future, and who recommend that we should make up our minds to compromise with Russia's imaginary destiny in India by accepting a similar ordination for ourselves in the farther East. These, however, are dreams with which no practical politician is at present likely to give himself much concern. We have not the faintest intention of recognising any destiny but our own as regards India, and just as little notion of extending our Empire over China. The statesman now when he thinks of our Chinese difficulties knows that they cannot be settled by annexation. Nor can they be disposed of by any policy of retirement on our part. The footing which we have got in China we intend to keep; but we are only too well pleased to be able to keep it without extension of territory. There is, therefore, no short way with our Chinese complications. We must make up our minds that embarrassments will arise again and again. Until China gets civilised enough to reckon with facts instead of calculating by axioms, and opens her eyes widely enough to see that Western influence must come in, we shall probably have fresh occasion for uneasiness and anxiety in every generation. At the present moment it would be idle to affect a sense of perfect security. The danger may pass away; the difficulties may be removed; the deliberate treachery which is suspected may not exist. But no one would feel surprised if a real crisis proved to be close at hand. Nor could any one doubt that if such be the case the most difficult question for our statesmen to decide will be, whether a policy of boldness or a policy of caution is the truer wisdom.

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"THE PENANG ASSOCIATION."

IT must be very gratifying to all who take an interest in the affairs of the Straits Settlements to find in the *Penang Gazette* accounts of what seems to be a genuine movement among the Penang merchants of all nationalities to get the interests of their own Colony, and of Province Wellesley close by, better looked after by the Straits Government. The present state of affairs is so well known to most of our readers that it seems almost surplusage on our part to remind them of the disadvantages against which Penang and Province Wellesley have in late years been forced to contend. As to the latter place, though territorially the largest of the districts which make up "the Settlements," in spite of its ever-increasing and mixed population, and in spite of the rich sugar-plantation and tapioca estates which it has to show, it is not represented in any way on any public body; while even Penang—since Mr. BUNN'S decease many months ago—has still been left with a member to take care of her interests in the Legislative Council at Singapore. In former times, before the transfer from the India-office control took place, the Resident Councillor at Penang was a genuinely responsible official, possessing power to decide and act authoritatively in all purely local affairs. Now, we have changed all this; Penang was in those days much smaller and less important than it is at present, yet under the new system every question, even of the most trivial nature, has to be transmitted to Singapore, 400 miles away, to be there considered and dealt with in such manner as shall seem most fitting in the eyes of those who are either too far off to understand properly the local needs of Penang, or perhaps may have interests of their own opposed to those of the sister-dependency. It is not for want of efforts that this grievance has not long since been remedied. Application was made some years back to the Colonial-office, in the hope that a Lieutenant-Governor clothed with suitable and independent powers for purposes purely local might be sent to Penang. The Colonial Minister did not see his way to granting this request; the fact is, that on a map of Asia the distance between Penang and Singapore looks exceedingly small, and while the Home Authorities are far from grasping the diversity of interests and requirements dividing Penang from Singapore, they must also have been reluctant to hazard any division of authority in a colony but newly formed. From some such considerations as these it came to pass that there has been no strengthening of the hands of local government in Penang, and her merchants consequently describe themselves with truth as "without a pilot to guide their "course, drifting anywhere and everywhere, tossed about "by the opinions of many who know almost nothing of "the present capacity, and possibly care still less for the "future of a colony," which—in proportion to its size—promises to become one of the richest in the Far East. It will be recollected how, to save a trifling subvention, the Home Government, a few years back, positively agreed that the P. and O. steamers should cease calling at Penang. This example shows us how little is really understood at home of the wants, value, and tendencies of the Penang trade; and that the Singapore administration, though better informed, is at least equally indifferent is proved by the neglect with which many improvement schemes of great moment to the Penang community have hitherto been treated. Among these are the lighthouse question, the erection of a town-hall and of bridges in Province Wellesley, for all of which Ordinances have passed through Council, but which still remain in abeyance. "The Penang Association," which was instituted by the principal merchants and traders resident at that port some two months ago, is precisely the sort of body required to stir public opinion on the spot and to secure more diligence, interest, and attention to local requirements than has hitherto obtained among the officials who control the destinies of the colony. The first meeting was held on June 23rd, and regret was expressed that none of the officers of the Colonial Government took part in it; indeed, one speaker complained at some length of the wide breach which, even in a small community like Penang, separates the official from the mercantile and planting classes. Undeniably such a division exists—whether it is injurious or otherwise, generally, we will not now discuss—but so far at any rate as concerns "the Penang Association," we believe they will best discharge their functions by keeping clear of all official patronage, official interference, or official "management." They are, so to speak, "the Opposition," and may, perhaps, have many a fight with those at the head of affairs before their career is run. The Association must rely for its support on public opinion, and that public opinion is best secured by independence, activity, and instructed familiarity with all the bearings of each important local question.

KASHGAR.

JUDGING from the tenor of several telegrams which have been received during the past few days from St. Petersburg, Odessa, and Tashkend, the plot would seem to be fast thickening around the Ameer of KASHGAR, and the time cannot be far distant when his fortune will be made or marred. On the east we hear that he is capturing Chinese towns one after another, without resistance on the part of the inhabitants. The only Chinese troops anywhere near him are presumably on the north side of the Tien Shan, and have evidently not been able to arrest his onward course. The force despatched from China as far back as three years ago, with the avowed object of crushing him, has not yet reached its destination, having been obliged, we are told, to stop on its way to build quarters, sow grain, and wait for the harvest, in order that it might have the means of subsistence. With regard to the troops sent since, and for whose equipment and maintenance the recent Chinese loans were to provide the means, absolutely nothing has been heard of their whereabouts. On the east, then, YAKOOB KHAN has matters pretty much his own way for the time being, but meanwhile a threatening cloud has been rising on the west, the ultimate effect of which will probably be to make the Ameer decide once for all whether he will throw himself into the arms of Russia, and, being content to have his kingdom practically merged in that mighty Empire, by that means settle for ever the question now at issue between himself and the Peking Government. Our readers are aware that for some time past an insurrectionary movement has been gradually making head in the Khanate of Khokand, which lies between Kashgar and that portion of Russian territory of which Tashkend is the chief town. As this insurrection appeared to threaten Russian interests, and might possibly extend to her own possessions in Central Asia, Russia has actively intervened in the matter, and has seemingly resolved upon the suppression of the insurrection. Now an unpleasant rumour has got abroad, and gained some credence in the Khanates, that the rising we refer to has been secretly aided and abetted from Kashgar, and this, of course, has naturally led the Ameer to fear that the Russian officials in his neighbourhood will not forward favourable accounts to St. Petersburg of his disposition towards Russia. With the view, doubtless, of doing away with the effect of this rumour, and of smoothing matters generally, YAKOOB KHAN has despatched an envoy to St. Petersburg in all haste, who, we hear, arrived at Odessa on Aug. 25, and was to proceed without delay to Moscow, *en*

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route for the capital. What further negotiations the Ameer's representative may be empowered to initiate it would, perhaps, be rash to hazard a guess; but if, as seems not beyond the range of possibility, the question of a Russian protectorate over Kashgar should be privately arranged, the effect of the mission will be visible before long in the attitude of Russia towards China.

THE CHINA TRADE.—III.

PASSING to a consideration of the present state of the China trade, we find it gives evidence of two main characteristics, both the natural results of the circumstances connected with it already detailed. The import and export trade has of late years increased greatly in magnitude, but has diminished in profitableness; and such local trade as has been possible, under the restrictions existing, has been inflated to a degree which is now bringing about a very serious reaction. Upon the first point it is superfluous to enlarge, as it is the subject of universal complaint among all those who are engaged in the China trade, or are in any way connected with it. The trade has become so much established, such large sums have been sunk in houses to carry it on, and in all other appliances connected with it, that people must continue their operations perforce, even though the chances of any profitable results become year by year more distant. Some few, but unfortunately too few, have retired in time from a losing game, but many are compelled to go on in a business which they well know to be overdone, and which cannot be profitable again until some great change be brought about in the footing upon which it is conducted. The Chinese are able to look on, with a complacency which our merchants may well envy, upon the redundant supplies of Manchester goods which are brought out by every steamer which arrives *via* Suez; and are equally satisfied, no doubt, at the large amount of funds which are sent out to the banks, and which must find investment either in Tea or Silk, or be returned; and, while we are competing to the smallest fraction the one against the other, are able to bide their time, confident that they have only to wait patiently in order to be able to deal with us upon their own terms. Such has been the pass to which the limited nature of the outlets for trade in China have of necessity conduced; and in the traffic conducted by foreigners in China itself, which may be designated as local trade, we find precisely the same elements at work. The prices of stock, of docks, banks, wharves, and other local enterprises have been dealt in at far beyond their legitimate value, and a marked reaction is now setting in and causing serious anxiety to holders. Speculation and time bargains have forced up every kind of security, and at last even this small outlet as an alternative against the overdone import and export trade is found to be delusive, and people are dolefully comparing the prices of stocks with what they were in former years. In the *North China Herald*, to hand by a recent mail, is an interesting statement showing the fluctuation in shares in the Shanghai market between July 1873 and the present time. This table shows a depreciation in the value of stocks to the extent of about five millions of taels; and in commenting upon the fact, the paper above-named attributes the falling off to the direct influence of general slackness in trade; but in this we think an error is made, as, although the limited opening for furthering trade in the country has been in one sense the prime cause of the falling off in the price of shares in China, the speculation, which, for want of legitimate outlets locally for capital, originally inflated the prices, is the immediate cause of the unfavourable comparison between present prices and those existing two years ago. Speculative and gambling operations are sure to be fostered by a state of things which shuts up the avenues of legitimate enterprise, and this has for years past been notoriously the bane of all local operations in China. To a limited extent such enterprises have afforded an outlet for redundant capital, but their sphere has been too limited to fulfil this function, and they have naturally become tainted with the same over-competition, which, by making the ordinary import and export trade unprofitable, originally caused people to seek an outlet for capital in them. Thus in all directions we find ourselves driven back to one point for the cause of the present depression in the China trade, namely, the degree to which it is limited in China itself, and the old restrictiveness on the part of the Chinese, which almost entirely excludes foreign capital from local investments. Were it possible, as in other countries, to make investments in roads, canals, docks, mines, and other such enterprises, redundant capital would find an outlet and would not be forced to seek investment in a few limited articles of trade, or be a loss to the banks and the merchants. It was only in the nature of a trade thus deprived of the natural element of expansiveness to become completely overdone; and, as there is no chance of competition ceasing, we can look for an improvement only in the removal of the restrictions which have so long hampered the progress of foreign enterprise.

AN extraordinary telegram appears in *The Times* of Thursday, to the effect, namely, that a Russian paper asserts that Burmah has declared herself the vassal and under the protection of China. The Russians are usually so well informed as to what is going on in these countries that it would be reasonable to suppose that the statement has at all events some foundation, though it is possible that the facts do not go so far as would appear from the form in which they are put. If, however, at the present juncture China has in any way offered to *protect* Burmah and the latter country accepted the offer, the circumstance is very significant of the degree to which British *prestige* has fallen in both countries, and the continued arrogance and assumption of China in offering her protection to Burmah, when she has for years past had enough to do to protect herself. If the news is true, there can be little doubt that the protection is designed against Great Britain, and it is time that that nation were moving, when China takes upon herself to intervene in respect to her action towards another country. Coupled with the telegram to the effect that Colonel BROWNE has been able to do little or nothing towards investigating the MARGARY affair in Yunnan, the statement is of much significance.

CUSTOMS' REPORT ON THE TRADE OF CHINA.

The *Customs' Gazette* for the quarter ending March, 1875, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1874:—

NEWCHWANG.—The tonnage entered has increased considerably, being 8,613, against 1,935 for the same quarter last year; cleared the figures are 3,302. The imports of cotton goods, metals, and native sundries nearly all show an increase; the exports are also higher. The revenue figures are Tls. 10,389.968.

TIENTSIN.—The tonnage figures entered and cleared are higher than in 1874. The imports of cotton goods have increased; metals are much lower than last year; native sundries have somewhat increased; the exports have gone up to some extent. The revenue is less, being Tls. 44,613.0.3.9, against Tls. 45,530.7.3.6.

CHEFOO.—The tonnage figures, both entered and cleared, have largely increased; the imports of cotton goods are in advance of last year; metals are also higher, while native sundries show a slight decrease; the exports are less. The revenue shows a large increase, the figures being Tls. 86,130.7.0.4, against Tls. 78,052.9.2.2 in 1874.

HANKOW.—The tonnage figures both entered and cleared have decreased; the imports of cotton goods and metals are also lower, native sundries have steadily increased; the exports are higher. The revenue figures are Tls. 101,315.3.0.9, against Tls. 85,364.5.1.1 for the same period last year.

KIUKIANG.—The tonnage figures both entered and cleared are lower than in 1874; the imports of cotton goods and native sundries show a considerable increase, while metals have decreased; the exports are in advance. The revenue is Tls. 27,902.2.2.6, against Tls. 18,480.6.0.4.

CHINKIANG.—The tonnage both entered and cleared is less than in 1874; the imports of cotton goods, metals and native sundries are all in advance; the exports are not so high; the revenue figures have increased, being Tls. 24,883.4.7.0, against Tls. 18,561.6.5.7. in 1874.

SHANGHAI.—The tonnage figures both entered and cleared are higher; the imports of cotton goods are lower; metals and native sundries both being in advance; the exports have slightly increased. The revenue has also increased, being Tls. 763,460.2.9.5, against Tls. 656,482.2.3.8 for the same quarter last year.

NINGPO.—The tonnage figures entered and cleared are less. The imports of cotton goods and native sundries are higher; metals show a slight decrease. The exports are much in advance. The revenue has somewhat increased, the figures being Tls. 128,774.4.1.3, against Tls. 101,435.3.0.3.

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FOOCHOW.—The tonnage entered is higher, cleared lower. The imports of cotton goods and metals are in advance, while native sundries have decreased. The exports are also less. The revenue is below that of 1874, the figures being Tls. 142.887.2.5.0, against Tls. 161,348.9.4.5.

TAMSUI (FORMOSA).—The tonnage figures both entered and cleared show a large increase. The imports of cotton goods, metals and native sundries are all in advance of last year. The exports are also much higher. The revenue has increased, being Tls. 17,264.6.6.9, against Tls. 15,545.1.5.6 for the same quarter in 1874.

TAKOW (FORMOSA).—The tonnage entered is about equal, cleared having decreased, the figures showing 15,699, against 17,918. The imports of cotton goods and native sundries are much higher. The exports have decreased considerably. The revenue figures are Tls. 48,156.4.3.0, against Tls. 51,549.7.1.8.

AMOY.—The tonnage entered and cleared is higher. The imports of cotton goods, metals, and native sundries are in advance. The exports are less. The revenue has somewhat increased. The figures are Tls. 97,216.1.6.3, against Tls. 87,831.2.3.4.

SWATOW.—The tonnage both entered and cleared has increased. The imports of cotton goods show an increase, while metals and native sundries are both lower. The exports are in advance. The revenue is also higher; the figures are Tls. 151,524.2.8.5 against Tls. 146,876.3.0.1.

CANTON.—The tonnage entered and cleared is more than in the same quarter last year. The imports of cotton goods and native sundries are in advance, while metals have slightly decreased. The exports are lower; the revenue figures show an increase, being Tls. 181,247.2.3.5, against Tls. 157,091.5.7.2.

CHATHAM DOCKYARD.

Chatham Dockyard is fast becoming the most important yard in the kingdom, and is worthy of a visit from those who are interested in the construction of our new ships of war; some splendid specimens are to be seen in course of building there. Its interesting old buildings are worth seeing, many of them having been erected in 1604. We like to see new brooms sweep clean, and it is observable on all sides in a cursory walk through the establishment. Captain Fellowes has put the yard through a straightening process, and a place for everything and everything in its place has been organised, even to rubbish bins. Old kentledge has been utilised for bricks to keep something in its place, a piece of a pier which interfered with the navigation of the river has been chopped off and utilised at another part of the dockyard to connect the old floating battery *Thunderer*, which is a great acquisition as a hulk. This new landing was of great service at the launch of the *Alexandra*, when some 200,000 visitors were accommodatde without an accident, a remarkable feat, highly creditable to all the officers of the dockyard.

Amongst the discoveries made in an overhaul of the old stores, &c., was a flag of the time of Oliver Cromwell and an elaborately-carved wooden chest, taken from a Spanish vessel. These relics are now in the hall of the Superintendent's house. The large brass gun taken at the Bogue forts by Admiral Seymour and brought home in the *Nankin*, has been mounted, and is an ornament to the entrance of the yard. Passing down on the left side is the ropery, the lead-mills, paint-mills, rigging-loft, and great store house, about 1,500 feet in length. Lead is here manufactured for all the home and foreign yards —the ropery assisting Devonport to do the same; then you come to Nos. 1 and 2 building sheds—the slips are now converted into huge iron stores, to accommodate the quantities of iron coming into the yard from contractors, and all that manufactured in the yard. Next is No. 1 dock, which is now converted into a smithery—with two bending presses—for heavy armour plates, which are constantly in use, bending the armour plates for the *Alexandra* and *Temeraire*.

No 2 dock is occupied by the *Temeraire*, an ironclad frigate of 5,335 tons, 1,000-horse power, eight guns, twelve inches of armour. This vessel will be one of the most powerful war ships afloat; her armament consists of four 25-ton guns and four 18-ton guns, two of the 25-ton guns being mounted on barbette towers, one aft and one forward, having almost an all-round fire; the bow fire is from three 25-ton guns, stern fire from one 25-ton gun, and broadside fire from three 25-ton guns and two 18-ton guns; she is only 285 feet long, and fitted with twin screws, making her one of the most handy ironclads afloat; her ram, which is eight feet long, is made to ship and unship, and is of a most formidable description. No. 3 dock has a small vessel in it under repair; and No. 4 dock has the *Fawn*, rebuilding and refitting for surveying service on the China station; she is being fitted with a poop and every modern appliance which can be suggested. No. 3 slip is occupied by the *Cormorant*, screw sloop composite, building. No 4 slip is occupied by the *Garnet*, screw composite corvette, building. No. 5 slip is occupied by the *Euryalus*, iron frigate sheathed with wood. No. 6 slip is at present used in preparation of material for the *Euryalus* and another large ironclad about to be laid down on No. 7 slip; this new vessel is to be a sea-going monitor, covered with 18 inches of armour, and to mount four 40-ton guns.

Opposite to the building slips are the manufacturing shop and metal mills, where iron is being bloomed all day and all night long, the mills rolling copper, Muntz metal, and iron all day long; all is activity and bustle in the old yard, and a little further down not less so in the new yard, where are the great basins and new docks, one of the most splendid works in the world. The four docks are each first-class, and the two basins already complete contain upwards of forty acres of basin accommodation; the third, which is now in progress, will, when completed, give Chatham a total accommodation of upwards of seventy acres. No. 5 dock is occupied by two paddle-wheel steamers and a caisson. No. 6 dock is unoccupied at present. No. 7 dock has that noble specimen of an ironclad, the *Alexandra*, in it, which vessel is fast completing for commission; th plates are being put in place as fast as possible, the engines and masts are in, and the rigging is in progress; the account of the ship was given at the time of launch, and with her two separate engines of 700-horse power she is expected to have great speed. No. 8 dock has the *Phæton* and *Royalist* in process of being broken up. This yard is now becoming of great importance; there is a good factory at work, and in a very short time the boiler-shed, now in course of erection by convicts, will be ready for use.

There are nearly 4,000 men at work in the constructive, engineering, and manufacturing departments, 1,200 convicts, 400 in the works department, and about 400 in the steam reserve, making a total of 6,000 in this great establishment, which covers an acreage of nearly 540 acres of land and water, or 250 acres more than Portsmouth Dockyard. Amongst the objects of interest in the factory basin are the *Pembroke*, steam reserve guard ship, with her factory ship astern of her, and the *Atlas* and *Conqueror* ahead of her, the former used as an office for the engineers, the latter as a workshop for the artificers of the reserve. A little further on we find the *Enterprise*, Mr. E. J. Reed's first production of an ironclad, and by her side the *Resolute*, Arctic ship, which was returned to this country by the Americans on her freeing herself from the ice, where she had been abandoned some years before. These two vessels lie side by side as equally interesting specimens of naval architecture of the past ages. There are also two large caissons belonging to the Bermuda Dock, but of obsolete construction.

In a few months the lines of the London, Chatham, and Dover Railway will be brought into the yard, and will vastly increase its capabilities, as well as effect a large saving in the transit of material of the vessels now building and completing.

Monetary and Commercial.

The tenders for £700,000 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were:—To Calcutta, £482,700; Bombay, £203,600; Madras, £13,700. Tenders on all Presidencies at 1s. 9 11-6d. will receive about 7 per cent., above, in full. There is consequently a slight diminution in the demand for means of remittance to the East.

The directors of the San Paulo (Brazilian) Railway Company (Limited) have resolved to pay a dividend on the share capital of the company, for the half-year ended June 30th last, at the rate of 12 per cent. per annum, which with the dividend paid in April, makes 9½ per cent. for the year, carrying forward £18,383 to the reserve fund.

The directors of the Anglo-Foreign Banking Company (Limited) have declared an interim dividend at the rate of 5 per cent. per annum, payable on the 6th of September.

At the half-yearly meeting of the General Steam Navigation Company the report was adopted. The accounts showed an increase in the gross receipts and a decrease in the expenditure, and the directors recommended that a dividend of 15s. per share, being equal to 10 per cent. per annum upon the original shares, should be declared, free of income-tax.

The directors of the Credit Foncier of England (Limited) have made a call of £2 10s. per share, the balance not yet called up, on the 100,000 new shares of £5 each, £1 being payable on the 14th inst., and the remaining £1 10s. on the 14th Oct. next. Accompanying the notice is an explanatory circular to the effect that the directors feel themselves compelled in the present state of public credit to take this step "in order to carry on the business of the company without being so dependent upon outside assistance as they have hitherto been." *The Times* remarks:—"The question will naturally be asked, What is the business which the directors wish to carry on? Before paying the call we think the shareholders would do well to appoint a committee of investigation."

The directors of the Mercantile Bank of the River Plate have determined, in consequence of the unsettled state of affairs in that region, to carry the whole of the profits for the half year ending 30th June last to suspense account, instead of declaring the usual interim dividend.

Consequent on the absence of remittances, Messrs. Henry Druitt and Co., South American and West India merchants, of Fenchurch-street, have stopped payment. Their liabilities

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amount to £70,000 or £80,000, but a favourable liquidation is expected. The firm was established in 1859.

The failure is announced of Messrs. Caldwell and Watson, East India merchants, 17, Laurence Pountney-lane, with liabilities estimated at about £70,000 and assets at £40,000.

At the Court of Bankruptcy a first meeting has been held under the failure of Charles Shand, Alexander Shand, and Ralph Abram Robinson, of London, Liverpool, Madras, and Colombo, merchants, trading as Shand and Co. and C. Shand and Co. The debtors had presented a petition for liquidation, but the proceedings became abortive, and adjudication was made on the petition of the London and County Bank. The statement of affairs disclosed a joint liability to unsecured creditors amounting to £341,980, and assets £38,368. Proofs to the amount of about £270,000 were admitted, without any contest arising upon them, and the proceedings resulted in the appointment of Mr. Bishop (Turquand and Co.) as trustee, together with a committee of inspection. The bankrupts had incurred large liabilities in connection with Collie and Co.

The Court of Bankruptcy has authorised the registration of the resolutions passed at the recent meetings of the creditors of Robert Benson and Co., in favour of liquidation by arrangement, Mr. Edwin Waterhouse, accountant, being appointed trustee under inspection. The Court has permitted a similar arrangement to be carried out in the case of Messrs. Henry and Augustus Ranking, trading as John Ranking and Co.

Another meeting has been held of the creditors of Messrs. Da Costa, Raalte, and Co., when it was agreed to liquidate the estate by arrangement, Mr. Turquand being appointed trustee with a committee of inspection.

In the notice of the meeting of creditors of Messrs. Edmund Jones and Co., which appeared in our last and in *The Times*, it appears that the cash balance named, £1 13s. 8d., was the petty cash, the balance at the bankers being £769. The creditors were satisfied with the statement put before them at the meeting, the whole trouble being attributable to the dishonesty of Collie and Co.

Messrs. J. C. im Thurn, and Co., of East India Avenue, announce that they have re-established themselves under the firm of J. C. im Thurn and Sons. The partners are Mr. J. C. im Thurn, Mr. J. C. im Thurn, jun., and Mr. F. C. im Thurn.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 28th ult. was 4,012,009 lb., of which 2,059,934 lb. was for home consumption, 1,023,109 lb. was exported, 848,160 lb. was removed coastwise, 74,880 lb. was sent coastwise for export, and 5,926 lb. was for ships' stores. The duty received amounted to £51,498, against £51,947 in the previous week, or nearly 1 per cent. less.

There is a peculiarity in the tea trade brought out in the report of the Commissioners of Customs which deserves notice. All the tea that is imported into the United Kingdom is brought to the Port of London. In 1874 we imported 162,782,110 lbs., and of this 162,404,564 lbs. came to London. This convergence of the tea trade upon London is comparatively modern. Ten years ago 3,700,000 lbs. were imported into Liverpool, the total importation being then 121,000,000 lbs. The duty is not all paid in London because the tea is brought to this port. More than 31,000,000 lbs. were last year re-exported without paying duty at all, and 36,000,000 lbs. were removed under bond to other ports of the Kingdom, from which they were cleared by grocers and teadealers. The fact that all the tea that comes to England is brought to London is a proof that there is some advantage in this concentration of the trade, but the completeness of the concentration is most remarkable, especially when it is found that about 2,600,000 lbs. were landed in London and sent immediately by railway from London to Liverpool for export to America without levying of duty.

The Committee of the Glasgow Stock Exchange have taken a step long desired, but which the Committee of the London Stock Exchange have hitherto avoided—they have formally expressed disapproval of the dealings in prospective dividends of railway companies, and have refused to recognise such transactions, or to allow them to take place during the business meetings of the association. A wish has frequently been expressed that these dealings might be deprived of official sanction in London, and since the Stock Exchange Committee are now understood to have determined on taking very high ground as guardians of public morality they cannot do better than follow the example set in a quarter where speculation has not hitherto been regarded with much disfavour.

We have to announce the death, at the age of seventy-three, of Mr. John Alves Arbuthnot, the highly respected senior partner in the firm of Messrs. Arbuthnot, Latham, and Co. The death is also announced of Mr. William Beattie, the assistant manager of the Chartered Mercantile Bank of India, London, and China.

Bar silver is firmer in tone, and we quote the price, 56¾d. per oz. standard, at which rate there are buyers for the Continent. No Mexican dollars have been placed this week The market has a firm appearance.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 8¾
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	20 to 22
20	City	10	12½ to 13½
100	Colonial	30	57 to 59
500fr.	Comptoir D'Escompte de Paris... ...	All	600 fr.
Th.200	Deutsche	All	Th.155½
£28½	Hong Kong and Shanghai	All	17 to 19
50	Imperial	15	17 to 18
50	London and County	20	61 to 63
50	London Joint-Stock	15	46 to 48
100	London and Westminster	20	64 to 65
25	Oriental	All	43½ to 44½
50	Union of London	15	43 to 44
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	6¾ to 7¼
10	Great Northern	All	9½ to 10
25	Indo-European	All	19 to 21
10	Mediterranean Extension	All	2¾ to 3½
12	Telegraph Construction Company ..	All	22½ to 23½
20	India-rub., Gutta-perc., & Teleg. Works	All	19 to 21
8	Reuter's	All	10 to 10½
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	5½ to 6½ pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¼ to 1 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	35½ to 36½
25	Ocean Marine	5	3 to 4 pm.
20	Thames and Mersey	2	3½ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	3 to 4 pm.
	TEA COMPANIES.		
50	Assam	20	47 to 49
20	British Indian	All	6½ to 7½
20	Darjeeling	All	16½ to 17½
10	Eastern Assam	All	4½ to 5
20	Jorehaut, Limited...	All	55 to 60
20	Do.	1¼	
10	Lebong	All	13 to 14
10	Upper Assam	All	1¾ to 2½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	5¾ to 5½ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	1⅝ to 2¼
10	General Credit and Discount	7½	7⅞ to 8¼
10	Hong Kong Gas	All	14½ to 15½
10	International Finance	5	1¼ to 1⅝ dis.
25	National Discount	5	8¼ to 9
500fr.	Messageries Maritimes of France ...	All	640 fr.
£50	P. and O. Steam	All	43 to 45
50	Do. Do. 1867... ...	10	7 to 5 dis
100	Royal Mail Steam...	60	70 to 74
402fr.	Suez Canal...	—	692½ fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	109 to 111
92½	Do. 7 per cent....	All	102 to 104

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Fidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

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Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particular are forwarded.*

ARTICLES OF IMPORT.

With few important exceptions the Produce Markets have been devoid of animation, and the total amount of business has been rather below the average at this season of the year. Tea shows some improvement. Silk continues dull. Sugar has been quiet, and prices are easier. Coffee has been in strong demand, at a further advance. Rice has been quiet. Sago and Tapioca steady. Pepper slightly lower. White ditto firm. The periodical auctions of Cinnamon went off slowly at lower rates for good, but higher for common sorts. Cloves quieter. Cassia dull. Nutmegs firm. Hemp dull of sale. Cutch and Gambier firm, with limited sales. East India Hides firm. Shells flat. Tin has been in good request, and prices at the close are higher.

TEA.

Messrs. Goddard and Co.'s Circular says:—A cessation of arrivals has tended to stregthen the market for the black leaf grades of Congou, of the good medium and on fine qualities; also fine and finest have been taken at previous rates; the common sorts of New Season's show a heavy drop at auction, and privately are very unsaleable; the trade supply themselves with old season's Tea at 10d. to 11d., worth in the early part of the year 1s. 2d. to 1s. 3d. Kaisows have been in rather better demand, from 1s. 1d. upwards, but without change in value; the lower qualities are cheaper. In Green Teas no change. In the public sales 12,781 packages were offered without reserve. New Season's Congous were in fair demand, and obtained from 11¾d. to 1s. 5d. for Kaisow; 1s. 1½d. to 1s. 1¾d. for black-leaf. 2,886 boxes Foochow scented Orange Pekoe sold at 1s. 6½d. to 1s. 8d. A few Moyune Greens were sold without change. Indian Sorts.—About 5,700 packages have been offered during the week, and the sales have passed fairly, nearly all being disposed of at about previous quotations. Pekoes sold from 2s. 0½d. to 3s. 4d.; broken Pekoe, 1s. 9¼d. to 3s. 2d.; Pekoe Souchong, 1s. 6⅜d. to 2s. 6¾d.; Souchong, 1s. 6⅜d. to 2s. 3½d.

Messrs. Capel and Co.'s Circular states that the tone of the market has become rather firmer, the arrivals have been on a more moderate scale, whilst importers generally have given support to the market. The amount of business has been moderate, and prices show but little if any change. *Congous.*—Red-leaf kinds: Siftings have sold at public sale from 8d. to 10d. per lb., being again rather lower. Old season's common kinds sell at 9d. to 10d. per lb., showing no alteration. Fair Kaisow kinds from 1s. to 1s. 1½d. went slightly easier at public sale; fair to good medium from 1s. 2d. to 1s. 5d. have been in request at fully previous rates; good to fine remain steady; in finest there has not been much doing. Pak Lin kinds have been rather more in demand, especially the finer kinds. Black-leaf kinds: Old imports show no improvement in price. In new common kinds have sold from 10¾d. to 11½d., being 1d. per lb. decline; fair have been sold from 1s. to 1s. 2d. per lb.; fair to good medium have been inquired for at fully previous rates; good to fine have been saleable from 1s. 6d. to 1s. 10d., and finest have been occasionally sold at full prices. New-make kinds: Common have sold from 9½d. to 10d. per lb., being about previous prices, quality considered. Fair are saleable at 10½d. to 11½d. per lb., good 1s. to 1s. 4d., showing no change. Oolongs are difficult of sale privately; a few at public sale have sold from 10⅜d. to 11¾d. per lb. for common and 1s. 1d. to 1s. 5⅜d. per lb. for fair to good kinds. In Souchongs the few sales made have been at previous rates. Scented Teas: Canton Capers have at length shown a slight improvement both in demand and price, there having been less disposition shown to press sales. The recovery in price is about ½d. to 1d. per lb. for common to fair kinds, good to fine continue saleable at previous prices. In Orange Pekoes there is no material alteration to notice. Foochow kinds of Caper remain as before. Orange Pekoes: About 3,000 boxes good to fine sold at public sale from 1s. 6½d. to 1s. 8d. per lb., being again easier. A few sales have also been made privately at a similar decline. Green Teas: The public auctions still go off without spirit, and prices remain much as before. 400 half-chests Hyson sold at the low prices of from 1s. 0¼d. to 1s. 9d. per lb. for good to fine quality.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 31st August, 1875, was estimated at ...	85,000,000	74,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	1,000,000	6,508,000
Amount on the water advised by telegraph to 29th August, against actual shipments to same date last year	33,511,000	50,359,000
	119,511,000	131,367,000

SILK.

Messrs. Waithman, Hogg and Co.'s Circular says:—There has been no change in the position of the market during the past month. Business has again been without animation, and in a great measure restricted to the supply of daily requirements. China Silk of the new season has met with few purchasers; the supply of previous season's (offered at relatively lower prices) being more than sufficient for the demand, prices have undergone little or no alteration. Cantons have met with fair inquiry, and rates have been well maintained. In Japan Silk transactions have latterly been on a slightly increased scale, with a corresponding improvement in prices. The deliveries show a falling off, being 4,494 bales, against 5,120 bales in July; and stock has increased, being 31,057 bales, against 29,181 bales at the same time last month.

Messrs. Durant and Co.'s Circular reports that the deliveries are good, although not quite equal to those of the last two months, but this arises we expect from the extent of direct importations into France, rather than from any diminished occupation of mills or looms. It is no doubt also in a great measure in consequence of foreign buyers being enabled to supply themselves from direct importations that our market has been so quiet. Except for some special things they have scarcely appeared as buyers. The arrivals now comprise almost all classes except chop Tsatlee, and we have symptoms of more general business, the more so as diminished estimates of export from China are beginning to have some influence, especially upon the minds of importers.

LONDON QUOTATIONS—SEPT. 2.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 0d.
,, Red Peacock	14s. 0d. to 14s. 3d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d.
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	11s 0d. to 12s. 0d.
Canton	12s. 0d. to 14s. 6d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 18s. 0d.
Idah ... ... (none	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 6d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

Mr. John Kershaw's Circular says:—The arrivals of the new season's Silk have so far shown such a poor selection of desirable Tsatlees that the trade have had to supply their wants from old stock. Coarse Taysaams and common Tsatlees have been out of all proportion in the imports of August; of 5,300 bales which have been warehoused, 2,250 bales are Taysaams, 2,000 of which consist of "9.12 moss," "Chin Cum," "Skeins," and low "Kahings," while of the 3,000 Tsatlees only one-sixth is above a "4¼," and the bulk of the remainder is of "4⅜ to bad 5" class. Quotations remain nearly the same; for desirable Tsatlees just a shade stiffer, while for common descriptions importers are firm for full rates—for Kahings there is a slight improvement in price shown for the 3½ to 4 class; "9.12 moss" and low "Chin Cums" are quiet, prices unchanged. In Japan Silk there has been a good demand throughout the month, and prices leave off at a full 6d. advance on those paid three weeks ago. In Canton Silk there has been some inquiry for the better descriptions of Tsatlee Reel, which have fully maintained former rates.

COFFEE.

Although the tone of the market has undergone slight fluctuations, the demand has been good, and the supplies at auction, which have been larger than for some time past, have been entirely disposed of, and still higher prices have been established. The supply of Plantation Ceylon has been more extensive, but the demand in the early part was brisk, and prices further advanced, but with a quieter tone afterwards slightly gave way, closing with a good demand at 2s. to 2s. 6d. above the currencies of the 19th ult., middling selling at 115s. 6d. Good ordinary has been sold at 99s. 6d., being an advance of 2s. per cwt. A further advance of 2s. has also been established for Native Ceylon. Closing quotations are:—Plantation triage and ordinary 90s. to 103s., good ordinary to fine ordinary 104s. to 112s., common to fine coloury small 105s. to 112s., low middling grey 112s. 6d. to 114s., middling 114s. 6d. to 116s., good middling to fine middling 116s. 6d. to 117s. 6d., good to fine bold 118s. to 121s., pea-berry 129s. to 133s. Native small 91s., good ordinary 98s. 6d. to 99s. 6d., closing at the latter price, good to fine bold 104s. 6d. to 106s. 6d., pea-berry 106s. to 107s. 6d. The sales of other East India include 100 bags good greenish Bonthyne at 99s. to 100s., and 1,400 bags Manila, chiefly mixed Zamboanza, at 95s., fine ditto at 98s. per cwt.

SUGAR.

The market has remained in a dull state throughout; transactions have been light, and prices have shown a downward tendency, but closing quotations are only slightly cheaper. Refiners have again almost entirely restricted their purchases to British West India, holders of which have met the market freely. Few inquiries have appeared for Manila, and the only business consists of 14,000 bags unclayed Ilo at public sale, low to good at 15s. 3d. to 15s. 9d., being easier. In the absence of demand no business has occurred in Penang or other East India.

CHINA STRAW PLAIT.—At auction 568 bales mottled, just arrived per Omba, met a good demand, and were all disposed of at steady rates, as follows: Ordinary at £6 to £7 2s. 6d., good ditto to good £7 5s. to £12, fine £14 to £19 10s.

CUTCH has been quiet, and sales are small, but full rates have been paid viz., 27s. 6d. for a small lot of Elephant mark.

CAMPHOR.—The market has been rather firmer, and about 300 cases China have been sold at 70s. for old re-weights, and 68s. 6d. to 69s. per cwt. new landing weights.

CUBEBS have been in steady inquiry, and of 61 bags placed on offer two-thirds were sold at 28s. for good clean quality.

COIR GOODS.—Only moderate supplies of Yarn have been offered, which went off slowly for common, and prices were cheaper. Roping

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also sold 20s. per ton lower, but medium to good sold steadily. Rope dull of sale.

COCOA-NUT OIL.—Cochin has been somewhat neglected at £41 to £42 for good to fine, but Ceylon has continued in demand, and has realised rather higher prices, £36 15s. to £37 5s. having been paid for 90 tons old, £37 10s. for some new in pipes, and £38 for 100 hogsheads. 213 casks offered by auction have been chiefly sold at £37 10s. There has also been more inquiry for arrival, and 150 tons August-September and September-October shipments have changed hands at £37 per ton.

COTTON.—Renewed dulness has prevailed, especially for arrival, and part of the recent advance has been lost. Quotations :—Tinnivelly, 5¼d. to 6d., fair to fine ; Western Madras, 4¾d. to 5⅛d., middling fair to good ; Northern ditto, 5¼d. to 5⅜d., fair to good ; Dhollera, 5⅜d., good ; Oomrawutte, 5d., fully fair ; Scinde, 5d., good ; Bengal, 4d. to 5d., middling fair to fine ; Rangoon, 4d. to 4½d., barely fair to fully good fair.

CINNAMON.—The quarterly sales were held on the 30th ult., when a total of 1,969 bales Ceylon was offered, against 1,925 bales at the May sales, and 1,327 bales at the August sales last year. Of the above 116 bales just arrived were not offered, the remainder met a demand about e pual, and nearly the whole (1,750 bales) was disposed of. Fine qualities met less demand, and prices of first sort were 1d. to 2d. cheaper, second sort sold at an occasional decline, third and fourth sold readily at an advance of 1d. to 3d, per lb.

464 bales first sort, superior, sold at	...	3s.	6d.	to 4s.	1d.
good to fine	...	2s.	10d.	to 3s.	5d.
ordinary to medium		2s.	5d.	to 2s.	9d.
840 second sort, fine and superior	...	2s.	9d.	to 3s.	0d.
medium to good	...	2s.	4d.	to 2s.	8d.
ordinary ...	...	1s.	11d.	to 2s.	3d.
509 third sort, good to fine ...	...	2s.	5d.	to 2s.	7d.
ordinary to medium		1s.	8d.	to 2s.	4d.
156 fourth sort, good to fine ...	...	2s.	0d.	to 2s.	2d.
low to medium	...	1s.	1d.	to 1s.	11d.

A lot of 50 boxes 80 bales broken China was bought in at 11d. or withdrawn.

EBONY.—Market firm ; of 111 logs at public sale part sold at £18 per ton for fine quality.

ESSENTIAL OILS.—Anniseed steady ; and small sales at 10s. 8d. Cassia quiet ; sales at 4s. 3d. to 4s. 4d. Lemon Grass steady ; but nothing of consequence done. Nutmeg steady ; 5 cases good sold at 7d. per oz. Cinnamon quiet ; but fine brings good prices. Citronelle rather better, and of 72 cases two-thirds sold at 1½d. to 1⅝d. per oz. for good, and buyers in quantity at 1¾d. Lemon Grass quiet ; and nothing of consequence done.

GALLS.—China have again advanced, sales of that description having been made last week to the extent of 250 cases worked at 59s. to 69s., and this week a small quantity as high as 65s., also 200 to 300 cases good unworked at 59s. to 60s. per cwt.

GALANGAL ROOT.—Market steady ; sales of fine quality at 22s. per cwt.

GUMS.—*Benjamin :* Siam steady ; and of 14 cases offered the bulk sold, seconds block at £25 to £26 15s. ; thirds, £13 ; siftings in block, £8 15s. to £9. Sumatra steady ; of 100 cases two-thirds sold at £7 7s. 6d. to £9 for rather dull to middling seconds. *Copal* rather firmer, and of 416 cases offered a small proportion sold at 30s. for good, the remainder subsequently quitted at same figure ; also fair small sales privately at 30s. to 32s. *Damar* firmly held and little offering. *Gamboge* quiet, but firmly held ; 67 cases offered, and all retired.

GUTTA-PERCHA continues very dull.

GAMBIER has continued quiet, but advanced prices have been realised for small parcels on the spot, viz., 28s. to 28s. 6d. For arrival 200 tons have been sold, chiefly distant, at 26s. 6d. ex-ship. At auction of 863 bags 508 bales and about 2 tons loose cube about 500 packages sold, fine pale free slightly damaged, &c., at 39s. 6d. to 40s. pressed, repacked at 31s. 6d. to 32s., 1st class 28s. to 28s. 6d. per cwt.

HEMP.—The market for Manila has remained dull, and prices are again rather lower. Privately about 700 bales have been sold, fair to good fair at £30 10s. to £31 10s. In auction of 2,251 bales offered only 450 bales sold, good fair to good at £31 to £32 10s., the remainder **bought in at £31 10s., a few lots white Quilot at £48 per ton.**

HIDES.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says :—The quantity offered at the public sales during the month has been comparatively small, and the business done limited, being confined chiefly to parcels of particular character and cure. North-Western Kips continue difficult of sale, an average reduction of ½d. per lb. failing to induce consumers to purchase. By private sales there has been considerable inquiry, but holders are firm in their demands, and full prices have been realised for the parcels disposed of. The sales by public and private reach 184,988 Kips in the Hair and Tanned, and the stock in brokers' hands is 469,799 Hides. Singapore, Penang, &c., Buffalo Hides have been in fair demand, but at an occasional slight decline. The sales are 5,673 Singapore ; slaughtered, fair to good, first heavy, average 37 to 43⅝ lbs., 6¼d. to 6¾d. ; inferior, first heavy, average 41 lbs., 5¼d. ; seconds, 4¾d. to 5¼d. ; fair to good, first heavy, average 27½ to 32¾ lbs., 5⅝d. to 5⅝d. ; ordinary, first heavy, average 26⅛ to 32¾ lbs., 5d. to 5⅜d. ; seconds, 4¼d. to 5d. ; thirds, 4d. ; light and small, average 5¼ to 13⅜ lbs., 4¾d. to 6¼d. per lb. Java Hides : No sales of Ox and Cow. Few Buffalo offered ; prices are unchanged. The sales are 532 Hides ; unshaved, best, average 13¾ lbs., 8½d. ; ordinary, average 22 lbs., 5¼d. to 6½d. ; thirds, 3¾d. per lb.

INDIA-RUBBER.—Market generally steady, but quiet ; little done in East India descriptions, privately 30 tons Borneo have been sold at 1s. 2¾d

ISINGLASS.—The auctions of the month which took place on the 27th ult. embraced of Penang and Singapore sorts 143 packages, about 120 of which were quitted at an average decline of 1d. to 2d. per lb. on good kinds, and in some cases 3d. to 4d. on low descriptions. Leaf good to fine at 4s. to 4s. 10d. ; middling to fair 2s. 7d. to 3s. 7d. ; low and ordinary and pickings 9d. to 2s. Pipe, fine long 4s. 6d. ; good and very good 4s. 1d. to 4s. 4d. ; middling to good, a little mixed with dark 2s. 11d. to 3s. 11d. ; rough, part dark 2s. 1d. to 8d. Purse, middling dark to fine pale 7d. to 1s. 9d.

JAPAN WAX has continued dull ; 559 boxes good thin squares (import 1873) at auction were all bought in at 53s. per cwt.

MUSK.—The public sales have embraced 45 caddies ; Tonquin pod all sold ; selected well-shaped pods fair damp to very good at 40s. to 45s. ; rough and bally 14s. 6d. to 16s. 6d. ; wet pickings, 16s. 6d. ; and 23 tins grain half sold at 47s. 6d. for fair, rather dark and damp.

PEPPER.—*Black* has been quiet, and rather easier, with sales of Singapore at 5⅞d., and Penang at 4⅞d. to 4⅝d. ; at auction, of 9,200 bags offered, a small proportion only sold. Singapore fair at 5⅜d., grey 5¼d. Penang 4⅝d. to 4½d. Afloat nothing of consequence done. *White* has been firm, and fine is dearer. Of 1,350 bags offered two-thirds sold, fine at 8¼d., good at 7⅞d. to 7⅝d., middling to fair 7⅜d. to 7⅞d. per lb.

PLUMBAGO.—In public sale of 971 barrels Ceylon about 720 barrels, mostly of fresh import, found buyers at steady rates, common chiefly small to superior selected lump from 15s. 6d. to 19s., ordinary to fine ordinary chips 10s. to 13s., common to fine bright dust 8s. to 9s. per cwt.

RHUBARB.—China is barely steady, and of 140 cases offered at auction two-thirds sold at 1s. 9d. to 2s. 3d. per lb. for middling to fair sun dried, 9d. to 11d. middling high dried, and 6d. wormy rough inferior.

RATTANS.—About 5,000 bundles at auction brought full rates, viz., £21 10s. to £29 15s. per ton for good and fine quality.

RICE.—The market has continued very quiet, and floating cargoes have been in only moderate request at a decline of about 3d. per cwt. On the spot supplies of all descriptions are rather small, but sales are effected slowly at previous rates. A lot of 5,500 bags Japan has realised 8s. 6d. to 9s. 6d. per cwt.

SHELLS.—The periodical sales were held on the 31st ult., with the subjoined results :—*Mother-o'-Pearl :* The demand for most descriptions was languid, and a larger portion than usual was bought in ; 178 cases Manila, &c., were bought in at £13 to £15, excepting 50 cases sold, defective £9 2s. 6d. to £9 17s. 6d., chicken £9, pickings £5 10s. to £6 5s. Of *Tortoise* the supply again exceeded the demand, and a dull tone prevailed. East India sold at former rates for good, but easier for common. Of 20 cases (1,690 lb.) Singapore exactly one-half sold, common to good shell at 12s. to 18s. 6d., 1 case (170 lb.) Manila shell at 17s. 6d. *Ear Shells* met a fair demand, and of a total of 461 cases 125 bags and 28 tons loose Japan Silver about 270 cases 125 bags 4 tons sold at full rates to some advance for fine, defective 5s., loose medium and small 10s. to 11s., untrimmed medium and small at £10 15s. to £12, medium £19 15s., bold £25 5s. to £28 10s., good bold at £29 10s. to £31 10s., fine and selected bold at £35 to £40, trimmed medium sizes at £40, inferior and small at £20 to £28 10s., selected bold £70 to £88 per ton. *Green Snail :* Of 160 baskets offered 75 baskets sold at previous rates for bold, but easier for small, bold at 8¾d. to 9¼d., small at 2½d. each.

SPICES.—*Cinnamon :* See report of quarterly sales above. *Cassia Lignea :* The market is dull, and in auction of 1,405 boxes unworked only 350 boxes sold at 53s. to 54s., the rest bought in at 54s. to 55s. *Buds :* Of 95 boxes China only one lot sold at £4 15s. *Cloves :* Amboyna have further advanced 2d. per lb. ; in auction of 56 cases 97 bags about 10 cases 70 bags sold at 1s. 8d. to 1s. 9d., closing at the latter price. Penang are also about 2d. higher, fully 50 cases having been sold at 2s. 2d. to 2s. 3d. per lb. *Nutmegs :* 40 cases Penang met a good demand, and were all sold at steady rates, average 64 nuts to the lb. mouldy at 4s. to 4s. 1d., 70's sound at 3s. 10d., 76 to 75's at 3s. 8d. to 3s. 9d., 111's at 3s. to 3s. 1d., 118's at 2s. 1d., defective at 1s. 9d. *Mace :* Of 5 cases Penang 3 cases sold at dearer rates, good to fine bold at 2s. 6d. to 3s. 3d., pickings bought in at 1s. 8d., and 14 boxes ordinary Java at 1s. 8d. per lb.

STICKLAC.—More business has been done in Siam at full rates, some 400 to 500 cases sold privately at 92s. 6d. to 97s. 6d. for fair to good ; of 491 bags at auction barely half sold in the room and subsequently, good at 95s. to 96s., blocky at 70s. to 75s. per cwt.

SAGO.—Market steady, and of 1,300 bags at auction half sold at 19s. to 20s. 6d. for fair to good small, and 16s. 6d. good large. *Flour* firm, and of 2,120 bags offered, a small part sold at 13s. 9d. for good Borneo.

SOY and STAR ANNISEEDS.—No business reported.

SAPANWOOD continues firm ; at auction of 34 tons 10 tons Ceylon sold at £11 12s. 6d. to £12, and 14 tons damaged Manila at £9 5s. per ton.

TAPIOCA.—500 bags fine to extra fine white Alma Penang sold at some advance at 2⅝d. to 3d. Of 410 bags Singapore 260 bags sold, small at 2¼d., fine white 2⅝d. to 2½d., the remainder Malacca bought in at 2¼d. *Pearl :* Of 1,127 bags offered 650 bags sold rather easier, dull to fine medium at 18s. 6d. to 19s., good bullets at 20s., fine small at 21s., with one lot at 21s. 6d. *Flour :* 434 bags fine Singapore of fresh import sold readily at 2¾d. to 2¾d., being rather dearer. Privately 200 bags Penang sold at 2¾d.

TIN.—The market has been very active and animated ; an unusually large business has resulted, and prices, though not free from fluctuations, have advanced. Current quotations are Straits on the spot £82 to £82 10s., afloat £82, Banca £90, Billiton £86 per ton.

Stock of	Sept. 1, 1875. Tons.	Sept. 1, 1874. Tons.	Sept. 1, 1873. Tons.
Foreign in London, estimated at...	5,717	2,755	1,884
Banca in Holland, Warrants ...	385	330	690
Billiton in Holland	855	825	490
	6,957	3,310	3,364

TOBACCO.—In public sale 881 bales Japan leaf sold at 5½d. to 8¼d., 532 bales ditto country-damaged 4½d. to 7d., scraps 3d. to 3¾d. and 31 bales sea-damaged 3¾d. to 6¼d.

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ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To China	79,040	56,640	39,750	138,720	34,759	49,387
	„ Japan	—	1,950	890	184,510	—	35,274
Total		79,040	58,590	40,640	323,230	35,759	84,661
Shipped to the same date last year	To China	57,060	54,830	35,020	196,825	29,591	30,802
	„ Japan	—	1,560	1,400	95,835	480	7,696
Total		57,060	56,390	36,420	292,660	30,071	38,498
Do. 1873	To China	48,760	48,150	23,575	303,007	55,509	45,203
	„ Japan	—	600	1,140	132,034	100	78,247
Total		48,760	48,750	24,715	435,041	55,609	123,450
Total shipped during the year 1874	To China	89,040	83,900	52,010	284,845	47,135	48,485
	„ Japan	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China	69,340	76,020	30,955	400,082	73,517	59,820
	„ Japan	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

MANCHESTER GOODS.

Last week closed with a steady tone and moderate amount of business. This week the market, though still steady, has been less buoyant, buyers having apparently satisfied their most pressing requirements, and in face of the continued firm attitude of sellers have shown less disposition to extend operations. Prices however continue to be steadily maintained at last week's values.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/6	6/9
Do.	„	7	14×13	38	7/7½	8/0
Do.	„	8 4	16×15	39	7/9	8/0
Do.	„	8 4	16×15	40	9/0	9/6
Do.	„	9	19×19	41	11/0	11/6
Do.	„	10	19×19	42	11/9	12/6
T-Cloths	32 in.	6	14×14	43	5/0	5/3
Do.	„	6	15×15	44	5/6	5/6
Do.	„	7	15×15	45	5/9	6/0
Do.	„	7	16×16	46	6/1½	6/3
Mexican	„	7	18×18	47	6/3	6/6
Do.	„	7	18×18	48	7/3	7/6
Do.	36 in.	8	18×18	49	7/3	7/7½
Do.	„	8	18×18	50	8/3	8/7½
Spots	White	—	—	51	10/0	10/1½
Brocades	„	—	—	52	10/3	10/4½
Drills	30 in.	15	—	53	5-16d.	3⅝d.
Do.	„	15	—	54	3¾d.	3¾d.
Jeans	„	8	—	55	7/9	8/4½
Do.	„	8	—	56	9/0	9/0
Water Twist.			16/24		28/32	
Good Seconds			10		11⅝	
Best do.			10⅝		12¼	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July15	Frances Amanda	Hemmings	Hong Kong	Callao
Aug.25	Bacchus	Williams	Rangoon	Liverpool
25	Pandila	Courtois	Colombo	New York
25	Lennatin	Wallin	Akyab	Amsterdam
25	Nehai	Soich	Rangoon	Do.
25	Cornelia	Crosse	Passaroeang	Do.
25	Pieter Adolf	De Roever	Banjoewangie	Do.
26	Callao	Williams	Akyab	London
26	Isida	Ferrebbi	Do.	Falmouth
26	Beau Monde	Hawkins	Rangoon	London
27	Ravenna	Vermengo	Akyab	Antwerp
27	Prest. v. Ryckevorsel	Rotgans	Samarang	Amsterdam
29	Chasca	Pratt	Bassein	Falmouth
29	Blandina P.	—	Akyab	Do.
29	Annie Fish	Haffreys	Rangoon	Do.
29	Jonge Jan	v. Alverkerken	Samarang, for Rotrdm.	Dungeness
30	Alice Vennard	Gould	Maulmain	Falmouth
30	Toftcombs	Arthurson	Akyab	Queenstown
30	Meridian	Strickland	Rangoon	Do.
30	Penrith	Moignard	Ilo Ilo, for Hamburg	Falmouth
30	Panquito	Schiaffino	Rangoon	Do.
30	Czar	Mylander	Do.	Do.
30	Witch	Lewis	Singapore	Boston, U.S.
30	Moonlight	Waterhouse	Batavia	New York
31	Ducsbury	Reid	Singapore	Liverpool
Sep. 1	Caldew	Peterson	Do.	London
1	Paul Thorman	Vagt	Cheribon	Rotterdam
1	Vanguard	Watts	Singapore	London
1	Ironside	—	Manila	Boston, U.S.
2	Prinses Amalia (s.)	—	Batavia	Nieuwe Diep
3	Windermere	Miller	Singapore	London
3	Ajax (s.)	Kidd	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July17	David Babcock	Ruskine	Batavia	Buenos Ayres
Aug.14	Nightingale	—	Yokohama	New York
24	Bromo (s.)	—	Batavia	Glasgow
24	Anna Bertha	Kruse	Singapore	Kiel
25	Europa	Hansen	Do.	Cardiff
25	Star of the South	—	Do.	Penarth
26	Tranquebar	Goulen	Galle	Cardiff
27	Magdala	Rouse	Singapore	Liverpool
27	Titania	England	Shanghai	London
27	Mandalay (s.)	Wilson	Rangoon	Greenock
27	Salatiga	Biesthorst	Batavia	Rotterdam
27	Geziena Maria	De Ridder	Padang	Amsterdam
27	Cornelis Smit	Ouwehand	Batavia	Rotterdam
28	Agamemnon (s.)	Crompton	Shanghai	Liverpool
28	Glenfalloch (s.)	McBain	China and Japan	London
28	Cheshire	Bachelor	Anjer	Cardiff
29	Sliedrecht	Willemse	Singapore	Do.
29	Rosetto	Angelo	Do.	Do.
30	Zaritza	Skantze	Rangoon	Liverpool
Sep. 1	Windhover	Findlay	Shanghai	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus. For Singapore, Hong Kong, and Shanghai: Viking, Venice, Montgomeryshire, Braemar Castle.

SAILING VESSELS. — For Yokohama and Hiogo: Western Chief, Ullock, Banda, Tamesa. For Shanghai: Omba, Ellen Browse. For Hong Kong: Marina, Carricks, Sir Harry Parkes, Caroline. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Scawfell, Coldinghame, Haidee, Felixstowe.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang Singapore, Hong Kong, and Shanghai: Antenor (str.), Glaucus (str.), Deucalion (str.), Achilles (str.). For Manila: No. 1 (str.) For Batavia: Loch Doon. For Singapore: Batrak (str.).

SPOKEN.

WILHELMINE, Cardiff to Galle, July 16, 10.50 N., 25.7 W.
N.S.J.D., Rotterdam to Batavia, July 25, 14 N., 27 W.
HOOGLEY, Bordeaux to Batavia, Aug. 15, 26.30 N., 24 W.
ROMA, Liverpool to Manila, July 11, 1 N., 25 W.
RATEAN, Rotterdam to Macassar, July 16, 10 N., 25 W.
EASTERN MONARCH, Liverpool to Hong Kong, July 23, 2.58 S., 33.43 W.
N.B.G.L., Rotterdam to Java, July 11, 1 S., 21 N.
CONFEDERATE, Ilo Ilo to Falmouth, June 22, 35 S., 30 E.
INDIAN PACKET, Java to Amsterdam, July 6, 14.27 S., 7 W.
NOORDZEE KANAAL, Amsterdam to Sourabaya, July 20, 2 N., 23 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 35s. weight, 35s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 35s. weight, 35s. meast. To Singapore: 35s. weight, 35s. meast. To Penang: 35s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 20s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 26s To Singapore: 15s. To Batavia and Sourabaya: 20s. To Galle: 18s

CASUALTIES.

CAPE TOWN, AUG. 5.—The American ship Tecumseh, from Singapore for Liverpool (gambia, sago, &c.), arrived off Kowie, 3rd inst., disabled. A tug started to her assistance, and found she had lost her rudder, besides other damages. The vessel was towed to anchorage.

MISCELLANEOUS.

MALTA, AUG. 29.—Sailed, Craigforth (str.), from Shanghai, for London.

PORT SAID, AUG. 25.—Arrived, Prins Van Oranje, from Nieuwe Diep, for Batavia; 29, Cawdor Castle, from Hankow, for London.

SUEZ.—Arrived Aug. 25, Prins Hendrik, from Batavia, for Nieuwe Diep; 31, Sarpedon, from Shanghai, for London.

GALLE.—Arrived, Aug. 26, Bromo (str.), from Nieuwe Diep, for Atchin; 31, Lorne (str.), from London, for China and Japan.

ST. HELENA.—Passed July 23, Wild Duck, from Colombo, for London; 28, Krimpen Van der Lek, from Batavia, for Rotterdam; 30, Prinses Amalia, from Batavia, for Amsterdam; Aug. 4, Brisbane, from Penang, for London; 12, Jason, from Batavia.

TABLE BAY.—Sailed July 29, Vanadis, for Batavia.

GLASGOW, AUG. 25.—The Bromo (new str.), 1,249 tons and 220-horse power, built by Messrs. Caird and Co., Greenock, for the Netherlands India Steam Navigation Company, left here for Java on the 24th inst.

MISSING SHIP.—The committee of Lloyd's will be glad of any information regarding the Success, Captain Gent, which sailed from Liverpool for Shanghai on the 27th November last.

THE Yorkshire, for Colombo, takes out material for the Colombo Harbour and Docks works.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Nizam ...	2,725	450	Sept. 9	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Indus ...	3,470	500	Sept. 16	Mediterranean, Aden, Bombay.
*Poonah ...	3,130	550	Sept. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	Sept. 12	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly ...	Sept. 26		
Iraouaddy ...	Oct. 10		
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		

The Steamers of the 26th September, 24th October, and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 12th September, 10th October, and 7th November connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

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The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

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HEAD OFFICE—14, Rue Bergere, Paris.

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SUB-MANAGER.—H. DUVAL.

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CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

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MANAGER—D. McLean, Esq., 31, Lombard-street.
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Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

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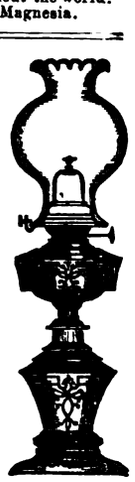

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Fig. 39.

GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
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Fig. 48.

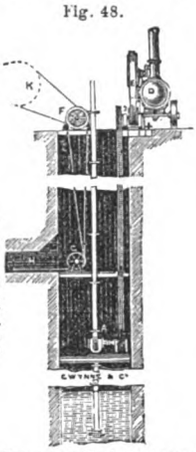

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Fig. 100.

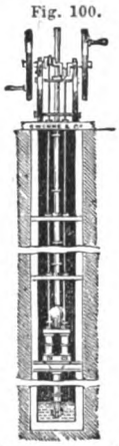

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Fig. 86.

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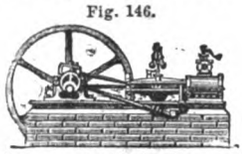
Fig. 146.



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From 4 to 100-horse power

Fig. 154.

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Fig. 142.

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Fig. 192.

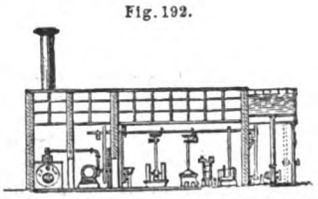

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Fig. 193.

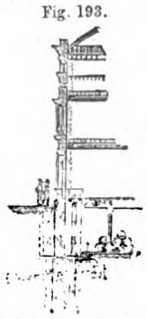

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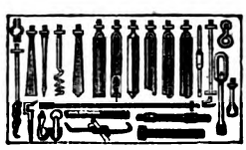
Fig. 121.



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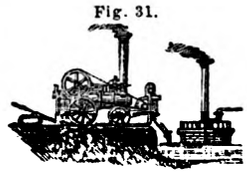
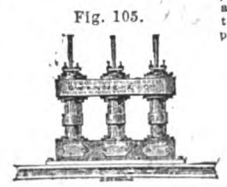
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations in all sizes.

Fig. 105.



GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and compare on with those of other makers is challenged Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, post free for Twenty-four Stamps to any part of the world.

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CHINA AND JAPAN AGENCY,
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Restaurant and Table d'Hote. Baths and all other conveniences.

FIFTH-AVENUE HOTEL, NEW YORK.

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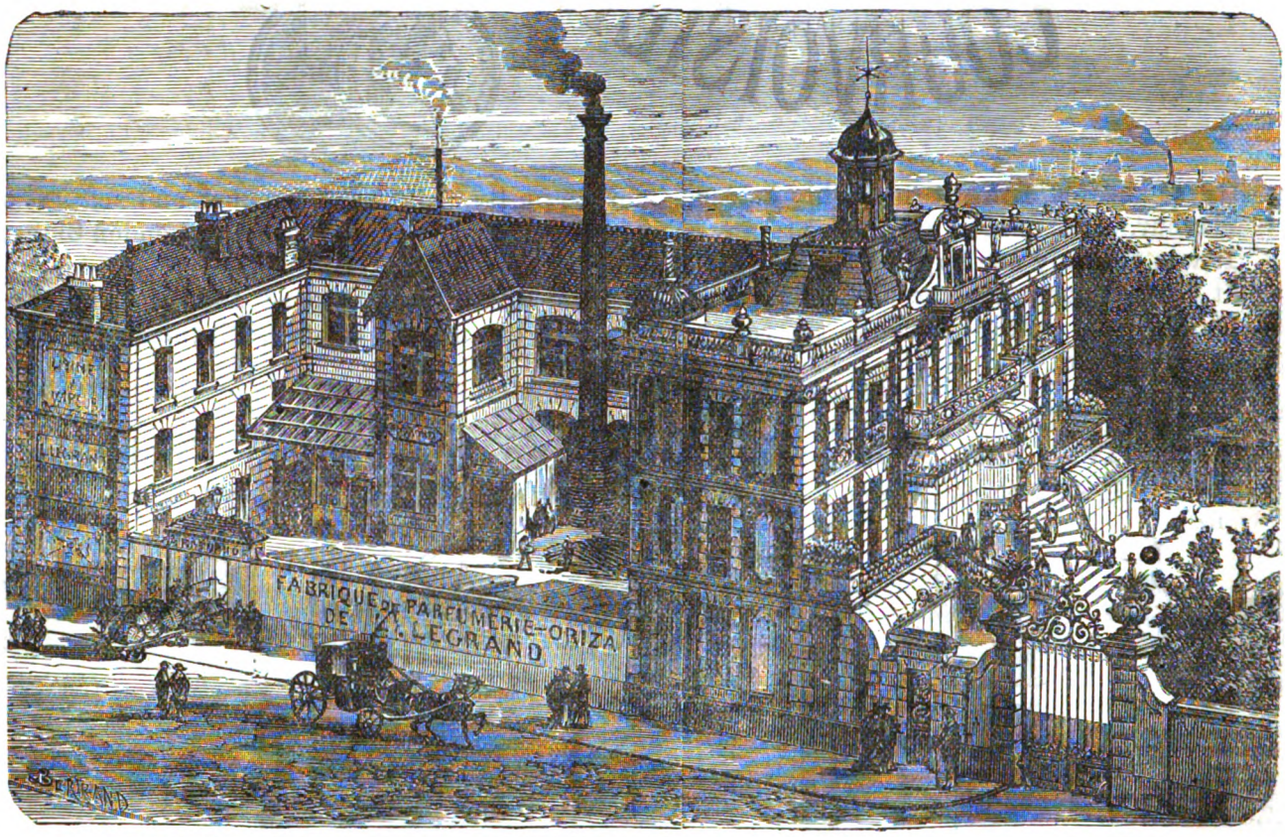
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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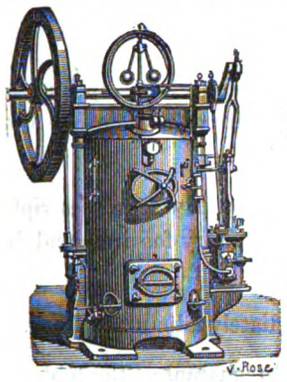
SPECIAL MANUFACTURE OF VERTICAL STEAM ENGINES,

Pumps with Plunge Pistons moved by Vertical Steam Engines.

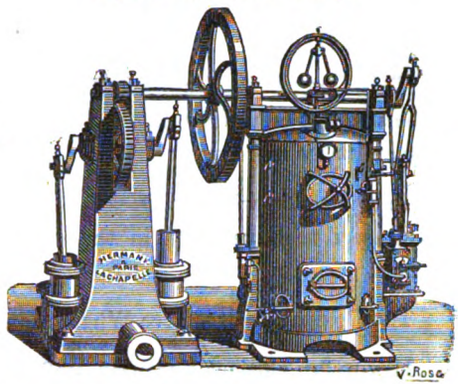
Vertical Engines from 1 to 20-horse power. Boilers with tubes. Important saving guaranteed.



GOLD MEDAL
AT THE
EXHIBITIONS OF
ALTONA and SANTIAGO, 1869.

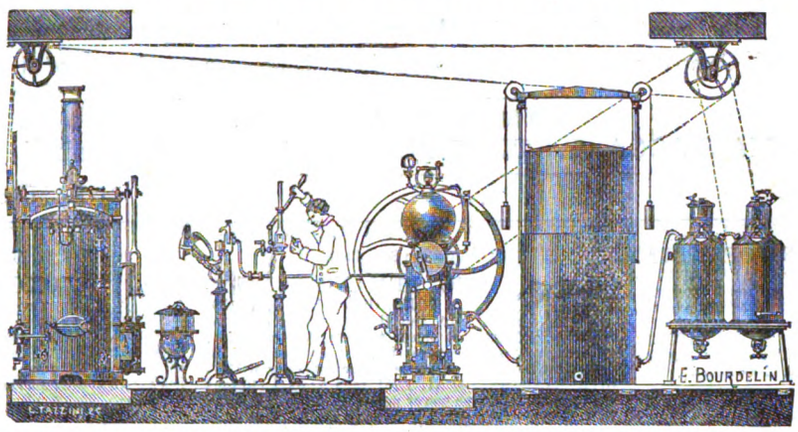
DIPLOMA OF HONOUR,
GOLD MEDAL, & LARGE GOLD MEDAL
AT THE
EXHIBITIONS OF
LYONS and MOSCOW, 1872.
MEDAL OF IMPROVEMENT
(EQUAL TO THE LARGE GOLD MEDAL)
at VIENNA, 1873.

Pumps with plunge piston, moved by Vertical Steam Engines for irrigation and drainage.



CONTINUOUS APPARATUS for manufacturing Gaseous Drinks of all sorts (worked by a Steam Engine).

This apparatus, with mechanical compression and continuous action, is able to produce from 25 to 10,000 bottles of all kinds of aerated drinks per day. It is the only one which complies with all the requirements of the Committees of Health and Safety. The only one which has undergone, before leaving the workshops, the proofs required for any apparatus which has to work at high pressure. The only one adapted to working this branch of industry practically.

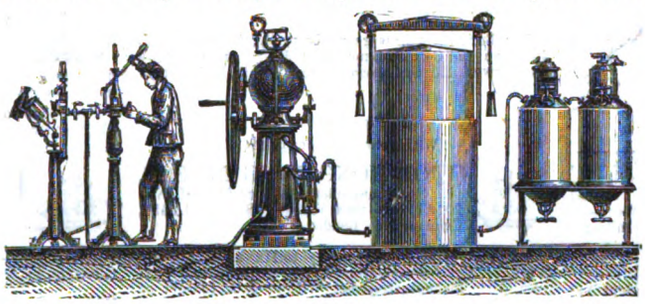


J. Hermann-Lachapelle's Syphons are also very remarkable. Their mechanism is very carefully made, and the decanters are in crystal glass of the best quality. The top of these Syphons is plain, without ornament, and easy to clean, which is an advantage.

COMPLETE APPARATUS for manufacturing Aerated Drinks of all kinds (moved by hand).

SYPHONS.

Large Lever, f.2.25.



SYPHONS.

Small Lever, f.2.15.

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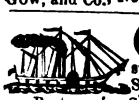
E. M. SMITH, Manager.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Sept. —
Glenroy	100 A1	2,121	250	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Sept. 14

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 61, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

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THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Hong Kong	Sir Harry Parkes.....	A1 15 yr.	W.I.D.	To follow
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 17th Sept.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With very quick despatch.

FOR HONG KONG DIRECT, the magnificent clipper CAROLINE, 90 A1, 984 tons register, S. N. CLYMA, Commander; London Docks.

For Freight or Passage apply to HENRY ELLIS and SONS, 17, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Shanghai ...	Viking, s.s	AA1 100	S.W.I.D	Sept. 6.
	Galatea s.s	AA1 100	S.W.I.D.	Sept. 25.
Yoko.& Higo.	Tamesa ...	AA1 16yr	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

Last shipping day Sept. 6.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—VIKING, s.s., 100 A1, 1,940 tons register, G. L. CASTLE, Commander; South West India Docks.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

CASTLE LINE of STEAM PACKETS from LONDON (via the Suez Canal) for PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—Last shipping day, 8th September.—The magnificent Clyde-built Steamship BRAEMAR CASTLE, 2,182 tons, 100 A1, 300 h.p. nominal, A. MARSHALL, Commander, now loading in the South-West India Dock. The attention of shippers is directed to this splendid steamer.

For Freight apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall street, E.C.

To be followed by the s.s. Cawdor Castle.

To sail Sept. 8.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metalled, A1 14 years, 750 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

KNEVITT and Co., 3, Sun-court, Cornhill.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; —— Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glengyle, s.s. ...	1,676	McGregor, Gow, & Co.	Sept. —
Viking, s.s.	1,932	Robertson & Co....	Sept. 6
Braemar Castle, s.s.	2,182	Thos. Skinner & Co.	Sept. 8
Motgomeryshire, s.s.	1,751	Norris & Joyner...	Sept. 17

LIVERPOOL.

Antenor, s.s. ...	1,601	Alfred Holt ...	Sept. 7

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

MACKENZIE & CO.,

COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c.,

SHANGHAI, CHINA.

LONDON AGENCY,

J. MACKENZIE,

4, Great St. Helens, London, E.C.

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Oilman's Stores, and Stationery of every description, Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, Sept. 6, 1875.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 628.] LONDON, MONDAY, SEPT. 13, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 13.
JAPAN—Yokohama	June 11	July 24	July 25*
Yedo			
Osaka and Hiogo	May 28	„ 15	„ 20*
Hakodadi			
Nagasaki	—	—	„ 15
CHINA—Peking	—	—	„ 12
Tien-tsin	—	—	„ 16
Chefoo	—	—	„ 16
New-chwang	—	—	„ 13
Hankow	„ 28	„ 13	„ 21
Kiu-kiang	—	—	„ 20
Chin-kiang	—	—	„ 21
Shanghai	June 11	„ 22	„ 25
Ningpo	—	—	„ 21
Foochow	„ 11	„ 21	„ 24
Formosa	—	—	„ 16
Amoy	—	—	„ 26
Swatow	—	—	„ 27
Hong Kong	„ 25	„ 29	„ 31
Canton	—	—	„ 29
Macao	—	—	„ 30
PHILIPPINES—Manila	„ 4	„ 13	„ 22
COCHIN-CHINA—Saigon	„ 18	„ 21	„ 29
SIAM — Bangkok	—	—	Aug. 2
BORNEO—Labuan	—	—	July 22
Sarawak	—	—	„ 23
JAVA — Batavia	„ 25	„ 26	Aug. 2
Samarang	—	—	„ 1
Sourabaya	—	—	„ 1
MALACCA STRAITS—Singapore	July 2	„ 31	„ 7
Penang	„ 9	Aug. 6	„ 10
CEYLON—Galle	„ 23	„ 12	„ 19
Colombo	„ 23	„ 13	„ 17

* By Pacific mail *via* San Francisco, received Sept. 6.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered *via* Brindisi this morning, a few hours late. The Pacific mail, with the Japan advices, reached London on the 6th inst. The next inward (French) mail, with advices, Yokohama 28th July, Shanghai 1st, Hong Kong 7th, Singapore 14th Aug., which is due, *via* Marseilles, on Monday next, the 20th inst., left Suez on the 5th inst., five days in advance of its due date, and may be expected on Wednesday or Thursday next.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi and Venice per P. and O. steamer *Malta* arrived Sept. 10.—None.

To Southampton per P. and O. steamer *Gwalior* expected to arrive Sept. 19.—From Yokohama: Mr. C. A. Stratford, Serjt. H. Gunny, Mr. W. Alcock, Mr. C. Jamieson, Mr. J. Smith, Mr. C. Trusher, Mr. W. J. Callicott, Mr. J. C. Mumford, Mr. J. Ellis, Mr. W. C. Wheeler, Mr. A. Harding. From Hong Kong: Lieut. H. Brayn. From Singapore: Mr. S. Smeal, Mr. Raabe, Mr. E. Medgarth.

PASSENGERS OUTWARD.

Per French steamer *Tigre*, from Marseilles, Sept. 12.—To Yokohama: Mr. and Mrs. Rash, Miss Meyer, Mr. Lemoine and family, Mr. Du and. To Shanghai: Mr. Farnham, Mr. and Mrs. Galles, Mr. and Mrs. Donaldson, Mr. Baker. To Hong Kong: Mr. Jacques, Mr. Pelle, Mr. Salabelle. To Saigon: Mr. Spooner, Gen. Reboul, Mr. Dierx, Mr. Berthelien, Mr. Berthe de Villers, Mr. Branzell. To Singapore: Mr. Martin, Mr. Feece, Mr. Beard, Mr. Seed, Mr. Schaolze and family, Miss Angel beck, Mr. Echazarra, Don D. de Luno, Mr. S. de Luno, Miss Graf. To Galle: Mr. Herring, Mr. and Mrs. Cameron, Mr. Aitken, Mr. and Mrs. Elphinstone, Mr. and Mrs. Fairlie, Mr. Hamilton, Mr. Kruz, Mr. and Mrs. Souter, Mr. Kyd.

Per French steamer *Hooghly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Lecgardier, Mr. Aubry, Mr. Schetter. To Hong Kong: Mr. Everard. To Saigon: Mr. Mace.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Hong Kong: Mr. and Mrs. A. Coxon. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Nizam*, from Southampton, Sept. 9.—To Yokohama: Mr. and Mrs. Hanson, Mr. D. Landrells. To Shanghai: Miss Black, Miss Gill, Mr. Withers. To Hong Kong: Mrs. D. R Crawford, Asst.-Commissary Kernaghan, Miss M. Duncan, Miss Bowden, Mr. J. McDougall. To Singapore: Mr. P. Mayle, Mr. J. James, Mr. J. Harvey, Mr. J. Wille, Mr. W. H. Hoskinz, Mr. E. S. Penna, Mr. F. Pool, Mr. J. Stephens, Mr. E. Brereton, Mr. J. Mundy, Mrs. J. Nance, Mrs. D. Brenton. To Penang: Rev. and Mrs. A. Fearon. To Ceylon: Mrs. Moir.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. R. Palmer, Mrs. Bryant and party. To Singapore: Mrs. Surwongse, Capt. and Mrs. Worsley. To Ceylon: Mr. L. Young, Mr. J. Cowie. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Ceylon: Capt. H. W. King.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner, Mr. T. D. Watson.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Pekin*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates, Mr. C. G. Dunlop. To Ceylon: Mr. C. W. Jebb, Miss Jebb.

Per steamer *Viking*, from London, Sept. 10.—To Singapore: Capt. and Mrs. Jessen. To Hong Kong: Mrs. Moore.

Per steamer *Braemar Castle*, from London, Sept. 13.—To Hong Kong: Mr. Page.

Per steamer *Antenor* (Holt's line), from Liverpool, Sept. 7.—To Penang: Mr. Johnston. To Hong Kong: Major and Mrs. Twemlow. To Shanghai: Mr. Glanville.

To Java, per Nederland Company's steamer *Conrad*, from Nieuwediep, Sept. 4.—Mr. and Mrs. C. van Geuns and four children, Mr. and Mrs. A. H. van Schaick, Mr. and Mrs. J. W. J. van Dyk, Mr. and Mrs. K. J. Hoetheckers, Mr. Staal, Mr. and Mrs. P. Lakeman, Messrs. C. Moll, T. G. Roosenburg, D. Beets, E. Mekern and child, Mr. and Mrs. A. B. Cohen Stuart and three children, Mr. E. Vogelezang, Mr. and Mrs. A. Klaarenbeek, Mr. and Mrs. G. J. van Maarseveen, Mr. and Mrs. M. Scheele, Mr. and Mrs. W. H. Slangen, Messrs. J. W. Damman, D. J. C. Batenburg, A. van Charldorp, Mr. and Mrs. M. F. Reiche and Mrs. Reiche, Mr. and Mrs. Blankert, Mr. and Mrs. C. J. de Freytag and child, Mr. and Mrs. G. T. Brinks, Messrs. L. C. van Berkel, P. D. van Campen, J. J. F. Rigail Certon, C. A. H. Lamie, Mrs. L. Godron and Mrs. L. van de Stur, Mrr. Dyserinch and child, three children of Mr. L. W. G. de Roo, Mr. and Mrs. J. Mulder and Mr. L. Mulder, Messrs. J. A. Einthoven, A. van der Elsh, E. A. Reisig, F. H. Eydman, T. K. Kam, Mrs. Westmaas, Mrs. A. C. Budding, Mrs. E. P. van Hengel and child, Mrs. C. Lemmers van Foorenburg and child, Messrs. W. H. Pieters H. S. Eschauzier, T. W. Visser, Mr. and Mrs. V. T. H van Wely and two children, Messrs. F. J. Visser, H. L. van Romunde, T. T. H. Langenhoff, Raden Mas Soerone, C. P. Francken, T. Fiarhs, E. Roelofsen, Mr. and Mrs. L. G. H. Gunthermoors, Messrs. W. Westmaas, H. N. T. Lugt, P. Brandenburg, Sprekerman van Wezelenburg, W. A. Spier, T. H. Granpré Molière, Mr. and Mrs. P. H. L. Hoogeboom and two children, Mr. and Mrs A. M. Kryger and four children, Messrs. H. P. de Blaauw, N. C. van Heuren, S. W. H. Gebel, B. C. Lamick, W. P. J. Bode, J. van Leeuwen, J. B. G. à Brassard, P. J. van Driest, F. R. J. van Grotenhuis van Onstein, A. E. J. van Grotenhuis van Onstein.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 21st July, and by the Pacific mail we have news to the 25th July; the French mail from London, June 4, arrived out on the 19th July, and the following P. and O. mail, of June 11, was received on the 24th July. The *Japan Mail* supplies the following items of news:—

The following letter has been addressed by the Prime Minister to the Assembly of Nobles recently convoked:—

Last year you bound yourselves by a common vow to establish your Assembly, to take deeply to heart the kindness of the Imperial instructions to you, and to discharge to the utmost of your ability your duties as Nobles. This was truly a matter for congratulation, and if the Nobles had striven zealously to realise the practical results of such a resolution it would have been indeed fortunate for our country. Since that date, however, the meetings have been but scantily attended, and I have not learnt that any definite plan has been formed for accomplishing these results. Some, while agreeing with the objects of the Assembly, have

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gone elsewhere, others, who agree equally with them, stand by almost like mere spectators. It does not seem as if any notice was taken by them as to whether the Assembly was in a state of prosperity or decay —or whether it was being established or abandoned. If such indolence and negligence continues, what is after all the good of your Assembly? Saneyoshi's former rejoicing is turned into sorrow. He is prevented by the pressure of his important duties from attending the Assembly frequently himself, but he cannot forget it by day or by night. He hopes that the members will commit to writing and communicate to him their plans for discharging the functions of the Assembly, together with their views as to the means of increasing its activity for the future. He will aid you in your endeavours. Do ye all give due consideration to these words.

All the evidence points to the suspicion not that the Assembly has in any way been uncompliant to the views of the Government, but that its members have not the necessary force of character to discharge their duties with any real advantage to the country. No one who reflects upon the part played by the great nobles at the revolution of 1868 can fail to make a low estimate of their average personal power, and their present conduct confirms this view. What the country really wants is a man of genius, born in the purple, and who will do for Japan something like what Alfred did for England, Peter for Russia, and Frederick for Prussia.

We have the best reason for thinking that the report that this country is likely to be involved in war with Korea is without solid foundation, so that the newspaper articles and paragraphs which have appeared on the subject are merely misleading. Certainly there is no ground for regarding war as imminent, though the relations between the two countries may not be of a satisfactory nature. We may be quite certain that after recent experiences of the expense entailed even by so small an expedition as that of last year to Formosa, Japan will not undertake one which would cost her ten times as much, unless it is actually forced upon her by circumstances which forbid any other course, and it is most ardently to be hoped that no such circumstances will arise.

Akiyama Tsnetaro has resigned his position as supervisor of the Press, rather than carry out the laws recently promulgated for its regulation. But his act is of course not the slightest evidence one way or the other in regard to the wisdom of those laws. It is wholly impossible that a question so complicated as that of the relations of the Press to society should have received that study from any Japanese, be he who he may, which can make his opinion upon it of much value. It is even observable that no foreign writer on the subject who has denounced these laws has given the smallest shadow of a reason for doing so. Englishmen, whose struggles for liberty during six centuries have given them a free press as the crown of those liberties, imagine that because it is a precious thing for them it would be a wise thing for all nations in whatever conditions. Of course it is easy to raise an applauding shout by crying "Free Press, Free Press;" but it is far better that liberties should be delayed until there is some guarantee that they will be rightly used, than that the most sacred of all causes should be associated with excesses which not only bring it into disgrace, but delay its ultimate triumph.

It is said that the Satsuma officials have sent in a memorial to the Throne expressive of grave dissatisfaction with the present condition of affairs, and complaining specially of the formation of the *Genroin*, a body which they regard as useless and unnecessary.

Captain Douglas, late director of the Imperial Naval College in Yedo, was honoured with an interview by the Mikado on the 22nd July. His Majesty addressed Capt. Douglas as follows:—

Some time ago, in consequence of a request made to your Government, we invited you to take the position of Director of our Naval College. Since then you have discharged diligently the duties devolving upon you, and it is due to you that the studies of the cadets have reached their present state of progress. We have great pleasure in heartily commending this result, being as it is the basis of the development of our navy. You have announced that you wish to resign this office, and return to your country. We therefore offer you a few of the productions of Japan as an acknowledgment of your services, and we wish you every happiness in your future career.

Capt. C. W. Jones, a retired commander of the Royal Navy, succeeds to the post vacated by Captain Douglas.

The *Chikuhokuan Kuagi* was closed by the Mikado on the 17th July, with the ceremonies which attended its inauguration. His Majesty addressed the following Speech to the members of the Assembly:—

We are glad that your deliberations have been conducted conscientiously. We shall in due course, and after consulting with the *Genro-in*, consider the recommendations which you have drawn up for our information and approval, and will take action thereon. Return, now, to your respective offices, and discharge your duty to the State industriously.

The extreme heat of the weather is found to affect the jinrikisha men severely. Two men fell down dead, apparently from sunstroke, on the 17th July in Yedo, and a death from the same cause is reported to have occurred at Homoko. In the latter case the indifference usually shown to the dead was strikingly displayed; the body was permitted to remain for some time at the road-side, during which the little clothing the dead man had possessed was taken away.

A daring attack was made on the 17th July on a small cottage on the river bank at Kawasaki, occupied by Mr. Balaam, bridge-keeper in the Government railway service. A party of thieves, six in number, armed with swords, presented themselves at the window and demanded admittance, but Mr. Balaam prepared his house for a siege, and while carefully guarding himself awaited an opportunity to put his assailants to flight. His revolver was out of order, but he fortunately possessed a musket, which enabled him at length, and after enduring a siege of some hours, to rout the robbers. The report of the fire-arms would not seem to have been heard by the neighbours. Mr. Balaam has not sustained any injury.

All the persons who were tried some four or five years ago for the murder of Hirosawa, a *Sangi*, have been liberated. One of the party confessed to the crime on the application of torture, but his innocence having been since established he also has been set at large.

The festival of the *Kawa-biraki*, or opening of the river Sumida in Yedo, which was celebrated on the evening of the 20th July, was more brilliant and more largely attended than any of its predecessors for many years past. The festival marks the beginning of the *do yu*, a period of twenty-one days corresponding with our dog days, and celebrates the ancient custom of the heat-worn citizens of exchanging their dull and sultry streets for the cool airs and gay enlivenments of the metropolitan river. Nothing could be brigher than the scene presented near the Riogoku Bashi as the hour for discharging the fireworks drew near. On either bank crowds of merry-makers thronged the tea and dwelling-houses, lighted with thousands of gay-coloured lanterns which line the margin of the stream, while the river was alive, and in the vicinity of the bridge was almost impassable, with the closely-packed mass of boats which had come together. The fireworks demand no special notice. They consisted of the usual array of catherine wheels, rockets, roman candles, and set pieces displayed from the Riogoku Bashi. This began at about nine o'clock, and at half-past ten the amusement had ended.

The first of the series of promenade concerts held on the 20th July at the Public Gardens afforded much gratification to its audience, the heat of the day having given place to an agreeable southerly breeze which admitted of the thorough enjoyment of the *al fresco* entertainment. The band of H.M.S. *Audacious* performed a selection of instrumental music with spirit, and some glees and part songs were sung with such pleasing effect as to secure more than one demand for repetition. The success of the first of the series bodes well for those which are to follow.

A report from Ichinoseki, a town in the province Rikuzen, states that on the boundary of the provinces of Sendai and Mogami a terrible catastrophe has just occurred. A violent disruption of earth and rock took place at the foot of the Kamurodakae mountain, whence issued a torrent of water destroying all the people who were using the hot springs at the time. Thirty corpses and one horse have since been dug out. The village of Hiyate, in the vincinity, was also carried away. The loss of life was great, but is not yet accurately known.

An alarm of fire was raised about four o'clock A.M. on the 18th July on smoke being observed to issue from the premises of Messrs. Batavus and Co., ship chandlers, &c., Water-street. It was some little time before the engines arrived and a proper supply of water was available for their use, and in the meantime the fire, fed by the combustible material stored within the building, had obtained such a hold as to defy all attempts to extinguish it. Shortly before five the roof fell through, and the flames were got under. The front portion, or store, contained ships' stores, paint, oils, &c., nearly all of which have been destroyed or rendered valueless.

We learn from the *Hochi Shimbun* that some twenty-five of the deputies who accompanied the Governors of their respective *ken* remain in Yedo for the purpose of learning the decision of the *Genro-in* to their memorial respecting the mode of representation.

It is not so long since we had to point out the ill-usage that the English language meets with at the hands of the Custom-House people. The following may be read upon a new notice board at the French Hatoba. "No body allowed to pass on a jinrikisha carriage sedan or horse-back except cart Custom House."

A temple of note named Yengioji, at Hakata, in Fukuoka, *ken*, was burned on the 18th July.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 25th July; the P. and O. mail from London June 11 was received on the 22nd July. The following summary of news is from the *North China Herald*:—

We understand that the C. M. S. N. Co., having apparently exhausted all possible proceedings against the *Ocean*, now threaten the *Shunpao*. Something that paper said in commenting on the *Fusing* disaster annoyed the managers, and they threaten an action for libel. The Company's case appears feeble to a degree.

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The article is verbose and loosely put together, but its purport very evidently is to recommend the Chinese—if they are going in for foreign ships—to give attention to instructing a class of good sailors. The *Fusing* case is merely taken as an instance where more lives might probably have been saved if the sailors had been skilled and prompt to deal with emergencies. The assumption is quite reasonable. If the men had been such trained sailors as English men-of-war's men, it is very likely some of the other boats would have been set free; the evidence went to show how nearly this was accomplished by the exertions of the English officers of the ship. There is not a ghost of a charge against the officers in the whole article, and there is no word of mismanagement on the part of the Company. It employs Chinese sailors, whom the writer does not consider highly skilled, but so do most other steamers on the coast.

The Municipal minutes mention that it has been resolved to construct a full-sized bridge across the Soochow Creek at the end of Szechuen-road, instead of a foot bridge. The Council are wise in doing this while they are about it, as half of the additional expense is promised from private contributions. It would have to be done sooner or later, and may as well be done at first.—The sanction of the American and Austro-Hungarian Ministers and the Portuguese Charge d'Affaires has been given to the amendments in the Land Regulations passed at the late meeting of ratepayers. That of the British Minister has not yet been obtained, but the delay is perhaps incidental to Mr. Wade's stay in Shanghai. The letter asking his approval is no doubt delayed in Peking, and a renewed application to him here would elicit the necessary sanction.

A general parade of the Volunteer Corps has been held. A fair number of Volunteers turned out, considering the weather. Men always exaggerate the exertion and heat of drill, and shrink from what is really only pleasant exercise. About eighty of the four rifle companies fell in—all except the Mi-ho-loongs being represented by less than half their real strength. The Mickies however, mustered in good force. Only eight rangers turned out, out of a force of about eight-and-twenty; yet it is no hotter riding in company than singly, and all the members are men who habitually take horse exercise. The Artillery was absent altogether, and that is inexcusable. Very full musters can hardly be looked for, nor very much drill expected, during the hot weather. What is desired is to get the men together, to show that the force is organised, and is in hand; and when so important an arm as the Artillery fails altogether to put in an appearance one is driven to infer that some need exists for reorganisation. After going through a few preliminary movements in front of the Custom House the force was marched to the racecourse, headed by the band, and went through a few battalion manœuvres very creditably. There were fewer spectators than usual on the ground, but the usual crowd of traps pressed on the column in its line of march, and men who would have looked much better in uniform went through the formality of keeping step in front, rear, and on either flank. The drill ended about seven, and, again headed by the band, the men marched back to the Bund, where they were dismissed about 7.30, after a very pleasant and moderate afternoon's exercise. The band, ably led by M. Remusat, lent life to the marching, and the Volunteers are indebted to its members for turning out so strongly. Carrying big drums, trombones, and such implements, is no joke with the thermometer at 90.

We hear that the Chinese are beginning to complain loudly of the badness of the crops in this and other provinces. A good deal of rice was spoiled by being flooded and destroyed while it was young, and the cotton crop is said to be seriously damaged. In many places they talk of half an average crop as a probable outturn. In some places remissions of land-tax are being asked for. Such an application has been made at Quinsan by a number of elders. The magistrate, we are told, gave them 100 cash a-piece, and refreshment, and told them not to make a fuss, and he would send officers to inspect their land and report.

The native sugar merchants have lately published a complaint of interference in their dealings with foreigners. The rules in regard to the sugar impost have, they say, been continually changed since last year, which has been a matter of extreme embarrassment to the merchants. They have now received orders from the Weiyuen in charge of the Tax-office that sugar merchants must not henceforth have dealings with the foreign merchants, and if they are found disobeying this order they will be heavily punished.

Looking at the official's idea, it would seem that he wishes to prohibit us altogether from buying cargo of foreign merchants. But it is now several tens of years since Chinese merchants have had intercourse with foreign merchants, and there is a treaty to confirm the practice. It is extremely hard that the sugar merchants should be required to stop operations with the foreign merchants all at once. We all respectfully begged to ask what was the cause of this new regulation, and the Weiyuen replied that he had received instructions from his superior official. We asked him to issue a notification for the information of merchants, but were put off with excuses. He said, if you people buy sugar of the native merchants there will be a reduction of 40 per cent. on the impost; if you buy from foreign merchants the full duty will be collected.

The merchants go on to complain that the Fohkien and Chaochow Guilds have been given a monopoly of the right of passing sugar through the Tax-office. The northern merchants object to this. In regard to fines there are no settled laws, and the Weiyuen seems able to mulct them at his own pleasure. An instance is given of a Shanghai hong asking a Fohkien hong to make application to pass forty-five bags bought of foreigners, and which was fined Tls. 163. Another man wanted to pass seventy bags, and was fined Tls. 385; another, with sixty-two, was fined Tls. 752. There have been innumerable other cases. This was not for attempting to smuggle, but merely because the Tax-office found out that the sugar they wished to pass was bought from foreigners. If men are fined for attempting to smuggle it is their own fault, and the memorialists would have nothing to say. But officials in the Tax-office are like wolves and tigers. They keep the merchants in custody on the premises, and coerce them into giving as much as they want. After they have fined them without any legitimate reason, they write it down as smuggling. Two firms which were formerly very flourishing have had to shut up since they were fined; and many other small firms are very much embarrassed.

A rather smart robbery has been committed in the neighbourhood of Kin-le-yuen jetty. The luggage of a foreigner who was about to embark on board one of the outward-bound northern steamers was being conveyed on barrows; on the last vehicle was also a box belonging to his boy, containing clothing to the value of $30. While the boy was busy removing his master's property to the steamer a well-dressed native who had watched the operation went up to the barrow-coolie, said he was a friend of the boy, and would take his box on board. The coolie permitted him to take it away, and it has not been since seen.

The undermanned condition in which some large ocean-going steamers have been lately running has attracted the attention of the local marine insurance offices; and on Tuesday an intimation was given to a captain that unless he shipped five more hands for the homeward voyage a policy could not be granted him. The additional hands were at once obtained.

A serious accident has happened in the Shanse-road, nearly at its junction with the Maloo. A large number of market people had as usual taken up their stand on each side of the road, leaving just sufficient width in the centre for the passage of one vehicle, along which foot passengers also had to walk. One of the Municipal dust carts was proceeding very slowly through this opening, when an aged small-footed woman stumbled against the cart, and was thrown down, the wheel passing over her foot and leg, causing a compound fracture. Information of the accident was given at the Lowza Police-station, and Inspector Wilson directed the poor woman's removal to the Gutzlaff Hospital, where amputation of the limb was performed by Drs. Jamieson and Henderson, and the sufferer seems in a fair way of recovery.

In the case of the collision which recently took place in the Peiho river, between the C.M.S.N. Company's steamer *Yungching* and Messrs. Russell and Co.'s steamer *Shantung*, both sides agreed to refer the investigation of the circumstances attending it to Captain Hutchinson, of the steamer *Haining*. The inquiry took place at the office of the C.M.S.N. Company, being of course conducted privately, and resulted in a decision in favour of the *Shantung*. The cost of repairing both vessels, amounting to something under Tls. 3,000, will therefore be paid by the *Yungching*; her own portion being, we believe, covered by insurance.

The Chinese have lately hit upon a new kind of forgery. They are melting down cheap German lead in Hongkew, and making it into pigs of "L.B." for the benefit of country buyers. The effect will, of course, be to depreciate the value of true L.B. lead in the interior. We understand that the attention of H.M. Consul has been called to the matter, and hope that it will be found possible to check and punish the fraud.

The remarkable rumour that the Chinaman for whose murder Fawcett was tried at Chefoo was not killed seems to be gaining strength. A correspondent writes:—"At the trial Mr. Hannen objected to the written report of the inquest, which was the only thing handed in to prove the man's death, while no *proof* was given that the man had been actually seen dead. The people near the promontory can have no motive in spreading the present report; and it is noteworthy that, since the report has been in circulation, the Che-hsien of Yung-ching, near which town the murder was supposed to have been committed, has been suddenly removed!" We give this extract, as we gave the first rumour, for what it may be worth. It is certainly a very curious one, and at least worth investigation.

The steamer *Nanking* reports that the water mark at Hankow stood at forty-four feet eight inches, and was falling slowly. The country was much flooded, and the weather in Hankow very hot.

The subjoined additional items of intelligence are from the *Celestial Empire*:—

Our Tientsin correspondent draws attention to a fact the significance of which can perhaps hardly be accurately gauged in the absence of fuller information, viz., the refusal of Li Hung-chang to permit the Peruvian Minister to proceed to Peking. From other sources we learn what is rumoured to have been the difficulty. According to this account, the Viceroy is said to have referred to the condition of Chinese subjects in Peru, and to have asked Dr. Elmore whether he was prepared to give the

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Chinese Government a guarantee for their safety. The Minister replied, as far as we can gather, that he believed there was no cause for alarm on their behalf, but as he had no particular instructions with respect to this especial point he really could not commit himself to any direct reply. "Then," rejoined the Viceroy, "you cannot go to Peking." The step certainly seems arbitrary, and one is really at a loss to understand the position occupied by Li and the peculiar nature of the powers with which he appears to be invested. Is he placed at Tientsin as a sort of outpost, or in Masonic parlance, tyler, to warn off all comers and intruders who may be disagreeable to the Government, on the plea that they are not in possession of certain powers? Is he a sort of buffer to the Tsung-li Ya-mên, an intermediary through whom we shall have in future to approach that august body and without whose sanction foreign representatives will not be permitted to proceed to the capital?

Our Newchwang correspondent writes:—I am glad to be again able to report vigorous and successful action on the part of the Chinese authorities and Imperial troops. Seven days ago another engagement between the banditti and the Imperial forces took place, somewhat to the east, but still near to Ta-kooshan. On either side large numbers were engaged, and it is officially reported that between one and two thousand of the banditti were killed, and between three hundred and five hundred taken prisoners. These are large numbers; and in all likelihood very considerably exaggerated. The banditti have a large and strong stockade, to which they retreated, and which they defended vigorously for some time; but the Imperial troops eventually broke into it, and the banditti, thus defeated in their own stronghold, retreated, the main force making for the Ya-lu. The Imperial troops are in pursuit. Two or three days ago some escort or insurance runners were denounced in our port town here as having been in former times friendly to the banditti. They were apprehended by the police and taken before the magistrate, who has deemed it prudent to send them on to Moukden, where their case will be inquired into. These men were sent under armed escort, but they were not ironed. The action generally of the officials is vigorous, and it is already bearing good fruit, as the district in which our port is situated is unusually quiet and peaceful.

As an apt comment upon the remark that the Chinese invariably get the better of us in the races of both diplomacy and wealth, we may mention a rumour that has lately reached us to the effect that there is an Ocean Steam-ship Company in the course of formation, in connection, we believe, with the China Merchant's Company already in existence. We have no details of the project beyond the mere fact that it is in contemplation, and will probably assume a tangible shape before long, but certainly there seems no reason why the Chinese should not extend their commercial navigation to the shores of the Western countries. It would tend rather to our eventual advantage, in bringing them into closer intercourse with European civilisation, and probably give no small impetus to the now effete and languishing "China trade." We hope to be in possession of further particulars ere long.

We hear of the loss of the lorcha *Anonyma* in the Yangtsze, somewhere about the Lang-shan crossing, on Saturday. She carried away her foremast in the heavy wind and sea, and the mast appears to have knocked a hole in her bow. She sank about eight minutes after the accident. All on board but three were saved in the sampan, and two of the others were picked up by the lorcha *Kin-fan lee*, which saw the accident and bore down to their assistance. The *Kin-fan-lee* brought back the captain and crew to Shanghai.

(FROM A CORRESPONDENT.)

SHANGHAI, JULY 24.

Mr. Wade's attachés, Messrs. Grosvenor and Baber, have returned from Hankow, where they went to meet the Commissioner said to be appointed by the Chinese Government to proceed to Yunnan, but there was no Commissioner there, and he was not expected for a month or two. The rumour now is that the Chinese have marched 100,000 soldiers into Yunnan. The intention of Mr. Wade to send two Englishmen into Yunnan with war impending, is, to say the least of it, impolitic and unjustifiable; valuable lives ought not thus to be thrown away. To an outsider it would appear that the Chinese Government are playing with our Minister. How is Mr. Disraeli's statement in the House of Commons verifiable "that Mr. Wade's demands on the Chinese Government had been conceded," when after four-and-a-half months no advance is made? He has placed his country in a false position by demanding an inquiry. He should have demanded satisfaction within a given time, and he would have got it. In the end it must come to that. We have the power of enforcing our demands by seizing Formosa, and marching a force into Yunnan. The Home Government are evidently trying to shirk their duty, but the Chinese back is up; in fact, so far they are masters of the situation. Without alluding to the Margary case; we have here a Mr. Cooper nearly strangled and his life only saved by other foreigners coming on the scene, his boat gutted and destroyed, and the Chinese refuse to give any satisfaction or to punish the aggressors.

Much surprise has been expressed here at the decision of Consul Medhurst in awarding 11,000 taels against the captain of the *Ocean*, as compensation for the lives of the Chinese lost on the occasion of the shipwreck of the *Fusing*. The Taoutai has, since he has succeeded in getting this decision, peremptorily refused to give any redress in the Quinsan case.

The *Ocean* case is to be appealed home to the Privy Council, who will have to decide whether Sir E. Hornby was justified in announcing his decision against the *Ocean* before he had heard the evidence on her behalf, and whether he was justified in awarding a large sum of money to the passengers by the *Fusing* to be paid by the *Ocean*, the claim not having been put in till after his decision was given. To a non-legal mind such an act seems the reverse of justice, but peculiar notions exist in the judicial mind. Another peculiarity in the case was the ignorance of the legal mind as to the limitation of liability for collisions, under the Merchant Shipping Act, until the case was all over. Sir E. Hornby's decision made the owners of the *Ocean* liable for three times the value of their own ship; this shows the necessity of the limitation provided by law, otherwise owners of ships might be ruined. With regard to the award of Tls. 11,000 for the lives of the passengers drowned in the *Fusing* ordered by Mr. Consul Medhurst with the Taoutai, as a Mixed Court, to be paid by Captain Brown, of the *Ocean*, there is no similar decision by any English Court for loss of life by collision at sea. This was a collision in a dense fog, both vessels going at the same rate of speed. The *Ocean* struck the *Fusing* on the starboard bow, and the latter vessel sunk in four minutes, before there was time to lower a single boat. Had the *Fusing* been a strongly-built vessel she would not have foundered, and Captain Brown lowered his boats and saved nearly half the passengers and crew of the *Fusing*, in fact all who had not gone down in the vessel. Yet, without any negligence, culpable, or otherwise, being proved or even charged against him, he is ordered to pay between three and four thousand pounds out of his private resources. He naturally fails to see the justice of such a decision, and declines to submit to it. It may be in your recollection that last year a man was *said to have been* accidentally killed near Chefoo by a foreigner in the Customs' service at the lighthouse near the Shantung Promontory. After an inquiry before the Consul, Mr. Lay, and the Taoutai, there not being sufficient evidence to convict, as the pistol went off accidentally, shooting a man behind, the man was liberated and went to Japan. The mandarin grossly insulted the English Consul on that occasion, shook him by the arm, and threatened to order his soldiers to kill Mr. Lay, the Consul. Instead of any notice being taken of this indignity, Sir E. Hornby, who arrived at Chefoo shortly afterwards, issued a warrant to arrest the man Fawcett, and dragged him back from Japan. He was tried before a jury and acquitted, and Sir E. Hornby upbraided the jury for giving such an iniquitous verdict. It now turns out that the man was not killed at all, and is walking about as usual. So much for relying on Chinese testimony. There was no proof of a dead body, except that given by the local mandarin, yet the judge pressed for a conviction for murder,—the offence really committed being homicide by misadventure.

HONG KONG.

Our advices by the present mail extend to the 31st July; the French mail from London June 18 was received on the 25th of July, and the following P. and O. mail of the 25th June arrived out on the 29th July. The following items of intelligence are from the *China Mail*:—

A meeting of the shareholders of the Hong Kong Hotel Company took place on the 28th July. There were present:—Messrs. A. Andre (Chairman), Belilios, Burrows, H. Smith, C. P. Chater, Vaucher, Landstein, Erdmann, Fereira, Wisner, Hauschild (Secretary), and others. The Chairman observed that he had no remarks to make; the accounts would speak for themselves. He might, however, mention that since the report was printed another $2,000 had been paid towards the reduction of the debt, and the loan account was steadily decreasing. With this remark he proposed the adoption of the report and the balance sheet. Mr. Landstein having seconded, the motion was carried unanimously. The re-election of Messrs. S. E. Burrows and C. P. Chater as directors was next proposed, and also carried unanimously. The confirmation of the appointment of Mr. Vaucher as auditor, in place of Mr. H. Cohen, who had left the Colony, was approved of, and the proceedings terminated. The following is the report which was presented:—

The directors have again to submit to you their half-yearly report, with statement of assets and liabilities and an abstract of profit and loss account for the six months ending 30th June last. Profit and Loss Account: This account shows a credit balance of $6,815.93. The directors recommend disposing of this profit by distributing amongst the shareholders a dividend of $2.50 per share, thus absorbing the sum of $4,645, and to carry the surplus of $2,270.93 to the reserve fund in order to provide for depreciation. Loan Account: As intimated in last report, this account had by periodical payments been reduced to £77,000. The directors are glad to notice that since the accounts were made up this debt has been diminished by a further payment of $2,000.

The directors have much pleasure in stating that the hotel escaped

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from the effects of the late fire with very little injury and that the local insurance offices have paid the damage to the building and furniture with their usual promptness and liberality. The business of the hotel has not been characterised by any new feature beyond the fact that the earnings of the lessees appear to be steadily increasing.

That something very like a crisis in the relations between China and the West has at length arrived may, with tolerable confidence, be asserted. A number of circumstances nearly all too little important in themselves to have induced the British Government to take particularly vigorous action have of late tended to strongly impress the minds of our home statesmen with the fact that the existing relations between Great Britain and China are unsatisfactory. The blockade of Hong Kong, the Chinkeang disturbance, the Quinsan riot, the *Carisbrooke* seizure, and, more important than all, the Yunnan outrage, have borne by no means silent testimony to the fact that a better understanding must be arrived at. We learn that an ultimatum has been sent in to the Peking Government with reference to the recent murder of Mr. Margary in Yunnan, and that the conditions therein laid down are sufficiently severe to satisfy those who have protested against the supposed inaction of our plenipotentiary. The Chinese will have twenty-four hours to make up their minds in, and as Mr. Wade, we believe, accompanied the document, there will be but small chance of evasion. The alternative will be such measures as we deem fit. Meanwhile Indian troops have, we learn, been ordered to the frontier of Yunnan. It is evident that the Home Government has made up its mind at last not to put up with half measures. The Home Government has, we understand, come to a decision on two important points. Kiung-chow is to be opened, and the Western trade route is, Mr. Margary's murder notwithstanding, to be properly explored. These decisions will commend themselves to all foreign residents in China, and our insistance on their being carried out will produce a healthy moral effect.

The *Gazette* contains the notification of the appointment of the Hon. W. H. Alexander to be a member of the Executive Council of this colony; the minutes of the meeting of the Legislative Council held on the 7th July; the texts of the Steam Launch Ordinance and the Ordinance for the more effectual protection of her Majesty's Naval Stores; and a proclamation that Her Majesty has been pleased to approve and confirm the Ordinance to provide means for enforcing good order and discipline in the police force employed in the Royal Naval Yard.

Heavy rainstorms have prevailed during the fortnight. The greatest fall was on the 23rd July, when 3·74 inches fell. The weather has been generally "typhoonish," and the barometer several times fell considerably. No unusual gale, however, was experienced, and it is now supposed that heavy storms have prevailed to the southward.

A committee meeting of the Hong Kong Humane Society has been held, when it was agreed to send round a circular to collect subscriptions. Captain McEwen was nominated General Superintendent, and a sub-committee was elected, consisting of Mr. McEwen, Captain Bradshaw (80th), Captain McMurdo, Mr. Gillies, and Mr. Wilson. The uniform agreed upon was a helmet, a blue shirt, and a life belt.

The P. and O. steamer *Gwalior* seems to be rather an unlucky vessel. Scarcely has she well got the better of the accident which befel her off the coast of Hainan, than she again meets with small disasters. Ere leaving Shanghai she was delayed by a breakage or defect of the air-pump bucket; this being put to rights she proceeded on her way, until off Swatow the bending of an eccentric rod caused another stoppage of eight or nine hours. Both the accidents were minor ones, and might have occurred to any steamer; but the public, of course, merely look at the fact of delay having three times been caused by engine-room defects, and, whether justly or not, get an idea that the engines are not in good working order.

A supply of bronze cent pieces has been received from England, and are to be obtained in exchange on application at the Treasury.

A riot has occurred at Kuk-fau (Canton), of which the occupants of a flower-boat were the objects. Two or three thousand people turned out, but no serious harm was done.

The Waising Lottery has again been "abolished" at Canton.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 7th August; the French mail from London July 2 arrived out on the 31st July. We take the following items of intelligence from the *Straits Times*:—

The visit of Sir William Jervois to the Native States on the East Coast of the Malay Peninsula was extended beyond the limits of the visits of our previous Governors, and promises to have more important results. A very considerable trade already exists between the States of the East Coast and Singapore, and the establishment of closer friendly relations between their rulers and this Government will tend materially to encourage the development of their resources. His Excellency received a hearty welcome at all the places he visited, and was enabled to glean from the rulers much valuable information as to the population, products, and resources of their respective countries.

A letter we have received from the P. and O. Company's Agent, Captain Kellock, contains a piece of information which, if we are not greatly mistaken, is new to the community, and yet one which should have been made known publicly and officially long ago. It is contained in the statement that, by the new Contract of August last year between the Postmaster General of England and the P. and O. Company, the Company's ships are only bound to start from and arrive at the terminal ports at the dates set forth, *there being no time mentioned for stoppages at intermediate stations*. Now if this is so, and we are of course bound to accept Captain Kellock's word that it is so, then here is another instance of the carelessness with which Lord John Manners drew up and sanctioned the new Contract. Under the old contract the homeward P. and O. steamers were bound to remain here in Singapore for the space of twenty-four hours. At all events, if this was not mentioned categorically in the Contract, there was a rule to that effect established somehow which was observed and generally understood and relied upon by the community.

Arrests continue to be made of the coolies concerned in the mutiny on board the schooner *Hawk*. Three were arrested at Rhio, and another has been taken at Johore Bahru. Three others who were at Johore at the time the information was received here had left before arrangements could be made to effect their arrest. The total number of coolies now under arrest is thirteen, and strong hopes are entertained that most if not all the remaining nine will yet be apprehended.

A fatal accident has occurred at Tanjong Pagar Dock. It appears that three Chinese painters were slung on a plank over the side of the steamer *Cybele*, lying in the dock, when suddenly the plank broke in two, and all three were precipitated into the stone basin of the dock. One was instantly killed, and the other two were severely hurt, and now lie in the hospital in a very precarious condition.

Among the passengers from Batavia is Miss Jenny Claus, the accomplished lady violinist, who, assisted by Mr. J. Roeckel, intends giving two or three concerts in Singapore.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Cotton Fabrics: The market continued inanimate, prices ruled irregularly and dealers were still indisposed, or more probably unable, to purchase to any extent. Some transactions are reported in 8¼ and 9 lbs. Shirtings and in Velvets, but in all cases very low prices had been accepted by sellers. Business in Yarns and in other classes of Cotton manufactures had been unimportant. Woollens: A relatively good demand for plain Mousselines was recorded, although prices showed no quotable change. All other Woollens continued neglected. No improvement was expected for about another month. Metals: A large quantity of Belgian Iron had been thrown upon the market, and had exercised a depressing effect upon rates.

HIOGO-OSAKA.—Deliveries had been smaller than during the previous month, and with few exceptions quotations were either nominal or actually lower. Cottons.—Grey Shirtings: The bulk of the business had again been confined to common chops imported by Chinese. Turkey Reds: Prices had still further given way, and even at the decline there was no inquiry. Black Velvets were entirely neglected. Victoria Lawns: The market was at one period weaker, but had since recovered, and closed with firmness. Worsted and Woollens: Black Lastings, Figured Orleans, and Checked Lustres were almost unsaleable. Black Orleans were also for the moment neglected. Figured Mousselines de Laine were weaker, but the other descriptions continued saleable. Cloth: Some forced sales at auction are reported.

TIENTSIN.—The market for Cottons is quoted lower, with only a moderate business.

HANKOW.—A quiet trade has been done during the fortnight.

CHINKIANG.—Messrs. Spencer and Wolff write on the 21st July:—During the past week medium quality Grey Shirtings have been the only goods inquired for to any extent. Our dealers have of course taken full benefit of the lower range of prices established at Shanghai, but have not been induced thereby to make larger purchases than they otherwise would have done.

SHANGHAI.—The Chamber of Commerce Report says:—Cottons: Attracted by the low prices at which goods have been offered during the fortnight the Native dealers have been induced to buy largely on speculation, the transactions of this kind being chiefly in 8.4 lbs. Grey Shirtings and English Jeans. Grey Shirtings: 7 lbs. are rather lower, with small business. 8.4 lbs. have been sold at reduced prices, with a large business, and recently forced sales of one chop have been made to a considerable extent. Best quality have declined 5 to 6 candareens, with some inquiry freely met. For common there has been a moderate demand at slightly lower rates. Large sales of mildewed common, 8.4 have taken place. The prices realised were high compared with the value of sound goods. Heavy Shirtings are unchanged. White Shirtings: Very small business at a reduction. Drills: Quiet and weaker. English Jeans have been offered at low rates, and a large business has resulted. English Sheetings are 1 mace lower. T-Cloths: Common 6 lb. and 7 lb. are quoted slightly under the last prices given. Mex. 6 and 7 lbs. unchanged, business limited. Fancy Cottons: Quiet

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with prices unchanged. Woollens show some improvement. Medium Cloths, Spanish Stripes, Camlets, and Long Ells have been in good demand at higher rates for Stripes and Long Ells. Lastings and Crape Lastings, unaltered. Common Figured Orleans have declined 3 mace, the better quality being quoted the same at the close as last fortnight. Plain Orleans unchanged, but strong.

FOOCHOW.—Sales: 250 pieces 8.4 lbs. Grey Shirtings, at $2.65 per piece. Also some sales of Lead at $9 against Tea.

HONG KONG.—There had been no arrivals during the interval besides the mail steamers. As might have been expected from the tone of advices from home the market continued dull and declining, with an increasing desire on the part of importers to keep moving supplies, while the Chinese, who were equally informed of current events, make the most of their opportunity, buying merely for their immediate wants, and then only when prices suit them. Advices from the North continued without any encouragement, and at the outports there had been no improvement either in demand or prices.

BATAVIA.—The market continued extremely dull and inactive.

SINGAPORE.—In the last report a general dulness in the demand for imports was advised; so far from any improvement having since appeared, the demand had further fallen off during the fortnight, and the market closed quite lifeless. Stocks of most Cotton staples were moderate, and quotations scarcely showed a change.

PENANG.—There had been no improvement in the import market. Demand generally had been exceedingly quiet, transactions very limited and prices weak, although some importers were at the close holding for improved rates.

EXPORTS.

TEA.

YOKOHAMA.—Large supplies had come forward, and holders, rendered anxious to sell by the knowledge of an excess in the first crop, had given way $1 to $2 per picul. This had led to a large business, and settlements since the 7th July amounted to 15,000 piculs, the bulk being composed of medium to fine grades. Choice Teas were still very scarce, and nominal. Rates of freight, £2 15s. to £3 for sailing vessels, and £4 to £4 10s. for steamers. The shipments of Tea from this port, since the 7th July, amounted to 1,211,238 lbs. Quotations: Common, $20 to $22 per picul; good common, $23 to $25; medium, $26 to $28; good medium, $29 to $31; fine, $33 to $35; finest, $36 to $38. Export from 1st May to date, 4,152,089 lbs., against 3,760,872 lbs. during corresponding period of last season.

HIOGO-OSAKA.—The Chamber of Commerce Report says:—During the month business has continued active, and until the departure of the mail of the 5th July the quotations last given were fairly supported. After that steamer left, however, holders were obliged to concede to some extent to the views of buyers, and prices quickly dropped $2 or $3, until fully good medium was procurable at $30. The market has since continued weak, stocks having accumulated considerably. The latter are now estimated at 5,700 piculs. Settlements are reported at 6,500 piculs. Total settlements to the 16th July are 21,000 piculs, against 21,000 piculs at the corresponding period last year.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—Operations in second crop Teas at this port since supplies came to market have been on a more extensive scale than in any previous year, and shipments to Shanghai for sale there consequently less. Arrivals during the past fortnight have amounted to about 44,000 chests; settlements on this market 23,000 chests; and shipments to Shanghai on Chinese account to 12,000 chests. Prices, under the influence of telegraphic advices received as to sales of new Teas ex Glenartney, have gradually declined, and most classes of Oo pack and Oonahms may be quoted Tlr. 1 to 2 per picul lower, while Oanfas also show better value. In Seangtams no transactions have been reported. Second crop Chon-sow-kais have sold at 1/2 to 1/4 per lb., Oopacks at 1/1 to 1/4¼ per lb., and Lie-lings at 1/0 to 1/2¾ per lb. These prices are, when the rates of exchange and freights now ruling are taken into consideration low, but the quality of the Teas now offering is inferior. Quotations are:—For fair to medium Oopacks Tls. 15.50 to 20.00, against Tls. 17.00 to Tls. 24.50 at same date last season; Oanfas Tls. 17.00 to 24.00, against Tls. 18.00 to 24.50; Oonahms Tls. 12.00 to 17.25, against Tls. 13.00 to 19.25. Settlements to date are:—355,023 chests, against 285,440 chests in 1874; shipments on native account, 76,293 chests, against 113,710 chests in 1874; contracts, 804 chests, against 4,020 chests in 1874; stock is estimated, 14,452 chests, against 6,097 chests in 1874. Total, 446,572 chests, against 409,267 chests in 1874.

KIUKIANG.—Black Teas: The settlements during the fortnight amounted to 712 chests only. Total arrivals 133,130 chests; no stock. Green Teas: Three chops (650 half-chests) had arrived and gone forward to Shanghai.

SHANGHAI.—Black: A considerable business had been transacted during the fortnight, chiefly in second crop teas. Since the receipt of advices from London reporting losses on early shipments, however, there had been rather less disposition to do business. At the close the market was quieter, and prices had a downward tendency. In fact, some of the latest settlements showed a decline of a tael a picul compared with those made about ten days previously. The bulk of the second crop tea had arrived; its quality was generally condemned. The export continued in excess of last season, and was going forward almost entirely by steamer; only two sailing vessels had cleared for London against six to same date last year. Settlements for the fortnight, 29,831 chests; reshipments on owners' account, 466; stock, 30,400 chests. Quotations: Hohow, common to fine, 10½d. to 1s. 10¾d.; Oonam, common to fair, 11d. to 1s. 2d.; ditto, fair to good, 1s. 2d. to 1s. 4½d.; Ningchow, medium to fine, 1s. 3¾d. to 1s. 9¾d.; Oopack, fair to good, 1s. 1¼d. to 1s. 4½d. Green: The market for Pingsueys was opened on the 9th July by the shipment of three chops to England. Since then they had been in moderate demand, principally for the same market, at prices about 25 per cent. below last year's opening rates. Teas from the Taiping district had also found buyers at figures which showed the same decline on last season's quotations. According to latest advices much cheaper purchases of old Teas could be made upon the home markets. New Teenkais had been shown, but the ideas of teamen and buyers were so far apart that none had been bought. In the cup they were no better than last season, but in make and colour there was an improvement. The following were about the prices paid: For Pingsuey, 5,231 half-chests, at 27 to 31 taels per picul; Taiping, 2,198 half-chests, at 24 to 30.5 tls. per picul.

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—During the past week, business has been on much the same scale as previously reported. Buying has continued for the Colonies to a more limited extent, and the bulk of the purchases have been for the London market. Congou: The general quality of the second crop, teas is disappointing, but many are clean and well flavoured. Heavy arrivals have continued, and settlements, with a few exceptions, have been confined to them. During the last few days there has been an especially active inquiry, and though no decided advance in prices can be quoted teamen are firmer and the market closes with a hardening tendency. Souchong: Only a trifling business has been doing at former rates. Oolong: Settlements show no change. Flowery Pekoe: But one parcel has changed hands. The supply of this description is now almost exhausted. Scented Teas have continued to be taken to about the same extent as last reported. Prices have ruled decidedly easier, but the Teas are inferior to last season's, and greatly wanting in scent.

AMOY AND TAMSUI.—Congou: Settlements during the fortnight amounted to 8,500 packages, at $19 to 26. The market was cleared of the better kinds, and the parcels still on offer were mostly undesirable at current rates. Second crop Teas had been arriving freely, but the quality thus far was not reported favourable. Oolong: The market for this description was yet open, and no settlements were reported. Arrivals 33,908 packages, against 95,699 packages same time last year. Formosa Teas: The market at Tamsui was somewhat quieter at date of last advices. Second crop Teas were coming in slowly. For good to superior cargo grades Teamen were asking rather high rates, but with present discouraging advices from New York some considerable concessions will have to be made to induce business.

CANTON.—Messrs. Deacon and Co.'s Report says:—The remarks in our report of the 15th July have again to be repeated in our present issue, advices of the home market continuing to be of a very unsatisfactory character; the firm antagonistic position taken up by buyers and sellers has been maintained on both sides, and the result has been a fortnight's business of the most trivial character. Teamen have shown no disposition to meet buyers, and seem loath to realise that it is for them to give way before business can be resumed. Congous: A few settlements have been made, and in some instances prices have been a trifle in favour of buyers. A few shipments have been made from Macao, but the market there is without change. Scented Teas: There has been no business during the fortnight in Capers; the 2,000 boxes reported below being a settlement made previous to the issue of our last report, though not made public till after the departure of the mail. A few small parcels of fine Pekoe have attracted the attention of buyers, and these have been taken at former rates; of other grades no transactions are reported. Canton Greens: Settlements as given below have been made for the Colonies.

SILK.

YOKOHAMA.—Only a limited business had been done. Settlements of "new crop" had been about 40 bales, purchased at $360 to $380 per picul (in London equal to a cost of 13s. 10d. to 14s. 6d. per lb., and in Lyons f. 38 to f.40 per kilo.). A marked improvement in the quality was apparent, as compared with the two first parcels. About 60 bales of old silk had found buyers, included in which is a parcel of "common and inferior" Hanks, the price reported for same being $330 per picul. Arrivals of new Silk had not exceeded 50 bales, as producers, hitherto, had reeled their silk more to meet the requirements of native manufacturers than foreign buyers. Stocks of new Silk were almost nil. Settlements, from 1st July to date, 150 bales, against corresponding period —season 1874-5, 300 bales; do., 1873-4, 650 bales; do., 1872-3, 1,100 bales. Stock, 200 bales, old silk.

SHANGHAI.—The fortnight had witnessed hardly any alteration in the market. Good Tsatlees, perhaps, showed some little weakness, and (above a cost of Tls. 300 per picul) could be had at a reduction of Tls. 5 per picul, but in the commoner grades of both Tsatlees and Kiahings, rates remained almost precisely as they were, and in these sorts the bulk of the business transacted had taken place. Continental buyers had taken by far the largest quantity of silk. Arrivals continued to come in freely, but the steady demand prevented holders from feeling any pressure, whilst, from all accounts, it would now seem that the export would not exceed that of last season. Settlements for the fortnight, Chinas, 5,000 bales. Total settlements since 1st June, 1875, 19,600 bales; against 1874-75, 18,500 bales; 1873-74, 12,000 bales. Comparative unsold stock on this market on the 24th July, 1875, 16,000 bales; 1874, 14,000 bales; 1873, 9,000 bales.

CANTON.—Messrs. Deacon's Circular says:—Contracts for third crop, to extent of 600 bales have transpired during the past two weeks, in addition to which 280 bales have been bought on the market. Contract prices are said to range from $320 to $327½ per picul for No. 4 Tsatlee, and the quotation for that classification is now $330 per picul. The third crop so far, has not come up to general expectation, and all that can be said in favour of it is that the quality shows a slight improvement on that of immediately preceding yield. It is to be hoped however that subsequent arrivals will turn out better. One-half of the crop is said to be yellow th read. The Native Guild have promulgated a rule, which is to be in force on and after first proximo, to effect that in future Silk be tied up in the seller's shop, instead of in Foreign godowns. It is a matter for regret that a firm stand is not being made against such an arbitrary proceeding on the part of Chinamen, when the decided action of a few buyers would render abortive such dictation to foreigners. Loong-kongs are not in favour, and no settlements are announced.; Long-reels, 80 piculs have been purchased for India; Re-reels have been in trifling request, and only 100 boxes are said to have been contracted for lately. The quality of most descriptions is at present indifferent.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1d. to 4s. 1¼d.	4s. 1¼d. to 4s. 1⅜d.	4s. 1⅜d to 4s. 1½d,
Shanghai ,, ...	5s. 8d.	5s. 8¼d.	5s. 8¾d.
Canton ,, ... }			
Hong Kong ,, ... }	4s. 1d. to 4s. 1¼d.	4s. 1⅜d.	4s. 1½d.
Macao ,, ... }			
Singapore ,, ...	4s. 1d.	4s. 1½d.	4s. 1⅝d. to 4s. 1½d.
Manila ,, ...	4s. to 4s. 0½d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 308½	222½
,, Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	·72.9.0	nominal.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 22, Argyle (str.); 23, Erl King (str.).

At SHANGHAI.—From Liverpool, July 18, Priam (str.); from London, &c., Sept. 4, Diomed (str.); 7, Guinevere.

At HONG KONG.—From Liverpool, July 17, Midnight; from London, &c., Sept. 2, Paraguay (str.); 8, Teviot (str.), Glenartney (str.).

At BATAVIA.—From Cardiff, July 20, Kurrachee; from Amsterdam, 22, Koning der Nederlanden (str.); 23, Noach II.; 25, Holland (str.); from Rotterdam, 30, Johanna Maria; from New York, 18, Escort; 25, Commerce; from Boston, 20, Castine; from Rio Janeiro, 25, Margarita; from Table Bay, 30 Charlotto, Lange.

At SINGAPORE.—From Cardiff, Aug. 4, Orissa; from Hamburg, 1, Vindex (str.); from London, Sept. 10, Fleurs Castle (str.).

At PENANG.—From London, Aug. 8, Nupler (str.).

DEPARTURES.

From YOKOHAMA.—For New York, July 24, Mora; for San Francisco, 22, John M'Kean.

From SHANGHAI.—For London, July 17, Sarpedon (str.); 18, Egeria (str.).

From HONG KONG.—For London, July 26, Sarpedon (str.); 29, Egeria (str.).

From BATAVIA.—For Holland, July 20, Jonge Cornelis; 25, Straatsraad van Ewick; 28, Emma Robert; 29, Celebes (str.); for New York, 29, Lucy S. Mills; for Callao, 18, Radama.

From SINGAPORE.—For London, Aug. 3, Sarpedon (str.); 6, Egeria (str.); Sept. 4, Tom Morton (str.); 12, Crocus (str.).

From PENANG.—For London, Aug. 2, Zehlima; 5, Hougomont, Sarpedon (str.); for New York, July 31, Enrico Dandolo; for London, Sept. 2, Antipodes.

VESSELS LOADING.

At YOKOHAMA.—For New York, T. A. Goddards, Walton, Galley of Lorne (str.), Lothair.

At SHANGHAI.—For London, Ascalon, James Shepherd, Scindia, Zephyrus, Priam (str.).

At FOOCHOW.—For London, Sea Gull (str.), Win.

At HONG KONG AND CANTON.—For New York, Faith, Harriet N. Carleton.

At BATAVIA.—For Holland, Friesland (str.), Holland (str.), Constance, County of Argyle, County of Berwick, Equator, Admiral de Ruyter, Zes Gezusters.

At SINGAPORE.—For London, Edeline, George Watson; for Liverpool, Star of Peace; for Hamburg, Sarah Watson, for New York, Bengal; for Rio Janeiro, Birdstone.

At PENANG.—None.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 6	Elmstone	London	Shanghai
,, —	Galatea	Ilo Ilo	New York
,, 8	Halia	Sunderland	Anjer, f.o.
,, —	Flying Cloud	Do.	Chepoa
,, 11	Brodrene	Hamburg	Bangkok
,, 12	Kennemerland	Batavia	Amsterdam
,, 13	Mater	Bordeaux	Batavia
,, 14	Escort	New York	Anjer, f.o.
,, 15	Richard McManus	Buenos Ayres	Batavia
,, 16	Zulu	Port Natal	Do.
,, —	Margarita	Rio Janeiro	Anjer f.o.
,, 17	Castine	Boston	Batavia
,, —	Rainbow	New York	Yokohama
,, 18	Regent	Manila	New York
,, —	Sophie	London	Nagasaki
,, —	Comit	Manila	Boston
,, 19	Contest	Sunderland	Anjer, f.o.
,, —	Codan	Capetown	Do.
,, —	Clausina	Singapore	London
,, —	Commerce	New York	Anjer f.o.
,, 21	Vicenta	Cadiz	Manila
,, 22	Noach II.	Rotterdam	Batavia
,, —	Hedwig	Algoa Bay	Do.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To New York, by sailing vessel, £2 15s. per 40 c. feet.

From SHANGHAI.—To London, by steamer, £3 10s.; sailing vessel, £3 per ton; to New York, per steamer (via London), £5 10s.

From FOOCHOW.—To London, by steamer, £3 10s.; sailing vessel, £2 10s.

From HONG KONG and CANTON.—To London, by steamer, £3 5s. to £3 15s. per ton of 50c. and 40 c. f. respectively; sailing vessel, £3; to New York, £2 10s. per 40 c. f.

From BATAVIA.—To Amsterdam, coffee 100f., tobacco 100f., tea 120f., indigo 90f., spices 110f.

From SINGAPORE.—To London by sailing vessel, £2 7s. 6d. dead weight £2 17s. 6d. light freight; per steamer:—Tin, 15s; measurement goods, £4.

From PENANG.—By sailing vessel expected from Singapore to fill up for London:—Bag sugar, £2 12s. 6d.; basket do., £2 15s.; pepper £3 5s.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 7, at Astoria, O., from Hong Kong, Dilharree; 8, at Rotterdam, from Banjoewanjie, Zuid Holland; at Falmouth, from Akyab, Alcedo; at Queenstown, from Rangoon, Venezia; 6, at Amsterdam, from Macassar, Jan Van Brakel; 8, off Dungeness, from Java, for Amsterdam, India Packet; at Falmouth, from Rangoon, Gustav Adolph, Sarah and Emma; 9, Burmah, from Maulmain, Lasker; from Rangoon, Olga R., Felicina Chiazzo, Bianca Borzone; from Akyab, Lofvald; at Queenstown, from Rangoon, Kate Covert; 9, at Falmouth, from Java, Mutlah; from Samarang, Bjorgvin; 10, at London, from Shanghai, Craigforth (str.); at Falmouth, from Akyab, Gefion, Mina, Frederic, Albion; from Rangoon, Tranmere; at Liverpool, from Manila, John Nicholson; 9, at Boston, U.S.; from Singapore, Kingdom of Saxony; 10, at London, from Colombo, Oxford; at Falmouth, from Akyab, Guinevere; 11, from Bassein, Ydun; from Rangoon, Madre; 12, at Falmouth, from Java, Hawkhope; 13, at London, from Foochow, Glamis Castle (str.); from Shanghai, Altona (str.).

MISCELLANEOUS.—Gibraltar, Sept. 5, passed, from Batavia, for Nieuwe Diep, Prins Hendrik (str.). Suez, arrived Sept. 8, from Foochow, for London, Egeria; 10, Sea Gull, Port Said; arrived Sept 10, from London, for China and Japan, Glenfalloch. St. Helena, arrived Aug. 13, Moskwa, from Akyab, for Havre; Famiglia Prima, from Rangoon; 14 Emma F. Secor, from Akyab; 16, Eliza A. Kenny, from Rangoon, all three for Falmouth; Pactolus, from Bassein, for Bordeaux; 17, St. Kilda, from Zebu, for Liverpool; Dorothea, from Rangoon, Nereid, from Akyab, both for Channel; 18, Justitia, from Batavia, for New York; 20 W., G. Russell, from Akyab, for Channel; Shield, from Colombo for London.

DEPARTURES.—Sept. 7, from Cardiff, for Hong Kong, Christian; from Southampton, for Batavia, Conrad (str.); 5, from Amsterdam, for Java, Betsy; 4, from Hamburg, for Hong Kong, Iphigenia; 9, from London, for China and Japan, Lotus (str.); 10, from Amsterdam, for Batavia, Jacob Roggeveen; 4, from Barcelona, for Manila, Aurrera (str.); 10, from London, for Shanghai, Viking (str.)

SPOKEN.—Yvonne, from Batavia, to London, Aug. 16, 29 N., 32 W.; Dordrecht II., from Rotterdam, to Samarang, July 25, 11.44 N., 26.34 W.; Albuera, from London, to Yokohama, Sept. 2, 46 N., 33 W.; Nelly, from Amsterdam, to Macassar, July 26, 9 N., 26 W.; Buston Vale, from Cardiff, to Galle, July 31, 9.15 N., 24 W.; Tromp, from Java, to Nieuwe Diep, Aug. 8, 24 N., 37.30 W.; Gaule, from Reunion, to Falmouth, Aug. 18, 29 N., 36 W.; Ida Gertrude, from Sourabaya, to Falmouth, Aug. 29, 42 N., 31 W.; Friesland, from Amsterdam, to Samarang, Aug. 23, 41 N., 68 W.

CASUALTIES.—St. Helena, Aug, 21.—The St. Kilda, which arrived here on the 17th inst., from Zebu (sugar and hemp), and proceeded for Liverpool, had experienced a succession of gales from lat. 32 S., lon. 32 E. to the meridian of the Cape of Good Hope. On July 24, in lat. 32 S., lon. 31 E., it blew heavily from W.N.W. to W.S.W., and the vessel, after losing upper fore-topsails and main-topgallantsail, was hove-to for fifteen hours; very heavy sea. The gale continued, but less heavily, for thirty-two hours more.

LAUNCH.—On the 7th inst. Messrs. Lobnitz, Goulborn and Company successfully launched from their building yard, at Renfrew, a handsome screw-steamer of about 260 tons B.M. and 50 H.P. nominal, for a Singapore firm. The ceremony of naming the vessel the Pontianak was performed by Mrs. John Campbell, wife of the company's superintendent.

THE SEIZURE OF THE "CARISBROOKE."

(To the Editor of the *London and China Telegraph.*)

SIR,—In reading through the comments which you make upon the above case, and in the general bearing of which I fully agree, I observe that you do not draw attention to one very important point in connection with the subject, nor do I observe that it has been noticed by any of your contemporaries. By the regulations in force among the Chinese, the local authorities making a capture, in consequence of smuggling or evasion of Custom-house regulations, receive the larger portion of the fine or of the value of the property so seized; so that the judge of the case at Canton, that is the Hoppo, is the party directly to be benefited by a decision against the ship. I think this is a point of considerable importance, and one upon which the public at home ought to be correctly informed.—Your obedient servant,

London, Sept. 6, 1875. A CHINA MERCHANT.

☞ *For Telegrams, Mails, and Births, Marriages, and Deaths, see p.* 748

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, SEPT, 13, 1875.

THE REPORTED "SETTLEMENT" OF THE CHINA DIFFICULTY.

THE *Times* of the 7th inst. contains a telegram, which, if it prove founded upon correct information, is of great importance, but in the correctness of which, as a whole, we can scarcely bring ourselves to believe. It is stated that Mr. WADE has consented to a settlement of the difficulty arising out of the murder of Mr. MARGARY upon the bases of Yunnan paying an indemnity to the family of Mr. MARGARY, a special Chinese Ambassador being sent to London, the Chinese promising to punish the offenders, and the trade route between Burmah and Western China being opened. That these terms are such as it is very likely the Chinese have proposed we have only too much reason to believe; but it is extremely difficult to understand, until further information arrives, how the British Minister has been induced to consent to them. With the exception of one point, the opening of the trade route, they are all of them open to grave exception, and it is too much to be feared that, following his instructions too literally, our Minister has been disposed to give in, or at least abstain from immediate insistance, upon other points in order to obtain the concession of the trade route. That compensation should be made to Mr. MARGARY'S family, if they care for compensation or are in any want of it, is only reasonable; but no such suggestion should have been entertained for a single moment before the punishment of the offenders had not only been promised but accomplished; otherwise we are simply encouraging the Chinese in the idea that every possible offence, insult, or disregard of international obligations can be compensated for by a money payment. The appointment of a special Ambassador to London under the existing circumstances is also open to very grave objections. There can be no other object in it than to gain time, and as we pointed out when the step was rumoured as likely some time ago, to induce the Home Government to assent to terms, which it is well known a Minister on the spot would not assent to. Past experience only too surely makes us know that the promise to punish the offenders is simply worthless; that the probability is nothing will be done towards it, and the certainty that the leaders will escape with only the appearance of being punished, and after being banished to Mongolia, will in a short time reappear in the Chinese Government service in higher positions than they occupied before—as has already frequently happened in such cases. In addition to this the recognition of a special Ambassador under circumstances such as the present must have the effect of depriving our ministers in China of even the little influence which they still retain. As long as the Chinese can gain time they will hope for anything, and, what is more, by force of lying and misrepresentation, will generally succeed in obtaining a great deal. There can, therefore, be no greater mistake than encouraging them to feel that, whatever the British Minister may say, his words are never likely to be immediately followed by action, and that, come what may, there is still always the chance of indefinite delay being obtained by the appointment of a special ambassador to London. The opening of the trade route is of course the one point gained, but even in regard to this there is a condition which may make it of comparatively little practical use. The everlasting and ubiquitous le-kin duty again obtrudes itself. Of course, it is to be hoped that some satisfactory regulation will be arrived at; but considering the difficulties we have experienced on this score in other parts of China it is impossible to be too sanguine. Still, we are free to admit that in the consent of the Chinese Government to open the new trade route a point has been gained, but it is a question whether in the concessions made on our part, in the acceptance of half promises in place of immediate action towards finding out and punishing those concerned in the murder of Mr. MARGARY, we have not bought this concession at what may ultimately prove to be a very dear price.

RUSSIA AND KHOKAND.

IN our article last week respecting the present position of the Ameer of KASHGAR, we casually alluded to the operations undertaken by the Russians in the Khanate of Khokand and their determination to suppress the insurrection there. From information since received from St. Petersburg we learn that at the very time at which our remarks appeared the Russians were actively preparing for a battle which took place on the 4th. Their attack was made upon 30,000 Khokand troops, who had taken up a strongly-entrenched position. The Russians were completely victorious, and carried the fortress of Machrain by storm. General KAUFFMANN, telegraphing to the CZAR on the 6th inst., further states that the enemy was pursued a distance of fifteen versts, and that many of them were either drowned in the *Amu Darya* (? *Sir Darya*), or killed, their total loss being very considerable. The Russian commander adds that he intends to continue his advance upon Khokand as soon as the supplies of war *matériel* reach him from Khojend. The intelligence just received will, doubtless, make YAKOOB KHAN'S envoy, who is now at St. Petersburg, more than ever anxious to accomplish the purpose for which he was sent from Kashgar.

A CORRESPONDENT, whose letter we insert elsewhere, calls attention to what is undoubtedly a very important element in connection with the proceedings resulting from the seizure of the British steamer *Carisbrooke*, which were recently noticed in these columns. The fact that the Hoppo, who sat as judge in the Court for the settlement of the question, was the person who would be directly benefited by the seizure is certainly somewhat startling to English ideas of legal proceedings, though it is nothing much out of the way to those who are acquainted with the anomalies attaching to what it is almost a satire to call the administration of justice in China. Allusion has already been made to the fact that Mr. BROWN, the Englishman who assisted in the seizure, would be pecuniarily benefited by it, and this fact is in some points of view open to objection, though of course not such serious objection as is to be raised upon similar grounds in regard to the Hoppo. It is obvious that the whole subject of our position in respect to Custom-house matters, seizures, and confiscations requires to be re-adjusted, and the present occasion ought certainly to be availed of to place it upon a more definite and satisfactory basis.

A CURIOUS error is fallen into in a recent issue of the *Globe*. The morning papers published a telegram to the effect that Mr. WADE had determined for some time to stay at Tientsin; and, commenting upon this fact, the paper above-named considered it indicative of the re-establishment of peaceful relations. The *Globe* is evidently not aware that the ordinary place of residence of the Foreign Ministers is at Peking, and that, so far as it afforded ground for any conclusion, the fact that Mr. WADE had determined to stay at Tientsin instead of at the capital, went to show that relations were becoming more, not less, unsettled.

A TELEGRAM received at the office of the Chinese Maritime Customs, Westminster, from Mr. HART, states that KUO-SUNG-TAO, formerly Governor of Canton, and HOU-CHIEN-SHEN, a son of the President of the Board of

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Works at Peking, have been appointed by the Chinese Government to proceed on a special mission to England.

HIS EXCELLENCY HERR VON EISENDECHER, the new German Minister to Japan, has left for Yokohama, *via* New York and San Francisco, accompanied by the Secretary of Legation, the Baron VON GUTSCHMID.

THE NEWS FROM PEKING.

(THE TIMES.)

The telegram from our correspondent at Shanghai encourages the belief that the cloud which lately hung over our relations with China is dispelled. It is announced that an indemnity will be paid to the family of Mr. Margary, and that the guilty parties will be punished. By way of guaranteeing the performance of the promises thus made a special Ambassador is to be sent to us from China: and if these pledges are redeemed in any reasonable fashion the Yunnan outrage will have been satisfactorily settled. The telegram from our correspondent does not stop with this news, good as it is when taken alone. It tells us in addition that a trade route is to be opened between Yunnan and Burmah, and an arrangement made to remove the standing difficulty arising from the attempts to levy internal Chinese taxes on goods of English merchants. The object of Mr. Margary's mission will thus be attained at the same time that expiation is made for his murder. The fulfilment of the agreement will dissipate every cause of dissatisfaction with China and the Chinese Government and a new era of peace and friendship will be opened. Our satisfaction at the reported removal of our grounds of complaint against China is, of course, heightened by the circumstance that we were prepared for news of a directly opposite character. Those who are least given to gloomy views of the future, and have the strongest dislike of that sentiment of aggressive hostility which is the normal mood of some minds towards independent nations of the East, were slowly reconciling themselves to the unpleasant necessity of another war. The prospect was in the highest degree gloomy, but we were ready to accept our fate. There are rules of policy which must be enforced whatever the cost. We hope the relief from this reluctant sense of obligation which the news from Shanghai gives us does not lead us to over-estimate the probability of its truth. The confidence we feel in the accuracy of our correspondent's communication is, however, justified by the reflection that he has never been disposed to be sanguine of a peaceful settlement of the Yunnan outrage, and would, therefore, not be hasty in accepting the report of such a settlement. It is just three months since Colonel Browne arrived in Shanghai upon his special mission to obtain reparation for the outrage, and the English settlement was inclined, as often happens, to complain that there had not been sufficient energy shown in insisting upon a prompt settlement. The result will prove that the method pursued by the responsible Envoy of the Crown was the best. What is reported to have been obtained will, when duly performed, satisfy all our demands, the only point in which the settlement can be deemed to be in any degree faulty being probably capable of explanation upon the receipt of fuller particulars. It is said that Yunnan will pay an indemnity to the family of Mr. Margary, and it is plainly fitting that the Province where the outrage was perpetrated should be compelled to make such reparation. But the payment of the indemnity to Mr. Margary's family ought not to be in any way dependent upon its being raised in Yunnan. The Imperial Government of Peking should make this contribution at once, taking such measures as it may choose for recovering it from Yunnan. The necessary brevity of a telegram from the other side of the world, is, however, probably answerable for the doubt whether the Imperial Government has assumed the duty of making reparation for Mr. Margary's murder. It will be a matter of greater difficulty to verify the punishment of those who are implicated in the murder, and the mission of the Ambassador who is to visit us may perhaps be more immediately connected with this part of the settlement. Proof of actual participation in the crime is easily made difficult, especially when the crime has been committed in an unexplored inland Province of a country like China, and months have passed between the event and the attempt to bring the guilty to punishment.

The statement that a trade route will be opened between Burmah and Yunnan is scarcely less important than the agreement to make reparation for Mr. Margary's murder. The necessity for obtaining reparation was, indeed, urgent and could not brook delay, while we could easily have waited some time longer for the new access to the Flowery Empire. Yet it must be remembered that the mission which proved so fatal to Mr. Margary had for its object the formation of this route, and it is most proper that the opening of it should be made part of the settlement of the outrage. It may perhaps be doubted whether the wealth of the Province of Yunnan corresponds with the glowing estimates which have been formed of it; but it appears certain that it supports a large population, and though the transit of goods through Burmah must always be expensive, the comparative shortness of the route must make it economically advantageous. The distance from Canton is considerably greater, besides which the increased length and risks of sea-carriage to Canton must be taken into account. We need not dwell on the political advantages which may be expected to be secured by the creation of a roadway for trade which will make the English merchant known on the western frontier of China. Although the present difficulty is, as we hope and believe, on the point of being arranged, our relations with China must be more or less insecure for some time to come; and our best security for peace with China is to be found in a widespread sense of our influence and power. The visit of an Ambassador from the Imperial Court may be welcomed as a means of conveying a just impression of our character to China, and it is to be hoped that the Envoy will remain long enough to be something more than a subject of talk and a spectacle for three weeks of the season. The extraordinary change in national policy and character which has been consummated in Japan during the last few years provokes the question why some similar conversion has appeared impossible in China, and stimulates the hope, perhaps delusive, that at any moment it may be on the point of being accomplished.

(THE STANDARD.)

We could have wished that some more definite reparation had been insisted on for the Manwyne murder, which was not so much an outrage on Mr. Margary and an injury to his family as a deliberate and unprovoked insult offered by the Chinese authorities to this nation. The principle of requiring a personal atonement for offences of this kind, which are not personal but national, is in all dealings with Oriental countries a bad one, and in the case of China, as we ought to know by experience, peculiarly unsatisfactory and dangerous. The Chinese Government is never at a loss for expedients by which, while complying with the letter of its engagements, it is enabled to defeat their spirit, so as to appear in the eyes of its subjects as having succeeded in humbling one of the barbarian nations with impunity. The authorities never have any difficulty about punishing the persons who are charged as the agents of the outrage, although the outrage itself may have been, as in this case it certainly was, committed at their own instance and probably by their positive command. The local governor provides the necessary number of criminals out of the gaols, or among his personal enemies, and as it is always impossible to say whether these are the real culprits or not, the nation aggrieved has no resource but to accept this satisfaction. In the present case we may demand, indeed, that the governor of the province and the general in command of the troops should be punished; but it is always in the power of the Chinese Government to shield them by throwing the blame upon some of their obscure subordinates. The principle of making a money compensation for the family of the victim a leading feature in our claim is also a most objectionable one in dealing with Oriental nations, and especially with the Chinese. The family of Mr. Margary have their claim for such losses as they may suffer through his assassination not upon the Chinese but upon the British Government. It is our duty to take care that those who risk their lives in the public service are protected, and it seems undignified to call upon the Chinese to pay that which is a charge upon ourselves. Such an atonement as this is one which it is always easy for a Government like that of China to make, without any loss of *prestige* in the eyes of its subjects, and is therefore no proper satisfaction at all for that which is not an individual but a national injury.

The promise to open a trade route between Yunnan and Burmah is a substantial concession, but it should not be allowed to have any connection with the case of Mr. Margary. It is not a very happy commencement for the trade by this new channel between England and China that it is to open, not because the Chinese are convinced of its advantages, but because Mr. Margary has been murdered. This is to extort by way of punishment what should come of grace and for the mutual benefit of both nations. Had Mr. Margary not been murdered it would still have been our duty to urge upon the Chinese Government the good policy of opening a road through Burmah between their country and India. By making this stipulation a part of the price of blood it is to be feared that we shall not greatly recommend the new arrangement to the Chinese, who ought to have been convinced of the advantages of trading with England without an engagement which in their eyes must appear penal. The value of the concession will in any case depend upon the spirit in which the Chinese authorities on the frontier carry out their instructions, as well as upon the co-operation of Burmah. As we know by experience, it is not enough to obtain from the Chinese a formal licence to trade with a part of their Empire in order to have it thrown open to commerce; foreigners have had for some years the privilege, by treaty, of travelling through any of the Chinese provinces, and yet those who attempt to avail themselves of it do so at their personal peril, and, as in the instance of Mr. Margary himself, are exposed to loss of life. Unless we are to have in the future some better security for the observance of this clause in the agreement than we have had hitherto, it is destined to remain a dead letter, like every other compact which we make with the Chinese, and which it is inconvenient to them to keep. The fact that one of the terms of the new engagement stipulates that a Chinese ambassador shall be sent to England is a proof of the small regard which China pays to treaties, and of the impunity with which she has been allowed to break them. From the year 1839 down to the present time we have had no fewer than four treaties with China, not counting this last, and there is not one, we believe, which did not contain a provision requiring the exchange of ambassadors. Except for a short period in 1860, when Chinese commissioners were sent over to this country, with an equivocal commission and certainly of inferior rank, there has been no attempt to observe this condition. In other respects our experience of Chinese diplomacy is not such as to tempt us to put much faith in treaties made with that nation. It seems hopeless, indeed, to expect that the Chinese Government, which has been more than six months coming to a decision upon the Margary affair, will adhere to any terms which it is possible for it, by any chicanery or lying, to evade. It is doubtful whether it is ever wise to treat such a Government as one to be bound by the moral laws of honour and good faith in force among civilised nations—whether we ought not to have confined our negotiations to a peremptory demand for satisfaction for the Manwyne outrage, instead of permitting ourselves to embark in a general negotiation as to the terms of our future mutual intercourse, and thus permitting the Chinese authorities to escape the very penalty which they are most anxious to avoid, but which is the most effective of all punishments, namely, humiliation in the eyes of their own subjects, as well as of those neighbouring countries which, by their intrigues, have been encouraged to defy and insult the British power.

THE HOUR.

We do not think it is necessary now to uphold the view that the Chinese will not keep their promises. No doubt all their proceedings will be characterised by their usual procrastination, and they will require to be kept up to the mark. But the influences which have

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wrung from their Government the present terms will be equally available and potent three months hence; nor can it be doubted that the despatch of a Chinese Embassy to London will greatly tend to keep matters in the right grooves. The Chinese have no particular object to gain by defying our power in their seas. If they had they would have chosen this opportunity of standing out against Mr. Wade's demands. As they have conceded everything, it is a reasonable inference that, however they might like to cross our path, they do not feel themselves strong enough to do so. And we know of nothing in the condition of China, either in the shape of money or other material resources, which would enable her to hope that six months hence she will encounter our arms with better hope of success than at present. On the whole, then, we are inclined to regard the result of Mr. Wade's negotiations as highly satisfactory. Time has been wasted, but the upshot is that we have got all we asked. Of course, it rests with ourselves whether these terms shall remain a dead letter or whether they shall be rigorously carried out. But we have no fear that either the Indian Government or the Home Government will be content with mere words, or that they will fail to exact both the letter and the spirit of the bond.

OUR POSITION IN CHINA.

(SPECTATOR.)

Just at this very moment, when the warlike or patriotic party is in power, and is inflated with new successes, and is anxious to build up its reputation, it becomes necessary for England to make the Peking Cabinet submit to a visible and most humiliating defeat. It is necessary, and it is evident from the Queen's Speech that it has been resolved, to demand from China public redress for the murder of Mr. Margary at Manwyne. That seems to England most expedient, and is undoubtedly both just and necessary, but the way in which it strikes a Chinese Cabinet is a very different one. "Here," they say, "are these intruders, who already, under pretext of trade, have become so dangerous on our East Coast, entering on the same pretext within our Western frontier, hitherto sealed up. They have been checked, very properly, but without our orders, by a brigand leader, whom we have just adopted, who is naturally anxious to prove his energy and his zeal, and who has performed important services in the West. Now we are called upon publicly to disavow all connection with this act; to issue a public Commission of Inquiry, as into a crime; to offer a deep affront to the King of Burmah, just as he has submitted; to degrade and perhaps execute the brigand, who is a valuable instrument; to open our Western gate for ever—for if European life is safe there, it will stand open—and above all, to show to the people of the Western provinces, where we are supposed to be divine, that we cannot resist orders from the Europeans. Every Chinaman in the Empire knows that but for pressure, we should do nothing. Is there no way out of such a necessity?"

We are no alarmists in Chinese matters, for we recognise in Peking, as in Constantinople, though not in the same degree, the spell which the West has laid upon the East—the dread of defeat, which even the most resolute cannot always shake off—and know therefore that at the eleventh or the twelfth hour the ruling minds in Peking may decide to begin temporising again, but certainly here are sufficient materials for an explosion, ready stored. And we do not feel certain that the materials for extinguishing it are ready stored also. It is true that our power to act on China after an interval is very considerable indeed. The fleet in Chinese waters is very strong, and we might rely in a dangerous emergency on that of France, and not improbably on those of Germany and Holland also. The Viceroy of India, after an interval, could spare 10,000 Queen's troops, 20,000 Sikhs and Madrassees, and adequate artillery, and could replace them by drafts on Malta, Gibraltar, and England, where we are not quite so badly off for men as Lord Elcho's "Man in the Street" is accustomed to believe. There are, too, about 1,000 soldiers in Hong Kong or afloat, and possibly as many Marines, who could be used to prevent a massacre,, if the Chinese commenced hostilities in their usual way with a mob-riot. But it must not be forgotten that India and China, though Englishmen habitually lump them together, are more distant from each other than America from England; that the Indian Viceroy, head though he be of a military monarchy, does not own a ship; and that the Chinese can always, if they please, reduce us to a land march on Peking. They can block the rivers. Any serious expedition must involve a great loss of time, much and sudden expense, and a movement of troops for which we always seem unprepared. Time and distance are against us, make everything expensive, and compel us to run risks which, with all we now know of Chinese force, deserve most serious consideration. We could not provide against a reverse—and it is vain to say a reverse is impossible—without an effort which, in expenditure at least, would be felt even in this country, where it should not be forgotten that a serious war with China taxes every household, and is felt in the accounts of every poor-house. We are deprived of half our natural strength in China by a geographical embarrassment which does not affect Russia—the Czar owning Manchooria—and the absence of which makes Japan, a tenth-rate power, more formidable to China than ourselves. We have no base of action sufficiently near, no Malta in the China seas, and it is this defect which, as we conceive the situation, our Foreign-office should try to remedy. It is an odd fact that had the contingency which made the *Pall Mall Gazette* so gloomy actually occurred, and England been compelled to fight Spain and China at the same time, we might have struck a terrible blow against both at once by seizing the Philippines, the natural base for a European Power compelled to be formidable in Eastern Asia. That chance, however, did not occur, and as neither Spain nor Great Britain would consent to the exchange of Gibraltar for the islands, the Foreign-office must look elsewhere for the necessary foothold. Lord Derby knows, and we do not, whether the most most attractive of all plans is feasible,—whether, that is, it is possible to form such an alliance with Yeddo as would virtually make of the Japanese "samurai," or feudal retainers, a British sepoy reserve, and give us the power of summoning ten thousand fairly good troops to meet any emergency in Asia. We could have no base equal to the Inland Sea, if only we had the consent of the Japanese, who may yet need help both against external enemies and against the internal difficulties created by an unscientific finance. The possibility of such an arrangement, desirable as it might be, depends, however, upon circumstances and opinions scarcely known in Europe; and failing that—and failing Mr. Forster's still more attractive dream of the alliance which would make of San Francisco a British port—the only plan is, when the next struggle commences, to occupy Formosa, and by just government attract to it the Japanese, who seem so desirous just new to find occupation abroad. The island is equal in size to about five Suffolks, and could easily support a population of 3,000,000, is richly fertile, and on the broad range which traverses it from north to south offers good sites for European or Sikh cantonments. It could be made by a tobacco monopoly in a few years self-supporting, and would give us a *point d'appui* in the Chinese Seas, which would speedily make our Minister the most important foreigner in Peking. It would be a second Singapore, placed three thousand miles further eastward and nearer to Shanghai, which is, and must remain, the pivot of our interests in Further Asia.

Naval and Military.

The reliefs between the Mediterranean and China are to be carried out early next year, when the 28th Regiment will leave Malta to relieve the 1st battalion 10th, which is ordered to Gibraltar to relieve the 31st, ordered home. The troop-ship Himalaya, Captain Grant, will proceed to China next month to carry out the intended transfers.

The command of the Midge, gunboat on the China station which has become vacant in consequence of the promotion to post rank of Commander John F. G. Grant, has been conferred upo Commander Henry Salmond (1870), late of the Magpie, on the East India station.

The court-martial before whom Captain and Brevet Lieut.-Colonel Burton, R.M., was on his trial upon charges of scandalous conduct unbecoming an officer and gentleman, in that he made false statements reflecting on the character of his late commanding officer, Colonel Richards, re-assembled at the Royal Marine Barracks, Stonehouse, on the 7th inst., by order. The same members were present as before—viz., Colonel Boyle, R.M., president; Colonel H. Adair, R.M.A.; Colonel Thompson, 14th Regiment; Lieut.-Colonel Hill, R.A.; Lieut.-Colonel Parsons, 103rd Regiment; Lieut.-Colonel Fowler, R.E.; Lieut.-Colonel Harrick, R.M.; Lieut.-Colonel Blake, R.M., barrister-at-law, being Judge Advocate. The Court was re-assembled by the revising authority to reconsider one or two points, said to be minor points, in the finding. The reconsideration occupied about an hour and a half, no one being allowed in the room but the members of the Court. Neither prosecutor nor prisoner was in attendance. The finding of the Court will, in all probability, be promulgated this week.

Colonel Pomeroy Colley, C.B., 2nd Queen's, now employed on special service at Natal, will assume the duties of Assistant-Quartermaster-General at Aldershot on his return to England. Colonel Colley was employed on special service on the Cape Frontier in 1858-59-61,—and served throughout the China war of 1860, including the taking of the Taku Forts, actions of August 12 and 14, September 18 and 21, and advance on Peking (medal with two clasps). He also served in the Ashantee war from December 17, 1873, in command of the transports and line of communications, and was present at the battle of Amoaful, defence of the posts of Quarman and Fommanah, the battle of Ordahsu and capture of Comassie. He was several times mentioned in despatches and received a Brevet of Colonel, C.B., and medal with clasp.

The armament of the new forts on the Thames is rapidly progressing. At Coalhouse Point the whole of the guns ordered to be mounted are in position, and the first of the guns and platforms for the adjacent fort at Cliff will be received there within a few days. The works at Shornmeade are not so well advanced, but it is expected that in a few months the whole of these fortifications, designed to assist the garrisons at Sheerness, the Isle of Grain, Gravesend, and Tilbury, in defending the river approach to Woolwich and the metropolis, will be in complete order.

Brevet Lieutenant-Colonel H. T. Arbuthnot, Royal Horse Artillery, is to succeed Major Fox Strangways as Captain of the Company of Gentlemen Cadets at the Royal Military Academy, Woolwich, when that officer is promoted. Colonel Arbuthnot served throughout the Eastern campaign of 1854-55, including the battles of Alma and Inkerman and siege and fall of Sebastopol (medal with three clasps, Knight of the Legion of Honour, and Turkish medal). He also served in the Indian campaign of 1857-58.

The First Lord of the Admiralty has conferred the good service pension of £150 a-year, for captains of the Royal Navy, vacant by the death of Commodore Goodenough, C.B., upon Captain Thomas B. Lethbridge, R.N., and the good service pension of £200 a year, for general officers of the Royal Marines, vacant by the death of Sir John Holloway, K.C.B., of the Royal Marine Artillery, upon Lieut. General John Hawkins Gascoigne, C.B., Royal Marine Light Infantry.

No success has attended the efforts of the officials despatched from Chatham Dockyard to obtain hands from the ship-building establishments on the Thames, the workmen refusing to leave their present employment, as the rate of pay offered by the Government is considerably lower than that given by the private yards. A few shipwrights, however, have been entered from the Clyde.

The United States wooden frigate Hartford, Captain Harmoney, arrived at Malta from China on the 27th ult., and subsequently proceeded to Messina. She will probably touch at Palermo and Gibraltar, and then return to the United States, having served in China and Japan as flag-ship for nearly three years.

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In our issue of the 30th ult. we reproduced from the *China Mail* a statement that the Austrian corvette Friedrich was about to proceed to Sibuco in the Sooloo Sea, to exact satisfaction for an attack made upon a boat's crew of that vessel by natives. This statement was, it appears, incorrect. The Friedrich has already received orders to return, and has left for San Francisco. On her voyage home she will visit some South American Ports, and will therefore hardly arrive at Trieste before June next. The whole affair was simply a "row" between the natives and some sailors who went on shore without any caution whatever, and were without sufficient arms.

The vacancy among the Brigadier-Generals on the Madras Establishment is to be filled by Colonel Mark Walker, V.C., C.B. Colonel Walker served in the Crimean campaign of 1854-55 and throughout the campaign of 1860 in China as Brigade-Major of the 4th Brigade, receiving the medal with two clasps and Brevet of Lieutenant-Colonel for his services.

The time-expired non-commissioned officers and men and invalid troops belonging to the 1st battalion of the 10th Regiment, brought home from Singapore in the steamer Ajax, were landed at Gravesend on the 6th inst.

Lieut. Commander the Hon. A. C. Littleton, who commanded the Salamis on her last commission in China, has been appointed to the Express, of the Mediterranean Squadron.

The old line-of-battle ship Princess Charlotte, which has served so long as commodore's hulk at Hong Kong, is to be sold. She was originally captured from the French.

Captain S. G. Huskisson, 80th Regiment, has again been attached to the Staff of Major-General the Hon. F. Colborne, C.B., commanding the forces in China.

Deputy Surgeon-General A. Croker, who has just returned from service in Hong Kong, has been appointed Principal medical officer at Cork.

Engineer Robert W. Jones, of the Kestrel, on the China Station, is promoted to be Chief Engineer in Her Majesty's fleet.

Assistant-comm. T. J. Kernaghan, of the Control Department, has sailed for Hong Kong.

Miscellaneous.

THE BRITISH ASSOCIATION.

The address to the Geographical Section at the meeting of the British Association which has just been held at Bristol was delivered by Lieutenant-General Strachey, the President. He said that he proposed "to speak of the physical causes which have impressed on our planet the present outlines and forms of its surface, have brought about its present conditions of climate, and have led to the development and distribution of the living beings found upon it." On this text General Strachey spoke at some length to a large and attentive audience. Among the papers read in this section was one "On the Pamir Plateau and the Upper Waters of the Oxus," by Colonel T. E. Gordon, formerly of the scientific staff of Sir Douglas Forsyth's mission to Kashgar in 1873. Major Herbert Wood, who accompanied the Russian survey party in 1873, read a paper "On a probable cause of the change of direction which has occurred in the course of the Oxus, from the Caspian to the Aral." The business of this section was concluded by the reading of a paper, by Mr. E. Delmar Morgan, "On Prijevalsky's Journey through Mongolia."

KEW GARDENS.

Dr. Hooker's Report of the Progress and Condition of the Royal Gardens at Kew during the year 1874 has just been issued. From the statistics given with regard to the number of visitors, it is evident that the popularity of these gardens is by no means on the wane, and from numerous entries in the various subdivisions of the Report we are glad to see that they maintain intimate relations with the Far East. On the latter point we summarise briefly the information given by the Director.

Under "Interchange of Plants and Seeds," we find that "the receipts during the past year have been 4,762 plants of all kinds, and 2,656 packets of seeds from 277 donors," of which there were received from thirty-one contributors in Asia nine "Ward's" cases, 616 packets of seeds, 249 stove and greenhouse plants, and fourteen herbaceous plants. Through the good offices of Messrs. Irvine and Woodward, of Liverpool, Dr. Hooker obtained a large stock of the true Liberian coffee, which "is a larger and perhaps different variety from that received from Cape Coast . . . Large quantities of both have been sent to the coffee-growing British possessions." Dr. Thwaites informs the Director that the Cape Coast coffee sent to Ceylon is doing well, although it was immediately attacked by the leaf-disease. He also remarks that "the Cape Coast and Liberian coffees, although they would seem to differ much as regards size of their respective seeds, yet in the matter of foliage there is great resemblance between them. In this latter respect they differ considerably from the ordinary coffee-plant of Ceylon, their leaves being a good deal larger, more firm in texture, and tapering more gradually to the base." Owing to the disease and insect ravages by which of late years coffee has been attacked in India, Natal, Ceylon, and other colonies, Dr. Hooker states that his attention has been "directed,—(1) to obtaining accurate reports as to the nature of the disease, of which several are confounded under one common epithet; (2) to recommending measures for the cultivation of coffee in colonies once famous for its production where it has been almost abandoned, as well as in others where the cultivation has been scarcely attempted; and (3) to the cultivation of new and important varieties." We hope that his efforts in this direction may prove beneficial to Ceylon and other coffee-growing colonies. Dr. Hooker finds that the demand for seeds of *Encalyptus Globulus* has continued unabated, but he is still unable to endorse the views of those who regard the tree as capable of cultivation in tropical swamps and as a prophylactic against ague and fever. He thinks, however, that in places where it will grow "it will prove a very valuable source of timber of hard quality, and, contrary to the usual habit of hardwooded trees, it is of very rapid growth." An assistant director having "been selected for the Royal Botanic Gardens, Peradeniya, Ceylon, the director hopes that some progress may in consequence be made in the long expected Popular Flora of Ceylon, and that more may be effected in the arrangement of the herbarium, and in the distribution of indigenous types."

Under the heading "Asia" the principal donations of seeds and plants are as follows:—Bulbs of *Amaryllis* (Lady Alcock); seeds of *Cryptomeria Japonica* from Japan (Capt. Bridgeford); orchids from Moulmein (J. H. Gilbert and Rev. C. S. Parish); seeds of *Iris*, sp., from Chefoo (Dr. Hance); case of Mangosteen plants (Major McNair); seeds from Nagasaki (C. W. Strickland); and stones of Apricot and cherry from Chefoo (Consul Swinhoe). The Ceylon and Hong Kong Gardens have also forwarded contributions.

Among the principal objects deposited in the Museums during the year are the following:—A large collection of vegetable fibres, with samples of rope, &c., made from them, exhibited at Vienna in 1873 (Ceylon, Lunatic Asylum); additional specimens of Cingalese manufactures from leaves of palms, *Pandanus* (J. A. Ferdinandus, Ceylon); of these Dr. Hooker observes that "the whole forms a very interesting and important collection;" specimens of vegetable oils and resins from Burmah (India Museum); Siberian grain basket made of birch bark (Dr. Lockhart); large block of "Thinwin" wood of Burmah (Colonel Seaton); and a very extensive and varied collection of Cingalese manufactures made from the leaves of palms, Pandani, &c., together with a large collection of agricultural and other implements, made of native woods, and specimens of beetles *(Baridius aterrimus)* destructive to orchids at Singapore (Dr. Thwaites). The Science and Art Department, South Kensington, have presented a collection of H.R.H. the Duke of Edinburgh, consisting of robes, head-dresses, and pieces of cloth of Tapa or Paper Mulberry *(Broussonetia papyrifera)*, also raw materials and products illustrating the manufacture of paper from *Broussonetia papyrifera* and *B. Kaempferi*.

Among the additions to the Herbarium, under the head of Asia, we find a valuable collection from the neighbourhood of Peking (Dr. S. W. Bushell), Algæ of Ceylon, determined by Professor Dickie (W. Ferguson), and specimens illustrative of the Ceylon coffee fungus, *Hemileia Vastatrix*. Other contributions were received from W. Cuthill (Canton), C. Ford (Hong Kong), Dr. Hance, Consul Medhurst, Rev. C. S. Parish, &c., &c.

ADVICES from St. Petersburg state that Colonel Sosnovski, with his attendants, who is traversing Western China with a view to collect intelligence respecting the Mahomedan rebellion and discover a convenient caravan road to South-Western Siberia, reached the town of Hanchunfu early in April. While on his way to that place a boat carrying his luggage was capsized on the river Han. The Russian Minister at Peking being immediately informed that the Colonel had lost his letter of safe conduct on this occasion, the Chinese Government at once sent the traveller a new passport, which procured him the most courteous reception wherever he went. On July 2 the Expedition left Lanchufu for Tsinchu.

THE Japanese Vice-Admiral Enomoto, ambassador to the Russian Court, has arrived in Berlin, on a short leave of absence. Enomoto, whose mission to St. Petersburg a year ago gave rise to much speculation, has had during this short period of office to conduct diplomatic negotiations concerning the cession of the Island of Saghalien to Russia; also in the dispute between Japan and Peru about the *Maria Luz* affair, which was submitted to the arbitration of the Czar, he represented the interests of his own country.

THE Springfield (U.S.) *Republican* states that Chan Laisun has been removed from his position as Secretary of the Chinese Educational Commission, and accordingly will remain at home, whither he went last December for a visit. The removal is understood to be caused by personal intrigue in China, as there could apparently be no fault found with the manner in which he discharged his duties.

GEN. REBOUL, of the French Marines, will start on the 15th inst. for Cochin-China, to conduct the general inspection of the French forces in that colony. He is expected to spend six months on his mission. He will present, on his return, to the Ministry of Marine, a detailed report of the military situation in Cochin-China, and on the increase of forces required for the defence of French establishments.

THE Occidental and Oriental Steamship Company's steamer *Oceanic* left Yokohama on June 13th, arrived at San Francisco on June 29th. Her entire overland cargo left San Francisco on July 1st, and was ready for delivery in New York on July 11th. Time from Yokohama to New York, twenty-eight days.

HERR VON HOLLEBEN, who has acted as German Chargé d'Affaires at Yedo since the departure of Herr von Brandt as ambassador to Peking, is to be appointed to the newly-created post of minister resident at Buenos Ayres.

THE Russian Government have prohibited the opium traffic in the Siberian Province of Semiretshinsk and the neighbouring district of Kuldsha.

Monetary and Commercial.

A meeting of the creditors of Mr. W. J. Craven, of 134, Fenchurch-street, merchant, who suspended payment on the 16th ult., has been held at the offices of Messrs. Johnstone, Cooper, Wintle, and Co., when the creditors unanimously agreed to accept a guaranteed composition of 1s. 9d. in the pound, payable on the 31st Jan. next. Messrs. Argles and Rawlins are the solicitors in the matter.

In the case of Messrs. Schultze and Mohr, the Bankruptcy Court has permitted the registration of resolutions in favour of liquidation by arrangement, with Mr. Arthur Cooper, public

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accountant, as trustee. The debtors' statement of affairs disclosed liabilities to the extent of £142,524, and assets £7,971.

A first meeting of creditors on the estate of Alexander Collie was held at the Bankruptcy Court on the 6th inst. It was announced that Mr. John Young, of Messrs. Turquand and Co., had been appointed trustee, with the following gentlemen as a committee of inspection :—Mr. Henry Smith, of the London and Westminster Bank ; Mr. R. Price, of the National Discount Company ; and Mr. Edward Clodd, of the London Joint-Stock Bank. The subjoined statement of affairs, showing that the total unsecured claims amounted to £1,890,992, and the assets to £729,345, but comprising a total of about £500,000 doubtful items, was presented :—

LIABILITIES.

Liabilities unsecured		£90,025	0 0
Liabilities subject to the payment of acceptances ...		1,274,292	5 5
Creditors fully secured	£164,829 1 5		
Value of security...	195,876 5 0		
Surplus	£31,046 16 5		
Creditors partly secured ...	£42,605 11 9		
Value of securities	20,843 2 2		
Deficiency		21,762	9 7
Other liabilities		39,418	14 7
Rent, &c....		844	2 7
Liabilities on bills discounted against consignments... ...	£606,286 11 2		
Other bills	2,059,916 8 0		
	£2,666,202 19 2		
Which is estimated to rank against estate		480,849	19 5
Total debts		£1,890,992	11 7

ASSETS.

Stock-in-trade at Manchester		£38,789	16 1
Book debts about	£231,277 7 7		
Estimated to produce		22,767	8 4
Cash in hand		9,914	14 6
Bills of exchange and surplus securities estimated to produce		7,363	2 6
Freehold premises, furniture, and fittings at Manchester, estimated balance after payment of balance of purchase-money		75,000	0 0
Property		32,160	0 0
Bills of lading in hand		2,427	11 7
Surplus from securities in the hands of creditors ...		31,040	16 5
Sundry accounts requiring time for realisation	£109,875 17 7		
Venture account subject to adjustment	140,540 0 0		
Other amounts to be recovered	400,000 0 0		
		509,875	17 7
Total assets		£729,345	7 0

The interim injunction granted by the Court against an attachment issued by the Supreme Court of New York against certain sums due to Messrs. Collie has been dissolved, as the Court considered it incapable of being enforced.

The American Secretary of State has issued a circular to Consular officers in China, instructing them that to every invoice of goods shipped to the United States, made out in taels, a certificate shall be attached, embodying the name of the particular tael in which the invoice is made out and its value in United States money. This course was rendered necessary by the great number of taels prevailing in China, and the diversity of value attached thereto.

The traffic receipts of the Great Northern Telegraph Company for the month of August amounted to 385,001f., against 415,383f. last year, and the total traffic receipts from 1st Jan. to 31st Aug. amounted to 2,794,859f., against 2,902,109f. last year.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 4th inst. amounted to 3,746,227 lbs., of which 2,157,445 lbs. was for home consumption, 854,037 lbs. was removed coastwise, 665,087 lbs. was exported, 66,955 lbs. was sent coastwise for export, and 2,703 lbs. was for ships' stores. The duty received was £53,936, or 4¾ per cent. more than in the previous week.

The directors of the Indo-European Telegraph Company (Limited) have declared an interim dividend at the rate of 5 per cent. for the half-year ended June 30 last, payable on and after October 1.

By the last mail from New York we hear that the Panama Railroad Company had agreed to postpone the due date of a loan of $100,000 to the Pacific Mail Company.

There has been some inquiry for bar silver on the Continent, and the bars brought from Chili by the *Valparaiso* realised 56¾d. per oz. standard. There are but few Mexican dollars here ; those in the market have been sold at 55⅜d. per oz.

The amount of bullion per P. and O. steamer *Nizam*, from Southampton, on the 9th inst., was—In silver, to Shanghai, £3,600.

The P. and O. steamer *Venetia*, which arrived at Southampton on the 6th inst. with the heavy India and China mails, brought £54,000 in Japanese gold coin.

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.—REPORTED SETTLEMENT.

(TIMES TELEGRAMS.)

SHANGHAI, SEPT. 6.—The Yunnan outrage is reported to be substantially settled on the following bases :—China sends a special Ambassador to England, and undertakes to punish the guilty parties ; Yunnan to give an indemnity to Mr. Margary's family ; a trade route between Yunnan and Burmah to be opened ; and the levy of Lekin taxes to be regulated. The value of the agreement depends on the strict enforcement of its terms.

CALCUTTA, SEPT. 8.—Col. Duncan reports that the King of Burmah received him courteously. Col. Browne has arrived from China, and proceeded to Simla.

(REUTER'S TELEGRAM.)

SHANGHAI, SEPT. 6.—Mr. Wade, the British Minister at Peking, arrived at Chefoo on the 1st inst., and returned to Tientsin on the 2nd, with Vice-Admiral Ryder, the Naval Commander-in-Chief.

REVOLT AGAINST THE CHINESE GOVERNMENT

ST. PETERSBURG, SEPT. 4.—According to intelligence received here from the Chinese frontier, the Dungans have taken advantage of the anarchy which exists in China to renew their previous disorders, and Puitoon, Tarbougouty, and Djinkho are now in their hands. The Chinese Governors-General, instead of uniting their forces against the insurgents, are spending their time in mutual dissensions and hostile action.

LOTTERIES IN CHINA.

HONG KONG, SEPT. 11.—The Viceroy of Canton has been removed, on account of his connection with the Waising lottery. The Acting Viceroy of Nanking has been appointed his successor.

THE MAILS.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, SEPT. 7.—The P. and O. Company's steamer Gwalior, with the Indian and China heavy mail, and the Australian heavy mail, ex Ceylon, left for Southampton at 9 P.M. to-day. Specie, £725,000.

NEXT INWARD MAIL.—SUEZ, SEPT. 5.—The Messageries Maritimes steamer Iraouaddy, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 14th inst.

INWARD MAIL DUE OCTOBER 4.—GALLE, SEPT. 6.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF SEPT. 3.—SUEZ, SEPT. 10.—The P. and O. Company's steamers China and Australia, with the outward India, China, and Australian mail of 26th of August and the 3rd of September, left here to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF AUG. 13.—GALLE, SEPT. 6.—The Messageries Maritimes steamer Djemnah, from Marseilles August 15, left here to-day for Singapore.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, SEPT. 5.—The P. and O. Company's steamer Nizam sailed to-day with the heavy India and China mails, a full cargo, and specie, &c., value £16,148. She takes out 87 passengers, and 40 proceed by the corresponding steamer from Venice and Brindisi, making a total of 127. The Nizam goes through the Suez Canal to Calcutta, passengers for Bombay changing ships at Suez.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, SEPT. 7.—The Nederland Company's steamer Conrad sailed to-day for Batavia, Padang, Sourabaya, Macassar, and Samarang, with the Dutch mails, a large number of passengers and Dutch troops, £15,000 in specie, and a full general cargo

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BARBER - On the 3rd Sept., at 37, Amhurst-road, the wife of J. S. Barber, late of Yokohama, of a son.

MILLER—On the 7th Sept., at Southleigh, Leamington, the wife of T. Rowley Miller of a son.

PASS—On the 21st July, at Yokohama, Mrs. S. C. Pass, of a daughter.

PEARCE—On the 6th Sept., at Pennington Hall, Southborough, Tunbridge Wells, the wife of G. P. Pearce, A.C.P., of a daughter.

PEREIRA—On the 28th July, at Hong Kong, Mrs. A. M. Roza Pereira, of a son.

ROSE—On the 25th July, at Hong Kong, the wife of E. Rose, of twin daughters.

SHAW—On the 5th Sept., at Fairfield, near Manchester, the wife of William Henry Shaw, of a son.

VOIGT—At Hiogo, the wife of Oscar Voigt, of a daughter.

MARRIAGES.

ALLAN—STEAD.—On the 8th Sept., at the Congregational Chapel, Saltaire, by the Rev. John Marsden, B.A., Taunton, uncle of the bride, assisted by the Rev. D. R. Cowan, Saltaire, James Hugh Allan, second surviving son of James Allan, Glasgow, to Clara, third daughter of Charles Stead, The Knoll, Baildon, Yorkshire.

BATES—BLANE—On the 2nd Sept., at Holy Trinity Church, Hull, the Rev. James Bates, C.M.S., Ningpo, China, to Anna Jane, daughter of Richard Blanc, Ireland.

CARMICHAEL—MACDONALD.—On the 7th Sept., at the Rosse Episcopal Church, Fort William, by the Rev. Hugh Maccoll, Andrew Thomas Carmichael, late of Singapore, youngest son of the late A. N. Carmichael, of Edinburgh, to Jane Helen, only child of the late Captain Duncan Macdonald, Whinniehall, Fifeshire.

DEATHS.

BERGMAN—On the 6th Sept., suddenly, at Shanghai, Robert Henry Bergman, fourth son of J. G. Bergman, Teignmouth, Devon.

LEVESON—On the 7th Sept., at Brighton, Major H. A. Leveson, aged 48 years.

MURRAY—On the 27th July, at Hong Kong, James Murray, quartermaster of th steamer *Peng-Chao-Hai*.

RIDINGS—On the 20th July, in the Shanghai Hospital, G. E. Ridings, aged 45 years.

ROZARIO—On the 17th July, at Hong Kong, J. J. do Rozario, for many years in the employ of the *China Mail* office, aged 34.

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ARTICLES OF IMPORT.

TEA.

A firmer tone is apparent in the market, that is, the continuous decline since the arrivals of new Tea has been arrested, as importers have at last made a stand, being encouraged by the improved demand from the provinces, apart from political causes, which it would seem, at any rate, for the time being, are likely to be satisfactorily adjusted. Telegrams from Shanghai report the second and third crop will be short, though for good common Congou prices are actually 1½d. to 2d. per lb. over those current here. At present there can be no fear of scarcity; the increase in the first crop from Hankow and Kiukiang was 6,000,000 lbs., and shipments from all China for the first three months of season 1875-6 over 100,000,000 lbs., and visible supplies at the shipping ports at least another 25,000,000 lbs., with an increasing yield from Japan and India. To lookers on from this side, with the enormous profits made by the Chinese on first crop leaf, and high prices ruling at the shipping ports for common Teas, it is pardonable if people doubt the reports of short supplies; for why should such happen? Scented Teas from Canton show 1d. to 1½d. per lb. advance on sales a fortnight ago, and instead of being at 3d. to 4d. per lb. discount on import cost, the loss to importers is 2d. to 2½d. per lb. This, however, has not deterred buyers in Canton from making heavy purchases, the late telegrams specially ratifying the intelligence. Green Tea shows no change from the depressed state it appears to have settled down to, and it will be well if shipments from China for a time are entirely suspended; there cannot be a doubt the consumption here is less than formerly, and in the States and Canada Japan leaf has taken a permanent hold on the tastes of the community, and China growth has to play a subordinate part.

Deliveries from London, from 1st to 6th inst., inclusive, or five days 1875, 3,245,000 lbs., against five days 1874 3,475,905 lbs. Imports, deliveries, and stocks in London, from 1st January to 31st August:—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
86,886,033	116,404,130	109,629,939	117,850,335	66,558,440	76,968,040

SILK.

There is little change to report. Importers are asking very firm prices for the new arrivals of China Silk, owing to the probability of the quantity to come forward being less than was at first estimated. Buyers, however, do not readily respond to higher rates, hence business is difficult. Deliveries are fair, although they fall short of last year for the same period—being from 1st to 9th inst.:—China, 974; Canton, 170; Japan, 159; Bengal, 68; total, 1,371 bales.

COFFEE.—The public sales have gone off flatly for most descriptions, and Plantation Ceylon has sold at a decline of fully 1s. per cwt., viz., triage at 90s. to 100s., common to good small at 105s. to 109s., low middling grey at 111s. to 113s., middling coloury at 113s. 6d. to 115s., good middling to good bold at 115s. 6d. to 118s., peaberry at 126s. to 131s. 6d. No business in Native Ceylon has been reported. Of other East India 159 bags Singapore offered were bought in, Bonthyne at 100s., mixed bally at 84s. per cwt., and 88 bags Penang have been sold at 90s. to 92s. per cwt.

COTTON.—Continued dulness has prevailed, and sales have been effected slowly at easier rates. Quotations:—Tinnivelly 5⅛d. to 5 13-16d.; Western Madras, 5d.; Bengal, 4¼d. to 4⅝d.

COCOANUT OIL maintains previous prices, viz.—Good to fine Cochin £41 to £42, Ceylon £37 10s. to £38; 120 hogsheads Ceylon sold at £38, and 150 tons August-September shipment at £37 10s., with further buyers thereat.

CANTHARIDES.—Four cases China have been sold at 3s. 4d. to 3s. 5d.

CUTCH.—No business effected.

CAMPHOR is steady at last mail's quotations, only small business doing.

GUM BENJAMIN.—At the sales 5 cases Siam dark drossy block sold at £8. Of 53 cases Sumatra offered 33 cases seconds sold, rather dark to fair greyish at £8 5s. to £9, low dark £6 7s. 6d. to £6 15s.

GAMBIER.—At auction 324 bags fine pale free Cubes sold steadily at 40s. Privately small sales have been made at 28s. 6d. ex-quay, and 30 tons at 28s. ex-ship.

HIDES.—The assortment of East India in the hair offered at Thursday's sales was rather indifferent, and, although more than half the quantity catalogued found buyers, the competition was far from animated, except for a few desirable parcels. Singapore Ox and Cow were in small supply, and very little was done. Buffalo, Singapore, &c., were rather easier, with a limited inquiry, and other sorts were unchanged. Of 2,350 Singapore Buffalo offered, 805 sold, ordinary 1st heavy, average 24⅞ lb., 5¼d.; 2nd heavy, average 24⅜ to 33 lb., 4⅝d. to 4⅞d.; 1st light, average 11⅜ lb., 6d.; light, inferior, unassorted, average 13¼ lb., 4½d.; thirds, 3½d. per lb. 41 Batavia withdrawn. 149 Ceylon sold, heavy, average 29¾ lb., 4¼d. per lb.

JAPAN WAX.—At auction 34 cases sold, good saucers at 52s., yellowish at 48s., slab and saucers mixed at 48s. per cwt.

MUSK.—In Thursday's sales of 78 packages Tonquin offered 49 packages sold, first pile, chiefly good fair and good shaped pods at 47s. 6d. to 49s., good fair shaped a few skinny at 43s. to 43s. 6d., fair shaped with some rather bally and skinny at 40s. to 40s. 6d.; second pile, mixed fair shaped partly hard and bally at 23s. to 24s. 6d., more rough and bally at 13s. to 15s. 6d.; wet pickings 14s., and 8 caddies Yunan fair with a few damp, &c., 36s. 6d. to 37s. 6d.; 14 tins grain were bought in, rather dark at 56s., dark at 50s., except 1 rather foul at 46s. per oz.

PEPPER.—*Black:* At public sale 4,387 bags met offers at steady rates, but owing to the firmness of holders the bulk was bought in. 1,519 bags Singapore were bought in at 5⅜d. to 5½d., but 550 bags subsequently sold at 5⅜d.; 2,443 bags Penang, chiefly West Coast, bought in at 4⅞d.; 425 bags Trang were all sold, grey to good at 4⅝d. to 4¾d. *White:* The demand continues good, and in auction 597 bags were mostly sold at a further slight advance, as follows:—Of 308 bags Singapore 250 bags fair sold at 7⅞d.; of 289 bags Penang 170 bags sold, fair 7⅝d. good fair 7⅞d. Privately 50 bags fine Singapore were afterwards sold at 8⅛d. per lb. cash.

RICE has continued quiet; a limited quantity has sold on the spot, including *Ballam*, at 11s. 3d. An arrived cargo of 790 tons *Rangoon* at 8s.; two of *Bassein* at 7s. 10½d. to 8s. 0½d.; one of *Rangoon* at 8s. 2d. for the Continent; one of *Necrancie Arracan* at 7s. 7½d., ex ship.

SPICES.—*Nutmegs:* The demand has been rather slow, with prices occasionally in favour of the buyers. 101 cases Penang offered part sold as follows; brown sorts, 116 to 110's, 2s. 11d. to 3s.; 121's, 2s. 11d., 85's, 3s. 9d.; 79 to 75's, 3s. 6d. to 3s. 8d.; one case 63's, 4s. 2d.; low and defective limed out at 2s. 6d. 106 packages Java, &c., were chiefly taken in. A few lots low small wormy, limed, sold at 9d. to 1s. per lb. *Mace:* Of 40 cases Penang, about half sold upon lower terms; very ordinary quality, 2s. 2d. to 2s. 3d.; fair to good red, 2s. 7d. to 2s. 9d. The remainder, consisting chiefly of low and common qualities, was withdrawn, reduced offers only being made. *Cloves:* No sales of importance effected. *Cinnamon:* The Tellicherry bought in at last week's quarterly sales has been sold at 3s. 5d. per lb. *Cinnamon Chips:* 480 bags by auction partly sold; low quality at 3⅞d. to 3⅜d.; Bark, 2⅝d. to 2¾d.; Cuttings, 1s. 8d.; broken and quill, 10½d. per lb. No sales reported in *Cassia Lignea*.

SUGAR.—There has been a steady business doing in West India, but the demand for East Indian kinds continues extremely inactive. Of 5,483 bags Penang offered 1,930 bags sold at 16s. 3d. for good brown. By private contract 700 tons Manila have sold at 15s. 6d. per cwt. for Ilo Ilo, and some, ex last week's sale, of very low quality, at 14s. 6d. to 15s.

SAGO.—At public sales 335 bags bold grain were taken in above the value; 172 bags small greyish sold at 19s. 6d. to 20s. per cwt.

TAPIOCA.—620 bags Singapore were bought in, excepting a few lots which sold at 2¼d. to 2½d. per lb. for small, of good to fine quality. *Pearl Tapioca:* 232 bags part sold at 21s. per cwt. for good small grain. *Tapioca Flour:* 782 bags Penang were partly sold at 2½d. per lb. for fine.

TIN.—Early in the week prices gave way, but the market has since become active, and the drop has been fully recovered. Current quotations are, Straits on the spot £82 10s. to £83, afloat, £82, Banca £90 to £91, Billiton £86 per ton. The Dutch Trading Company announce their next sale for the 29th inst., when 22,900 slabs Banca will be offered.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 30	Richard	Carlsend	Singapore	Marseilles
31	Scopo	Olivari	Akyab	Falmouth
31	Superb	Nielson	Do. for Copenhagen.	Do.
31	Michele Picasso	—	Rangoon for Schiedam	Do.
31	Hirundo	Hasland	Do. for Copenhagen.	Do.
31	Chili	McLean	Akyab	Do.
31	Atrato	—	Batavia	Do.
Sep. 1	Deerfoot	Esson	Rangoon	Do.
1	Sif	Nerdram	Akyab	Havre
1	Lion	Johnson	Colombo	New York
2	Iris	Stein netz	Akyab	Havre
2	India	Meidell	Bassein	Falmouth
2	Freir	Olsen	Rangoon	Do.
2	Constantin	Sundelin	Do.	Do.
2	Loochoo	Beal	Sourabaya	Do.
2	Akbar	Lamson	Panaroekan	Boston, U.S.
3	Melleville	Thompson	Akyab	Falmouth
3	British Army	Clements	Rangoon	Queenstown
3	Estrella	Gunn	Manila	Liverpool
3	Baronv.P.v.Rosendael	Vryman	Batavia	Amsterdam
3	Gazel	Bernard	Rangoon	Do.
4	Louise	Bellestedt	Akyab	Havre
4	Agnes	Herdes	Bassein, for Hamburg	Falmouth
4	Charles Dickens	Jorgensen	Rangoon	Do.
4	Oregon	Iversen	Akyab	Do.
4	Argo	Edstrom	Bassein	Do.
4	North Wind	Peregrine	Maulmain	Do.
4	Thescus	Mathew	Colombo	London
5	Belted Will	Braithwaite	Manila	Do.
5	Witch	Murray	Hong Kong	Do.
5	Northbrook	—	Rangoon	Do.
5	Antonio Camogli	Passava	Akyab	Falmouth
5	Polynesia	Christensen	Rangoon	Liverpool
5	Petronella	—	Batavia, for Amstrdm.	Dungeness
5	Sollecito	Burone	Akyab	Falmouth
6	Sealkote	Irwicks	Rangoon	Liverpool
6	Yrurac Bat (s.)	—	Manila	Do.
6	Araby Maid	Potter	Manila for London	Scilly
6	Pauline	Tyrer	Penang, for London	Brixham

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 28	Reno	Peragallo	Rangoon	Genoa
30	Noach III	Byl	Batavia	Amsterdam
Sep. 1	Glenfinlas (s.)	Wilcox	Shanghai	London
1	City of Manchester	Holms	Rangoon	Liverpool
1	Paul	Bogel	Batavia	London
1	Aline	Guilbert	Singapore	Guernsey
2	Telanak	Lusink	Batavia	Amsterdam
3	Emilio V.	Merello	Singapore	Cardiff
4	Scawfell	Campbell	Colombo	London
4	Marina	Jean	Hong Kong	Do.
4	Prince Regent	Graham	Rangoon	Liverpool
4	Parsee	Nelson	Do.	Do.
4	Jessie Morris	—	Singapore	Shields
5	Mino Bixio	Durand	Rangoon	Liverpool
6	Maria	Farina	Singapore	Cardiff
6	Kingston	Vanstone	Galle	Liverpool
7	Antenor (s.)	Jones	Shanghai	Do.

See Shipping Postscript and Correspondents' Letters.

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LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus. For Singapore, Hong Kong, and Shanghai: Venice, Montgomeryshire, Braemar Castle.

SAILING VESSELS. — For Yokohama and Hiogo: Ullock, Banda, Tamesa. For Shanghai: Omba, Ellen Browse. For Hong Kong: Carricks, Sir Harry Parkes, Caroline, Belted Will. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Coldinghame, Haidee, Felixstowe, Hawk.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Deucalion (str.), Achilles (str.), Anchises (str.). For Manila: No. 1 (str.), Yruruc Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers.

SPOKEN.

s'GRAVENHAGE, Antwerp to Batavia, July 14, 9 N., 26 W.
GEBROEDERS SMIT, Rotterdam to Batavia, July 25, 14 N., 27 W.
N.V.L.W., Cardiff to Anjer, June 20, 9 N., 26 W.
GLARITERA, Cardiff to Singapore, Aug. 23, 48.40 N., 9.18 W.
LIVERPOOL, Liverpool to Galle, July 24, 12.30 N., 25.30 W.
AGNES MUIR, London to Shanghai, Aug. 30, 47 N., 8 W.
BELLE OF SOUTHESK, London to Singapore, July 17, 9 N., 26 W.
N.B.C.L., Rotterdam to Java, July 11, 1 S., 22 W.
TROMP, Bali Island to Amsterdam, Aug. 2, 15.27 N., 29.30 W.
ZEENYMPH, Rotterdam to Macassar, July 16, 10 N., 23 W.
SLIEDRECHT, Cardiff to Singapore, Sept. 2, 49 N., 11 W.
N.V.R.M., London to Hong Kong, July 17, 12.20 N., 28 W.
LADY CECILIA, Singapore to Gibraltar, Aug. 2, 30.30 N., 37.18 W.
MARIA SARAH, Singapore to Marseilles, July 29, 16 N., 28 W.
BIRKER, London to Hong Kong, July 17, 12 N., 28 W.
HOPEWELL, London to Hong Kong, Aug. 16, 34 N., 14 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 35s. weight, 35s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 35s. weight, 35s. meast. To Singapore: 35s. weight, 35s. meast. To Penang: 35s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 20s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 15s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

The Maria Adolfina, from Java (coffee), for Rotterdam, is reported sinking in the river, having struck on her anchor. About a third of the cargo is transhipped into lighters, sound; the remainder is badly damaged. The vessel is in a very bad position.

The Marie Felicite, from Saigon for the River Plate, has put into St. Marie, Madagascar, with heavy damage, and will most likely be condemned.

MISCELLANEOUS.

GIBRALTAR.—Sept. 6, passed, Glamis Castle (str.), from Foochow, for London.

PORT SAID.—Sept. 4, arrived, from Nieuwe Diep, for Batavia, Acton; 6, Groningen; 7, from London, for Shanghai, Gordon Castle.

SUEZ.—Arrived Sept. 6, Oxfordshire, from Amoy, for New York; Leon, from Liverpool, for Manila.

LAUNCH.

On the 31st ult. an iron sailing ship was launched from the building yard of Messrs. Richardson, Duck, and Co., South Stockton, of the following dimensions:—Length over all, 244 feet 9; breadth, 38 feet; depth, 23 feet 6; tonnage gross (N.M.) 1,494 tons. She is classed 100 A at Lloyd's and twenty years in the Liverpool Registry, but is considerably stronger than required by their rules. The vessel has been built to the order of Messrs. Thomson, Anderson and Co., Liverpool, and is intended for the India and China trade. As she left the ways she was named Sierra Madrona, by Mrs. Reid, wife of Captain William Reid, of Liverpool, who has been superintending the building of the vessel.

The Earl of Dufferin, 1,770 tons (on her second voyage), from Liverpool to Yokohama, with a cargo of about 3,000 tons of coal, was posted at Lloyd's on the 9th inst. as missing with all hands. This vessel sailed from Cardiff in March, 1874, but being dismasted was towed into a Spanish port by a steamer, and afterwards to Liverpool to be thoroughly repaired and remasted; she finally sailed on the 27th November last, was spoken on the 19th Dec., and has not since been heard of. Her crew would number at least, fifty all told.

THE P. AND O. FLEET.—The two steamers recently purchased by the P. and O. Company have arrived in the Victoria Docks, where they will probably remain for two months. These fine vessels are sister ships, and were built by Messrs. Caird and Co., Greenock, in 1873, for the North-German Lloyd's Company, and named Feldmarschall Moltke, and Minister Roon, which will be altered, the former to Assam, and the latter to Siam. Their dimensions are as follows:—Assam, length 351 feet, breadth 39 feet, depth 30·7, gross tonnage 3,027 horse power, nominal 450; Siam, length 351 feet, breadth 39 feet, depth 30·7, gross tonnage 3,009 horse power, nominal 450. The other of the Company's steamers in dock are the Poonah, Indus, Deccan, and Venetia. The Poonah will take the China mail from Southampton on the 23rd inst.

THE SUEZ CANAL.—Consul Percival reports as follows on the trade and navigation of Port Said for the year 1874:—"The number of vessels of all nations with their net tonnage, which have passed through the Suez Canal during the year ended Dec. 31, 1874, was 1,264; total net tonnage, 1,649,188 tons. Of this number, 898 vessels with a net tonnage of 1,209,612 tons were under the British flag, being 71 per cent. of the whole. By comparison with the return for the previous year, an increase of 93 vessels, of which 88 were British, will be observed, thus showing that the traffic through the Canal is steadily augmenting. The requisite depth of water throughout the Canal has been kept up with very little dredging, and I am informed that at the present moment only one machine is at work."

AUTOMATICAL PIANOS.

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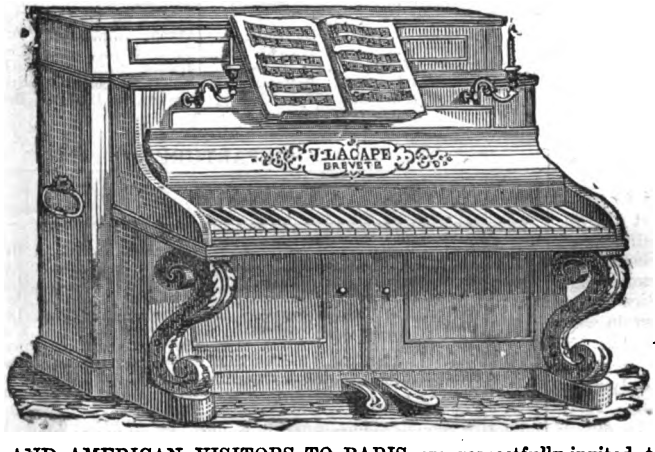
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

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VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

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Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

NERVA, MARCHAND, & Cº.

GENERAL COMMISSION MERCHANTS

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE

PARIS.

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

Diploma of Merit, Vienna Exhibition, 1873.

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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each Trade mark—Willow-pattern plate.

PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.

GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL BACKHOUSE & CO., LEEDS

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Sold in packets (in tins for abroad) labelled:—

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HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

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Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

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SITUATED in the finest quarter of the City, near the English Embassy and the Gardens. The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

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and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Indus ...	3,470	500	Sept. 16	Mediterranean, Aden, Bombay.
*Poonah ...	3,130	550	Sept. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia...	2,726	450	Oct. 14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct. 21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct. 28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept. 26	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy ...	Oct. 10		
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		
Anadyr ...	Dec. 5		

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 26th September, 24th October, and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1.676	200	Sept. —
Glenroy	100 A1	2.121	250	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glencarn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing. Hg. K., and Japan	Venice.....	100 A1	1963	V.L.D.	Sept. 17

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

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SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 23rd Sept.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 136, Bishopsgate-street Within, E.C. (corner of Cornhill).

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Shanghai ...	Galatea s.s.	AA1 100	S.W.I.D.	Sept. 25
Yoko.& Higo.	Tamesa	AA1 16yr	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PASSENGERS TO CHINA and STRAITS PORTS will find the accommodation of the screw steamer GALATEA, classed 100 A 1, very superior and comfortable. She sails from London positively on the 25th Sept. from the South West India Dock.

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CASTLE LINE of STEAM PACKETS (via the Suez Canal) for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, CAWDOR CASTLE, 100 A1, 2,173 tons register, 300-h.p. nominal, 1,500-h.p. effective; J. GREIG, Commander; South West India Docks.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glengyle, s.s. ...	1,676	McGregor, Gow, & Co.	Sept. —
Braemar Castle, s.s.	3,182	Thos. Skinner & Co.	Sept. 18
Cawdor Castle, s.s....	2,173	„ „	—
Motgomeryshire, s.s.	1,751	Norris & Joyner...	Sept. 23
LIVERPOOL.			
Antenor, s.s. ...	1,601	Alfred Holt ...	Sept. 18
Glaucus, s.s. ...	—	„ „ ...	Sept. 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

STEAM FROM SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—Regular Monthly Mail Service of the STEAM-SHIP COMPANY NEDERLAND, between NIEUWEDIEP and the DUTCH EAST INDIES (calling at Southampton on the outward voyages), under contract with the Netherlands Government, by means of the magnificent Clyde-built steamers (having accomplished the voyage on an average in thirty-eight steam days):—

Prins van Oranje ...	3,000 tons	1,600-h.p. (effective)
Conrad	3,000 „	1,600 „ „
Koning der Nederlanden	3,000 „	1,600 „ „
Prinses Amalia ...	3,500 „	1,600 „ „
Voorwaarts ...	3,000 „	1,600 „ „
Prins Hendrik ...	3,000 „	1,600 „ „

The PRINSES AMALIA is appointed to leave Southampton Oct. 5th for PADANG, BATAVIA, SOURABAYA, and SAMARANG, with through arrangements to all the principal ports in the Dutch East Indies. Goods taken at through rates from London, Glasgow, Manchester, &c. Passenger fares from Southampton:—First-class, £60; second-class, £34.

First-class in October and November steamers full.

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With quick despatch.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 629.] LONDON, MONDAY, SEPT. 20, 1875. [Price 9d.—Subscription, £2 s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

We have appointed MR. RUDOLPH MOSSE, 89, *Neuerwall, Hamburg, our Agent in Germany for Advertisements.*

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 15.
JAPAN—Yokohama	June 11	July 24	July 28
Yedo			
Osaka and Hiogo	May 28	„ 15	„ 24
Hakodadi			
Nagasaki	—	—	„ 22
CHINA—Peking	—	—	„ 20
Tien-tsin	—	—	„ 24
Chefoo	—	—	„ 25
New-chwang	—	—	„ 23
Hankow	—	—	„ 28
Kiu-kiang	—	—	„ 27
Chin-kiang	—	—	„ 28
Shanghai	June 18	„ 30	„ 31
Ningpo	—	—	„ 28
Foochow	„ 18	„ 30	Aug. 1
Formosa	—	—	July 23
Amoy	—	—	Aug. 2
Swatow	—	—	„ 3
Hong Kong	„ 25	„ 29	„ 7
Canton	—	—	„ 5
Macao	—	—	„ 6
PHILIPPINES—Manila	„ 18	„ 24	„ 2
COCHIN-CHINA—Saigon	July 2	Aug. 4	„ 13
SIAM — Bangkok	—	—	„ 7
BORNEO—Labuan	—	—	„ 4
Sarawak	—	—	„ 6
JAVA — Batavia	„ 2	„ 3	„ 11
Samarang	—	—	„ 9
Sourabaya	—	—	„ 7
MALACCA STRAITS—Singapore	„ 9	„ 8	„ 14
Penang	„ 9	„ 6	„ 10
CEYLON—Galle	„ 30	„ 21	„ 21
Colombo	„ 28	„ 13	„ 19

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 15th inst., being five days early. The next inward (P. and O.) mail, with a week's later advices, viz. Yokohama 4th, Shanghai 8th, Hong Kong 14th, Singapore 22nd Aug., which is due, *via* Brindisi, on Monday next, the 27th inst., left Galle on the 1st inst., one day in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy*, arrived Sept. 14.—From Yokohama: Messrs. Fourcade, Fortan, Candrelier. From Shanghai: Messrs. Gay, Findlay, Hodgson, Kier, Bremmer, Cardrick, Mrs. Gepper. From Hong Kong: Mr. Gombard, Mr. Solomon, Mr. Lemann, Mr. and Mrs. de la Forest. From Batavia: Messrs. Van Arnik, De Bruin, Schelta, Van Hoven, Van Veirdin, Leyds, Mrs. Bloghts. From Singapore: Mr. and Mrs. Shield, Messrs. Steere, Judd, James, Duckinger, Horn, Tommasinelli, Yermaun, Rappolt, Augard, Monin. From Galle: Mr. Hughes, Mr. Turner.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. R. Palmer, Mrs. Bryant and party. To Singapore: Mrs. Surwongse, Capt. and Mrs. Worsley. To Ceylon: Mr. L. Young, Mr. J. Cowie. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Ceylon: Capt. H. W. King.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Pekin*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates, Mr. C. G. Dunlop. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignon.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Schetter, Mr. and Mrs. Peters, Mr. Vachel. To Hong Kong: Mr. Everard, Mr. and Mrs. Daac. To Saigon: Mr. Mace, Mr. Ch. Cany, Mr. D. Doyle and four Missionaries. To Batavia: Mr. Weusman. To Singapore: Mr. and Mrs. A. Breker, Mr. Thomas, Mr. Francis Drake.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai Mr. R. H. Artindale, Mr. Edward Meyer. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner, Mr. C. W. Gros kamps, Mr. A. van Delden.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Galle: Mr. E. Vex.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Singapore: Mrs. Harvey Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are only three days later than those received by the Pacific mail on the 6th inst., and published in our last issue. There are no important items of news. The steamer *Gaelic*, from Yokohama 14th August, arrived at San Francisco on the 3rd inst., and the subjoined summary of her advices has been telegraphed to New York:—

There has been a heavy typhoon in the China Sea. Several vessels were wrecked. The *Gaelic* suffered some damage, and Chief Officer Ritchie and a seaman named Patterson were washed overboard and drowned. Owing to a rainfall of 7½ inches within a few days, great damage is announced in the central provinces of Japan, farms being flooded, houses and bridges demolished, and upwards of $2,000,000 in produce destroyed. There were also a great many lives lost.

Official notice has been received by the Japanese Foreign-office of the appointment of Chinese diplomatic agents to reside in Yedo.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

In the Peking *Gazette* of the 14th July there is an edict announcing that the 12th day of August will be the birthday of the Empress Dowager (not the mother of the late Emperor) Tszegan-twan-yu Kangking; and that on the present occasion, owing to the death of the late Emperor this year, certain ceremonies will be dispensed with. Further on there is a memorial from Lew Tse-heen, the Fantai of the province of Honan, to the Imperial Regents, reporting the death of Tseen Ting-ming, the Governor of Honan, on the 24th day of June, and speaking of the deceased in the very highest terms.

In the *Gazette* of the 15th July, there is an edict in reply to a memorial from Shen Paou-chen, the newly appointed Governor-General at Nanking and High Commissioner for Foreign Affairs in the South, who had spoken of his fitness for office and of his abilities in depreciatory terms,—telling him that the Throne considered him an able official and commanded him to come to Peking as speedily as possible to have audiences. We shall in due course see him arrive in a steamer on his way to the metropolis.—Further on, there is a memorial from Li-Hung-Chang, advocating the re-establishment of Seaou She-pun as magistrate

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(Chehsien) at Tientsin. He held office here three years ago as acting magistrate, but owing to the death of his mother he ceased holding office. He is a native of the province of Szechuen, has the literary degree of Tsinsze, and is considered an able official by the Tientsinese.

The arrival of the yearly Southern junks, which come from the provinces of Kwang-tung and Fuhkien, and which will be moored as usual off the town of Kokoo, situated about half-way between Tientsin and Taku, is apparently soon expected; as the Customs Taoutai, Lee Chaou-tang, has already notified the Consuls of the port of their early appearance, and of their increased number this year; and he has, therefore, requested that they will give the masters of vessels belonging to their respective countries orders to observe strictly the regulations regarding the navigation of the river at Kokoo, in order to avoid running into and damaging the junks in question.

A few days back, Mr. Waeber, Acting-Consul-General for Russia at Tientsin, notified the Foreign public that the post of Consulate-General of Russia in China, which had hitherto been established at Tientsin, had been removed to Shanghai; and that he himself had been appointed Consul for Russia at Tientsin. Owing to a great quantity of the teas for Russia proper, and all the teas for Siberia, passing through Tientsin, the post of Consul for Russia at this port is a very important one; and an able functionary is required to fill it, in order to protect Russian interests.

A great deal of rain has lately fallen in this region, almost daily; and I have been told by a traveller who came down from Peking three days ago, that in some parts the road was over four feet deep in water; and, of course, the surrounding country is also covered. The crops, where not under water, are looking remarkably well, and promise a good harvest in due time.

SHANGHAI.

The present mail brings advices from this port to the 31st July; the French mail from London June 18 was received on the 30th July. The following summary of news is from the *North China Herald*:—

The steamer *Fusiyama* is on shore at Hen Point. She sprang a leak on her way down from Hankow, and was beached at once, to save as much of the cargo of tea, &c., as possible. We hear that the leak was first discovered while the *Fusiyama* was stopping off Nganking. Finding it was serious, Captain West at once started for a part of the river where the banks were sufficiently shallow to enable him to beach her—the water about Nganking being uniformly deep. The water gained on him so fast, however, that he did not venture farther than Hen Point, near which he put her ashore. It is surmised that the leak must have been caused by her striking something which knocked a hole in her bottom; but not sufficient cargo had been yet got out of her when the *Fychow* left, to disclose the damage. Hopes are entertained that it will be possible to repair the injury and to float her, but the prospect is of course quite uncertain till it can be discovered what the damage is. The *Fychow* has brought down 4,000 packages of undamaged tea from her.

The Engineer in Chief notifies that a Lighthouse has been erected N. 72½ degrees E. from the Woosung Lighthouse, and 400 feet to the N. 27¼ degrees W. of the *Lismore* wreck, on the Port side of the Channel at the entrance to the Woosung River. The Light was exhibited for the first time at sunset on the 22nd July. The illuminating apparatus is *fixed* dioptric, of the sixth order, showing a *red* light visible all round. The light is elevated thirty feet above high-water mark, and, in clear weather should be visible at a distance of five nautical miles. The tower consists of four wrought-iron screw piles supporting a dwelling-room surmounted by the Light, and it is erected in about eleven feet of water at low water. The piles and bracing are painted black and the dwelling-room white. The Ningpo Guild have in consequence discontinued the light-junk recently used to mark the *Lismore* wreck.—It is also notified that the *red* sector of light formerly shown on the Port side of the Channel from the Woosung Lighthouse has been replaced by a *white* one.

A good deal of irritation has been caused by the passage of a body of Chinese soldiers, 1,900 in number, through the Settlement. They came from Takao, in Formosa, in which island they had formed part of the force sent to reduce the aborigines. On landing they were formed up in the usual Chinese order of marching, the van led by a number of banner-bearers, the banners being furled round the pole, and carried in awkward fashion. The soldiers were accompanied by a multitude of coolies, conveying pots and kettles, bedding, &c. On debouching into the Hongkew road they swarmed all across it, and obstructed the traffic so completely that both drivers and pedestrians were obliged to draw to the side and wait till they passed. In addition to the annoyance thus caused, some of the men yelled and made grimaces at every foreigner they saw; whilst others amused themselves by pushing the poles of their pikes and flags against ponies' heads or legs, or, swinging the poles round just over the heads of pedestrians, caused them to duck to avoid a blow, a movement that excited yells and laughter, not only from the soldiery but also from the resident Chinese crowding the thoroughfare. On nearing the English Settlement the troops marched in a more orderly and quiet manner—at least we have heard of no misconduct on the Bund—but after crossing the Yang-king-pang, their rowdyism showed itself in further insults, and in one instance positive outrage. A lady and gentleman were driving along the French Bund, and meeting the rabble, endeavoured to avoid them as much as possible by giving up the road to them. Two of the ruffians nevertheless deliberately lowered their pales, and struck both the lady and gentleman! One blow fell on the gentleman's temple and also knocked off the lady's bonnet; the other blow took effect on the lady's face, and was of such force as to cause a very severe bruise. This brutal conduct, we are told, received the applause of all the Chinese who saw it; the march out of the Settlement being thus marked with the same gross misconduct that distinguished its commencement. The men were *en route* for Kiangnan Arsenal; so why they were landed in Hongkew it is difficult to say. Some of them seemed to be suffering from disease, and could hardly keep up with their more robust comrades; and others, still worse, were obliged to be conveyed on wheelbarrows. Three of the poor wretches died alongside the wharf, the bodies being taken away, we are informed, in sampans. The arms carried by the men were of the most miscellaneous description,—rifles, spears, tridents, pikes, swords, &c.,—all apparently in wretched condition from rust and dirt.

During the excitement consequent on the passage of the soldiery, some Chinese who were engaged firing tea in the store of Chingpah by means of small earthenware firepots left their work and ran outside. In their absence the room took fire, and was soon filled with smoke. An alarm was raised, and a messenger despatched to the Hongkew Police Station. Sergeant Skinner hurried to the place with an extincteur, and in a few moments succeeded in putting out the fire. But for the promptitude displayed, the store would have soon been in a blaze, the firing-pots being closely surrounded with mat-baskets. As it was little damage was done.

If the new O. and O. Steamship Company keep up the time made by the *Oceanic* on her first voyage between China and San Francisco, the route to England will actually be shorter than by the Red Sea. Say:—

Shanghai to Yokohama	... ...	7 days
Yokohama to San Francisco	... ...	15 „
San Francisco to New York	... ...	7 „
New York to Liverpool	... ...	9 „
	Total ...	38 days

from Shanghai to Liverpool; whereas the P. and O. and M.M. deliver their mails in London in forty-five days. The given figures for the American route depend of course on travelling night and day across the Continent, and exactly catching a Liverpool steamer on the other side. Still there is a week to play with.

A meeting of the Committee of the Polytechnic Institution has been held. Correspondence was entered into regarding articles sent for exhibition. A letter was read reporting the formation of a kindred institution at Amoy, and the Committee expressed a willingness to co-operate; Mr. Wylie only objecting, on the ground that it is proposed to exclude religious works of a proselytising character. Steps are to be taken to procure books for the Shanghai Institution forthwith. The land on which the house is to be erected has been paid for, and building will commence forthwith—to cost Tls. 2,960 and to be completed in three months.

A meeting of shareholders in the Racket Club was held on the 30th July. The accounts, showing a profit on the half year's working of Tls. 505.51, were passed. The front and back walls are to be faced with Nagasaki stones, and the east court is to be laid with cement forthwith. A four-handed handicap is to be held in the autumn, instead of pairs, as hitherto. The number of shares to be held by any one member is restricted to five. A set of lawn tennis is to be got out from England, and erected on the smaller green at the back of the courts.

Nothing of importance seems to have come before the French Municipal Council on the 13th July.—Certain jinriksha proprietors have appealed against a rule that the width of their vehicles shall not exceed 50 in., and time has been given them till the 1st November to reduce those which show an excess. The rule is a very necessary one, and the extension of time is a fully sufficient indulgence. The Chinaman's only consideration would be the greatest number of fares he could crowd into his vehicle, with utter disregard of consequent unwieldiness and possible collisions.—Tls. 200 has been fixed by arbitration as a fair payment for a strip of land surrendered by M. Grenot to widen the Rue du Consulat.—The question has been mooted of restricting brothels within certain specified limits; the Inspector and the Chief of the Police have been requested to report upon the subject.

We are glad to learn that the Lyceum Theatre is again able to pay 8 per cent. interest this year to scripholders. The A.D.C. season has not been quite so remunerative as the last, but it has enabled it to pay sufficient rent to cover the amount of the dividend. The report of the trustees mentions that the Theatre-road has been raised and drained, and the theatre itself deco-

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rated (in part) during the year. A small triangular strip of land at the back of the theatre was sold to the Municipal Council for the purpose of widening the road at that point, and the price obtained for it covered the cost of the improvements to the Theatre-road.

Chen, the Magistrate of the Mixed Court, has been appointed to the staff of Li Hanchang. Chang, the magistrate who sits in the French Mixed Court, is to take his place in the Maloo. Chen has vacated his quarters in the Maloo and removed into the City preparatory we presume to taking up his new appointment.

Our readers will be glad to hear that arrangements for making a tramway to Woosung have been completed. Only Tls. 15,000 are required to make up the required capital. Applications for shares are to be made to Messrs. Jardine, Matheson and Co., who are acting as Secretaries in China.

It is gratifying, as times get gradually worse, to find the appliances for making life tolerable increase. A few years ago not one man in ten could have found his way to "Hell." It was a remote spot in the country, somewhere on the Honkew side, which only some few venturous pedestrians knew of. Gradually a driving road has been extended to the neighbourhood. Then a restaurant was put up near by; then a swimming bath was opened; and now we have it notified that a 'bus will be run regularly from Shanghai, to give people an opportunity of enjoying a morning or evening bath. By-and-bye we are to have a tramway to Woosung; and then, we presume, an Imperial Hotel for the benefit of Shanghai visitors will be erected there.

A curious rumour has been current that Mr. Hart had resigned the Inspector-Generalship of Customs, and that Chunghow had been appointed in his stead. We mention it as we have heard it talked of, without the least idea whether it is true or a rank *canard*.

The Municipal Council have named the following new roads:—That leading from Kiangsi to Honan-road, between Foochow and Canton roads, "Siking" road; and that from Chekiang-road to the bridge crossing the Defence Creek at Sinza, "Chefoo" road.

The Supreme Court vacation is advertised to commence on the 2nd August, and terminate on the 2nd October.

We hear that the steamer *Europe* is bringing down thirty donkeys, bought in the North by Japan speculators, who hope, apparently, that some of the furore which has been lately expended on rabbits will be devoted to these animals.

H.B.M.'s gun-vessel *Kestrel* arrived at Shanghai on the 26th July; she will coal here, and then proceed to Chefoo.

The subjoined additional items of intelligence are from the *Celestial Empire*:—

The Chinese Government have at length decided to send consular or diplomatic representatives to European countries, and the execution of their scheme is looked forward to with much interest. We learn that the editor of the *Wan Kwo Kung Pau* has just received from his Chinese correspondent at Peking the advance sheets of an abstract of all the memorials on this and other foreign subjects recently sent up by the respective Governors-General and Governors of the several coast and river provinces. The abstract is being published at the Tsung-li Yamên, printed at the new foreign press, and is intended for distribution to all the high officers of Government throughout the country. It contains a summary of all the suggestions as to the appointment of Ministers and Consuls to Japan and the West, the recognition and adoption of foreign learning, &c., also of the memorial of Prince Li and the Tsung-li Yamen recommending the adoption by Government of the various suggestions of the high provincial officers. From the number (nine) and unanimity of the several memorials it is to be inferred that the Government submitted the subjects of which they treat to the respective memorialists for their opinions. It is evident that China is slowly becoming conscious of her situation, and ere long considerable changes may be expected in her policy, both as respects her domestic and foreign relations.

It is stated that—it having been considered that the Chehsien of Kwen-shan was either proceeding in his researches with regard to the attack on Mr. Cooper with a slowness that savoured of impudence, or was simply ignoring the matter altogether—Mr. A. Davenport, H.M.'s Vice-Consul, acting with a vigour refreshing to witness, has found it necessary to inform the Taoutai that he would forthwith proceed to Soochow, see the Fautai, and negotiate for the dismissal of the faineant Chehsien, in order to the substitution of a magistrate who would move quicker in the task of obtaining the justice already too tardy. The Taoutai, naturally alarmed at this proof of determination, when perhaps he fondly deemed the affair had gone to sleep, despatched Chen in a great hurry to the Consulate, to entreat Mr. Davenport to pause, and not immediately carry out his threat. We understand that Chen personally pledged himself that the matter should be properly settled before he left for Yunnan.

We have been furnished with some particulars of the official trial trip of a new double-screw iron steam yacht, built at the Kiangnan Arsenal for the Futai of this province. Her dimensions are as follows:—Length between perpendiculars 60 feet, beam moulded 12 feet 2 inches, depth from deck 5 feet 2 inches. Each screw is worked by a separate engine, and working pressure of steam 100 lbs. per square inch. This boat is similar to the one that was sent to Tientsin late last year, which was built and engined by Chinese workmen, from the designs of Mr. John Rolls, and is now used by H.E. Li Hung-chang. The performance of the new boat gave the greatest satisfaction to the Chinese officials in charge of the Arsenal, who were on board; and they expressed delight at the high speed obtained, estimated, from known landmarks, to be forty *li* per hour, or nearly fourteen miles. She is considered by nautical men to be a very handsome model.

On the night of the 26th July a murder was committed in the French Concession, a little way beyond the central police station. The murder was, it seems, committed by a son-in-law on his wife's father, and the criminal being at once seized, was sent to the police-station for the night. Next morning the Che-hsien came to the spot, and held an inquest on the body, which ended in the murderer being sent into the city. There can be no doubt that he will suffer immediate decapitation, that is, as soon as the fact has been communicated to the Futai.

Among the passengers that arrived by the French mail steamer *Peiho* are Signor and Signora Palmieri and Signorina Alice Persiani. The hopes of all in Shanghai who delight in good music have been greatly excited by the accounts of the success which has attended the exertions of these talented travellers in Hong Kong; and we hope that it will not be long before the community has an opportunity of judging of the excellence with which the southern papers have so long aroused our envy.

His Excellency T. F. Wade, C.B., was a passenger for Tientsin in the *Chihli*, which cleared on the 27th July.

The steamer *Gaelic*, arrived at San Francisco, brings later dates than the present mail, viz., to the 6th August, and the subjoined items of news have been telegraphed to New York:—

The declarations of the Chinese authorities respecting the Formosa savages now prove to be empty threats. The troops refuse to follow the aborigines into the heart of the island, and have revolted by regiments. The savages remain masters of the situation, and Chinese military operations have been suspended. A party of returned soldiers from Formosa, soon after landing at Foochow, assaulted an American lady and gentleman with great violence, severely bruising both. An investigation into the affair is being made by the United States' Consul.

The Chinese Government is preparing to send diplomatic representatives to the leading Western nations. According to report they will be preceded by a roving mission, similar to the late Mr. Burlingame's, under Mr. Hart, Inspector of Customs.

Much attention has been attracted by the refusal of Li-Hung-Chang, Viceroy of Chi-li, to allow Mr. Elmore, the Peruvian Charge d'Affaires, to proceed to Peking for the purpose of ratifying the Treaty. The Viceroy demands guarantees for the good treatment of the Chinese in Peru, which Elmore is not prepared to give, declaring them unnecessary. The Viceroy announces that Elmore shall not be permitted to leave Tientsin until such pledges are given. It is commonly understood that this resistance is in consequence of Russia's arbitration against Peru, and in favour of Japan, in the coolie question."

FOOCHOW.

Our advices from this port by the present mail extend to the 1st August.

We have received a copy of the Fourth Report of the Foochow Medical Missionary Hospital, which is under the conduction and care of Dr. Osgood. The institution is in a highly flourishing condition, as will be seen from the fact that the past year's voluntary subscriptions amount to $1,177, which, after paying all the expenses, leaves a balance of $8.16.80, "which" to quote the report, "will nearly suffice for the work during the coming year.'s It is not alone, however, in a pecuniary view, that the hospital sustains its success, for its efforts towards the cure of disease have met with increased attention from suffering patients. During the year 1874-5, ending 30th June, 8,253 patients were treated, and no less a number than 31,988 have received foreign medical treatment since the opening of the establishment. Only two deaths have taken place during the past year, and the report gives some interesting accounts of the various cases which came before the doctors. In looking over the subscription list we notice the usual liberality so characteristic of foreigners resident in China, and are particularly struck with the meagre donations given by the Chinese, compradores and the like giving only from $10 to $2. A bank compradore cheerfully gives $2; according to our knowledge of compradore incomes, either the compradores in question must be very mean, or else the bank must have little bullion passing through its hands. But, considering that the institution is for the good of the Chinese, the well-to-do-native—whose name is legion—might show a kindlier purse in matters of subscriptions.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

We learn of an attack having been made up-country upon Mr. Boysen, of the Great Northern Telegraph Company's staff, under the following circumstances. It will be recollected that a portion of the wire stolen by the mob during the riots about five months ago was subsequently recovered, and lodged by the mandarins in a native house at Hungkow—twenty miles from this place. A few days ago the authorities wrote to the Com-

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pany's Agent, requesting him to take delivery of the property, and to this end a mandarin was deputed to meet Messrs. Boysen and Mullensteth at Hungkow, there to inspect the material, in conjunction with those gentlemen, and finally hand it over to the Company in Foochow. The man, however, to whom the house belonged, and who, by the way, had himself stolen a portion of the property—which at first he refused to give up, but ultimately surrendered—now came forward with a claim for $70, as a set-off; this was promptly refused by both the mandarin and Mr. Boysen. The mandarin then departed, but on Mr. Boysen attempting to leave for Foochow he was stopped by the mob, by whom he was compelled to deliver up all the money in his possession (about $9). Mr. Boysen was then taken into a Chinese house, where close watch was kept upon him, and where he was detained for some time as a hostage. Meanwhile, Mr. Mullensteth had given the alarm, and on the appearance of the village elders Mr. Boysen was liberated. The mandarins have, we understand, promised to take up the matter.

The Imperial College of Torpedo Engineers was duly opened on the 13th July by the Fantai. H. E. inspected the school and the arrangements carried out by Mr. Betts for the domiciliary and culinary departments of the students. A complete assortment of torpedo and telegraph apparatus, and stores, exactly similiar to those used by the Royal Engineers at the "School of Submarine Mining," Chatham, will arrive in about two weeks, when we may expect to see some evidences of the awakening of the Chinese Authorities to the destructive value of these engines of modern warfare. The students, twenty in number (several of whom have been pupils at the Pagoda Arsenal), are intelligent young men, and will no doubt, in the course of study, extending over three years, obtain a considerable knowledge of this "diabolical" science. His Excellency expressed himself as very much pleased with the general arrangements, and adjourned to a champagne breakfast in Mr. Betts's private rooms, where success to the College was drunk in thorough English fashion.

We understand that the local authorities have issued a proclamation forbidding the illegal combination of coolies engaged in shipping off teas from the foreign hongs. Nearly all these men, we believe, belong to guilds; they portion off the foreign settlement into districts, and will not permit outsiders to work therein. In one of these districts the coolies struck for double wages, at the commencement of the present Tea season; a demand which was foolishly, we think, acceded to. A very short time elapsed, and the same body of men again struck for higher pay; on the second occasion, however, they were not quite so successful; representations were made to the authorities, and the men were compelled to fall back upon the old rate of pay. In England a strike could not be so easily settled, but there more might be said in favour of the men, who are, as a rule, unable to subsist upon their wages; while in this country, the coolie is not only able to maintain himself and family in a style adapted to the climate, but is also enabled to save money from his pay.

A very considerable time has now elapsed since Mr. Blacklock, a tide-waiter in the Customs' service at Pagoda Anchorage, was murdered by a gang of Chinese smugglers, while in the execution of his duty. If, however, there is any truth in the rumours that have reached us, no punishment has as yet been inflicted upon the murderers, nor has any earnest effort been made to bring them to task. The Chinese authorities may be utterly indifferent in the matter; but surely that is no reason why they should not be brought to a sense of their official duty. We have lately learnt, on excellent authority, that the Min Magistrate proceeded to the village some time ago, for the purpose of investigating the case, that he was treated somewhat defiantly by the villagers, who refused to give up the smugglers—although it was well known where they were to be found; that on the magistrate representing that he dare not return to Foochow *without* prisoners, three wretched men were induced, by the payment of sums of money to their respective families, to personate the actual criminals; and that this worthy trio (who had about as much to do with the murder as the King of the Cannibal Islands) are—if yet alive—being paraded as examples of the judicial honesty, energy, and purity of a paternal government.

The statement in our last issue that the "Provincial Government shortly expected an ironclad man-of-war from Europe," was a little wide of the mark. We have since been informed that the local authorities have ordered from England two gun vessels built on the new "Coast defence" principle—as adopted by the British Government. Each vessel will be armed with one 18-ton gun (muzzle loading), throwing a 450 lb. shot. They are short, handy craft, perfectly sea-worthy, though drawing only about six feet of water—a draught that will admit of their coming up to Foochow at almost any state of the tide. The vessels are expected here in October next, and will be under foreign command.

The second mate of the British schooner *Empress of China* has been tried at the British Vice Consulate, Pagoda Anchorage, on a charge of theft, and sentenced to fourteen days' imprisonment and a fine of £10. There were two other charges against him—piracy and assault—but these were, we understand, abandoned by the captain.

As the steamer *Sea Gull* was entering the port her chief officer fell overboard, and, notwithstanding every effort to save him, was unfortunately drowned. It is supposed that the deceased's head was struck by the propeller of the vessel, and thereby stunned, as he did not remain above water more than three minutes.

We understand that the s.s. *Flamingo* is at present under charter to the Provincial Government, for the purpose of conveying troops and military stores hence to Formosa. She has already made several trips across to Tai Wan fu, and will probably leave again in a few days.

We believe that Captain Tracey, R.N., will shortly take the Chinese corvette *Yang Woo* to sea, for a cruise to Japan, the Australian colonies, and, possibly, to Europe.

On the 2nd July a large junk was totally wrecked by the heavy sea on the Takao bar, and a number of lives were lost.

A new vessel (No. 17) is now in rapid course of construction at the Pagoda Arsenal.

H.M.S. *Hornet* will shortly leave for Tamsui and Keelung.

HONG KONG.

Our advices by the present mail extend to the 7th August; no later mail from London had been received. The following items of intelligence are from the *Hong Kong Daily Press*:—

In the Supreme Court Mr. Justice Snowden has been engaged in hearing a suit brought by Captain James, of the steamer *Scotland*, against Leong Ayon, a well-known native ship charterer in the Colony, for the recovery of $903.22. The defendant chartered the steamer for three months on the 9th April, to take passengers to Cooktown, at $14,000 a month. The question at issue was that the ship was not delivered up to the agents until some two days after the expiration of the charter, and the claim was therefore *pro rata* for freight for these two days. Mr. Toller appeared for the plaintiff, and Mr. Brereton for the defendant. The evidence was concluded yesterday, but the argument was continued to-day. Mr. Toller observed that the notice of the expiration of the charter was not given till two days afterwards. He relied on a clause in the charter-party. Mr. Brereton contended that no notice was necessary, that the steamer was at the plaintiff's disposal within the three months of concluding the charter-party. He admitted that the ship was only retained from midnight till six o'clock on the morning of the 9th July, urging that the charter expired at midnight on the 8th, and it was only reasonable to expect the vessel to be delivered up on the day following. The defendant paid the large amount of $42,000 for three months, and it was unfair to ask him to pay for a few hours' delay. Mr. Toller replied, relying upon the 7th clause of the agreement. The real issue was whether the period of three months had been exceeded or not. He based the claim for the second day's detention on the fact of the defendant's flying his flag on board that day, and notice of giving up possession was also served on that day. With regard to the first day, the vessel was in the actual possession of the defendant. After hearing all the arguments, his Honour gave judgment for the plaintiff for a sum *pro rata* for the use of the ship for one day, stating that he should not have given costs had not the defendant persisted in attempting to prove that the cargo was entirely discharged on the 8th July by midnight. As the contrary was the case, he allowed costs in proportion to the amount recovered. Judgment was therefore for plaintiff for $456.50, and costs in proportion.

The bankruptcy case of Messrs. E. Norton and R. Lyall has also been brought before the Court, when Mr. Toller applied for the annulment of their bankruptcy. He stated that above the release of judgment of this Court against Messrs. Norton and Lyall, by Mr. Malcolmson, there was a sum of about £4,000 coming to the bankrupts. The amount awarded to bankrupts in their claim against him was over £6,000 besides about £1,000 costs, the total amount of judgment in their favour being £7,000. Mr. Malcolmson's claim against them was about £3,000, and they were thus the gainers, as he had already said, of about £4,000, and with that they had been enabled to pay their creditors in full. His lordship remarked that the bankrupts had been very fortunate in results, but most unfortunate in what had happened. It was the hardest case he had ever known in his life. Mr. Toller said that every creditor both here and elsewhere had been paid in full. His lordship hoped a very handsome present would be made to the firm for what they had done. It was very much to their credit. He thought that when men were driven into bankruptcy in the way these two men were, and the result turned out as it was, it was only right that they should receive the highest testimonial that the Court could give them. His lordship then asked Mr. Toller to furnish him with a statement of how much money had been received by bankrupts, how much had been paid, and how much they had left. He said he would let the case stand over for this to be done. He congratulated Mr. Lyall (who was in Court), and through him Mr. Norton.

The steamer *Leonor* has been taken round the island on a tria trip. It will be remembered that the *Leonor* and the *Albay* sank close to the Praya in the typhoon of September last. After lying under water for about three months the task of raising them was undertaken by the Hong Kong and Whampoa Dock Company, and was most successfully accomplished. The *Leonor* was floated on the 26th December. She was then taken over to Kow-

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loon and was docked on the 17th January. Some time elapsed before definite instructions were received respecting her, and in the meantime it was found that the damage she had sustained was very extensive. There was a very large hole under the starboard quarter; in fact, the whole starboard side aft had been knocked away, and she had suffered considerable injury all along forward on the same side. Most, if not all, of her fittings were utterly destroyed, and on the 22nd of March the Dock Company commenced to give her a thorough overhaul. The work has been carried out under the direction of Mr. Liddell, and has been accomplished in the most satisfactory manner. All the joiner's work has been replaced, the houses on deck being new, and also all the cabins. A new propeller was also supplied, and the rudder post, which had been considerably bent, was straightened. The engines and boilers were also thoroughly overhauled.

A meeting of shareholders in the Hong Kong, Canton, and Macao Steamboat Company was held at the City Hall on the 3rd August, for confirming the resolutions passed at the meeting on the 20th July. There were present:—Messrs. R. Deacon (chairman), T. C. Hayllar, Q.C., A. MacG. Heaton, A. Andre, Belilios, Dr. Adams, Captain Sands, H. Smith, Beart, Landstein, Petrie, Dolan, C. M. Rozario, P. A. da Costa, and Krebs. The Chairman proposed that the special resolutions passed at the last extraordinary meeting be now confirmed. He remarked that that meeting represented 6,367 shares. Mr. A. MacG. Heaton seconded, and the motion was passed unanimously. There was no other business before the meeting.

The British steamship *Ly-ee-moon* has left this port for Canton, and will be inspected by the Hoppo there, and if approved of by him will most likely be purchased for the Imperial Government, to be used as a despatch boat.

PHILIPPINE ISLANDS.

MANILA.

The *Diario de Manila*, in its issue of the 29th, 30th, and 31st July, gives some further particulars of the total loss of the Spanish steamer *Corregidor*, which it says occurred near the point of Montufar (N.E. of the Albay Island, lon. 127 deg. 51 min., and lat. 13 deg. 3 min.), on the night of the 17th ult. She had on board a cargo of hemp and a few passengers. The *Corregidor*, Captain Joaquim Lopez, left Legaspi harbour on the same evening, and the weather was at the time very fine and calm. When the vessel was in sight of Montufar, between nine and ten P.M., she struck on a rock. Every effort was made to save the vessel, but without success; the crew and passengers, however, were saved in three boats. The steamer *Leyte* was passing the spot at the time, and took on board part of the crew.

The *Diario de Manila* of 30th July says that in a few days the telegraphic line from Bacolor to Balanga and San Fernando to San Isidoro will commence working. With these two new lines there are now thirteen provinces with telegraphic lines in connection with Manila, viz.:—Cavite, Batangas, Tayabas, Laguna, Bulacan, Pampanga, Pangasinan, Zambales, Ilocos Sur, Ilocos Norte, Union, Nueva Ecija, and Bataan.

The President of the General Commission for the Representation of Spain in the Philadelphian International Exhibition, having invited the Government of the Philippines to co-operate with Spain therein, the Governor-General of the Islands has accepted the invitation, and has appointed a commission to devise measures so that the Philippines may be properly represented in the Exhibition.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 14th August; the P. and O. mail from London July 9 arrived out on the 8th August. We take the following items of intelligence from the *Straits Times*:—

We learn from an announcement in the *Gazette* that Mr. Vaughan resigns the Puisne Judgeship—Mr. Phillippo accepting the acting appointment, and Mr. Bond being nominated Deputy Attorney-General. The changes have a strong resemblance to a return to the old order of things, and strengthen the impression which has lately been gaining ground that the numerous and lavish offices and appointments made by Sir Andrew Clarke have not met with much approval at the Colonial Office, which is well known to stick tenaciously to its patronage. It is said the only one of the recent appointments really confirmed by the Secretary of State is that of Mr. Welner as commander of the *Pluto*, which was recently notified.

We are glad to find a Proclamation in the *Gazette* concerning the Prohibition of the Exportation of Arms, as it clearly defines what in the previous proclamations was doubtful and vague. It will be remembered at the time the former was issued we pointed out the peculiar extent given to its operations by use of the term "Islands in the Eastern Archipelago." The new proclamation limits the prohibited districts to a defined stretch of coast line in Sumatra.

The ordinary Annual General Meeting of the Galena Mining Company, Limited, was held on 11th Aug., when the reports and accounts to the 31st December last were submitted and passed. The Directors also circulated a report to the Shareholders, giving a review of the Company's Workings since 31st December last, which indicated that the Company is now paying its expenses, and that the prospects were assuming a favourable appearance. The Directors are now Messrs. Fisher, Currie, Krohn, Bishop and Brennand.

A telegram received on the 8th Aug. by the agent of the Messageries Maritimes announces the total loss of the Company's steamer *Neva*, on the voyage between this port and Batavia, on the night of the 6-7th Aug., she having run aground when only eight miles from Batavia. The passengers, crew, and mails were all saved. The telegram is not explicit as to particulars, but we understand the vessel is a total loss, though it is expected part of the material and cargo will be saved.

Captain Van der Gevel, of the Dutch steamer *Atjeh*, reports having picked up and landed at Penang the captain and crew of the British barque *Albert Ross*, which vessel had foundered at sea, thirty miles east of Pulo Bras (Atchin), through having sprung a leak. The *Albert Ross* was from Maulmein, timber-laden, and bound to Cork for orders.

The *Sarawak Gazette* contains an order by H.H. the Rajah abolishing the duty on all wine, beer, and cigars from and after the 31st ult.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale Ringer, and Co.'s Report says:—Since 20th July a fair amount of business has been done here, buyers picking out the best parcels on offer, which have been settled at about former rates. Shipments to Shanghai have been somewhat heavy for the week and consist chiefly of low common kinds, for which there is scarcely any market here. Settlements are:—212 chests 1,772 half-chests at 1s. 4d. to 1s. 4½d. per lb.; 2,203 chests 7,613 half-chests 1,814 boxes at 1s. 1d. to 1s. 4½d. per lb.; 947 chests 1,295 half-chests at 1s. 0½d. to 1s. 4½d. per lb. Oonfar has realised Tls. 16¼ to 21. Toongshan Tls. 16¼ to 18¼. Soong-yong and Cheong-sow-kai Tls., 16 to 17¾. Yung-low-toong, Nip-car-se, &c., Tls. 13½ to 15½ per picul. The third crop leaf is expected in ten days or so. It is reported to be better than the average of the second crop. The infused leaf is better and brighter, but it is feared the Teas may not turn out strong, owing to too much dry weather up country. The best of them are said to lay down in Hankow at Tls. 16 to 17. Customs export to date:—

	lbs.		1874. lbs.		1873. lbs.
Hankow Teas ...	43,534,246	against	39,953,348	...	41,377,525
Re-export Kiukiang Teas	8,912,081	„	8,306,798	...	7,247,771
Total	52,446,327	„	48,260,146	...	48,625,296

SHANGHAI.—Black: There had been a fair business during the week. Arrivals had come forward freely, and Teamen generally had been willing to sell where any reasonable offer had been made. Prices were from Tls. 1 to 2 under those current two weeks ago, and the laying down cost of most grades were considered cheap. Settlements had been 15,891 chests. Stock 35,250 chests. Prices paid:—Oopacks, &c., Tls. 18 to 25; Hohows and Ningchows, Tls. 16 to 31½; Oonams and Oonfas, 15 to 25; Green: Pingsueys had been taken to a small extent at about previous quotations, and a few chops of Taiping Tea had also found buyers at former rates; but the demand for Green Tea was by no means general, and Teamen seemed rather to fear the reception that later arrivals would be met with. In Tenkais no settlements were reported. Arrivals in quantity of those kinds and of Moyunes were expected shortly. Prices paid:—Taiping, Tls. 27 to 28; Pingsuey, Tls. 24 to 33; Shanghai packed, Tls. 23. Settlements to date, 10,795 half-chests. Stock, 26,250 half-chests. Export to Great Britain to date—

	1875-1876.		1874-1875.
Black	44,662,368 lbs.	against	36,031,516 lbs.
Green	919,610 „	„	1,298,136 „
	45,581,978		39,329,652

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—At the commencement of the past week a quieter tone prevailed on our market, but during the last few days operations have again been on a large scale, and some 24,500 chests of Congou have been settled. The comparative shipments to date show the excess of export to London per steamer to be under two million pounds over last year. Congou: Prices for all classes of Tea have been well maintained, and for good flavoury kinds, costing about Tls. 18 short, the market is particularly firm, and in many cases a slight rise is noticeable. A few third-crop Paklings have been shown, but Teas from the up country districts are not expected down for another week or ten days. Souchong: Only a small business has been passing at former prices. Oolong: Settlements show no change. Flowery Pekoe: Two chops have been taken at firmer rates. Scented Teas continue to be settled freely at late quotations. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 29,815,773 lbs., against 24,889,552 lbs. last year. To America, 46,769 lbs., against 154,936 lbs. last year. To the Colonies, 7,174,504 lbs., against 6,620,655 last year.

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EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to July 30, 1875	41078904	27856435	681445	7741678	77358469	8654
From June 1, 1874, to July 30, 1874	38346396	24388389	189623	7882804	70755141	11456

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1875, to July 30, 1875	6479889 19080
Do. do. 1874, to July 30, 1874	3816393 5718

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1875, to July 30, 1875	5867696 627
Do. do. 1874, to July 30, 1874	6088002 561

TO AUSTRALIA.

From June 1, 1875, to July 30, 1875	6,480,153
Do. do. 1874, to July 30, 1874	5,959,405

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,570	32,313
1845 to 1846	57,334,200	16,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,468,586	46,608			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1d. to 4s. 1½d.	4s. 1½d. to 4s. 1⅝d.	4s. 1⅝d. to 4s. 1¾d.
Shanghai ,,	5s. 7¼d.	5s. 8d. to 5s. 8⅛d.	5s. 8⅛d. to 5s. 8⅜d.
Canton ,,	4s. 1½d.	4s. 1½d.	4s. 1⅝d.
Hong Kong ,,			
Macao ,,			
Singapore ,,	4s. 1½d.	4s. 1½d.	4s. 1⅝d.
Manila ,,	4s. 0d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306½ to Rs. 308	222
,, Hong Kong	27⅝ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	72.7.75	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 23 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $925 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. discount.
Hong Kong Fire Insurance Company, $290 premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 88 per share.
China Fire Insurance Company, $34 premium.
Victoria Fire Insurance Company, $165 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 60 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7¼d. at Hong Kong 4s. 1d., at Singapore 4s. 1½d.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
June 19	Cutty Sark	Shanghai	1,347,699
,, 23	Blackadder	,,	1,200,000
July 2	Nyassa	Foochow	1,135,188
,, 8	Thermopylæ	Foochow	1,413,000
,, 18	Glenlyon (s.)	,,	1,297,500
,, 20	Black Prince	,,	1,041,420
,, 26	Egeria (s.)	,,	98,141
,, 26	Forward Ho!	,,	1,383,104
,, 30	Glengyle (s.)	Shanghai	1,800,000
,, —	Glenroy (s.)	Hong Kong	2,000,000
,, —	Norman Court	Shanghai	1,200,000
Aug. 9	St. Andrew's Castle	Canton	1,000,000
,, —	Fiery Cross	Foochow	850,000
,, —	Osaka	Canton	800,000
,, —	Deerhound	Shanghai	750,000
,, —	Undine	,,	1,300,000
,, 11	Lord of the Isles	,,	2,000,000
,, 22	Tom Morton (s.)	Foochow	1,500,000
,, 27	Bellona (s.)	Shanghai	1,000,000
Sept. 2	Crocus (s.)	Foochow	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company	Tls.500	Tls.500	Tls.210	Tls.20 p.sh
Shanghai Gas Company	100	100	131	11 p.c.
Shanghai S.N. Company	100	100	61	7 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	72	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$490	$51⅔ p.sh.
North China Insurance Co.	Tls.2,000	Tls.600	750	
Union S.N. Company	100	50	21	
Yangtsze Ins. Association	500	500	$520	15 p.c
Union Insurance Society	$2,500	$500	$500	
China Traders Co. (Limited)	5,000	1,000	875	$150 p.sh
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.92	
Victoria Fire Insurance Co.	$500	$100	$165	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.89	5 p.c.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Crosbaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particular are forwarded.*

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 11, Coulnakyle; from Liverpool Jessie Jamieson; from New York, Cremona.

At HIOGO.—From London, Sept. 13, Kashgar.

At SHANGHAI.—From London, July 30, Elmstone; from Liverpool, 24, John Parker; from Cardiff, 27, Challenge; from New York, 23, Corea; from London, Sept. 13, Falcon; from Liverpool, 11, Orestes (str.).

At HONG KONG.—From London, Aug. 5, Melbrek; from Liverpool, 4, Ulysses (str.).; from Liverpool, Sept. 15, Hector (str.).

At MANILA.—From London, Sept. 7, Sir Jamsetjee Family.

At SAIGON.—None.

At BATAVIA.—From Liverpool, Aug. 2, Signe; 8, Jan Pieters Koen, Henry; from Glasgow, 6, Veritas; from Newcastle, 8, Alice; from Algoa Bay, 6, Leonore; from Cape Town, 6, Johan Lange; from Monte Video, 2, Emma Muller; from Nieuwe Diep, Sept. 8, Madura (str.).

At SINGAPORE.—From Sunderland, Aug. 7, Charlotte; from Cardiff, 10, Androklos; 13, Princess Louise; from Amsterdam, 13, Henrietta; from London, Sept. 16, Glenartney (str.); from Liverpool, Patroclus (str.).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—None.

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From SHANGHAI.—For London, Sept. 15, Scotland (str.).
From AMOY.—For New York, Sept. 15, Galley of Lorne (str.).
From HONG KONG.—For London, Aug. 9, Osaka.
From MANILA.—For Channel, f.o., July 22, Dorothea; 28, Christine; 29, Gustav; for Liverpool, 30, Papa; 31, Leon (str.); for New York, 28, Corsica, George; 29, Ceylon; for Boston, 29, Edward May Archer, Springfield.
From SAIGON.—For Falmouth, f.o., July 22, Bluche; for Havannah, Aug. 9, Fres de Mayo.
From BATAVIA.—For Nieuwe Diep, Sept. 9, Holland (str.).; for Rotterdam, Sept. 16, Torrington (str.).
From SINGAPORE.—For London, Aug. 12, Sea Gull (str.).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 9, at Amsterdam, from Indramayoe, Petronella; 14, off Dungeness, from Akyab, for Antwerp, Iride; 15, from Rangoon, for Amsterdam, Innocenta; 17, at London, from Hong Kong, Sarpedon (str.); 15, at St. Nazaire, from Reunion, George; Boston, from Singapore, Juno.

DEPARTURES.—Sept. 15, from Cardiff, for Singapore, Glamorganshire Lass; 17, from Liverpool, for Rangoon, Lady Rowena; 14, from St. Nazaire, for Reunion, Anais.

SPOKEN.—Banian, from Liverpool, to Singapore, July 29, 9 N., 26 W.

LAID ON.—At London, for Colombo, Persian Empire.

LAUNCHES.—On the 14th inst. Messrs. S. P. Austin and Hunter, Sunderland, launched from their yard an iron ship, which was named Emily Chaplin. She is owned by Messrs. Moran and Sanderson, of Hull, and is to class A 100 at Lloyd's, and 20 years in the Liverpool registry, and will load immediately for Ceylon.—On the 16th inst. a fine new steamer, named Nellie Martin, was launched from the yard of Messrs. Raylton, Dixon, and Co., Middlesborough. Her dimensions are 286 feet in length, 34 feet beam, 25 feet depth, about 2,700 tons burthen, and will be fitted with compound engines 200 nominal horse power. She is classed 100 A 1 at Lloyd's, on the three-deck rule, and is intended for the "Star Ball" line, for the Java trade.

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.

(REUTER'S TELEGRAM.)

SHANGHAI, SEPT. 16.—The negotiations with the Chinese Government relative to the Yunnan outrage are not concluded. The only points settled are that a special embassy shall be sent to London, and that the Viceroy Li-Hung-Chang shall institute a commission of inquiry in Yunnan.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 17.—An official despatch from Atchin, dated the 7th inst., announces that some reconnaissances made by the Dutch troops have led to a sharp encounter south of Longpattah, in which the Dutch had five killed and five wounded, while the Atchinese suffered considerable losses from the effects of the Dutch artillery fire. The health of the troops is satisfactory.

HONG KONG, SEPT. 16.—Grey shirtings, 8¼ lb., $2 50; 16-24 water twist, 103. Tea: Canton, more business doing; Foochow more active. Total exports from China and Japan to the United Kingdom from 1st June to date, 101,250,000 lb.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUCHANAN—On the 8th Sept., at Harrington, Dimbula, Ceylon, the wife of John Buchanan, of a daughter.
DEACON—On the 11th Sept., at Gernheim, near Maidenhead, the wife of Sidney Deacon, of a son.
MOUNSEY—On the 10th Sept., at Brunn-am-Gebirge, near Vienna, the wife of Augustus H. Mounsey, Second Secretary to H.M.'s Embassy at Vienna, of a daughter.
SCHMID—On the 24th July, at Shanghai, the wife of S. H. Schmid, of twin daughters
SIMPSON—On the 30th July, at Shanghai, the wife of Charles Lenox Simpson, Deputy Commissioner of Customs, of a son.
VAUGHAN—On the 10th Sept., at Albert Lodge, Horsham, the wife of Commander H. Vaughan, R.N., of a son.

MARRIAGES.

FERGUSON—ANGUS.—On the 16th Sept., at Regent's-park Chapel, by the Rev. W. Landells, D.D., Alastair Mackenzie Ferguson, of Abbotsford, Ceylon, son of A. M. Ferguson, of Colombo, to Gertrude Caroline Angus, third daughter of the Rev. J. Angus, D.D., of The College, Regent's-park.
NOBLE-SEXTON.—On the 10th Aug., at Bombay, George Edward Noble, Manager Hong Kong and Shanghai Bank, Bombay, to Frances Marion Bertha (Daisy), eldest daughter of Major J. M. Sexton, Bombay Staff Corps, Assistant-Quatrermaster-General.

DEATHS.

DEMPSEY—On the 14th Sept., at 27, Charterhouse-square, Joseph Meldon Dempsey, M.D., aged 53. R.I.P.
DEWHURST—On the 15th Sept., at Sorrel Bank, Pendleton, Manchester, Henry Sagar Dewhurst, only son of Samuel Dewhurst, J.P., in his 19th year.
ELLIOTT—On the 9th Sept., at Wythycombe, Exmouth, Admiral Sir Charles Elliot, K.C.B., in his 75th year.
FAIL—On the 25th July, at Yokohama, Charles C. Fail, of Shanghai, aged 48.
GUMPACH—On the 31st July, at Shanghai, Baron Johannes von Gumpach.
HOOD—On the 7th Sept., at Dalchaple, Elgin, Alexander Hood, late of Ceylon.
LAMBKIN—On the 14th Aug., at Singapore, the wife of G. Lambkin, aged 49 years.
SCHULTZ—On the 23rd July, at Port au Prince, Hayti, Christian Schultz, Consul for the Empire of Germany and for Denmark, and Consul-General for the Netherlands, aged 63.
SOMERSET—On the 7th Sept., at Homestead, Dundrum, near Dublin, Colonel Poulet George Henry Somerset, C.B., aged 53.
TREMLETT—On the 12th Sept., at Dover, Capt. H. A. Tremlett, Retired List Madras Army, late 17th Regiment N.I.
WESTLAKE—On the 11th Aug., at Singapore, Felicia Adelaide, wife of C. H. West lake, aged 31.

Legal.

COURT OF BANKRUPTCY.

IN RE DA COSTA, RAALTE, AND CO.

The Court allowed registration of the resolutions come to by the creditors in this case in favour of liquidation by arrangement, and appointing Mr. Turquand trustee, with a committee of inspection. The debtors were merchants of London and Manchester, and it also appeared that they had an interest in the firm of Behrends Brothers, of Alexandria; liabilities returned at £135,580, and assets £85,299.

IN RE ANDERSON, DUNCAN, AND ANDERSON.

The debtors, John Anderson, John Duncan, and George Gray Anderson, trading in co-partnership as merchants in Philpot-lane, and also at Colombo, recently presented a petition for liquidation, and the creditors have determined to wind up the estate by arrangement with Mr. Bishop, accountant, Tokenhouse-yard, as trustee; and registration of the resolutions was now ordered. A statement of the joint affairs disclosed total unsecured liabilities £144,746, and assets £31,595, besides doubtful items amounting to about £42,000.

IN RE J. C. FOWLIE.

Registration of resolutions to liquidate by arrangement was ordered in the case of John C. Fowlie, of 18, Leadenhall-street, merchant, whose accounts show liabilities to the amount of £121,637, and assets £10,704.

Miscellaneous.

COLONIAL GOVERNORS.

A correspondence has recently passed between the Earl of Carnarvon and the Board of Inland Revenue which will give general satisfaction to Colonial Governors. Two classes of commissions have been sent out from time to time from the Colonial Office—one a paper commission under the Royal sign manual and signet, and the other Letters Patent, on skins of parchment, issued under the Great Seal. The former is the instrument addressed to Administrators and Lieutenant-Governors, and bears no Stamp Duty. The Letters Patent under the Great Seal, by which alone the Queen appoints Governors to act as Her Majesty's representatives in various parts of the world, have been liable to a considerable *ad valorem* Stamp Duty. The Letters Patent conferring a Governorship worth £3,000 a year have had to be impressed with a stamp of £150; where the salary is £4,000, a Stamp Duty of £200; and so on, at the rate of 5 per cent. on each appointment. Not long since this tax was prospectively abolished, and future commissions will be free from it. But, in looking at its operation in the past, Lord Carnarvon observed that the letter and spirit of the Stamp Act had not been fairly applied. The Act contemplated a Stamp Duty on Letters Patent conferring a new appointment. In Downing-street this had always been accepted as requiring not only that a gentleman should pay the Stamp Duty on first entering on his career as Colonial Governor, but that he should also pay duty on each promotion Her Majesty may be pleased to give him in the service. The present Secretary of State for the Colonies, however, having requested the Inland Revenue Commissioners to consider whether these repeated impositions of Stamp Duty were really in accordance with the Act of Parliament, the Board decided, in the first instance—in the special cases of Sir Hercules Robinson and Sir George Bowen—that one Stamp Duty only could be lawfully demanded from each Governor. On the 10th of last month Lord Carnarvon suggested that, in accordance with this decision, a communication should be addressed to all Governors who have paid more than one Stamp Duty, informing them that they are at liberty to claim a repayment of duty to the extent of the difference between the total amount formerly paid by them and the value of the stamp on the highest salary attached to any Government they may have held, and on the 19th ult. the Board of Inland Revenue agreed to this proposal. To the great majority of Governors this will involve the totally unexpected satisfaction of receiving a not inconsiderable sum, the repayments varying from about £100 in some cases to £800 or £1,000 in other cases. Probably the officers who benefit by this act of justice—the great majority of whom are residing in remote parts of the Empire—will, however, attach more importance to the equitable spirit of the Government than to the amount of money involved, as it shows that their personal interests are not overlooked during their absence, on arduous and responsible duties, from England.

THE TELEGRAPH SERVICE TO INDIA AND THE FAR EAST.—With reference to the St. Petersburg Telegraph Conference recently held, a circular has been issued by the Eastern Telegraph Company, giving in an intelligible form the rules and regulations adopted which are to come into force on the 1st January next. The principal new feature appears to be the adoption of the system of charging for each single word in extra-European messages, while those for Europe will be charged as before by a tariff of twenty words. There will be a uniform rate between Europe and India of 4s. 6d. per word. The maximum length of a word in European messages is fixed at fifteen letters, and for extra-European at ten letters. Each group of figures is counted as a word, provided it does not exceed five ciphers, and if over five figures the excess up to ten is charged as an additional word. The initial letters of the French equivalents for the phrases "answer prepaid," "repeated message," "acknowledgment of receipt," "postage prepaid," and "express prepaid" will be accepted as one word. The rules as to repetitions, registration, prepaid replies, telegrams to follow, multiple messages, cipher or secret letter messages, and reimbursements are also given. The Indo-European Telegraph Company have also sent out a circular with similar information, although there appears to be a discrepancy in the explanations as to the word system, the Indo-European stating that the facility applies to all European States, while the Eastern Company point out that the twenty words tariff for messages will still be he rule in Europe.

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THE Messageries Maritimes steamer *Iraouaddy*, with the present inward mails, arrived at Marseilles on the 13th inst. at 8 P.M. She brings 89 passengers and a general cargo, including 564 bales of silk, 5,272 packages of tea, and 228 of sundries for London, which will be forwarded to its destination per Company's steamer *Gange*, due in London on or about the 28th of September.

A PARIS newspaper announces that M. de la Roquette, Secretary of the French Legation at Peking, has succeeded in obtaining a reparation for the murder of a French missionary at Szchuen. The Chinese Government has punished the ringleaders, sentenced the murderer to death, and granted a pecuniary indemnity of 40,000 taels, and reprimanded the local authorities who lacked vigour in their attempt to prevent the outrage.

The delay which has recently taken place in messages from Australia and Java was owing to the Eastern Extension Company's cable between Singapore and Batavia being under repair. The communication, which was interrupted, is now restored, and messages can be sent as usual.

AN American paper states that sixteen Chinese women were sold at auction in California recently, only Chinese being allowed to bid. Eight dollars was the highest price, and one sold for sixty-five cents, her nose being out of plumb.

IT is stated that the Chinese labour question in British Columbia is a political question, the Opposition organs being against the employment of Celestials, whereas the Government papers generally favour Mongolian labour.

The P. and O. steamer *Gwalior*, with the heavy portion of the last inward mail, left Gibraltar on the 17th inst., and may be expected at Southampton to-morrow, or early on Wednesday.

HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 15.

There is a lull in politics, and the Session is on the eve of being closed, to be opened again two days later. There are, of course, several rumours current with reference to the tenor of the Royal Speech, but they are all, of course, purely speculative. Some newspapers are giving long lists of Bills which Mr. Heemskerk will lay before the Chambers, but, though they add some explanatory notes to them, I don't think they are worth reproducing. The Minister of the War Department intends—according to the *Vaderland*—to increase our army by eight battalions of infantry and one regiment of hussars. A promotion of officers, of course, must ensue if this is carried out. The same paper says that there is a question of abolishing the shoulder-badges of our officers, which were introduced some time ago by order of the King, and replacing them with the old epaulets. This would be, I think, rather a retrograde measure, but perhaps the report is only a hoax. A widely spread and credible *on dit* is that Mr. Loudon has finally retired from public life, and that he will establish himself at Lausanne, to return no more to his mother country. The question remains whether he will be the only victim (amongst statesmen I mean, of course) of this Atchin blunder, which costs us so much blood and money. The last news from the pepper country is anything but encouraging. When and where must things end? Harderwyk, the depot of the soldiers intended to reinforce our East India army, is crowded. Some days ago it was even impossible to enrol recruits because there were no places vacant in the barracks. Since then, however, 400 have started by the steamer *Conrad*, and another 200 will be despatched by the steamer *Compton*, of the Rotterdam Lloyd's line. This will give some room, but not enough. A number of Belgian recruits offer themselves daily for this service, and this occurs—as the Minister stated in the sitting of the First Chamber—without the intervention of any recruiting agents.

The Minister of the Colonial Department has laid before the members of the Second Chamber the Budget for the East India Colonies. Its form has been much simplified, and consequently improved. The favourable balances of the financial years 1867 to 1874 are estimated at f.88,557,146, against which, however, several expenses are anticipated (amongst them is an estimate of f.20,000,000 for the redemption fund), so that the nett surplus of these accounts is f.21,766,728. A part of this sum the Minister proposes to expend upon improvements in Java, viz., to protect Batavia from future inundations, f.300,000; to protect Samarang from the same calamities, an equal sum; for building a lunatic asylum at Buitenzorg, f.200,000; for the harbour works at Batavia, f.300,000; for constructing railways in Java, f.4,222,000; for the navy, f.870,000; for abolishing slavery on the west coast of Sumatra, f.500,000; on behalf of the Dutch-India Steamship Company, f.1,200,000. It is, moreover, intended to set aside a sum to complete the fortress-system. The favourable balance being in this way decreased by f.7,862,000, an amount of f.13,900,000 still remains at disposal, whilst it seems quite certain that the Budget of 1875 will leave a considerable profit, owing to the high prices of coffee. So far the Budget shows a revenue of f.140,316,044, and an expenditure to the amount of f.129,488,187, the surplus of 1875 thus being f.10,111,685. The estimated expenditure is f.4,820,597 higher than last year.

The Minister says, with reference to this Budget, that something more ought to be done in behalf of the education of the natives, but he sincerely regrets that new schools are not built with the speed they ought to be. The new Governor-General has drafted a plan to provide every district in Java with a school. The following are the outlines of the proposed scheme to provide Batavia with a harbour:—A port will be constructed at Tandjong Prisk, from whence communication with Batavia will be made by a railway of ten kilometres and a canal of about eight kilometres in length. The estimate for the War Department, f.27,419,365, is much higher than in 1875. Of course this must be ascribed to our war with Atchin. The Naval Department will involve an increased outlay of f.1,334,104. The quantity of coffee to be sold here is estimated to be 750,000 piculs, at 49c. per half kilogramme; that of Banca tin 72,000 piculs, at f.50 per fifty kilogrammes. I need scarcely add that I give you only the merest outlines and the main figures of the Budget, which is very voluminous.

The Congress of the International Law Association was brought to a close at the Hague on Saturday last. The members have given their opinion upon a number of difficult questions, but that the meetings will be of any practical utility seems very problematic. In most cases the greatest diversity of opinion prevailed, and in some instances decisions were only arrived at by a very small majority. Lord Penzance has been elected president for the ensuing year. Before the close of the meeting the Congress adopted a resolution *le couronnement de l'édifice*, that in the interests of humanity and civilisation the Governments ought to enter into negotiations to reduce the existing armaments, and a committee was duly appointed to inform the various Governments of this resolution. Another resolution was carried in favour of international disputes being submitted to arbitration. After having made an end of their business the members took a trip to this town in order to visit several of its institutions.

Our public have been in some degree perplexed by the news that at last the murderers of Mrs. Van der Kouwen have been found out. They are a certain Yut and his wife, who assassinated the lady and her maidservant in order to obtain a large sum of money that they might be able to marry. This amiable couple absconded to America, subsequently visited England, and ultimately started for the Cape of Good Hope. Four or five years elapsed, and they, thinking that all might be forgotten, returned to Holland. But the police were on the alert, and man and wife were arrested, and they subsequently confessed. I should not have made any mention of this sensational fact if the Java papers of some months ago had not told us that a soldier of the East India army had acknowledged on his death-bed that he had murdered this lady and her maidservant.

The Brussels correspondent of the *Amsterdamsche Courant*, a most respectable paper, says that an action has been brought against our Minister of the Financial Department by a family named Dubois, to recover a sum of sixty millions of guilders, which they say is the produce of an inheritance of Mr. Jacques Dubois, who died in 1730 at Batavia. Nothing is known here about this matter.

The papers publish a mass of correspondence inducing the Government to use the steamers of the Company Nederland for carrying the mails from Java to Holland. They are running faster than the French steamers, so much so that merchandise is received here before the consignees are in possession of the bills of lading. The steamers, moreover, ply so regularly that they might very well carry the mails.

In one of our largest iron works, that of Van Vlissingen, a strike has taken place because the managers refuse to grant higher wages. After a few days had elapsed, however, the workmen took the wisest part and resumed work on the old scale.

There is still much discussion in the papers about the recruiting for the East India army. The number of volunteers, especially from Belgium, is so large that hundreds are obliged to return to their mother country.

Some days ago seven young men passed examination before a commission as student interpreters for the China service, in which two places are vacant.

The market for Colonial Produce remains unaltered, and transactions have been limited. Prices, however, are very firm. The Money Market is also without change.

The King has returned from his trip abroad. Prince Alexander will shortly start for Algiers for the benefit of his health.

AMSTERDAM, SEPT. 16.

The Belgian as well as the Dutch papers are uttering sharp protests against the manner in which recruiting for the East India army is conducted. It is now clearly proved that married Belgian subjects have been engaged under false names as single men, and there are so many desertions that some papers advise the surrounding of Harderwyk, which is the depot, by a cordon of cavalry. The German papers of to-day state that an ex-mayor of the Netherland India army (German by birth), Mr. Steek, has been arrested at Darmstadt, on the charge of having enrolled several young Germans for the Atchin army.

The Second Chamber's Session will be closed next Saturday, and the new Session will be opened two days later by the King. The Prince of Orange has started for Paris, where he will stay some time. Contrary to the assertions of some French papers, I can state with authority that his journey has nothing to do with politics.

The borings in the Zuiderzee, which were ordered by the Government, to ascertain whether the bottom is fit for recovering a further tract of dry land from the sea, have given satisfactory results.

A company has been established at Goes to export cattle, eggs, and vegetable produce to England, *via* Flushing and Sheerness.

SHIPPING.

ARRIVALS.—At Texel, Sept. 8, from Indramajoe, Petronella; 9, a Flushing, from Bassein, Chasea; from Moulmain, North Wind; 10 at Hellevoet, from Sourabaya, Yanikale; 11, at Texel, from Tjilatjap India Packet; at Flushing, from Akyab, Malleville; 12, at Texel, from Batavia, Prins Hendrik (str.); from Rangoon, Freier.

DEPARTURES.—Sept. 10, from Maassluis, for Macassar, G. H. Betz.

At the first meeting in the bankruptcy of John Strachan and Co., East India merchants, of Bishopsgate-street, Mr. James Waddell was appointed trustee, with a committee of creditors, Messrs. Lyne and Holman being the soilicitors to the estate. This is one of the failures in connection with Messrs. Collie and Co. The liabilities are £112,309 16s. 6d., with assets in the hands of creditors £15,371 14s. 7d., and free assets £5,711 10s. 3d.

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Correspondence.

"WOMENS' RIGHTS" IN JAPAN.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is somewhat interesting to think that, when so much stir is being made in our own country regarding the position women should hold in society, the native press in Japan, a growing powerful institution in that country, among other essays on Western customs, has taken up the question of the rights of women. Of course, in the East, women are a secondary consideration altogether, and the dignified position of a wife is sadly interfered with by the existence of unlimited concubinage. So far, the articles we refer to are more the fugitive ideas of writers than a series of sound arguments started on a strong basis. But they are none the less instructive, even if, from that instruction, a little amusement may be culled. One writer says that "if we look into the theories of Europeans on this subject (womens' rights) it would appear that the possession of equal power by husband and wife is based on natural reason. But if we observe the practice of Europeans, it would appear that the power of the wife is greater than that of the husband, and that this error has been brought about by a want of a correct view of the dictates of nature." And this argument is supported by the reasons that "In going through a door the wife passes first, and the husband follows her; the wife takes the best seat and the husband the next seat; in visiting, the wife is first saluted; in forms of address the wife is first mentioned." It is well that this writer in the *Meiroku Zashi*—the translations of articles in which appear in the *Japan Mail*—mentions, and draws a distinction between the theory and practice of Europeans in the carrying out of the respect paid to women, for though we cannot but cheerfully grant the admitted high position women hold, still the records of our Divorce Courts, and the doings of our Police Courts, show up the wide range there is between theory and practice. The amiability of some husbands for their wives is wonderfully demonstrated by a certain class of Englishmen, whose warm affection is dictated by kicking their wives to death —but there, the position of women is still maintained, for the exception, and happily cruelty to women is the exception, proves the rule. It is of interest, however, to note how these domestic customs of ours appeal to the searching mind and eye of the Eastern student. The Japanese writer, though seeing much good in this elevation of the position of women in Europe, yet fears that by thus giving way to their aspirations, women may suddenly get the upper hand — a matter which appears forcibly to home students of the same subject. "Being lately in the company of some foreign ladies," continues the writer, "I smoked as I pleased. But a foreign gentleman approached me, and requested me to desist, as the ladies disliked it. Of course, I did so, being desirous of conforming under these circumstances to European customs, which, I presume, forbid the practice. But I found the prohibition most unreasonable, and the person rude who asked me to desist. The reason men are thus prohibited from smoking is that the ladies do not like it. But if I smoke, I do so in virtue of my rights as a man, and if the ladies do not like it, they should leave the room. The dislike of women to smoking substracts from the pleasures of men, and there can surely be no reason in this, as it involves a limitation of the freedom of power. . . . If smoking were immoral in itself, or, if it injured the health of others, I would most assuredly not smoke. But when it is not a thing prohibited by law or morals, and a distinction is made between smoking before men and before women, I fail to see the reason of it." The Japanese, like their neighbours, the Chinese, consider women as quite a secondary portion of creation's plan, and the reason for all this superiority of the women is curtly given, "that men idolise their wives for the purpose of pleasing them." It will be a matter of tardy progress, the owning of the rights of women in these Eastern lands, but, even now, the subject is one to which considerable attention is being paid, as though long years must necessarily elapse ere the huge barrier between the sexes be broken down; yet to the inquiring native mind the histories of all great nations will teach the lesson of how potent for good is the influence of women—not in the masculine form it now hopes to assume—and how much of the destiny of kingdoms is worked by them. Women are good, bad, and indifferent, but their good overwhelms their bad; and this conclusion the Japanese press, will have, eventually, to own, despite that "Some of the celebrated women of Europe have behaved in a manner which it pains us even to hear of, and which is terrible."—I am, &c.,

London, Sept. 10, 1875. A.

THE ACTING CHIEF JUSTICE OF CEYLON.

To the Editor of the *London and China Telegraph.*)

SIR,—Of all Crown colonies without representative government Ceylon is perhaps the only one that presents the spectacle of a son of the soil as its Chief Justice. And it is also remarkable that two out of the three judges which now constitute the Supreme Court of the island are natives, viz., the Acting Chief Justice, Sir Richard Morgan, and the Senior Justice, Mr. Charles Stewart; while the Junior Puisne Justice, Mr. Richard Cayley, is an Englishman and a graduate of the Cambridge University. When last year Sir Edward Creasy, the Chief Justice, obtained leave to proceed to Europe for the benefit of his health, it was with great satisfaction that the people learned that the Honourable R. Morgan, Queen's Advocate, would be his *locum tenens*; Mr. Morgan had rendered valuable services to the colony; he had been the chief legal adviser of the Government for more than twelve years, and had given the country several useful and important ordinances. So Governor Gregory, in recognition of his great merits, raised him to the post of Acting Chief Justice, an office never before held by a Ceylonese, and induced the Queen to confer on him a Knighthood. Seeing the satisfactory manner in which he discharges his arduous duties, it would be beneficial to the country if he could be confirmed in the post, but we hear that on the score of health he prefers to go back to his less dignified, though not less influential post of Queen's Advocate. Sir Richard is entirely a self-made man. Born in the island of respectable Burgher parentage, he was educated in the Colombo Academy, a Government institution, under the care of Rev. J. Marsh, father of the present Inspector of Schools in Ceylon. The attention bestowed by Mr. Marsh upon his pupils, and the thoroughness of his teaching, are attested by the fact that most of them have risen to great name and fame in their respective departments, whether of Law, Medicine, Divinity, or Civil Service. Among Mr. Morgan's schoolfellows the ablest and most distinguished was doubtless the late lamented James Stewart, brother of the present Senior Puisne Justice. Entering the profession as a proctor, when he was barely nineteen, he rose so rapidly that in less than twelve years he had stepped into the highest post open to a lawyer at the Bar, viz., the office of Queen's Advocate, or chief legal adviser of Government, and died at the early age of thirty, whilst holding the said office.

Mr. Morgan commenced his legal career as a Proctor in 1840, and his learning and ability, as well as his admirable business habits, soon procured him clients, and he rose very rapidly. He was admitted an advocate of the Supreme Court in 1846, from when he became one of the leading members of the Ceylon Bar. He also for a few years represented the Burgher community in the Legislative Council. The Government, perceiving his merits, appointed him in 1855 District Judge of Colombo, when the seat was vacated by Mr. T. Lavalliere, a civilian; and ever since Colombo has had a professional judge on its District Court Bench; and the office is now expressly reserved for lawyers, having been recently struck out of the Civil Service List, together with the District Judgeship of Kandy. Being well acquainted with the local laws, and having practised his profession for several years with great success, Mr. Morgan found no difficulty in discharging his judicial duties to the satisfaction of the public and Government. Consequently he was in 1857 promoted to the Supreme Bench as an Acting Puisne Justice, and would have been confirmed long ago but that he preferred to hold the office of Queen's Advocate; and he obtained his wish on the elevation of Mr. Queen's Advocate Thomson to the Supreme Court as a Puisne Justice in 1863. To the colony Mr. Morgan's services have been invaluable. No Crown lawyer before him had, perhaps, bestowed so much pains upon his work, and not a few of the useful and popular Ordinances were due to his intelligence, energy, and zeal. His Excellency the Governor did a very graceful act indeed in raising his trusted adviser to the office of Acting Chief Justice, and recommending him to the Queen for a knighthood, though unsolicited by him.—I am, &c.,

London, Sept. 11, 1875. UMBRA.

Literature.

Le Jade: Etude Historique, Archéologique et Littéraire sur la Pierre appelée Yü par les Chinois. Par S. BLONDEL. Paris: Leroux. 1875.

Among mineral substances jade is certainly worthy of especial attention, though, perhaps, its value has been somewhat over-estimated. In former times samples of the true jade were scarce and very dear in Europe, but nowadays, says M. Blondel, thanks to the relations of Western nations with those of the Far East, Chinese antiquities have become less rare, new and important collections have been formed, and the museums of Europe have been enriched with the most splendid works of art from that part of the world. Under these circumstances he thinks that he will be doing some service to Eastern archæology by publishing this notice of jade, of the history of which so little is generally known. In carrying out his design, M. Blondel has shown great industry in consulting and laying under contribution a wide range of authorities, the mere enumeration of whose names would occupy considerable space. In his pages will be found, we imagine, very nearly all the information which the most enthusiastic lover of Chinese curiosities could possibly desire. The chief drawback to M. Blondel's *brochure* is that he is a little too desultory in the arrangement of his materials, but for all that it will well repay perusal. We cannot, of course, in these columns, pretend to follow him closely through all the

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various points of his essay, in which he approaches his subject from an historical, archæological, and literary point of view, but we content ourselves with giving the substance of one or two passages, which will probably be interesting to the general reader. One of the chief localities, we gather, in which jade is found in China is Tai-tang, in the province of Shense, but the greater part comes from Khotan, in what was formerly Chinese Turkestan, and it is brought from Tartary by the Bokharians. "In this country whole mountains, so to speak, are of jade; and the purest pieces, precious alike for their beauty and the fineness of the grain, are found principally on the summits. The mountain, called Mirdjai, in the Khotan district, is said to be entirely formed of jade. This mineral is found there of various colours, but at the top of the mountain it is of the quality that is most esteemed. A man, armed with the necessary implements, scales the rocks, detaches the pieces of jade, and lets them roll down below." This statement, we must observe, appears to be made entirely on the authority of Malte-Brun's "Géographie Universelle." In another place M. Blondel tells us that there are two sorts of jade, the one, veined with brown, being found in the mountains, and the other, veined with blue, in the rivers. The former kind, he says, is more commonly met with in China, and the latter in the Khotan district. Jade is said to be obtained at Yarkand, which is not very far distant from Khotan in a north-westerly direction, in much the same way as pearls are in other parts of the world. The "fishing," it seems, takes place in the presence of certain officials and soldiers. Twenty or thirty divers plunge into the water at the same time, and when they have found a piece of jade they throw it on the bank; each piece found is marked down in red on a sheet of paper. When the fishing is finished an inspector examines the pieces of jade to find out what they are worth; occasionally some of them measure nearly sixteen inches. In this connection M. Blondel makes one statement which shows that he has followed some of his authorities a little too blindly, and that he is not aware of the existing state of things in Eastern Turkistan; he asserts that the city of Yarkand every year sends from four to six tons of jade to Khotan to be forwarded to the Court of Peking! This ancient custom must certainly have fallen into abeyance for some years past. In his two concluding chapters M. Blondel makes some observations on a few of the best specimens of jade work now in Europe, and on the art of carving it. He dedicates his work to the Marquis d'Hervey St. Denys, the Professor of Chinese at the College of France.

In the May-June number of the *China Review* Mr. W. F. Mayers continues his valuable contributions on "Chinese Explorations of the Indian Ocean during the Fifteenth Century." In the present instalment "the translation of the body of Hwang Sing-tsêng's compilation is entered upon. It begins with the kingdom of Chan-chêng, occupying the central portion of the modern kingdom of Yüeh-nan (An-nan or Anam)." Besides foot notes, Mr. Mayers adds four notes at the end, displaying much careful research. "The Folk-Lore of China" is also continued, the present portion treating of superstitions relating to "death" and "days and seasons." The Rev. John Chalmers follows with a review, in an unfavourable sense, of Canon M'Clatchie's "Confucian Cosmogony." The number also includes "The Grain Transport System of China" by G. M. H. Playfair, "Chinese Official Ranks" by Dr. Sitel, and "A Last Word about Tones" by A. Lister. The paper, however, of the greatest general interest is an unsigned one on the "Province of Shantung." This article abounds with information in regard to what is to be found in the province. We have not space to enumerate the topics touched upon, but we make room for a short paragraph on a subject which is of much importance. "A little further than Lai-chôw," the writer observes, "all the hills are of a black marble, and when approaching Pao-shan, to the black or deep blue carboniferous marble is added the sandstone formation, then comes the silurian clay, and under it the coal measures, which are there very plentiful. Numerous pits, reaching to a depth of fifty to sixty feet, are dug in the hills, and the coal is extracted till the water stops the work. This coal finds the way to Chi-nan Fu, being extensively used in some places for lime kilns. It is often burnt to coke on the spot, and then exported in that state. The carboniferous and slaty clay of Pao-shan is used for making pottery ware, after having been crushed under mill-stones and mixed with water. . . . . The mining district presents a certain resemblance to our manufacturing towns, the large kilns always burning, clouds of smoke rising from the ovens, and the black colliers completing the illusion." We should be glad to see equally minute descriptions of the other provinces of China.

Writing from India, Captain Henry Trotter, R.E., who was the geographer on the scientific staff of Sir Douglas Forsyth's mission to Kashgar, contributes to the current number of the *Geographical Magazine* some valuable "Notes on Recent Explorations in Central Asia." He notices briefly, but in some detail, the additions and rectifications which have been made in our knowledge of the geography of that region through the agency of British officers and others working from the side of India. The more important of these were effected by the mission of which he was himself a member, and of its labours he gives here a summary of the principal results, viz., the correct fixing of certain important towns by astronomical observations, and the survey of about 3,000 miles of route lines, a great portion of which is entirely new. The latter portion of this paper deals with the work of the explorer (the well-known "Havildar") who was employed by the Great Trigonometrical Survey in the regions beyond the Oxus. A paper on the "Amu Darya Expedition" gives a *résumé* of the work performed by the scientific mission which accompanied the Russian expedition against Khiva in the exploration of the old bed of the Amu Darya. The other papers in this number are "Recent Journeys in Paraguay," "Paris Geographical Congress," and "The Voyage of the *Challenger*." The next number, we believe, will contain the Editor's account of his trip to the island of Disco with the Arctic Expedition, from which he only returned a few days since.

The *Anti-Slavery Reporter* for September opens with a sarcastic paper on Mr. Clements R. Markham's recently published observations on the condition of Chinese coolies in Peru. This number also informs us that the committee of the Anti-Slavery Society have issued a warning to Chinese coolies against emigration to Peru. They "happily secured the co-operation of an eminent scholar and linguist, who has, at their request, caused some 10,000 copies in Chinese to be distributed in placard form at various seaports, while the address has also been inserted as an advertisement in several native papers." There are also accounts of deputations to Lord Derby in reference to Cuba, and to the Seyyid of Zanzibar, followed by some extracts on slavery from Dr. Mullens's "Twelve Months in Madagascar." The remainder of the number comprises "The Abolition of Slavery by Portugal," "Gordon Expedition," and papers relating to the condition of "labourers" in Mauritius.

An enterprising illustrated native journal in Shanghai has, we understand, made a contract with the proprietors of the *Illustrated London News* for a quantity of their illustrations to be printed on blank sheets of paper, these being covered, on arrival in China, with descriptive matter, in Chinese characters. The scheme is good, and deserving of all success.

A society is about to be founded in Paris for the exclusive study of the Japanese language and institutions. A Japanese library, and the publication of a Japanese newspaper form part of the society's programme.

Messrs. Trübner and Co., of London, have arranged to publish a series of "Notes on China," collected from the columns of the *Celestial Empire*.

OUR POSITION IN CHINA.

(THE TIMES.)

When our Shanghai Correspondent last wrote, the anticipations of our countrymen in China seem to have been very gloomy. Chinese diplomacy has endless resources of equivocation and delay when it is not peremptorily stopped, and it seemed determined to baffle all our attempts to reach the murderers of Mr. Margary. It had promised to examine the particulars of the outrage, and to punish the criminals if they could be found; but it also set to work in such a fashion as to show that its real object was to gain time. Nobody believed that any good would be done by the Mission which was to start to Yunnan. Meanwhile, the Chinese Government was arming with suspicious speed. Word had come to Shanghai that it was making torpedo experiments, of all things in the world, and that it intended to buy Armstrong guns. Mandarins were examining the best way of fortifying the Yang-tse-kiang, and the *Peking Gazette* contained an elaborate report of a tour of inspection made by the Governor-General, Li-Hung-Chang, to survey the fortifications in the lower part of that river. Thus it seemed as if the Chinese had come to believe that they could at last afford to defy our demands, and that the end of the strife must be another vexatious, costly, and inglorious war. It is rather more than six weeks since our Correspondent wrote, and the atmosphere is now somewhat clearer. The Chinese Government would not have offered to send an Embassy to England if its temper had been warlike; and its promises that the murderers of Mr. Margary shall be punished, that Yunnan shall pay an indemnity to his family, that a trade route shall be opened between China and Burmah, and that the imposition of certain vexatious internal taxes shall be regulated reveal a wish to keep on good terms with this country, at least for a time.

Those Englishmen who reside in the Treaty ports are not impartial judges of these concessions. Too often they go to Canton or Shanghai in a frame of mind that would exasperate a much less vain people than the Chinese. They sometimes act as if they thought it a mere impertinence on the part of an inferior race to have a pride of its own, and they act as if the chief end of the Chinese were to minister to the demands of British commerce. Not unfrequently they have gone out of their way to shock the prejudices of the most conservative people in the world. Even our diplomatic agents have not always been so cautious or courteous as they are to-day. The origin of the last war with China is not one of those chapters of history which it is desirable to open, and a little more respect for the prejudices of centuries might sometimes have smoothed our relations with the Chinese. The French can give us some valuable lessons in the art of treating subject races. Although they lack our faculty for colonisation, their inborn politeness makes them better fitted to keep on good terms with inferior races.

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They know how to humour prejudices better than we do; they are less abrupt; they are less eager to go to the point of dispute with a precipitation peculiarly hateful to the tortuous natures of Oriental peoples. Our traders, and even our diplomatists, too often sum up all the resources of negotiations with the Chinese in one word—firmness. That word implies an admirable maxim when it is tempered by patience and politeness, but, unhappily, it is often merely another name for undisguised dictation. It means that we should not waste our time in standing upon ceremony with so false, ignorant, and vain a people as the Chinese, and that the only way to bring them to reason is to tell them we will burn their cities, and shake their rickety Empire to pieces if they do not obey. An example of such impatience has been seen during the negotiations about the murder of Mr. Margary. Believing that the Government of Peking was trying to shield the criminals, some of our countrymen seem to have thought that the only way to have justice done was to do it ourselves by sending an armed English force to the scene of the outrage, and hanging the first guilty mandarin it could catch. We have not the slightest doubt that such a feat might be performed by a small, well-disciplined, well-armed, and well-led troop of British soldiers. English nerve, muscle, habits of obedience, and breechloaders form a wedge that would cut through and through the pulpy mass of Oriental life. What was done in India can be repeated in China. But we must warn any budding Clives that it can be done only at the expense of the same consequences to ourselves. If we shatter the Chinese authority, we shall next be loaded with the responsibility of putting some authority in its place. The necessity would not come in a rush; it would appear insidiously, and in a hundred disguised forms, just as it did in Hindostan. But we should be dragged on bit by bit, often against our will, and as if we were blindfolded. We should be dragged on as we were in India more than a century ago, and as the Russians in Central Asia are to-day. Peremptory orders against conquest would of course be sent from London, just as they are sometimes despatched from St. Petersburg to Turkestan. Adventurous spirits would be punished for striking too hard and going too far, just as they sometimes are reprimanded for committing these offences in Central Asia to-day. But young, ardent, daring spirits would not give a thought to such cobweb checks. Fired by the passion for self-distinction, by a civilised man's hatred of disorder, and by his detestation of the atrocities which would stain Chinese warfare, they would run the risk of receiving rebukes from the authorities at home, and if they should be peculiarly successful, as they would be, they would of course be forgiven. Thus are built up the responsibilities of Empire. Nor is this a mere visionary peril. More than once it has seemed that the Chinese Empire was going to pieces, and that, in spite of ourselves, we might be forced to give a perilous extension to the Sovereignty which has already begun to grow in the Treaty ports. Now, it is well for our countrymen in China to understand once for all that we are not in the mood to undertake the responsibilities of another India. One is quite enough for our energies. Hence the last thing we shall think of doing is to send a British force to do the work of the Peking Government. We must hold that Government responsible for the misdeeds of its own subjects; we must insist that punishment shall be applied by its officials, and not by ours; and, in order that we may not defeat our own purpose, we must exhaust all the resources of diplomatic courtesy and patience before we can look to the short cut of violence. "Anybody can govern in a state of siege;" yes, and anybody can get the better of Governor-General Li-Hung-Chang by means of a few English regiments.

We say all this the more frankly because we do not pretend to believe that the disposition of the Chinese Government is satisfactory. The rulers of Peking do not like our people, and perhaps they despise us in much the same spirit as the citizens of decaying Rome displayed in presence of the invincible barbaric hordes. No doubt the mandarins would outwit us if they could. We have not the slightest reason to believe that the authorities at Peking were grieved by the news of Mr. Margary's death, and, without being uncharitable, we may assume that they would be glad to shelter the murderers. But there is a good deal to be said on the other side. The Chinese are commonly a dispassionate people, free from the promptings of fanaticism or of blind patriotism, and peculiarly alive to the dictates of self-interest. They are the shrewdest race in the East, and they know we bring wealth to their shores. Their sense of our commercial value to themselves is strikingly shown by what our correspondent says about the angry protests the native merchants have directed against the Tax-office for fining them because they have bought sugar from foreigners. These traders know that, "barbarians" as we are, we still pour wealth into their pockets. The same idea is slowly spreading through the whole trading class of a vast Empire. The chief hostility to our presence comes from the literary class, which is cut off from the vulgar details of trade, and despises its prosaic necessities. But the Empire is not wholly ruled by the heroes of competitive examinations, for it is far more at the mercy of what may almost be called Democratic impulses than it is usually supposed to be. During our former troubles with Peking the Emperor declared that he did not dare to offend the deepest prejudices of the people, and it is equally true that the Government must more and more regulate its negotiations with us by the manifest interests of its subjects. The prospect is not, indeed, eminently hopeful, and even a slight mishap might darken it; but we must, nevertheless, do our best to keep both ourselves and the Chinese in the groove of peace. If the preparations for punishing the murderers of Mr. Margary should turn out to be a mere pretence, we must exact redress; if the trade route to Burmah should not be opened by the free will of Peking, we must insist on the fulfilment of the pledge to clear the way for our merchants. If the Embassy to London should be a mere blind for Chinese opposition, we may have to send stringent instructions to Peking. But, meanwhile, let us avoid the error of asking too much. Unlike Japan, which has now its Parliament and its Press, China is the typical land of Toryism. But we may, nevertheless, lead it far, and save ourselves from incalculable embarrassments, by listening to its prejudices as well as to its reasons with the courtesy and the patience which befit a higher civilisation and a superior strength.

Naval and Military.

The inquiry by court-martial into the sinking of the Vanguard by the Iron Duke (in which China residents will doubtless be specially interested on account of the latter vessel having long been on the China station) is now proceeding, and it will probably be some time before the decision is published. It appears that prior to the fog coming on the whole fleet were going at about seven knots an hour, and that the Vanguard slackened to five knots, and immediately after had to alter her course on account of there being a vessel ahead, and was thus turned with her broadside towards the Iron Duke, which was behind her. It will remain to be seen, by the verdict of the Court, whether the naval authorities consider it prudent that the fleet should have been kept moving at the rate it was when enveloped in a fog. A significant letter upon this point has appeared in *The Times*, from the pen of a Rear-Admiral, who assumed that the captains of both vessels would be honourably acquitted, and impliedly, but very plainly, intimated his opinion that there could be no doubt that the blame, if any, attached to head-quarters.

The following officers who last served in China have received appointments as under:—Lieutenant G. L. Atkinson (in the Iron Duke, from 1870 to 1875), to the Sapphire, 14, screw corvette, Devonport; Lieutenant John Durnford (in the Rinaldo, from 1872 to 1874), to the Sultan, 12, Channel Squadron; Lieutenant the Hon. A. C. Littleton (in the Salamis, from 1872 to 1874), to the Express, 6, gunboat, Devonport; Lieutenant S. B. Roupell (in the Thistle, from 1870 to 1873), to the Sirius, 12, sloop, Devonport; Navigating Sub-Lieutenant W. F. Thompson (in the Avon, from 1874 to 1875), to the Express; Mr. Alfred Palmer, Engineer (in the Iron Duke, from 1874 to 1875), to the Revenge, 32, flagship, at Queenstown; Mr. J. V. B. Thompson (in the Hornet, from 1873 to 1875), to the Weazel, gunboat, Sheerness; Dr. W. R. Bennett, Staff-surgeon (in the Princess Charlotte, from 1872 to 1875), to the President, naval reserve drill ship, West India Docks; Dr. W. Galloway, Surgeon (in the Elk, from 1871 to 1875), to the Excellent, gunnery ship, at Portsmouth; Mr. James Hallahan, gunner (in the Victor Emanuel, from 1873 to 1875), to the Implacable, training ship, at Devonport.

Admiral Sir Charles Elliot, on the reserved half-pay list of the Royal Navy, and late Governor of St. Helena, died on the 9th inst., at Wythycombe, near Exmouth. The deceased, who was born at Dresden in 1801, was the son of the late Right Hon. Hugh Elliot, Governor of Madras, brother to the first Earl of Minto, a former Governor-General of India. He was educated at Reading, and entered the Royal Navy in 1815, at the close of the great war, reaching the rank of Captain 1828, Rear-Admiral 1855, Vice-Admiral 1862, and Admiral 1865. He was present at the bombardment of Algiers in 1816, and served subsequently in the East Indies; was Protector of Slaves and member of the Court of Policy in Guiana from 1830 to 1833, when he was sent out to China as Superintendent of British trade. Admiral (then Capt.) Elliot was British Plenipotentiary in China during the first Chinese war in 1841, and served subsequently as Consul-General in Texas from 1841 to 1846, when he was appointed Governor of Bermuda, and transferred to Trinidad in 1854. His last colonial appointment was as Governor of St. Helena from May, 1863, to December, 1869, when he retired from active service. He was created a K.C.B. in 1856.

The expected court-martial on the Captain of the Valorous will not take place, he having shown the First Lord of the Admiralty that the rock on which she struck is not marked on the Admiralty chart. The Valorous has been docked at Plymouth. The Admiralty have granted the officers and men double pay for the time she was employed in connection with the Polar Expedition.

Lieutenant-Colonel P. Bedingfield, of the 25th brigade of Royal Artillery, who served in the expedition to China in 1860, and was present at the capture of the Taku forts and the surrender of Peking, for which he received medal with clasp, and Brevet of Major, is about to be promoted to the rank of colonel.

The Oxford, hired transport, has arrived at Gravesend, from Ceylon, with time-expired men and convalescent troops from several of the regiments in Ceylon and the Straits Settlements. She also has on board a number of military prisoners who have been sent home to undergo their punishment.

Vice-Admiral Sir W. King Hall, K.C.B., has been presented by the *employés* of Devonport and Keyham Dockyards with an illuminated address, expressive of their great regret at his leaving the command, and thanking him for his ever kind and courteous bearing towards them.

Colonel Peregrine H. Fellowes, of the Portsmouth division, has been selected to succeed Colonel Rodney in command of the Chatham division of Royal Marines. He joined the corps of Royal Marines 1838, became lieutenant 1842, captain 1851, lieut.-colonel 1862, and colonel 1867.

Captain R. W. Stone, of the 80th Regiment (Hong Kong), has obtained twelve months' leave of absence. During the leave of absence of Surgeon-Major D. C. M'Fall, Surgeon-Major Gaye has taken the medical charge of the regiment.

Major Tremlow, 80th Regiment, sailed for Hong Kong per O.S.S. Company's steamer Antenor on the 7th inst. On arrival at Hong Kong Major Tremlow will resume command of his regiment.

Captain H. G. Carleton and Lieutenant R. G. Warton, of the first battalion of the 10th Regiment (Singapore), have been taken on the establishment of the Depôt.

Lieutenant J. S. O'B. Blake, of the first battalion of the 10th Regiment (Singapore), who has been for four years Fort Adjutant at Hong Kong, has been invalided.

The ironclad Audacious, flag-ship on the China station, has been successfully docked at the Japanese Government docks at Tokoska.

The gunboat Midge will have new boilers placed in her. The work will be done at the Naval Yard at Hong Kong.

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THE CASE OF THE "OCEAN" AND THE "FUSING."

THE unprecedented and extremely unsatisfactory proceedings which have taken place at Shanghai in connection with the collision of the vessels above named are only the natural out-come of the extraordinary ruling giving by Sir EDMUND HORNBY some time ago in respect to the steamer *Kwangtung*, and upon which we commented at the time. Our readers will recollect that the ruling in question had the effect, contrary to all precedent and to cases heard before Sir EDMUND HORNBY himself, of placing cases arising out of collisions at sea in which the owners of Chinese vessels were concerned as plaintiffs, under the jurisdiction of a mixed tribunal, in which the British Consul and a Chinese official sat together as co-judges; and in the case which has just been heard in Shanghai this principle is carried a step further, and the relatives of certain Chinese who were drowned in consequence of the collision in question have been allowed to sue the captain of the *Ocean* before a Court composed in the same manner, that is, consisting of Mr. MEDHURST, H.B.M. Consul at Shanghai, and the Chinese Taoutai at that place, for damages, or rather for compensation, on account of their deaths. The case was gone into at considerable length on behalf of the Chinese claimants, and Mr. HANNEN, counsel for the defendant, after hearing it out, respectfully protested on behalf of his client against the jurisdiction of the Court, and abstained from making any other defence. It is to be hoped that the line of conduct which has thus been adopted will have the effect not only of obtaining justice to his clients but also of having the question of jurisdiction definitely settled. It would undoubtedly seem in the present case, even more than in that of the *Kwangtung*, that there are no grounds whatever for the assumption that, under the Seventeenth Article of the Treaty, a claim such as this should be heard by a Mixed Court. In the case of the *Kwangtung*, as we pointed out when commenting upon it at the time, there was just a shadow of ground for the conclusion that the matter might be tried by a Mixed Court, because the proceedings in Admiralty in respect to collisions are *in rem.*, and so far might not be affected by the Exterritorial Clauses of the Treaty, exterritoriality being strictly a personal right. But in the present instance the sole ground upon which by any plausibility the case could be considered one to be treated in this manner is wanting, as the proceedings are simply an ordinary claim for damages at common law against the captain. The reason given by the counsel for the claimants why this case should be heard by a Mixed Court, namely, that a claim for damages on account of deaths from collision could not be made in Admiralty, and would not be good at common law, and therefore the case was one in which the Consul ought to call in the aid of the Chinese authorities in order to settle it equitably, is certainly one of the most original that has ever been advanced. If damages could not be obtained in the case in question at common law, there was probably some good reason for such being the fact, and it is simply absurd to say that wherever the existing English law fails to meet what the Chinese may consider equity, recourse is to be had to a Mixed Court presided over by the Consul and Taoutai, and subject to all the irregularities which must of necessity attach to a tribunal so constituted. There is upon this basis absolutely nothing to prevent the Consul being called upon by the Chinese authorities to review every single judgment of the Supreme Court which may not be in accordance with Chinese ideas of justice, and we may be perfectly certain, unless the practice which is at present being followed be put a stop to, the next step will be the denial altogether of the right of British subjects in China to be tried by their own authorities, and according to their own laws; a right which has been clearly conceded by the Treaty, and has hitherto been recognised without question by the Chinese authorities. Most assuredly we shall have reason to feel that the large sums of money which have been expended in the establishment of the Supreme Court and in the salaries of its officers have been spent to very poor account if this is the magnificent result at which we have arrived after ten years.

TREATY REVISION.

ACCORDING to the *North China Herald* received by the last mail, it is reported that there is a likelihood that a revision of the Treaties with China will be attempted on the basis of the celebrated Alcock Convention of 1870. If there be any foundation for this statement—which we presume could easily be ascertained by inquiry in the proper official quarters—it would, we think, be highly desirable that the Home Government should take some steps to obtain direct information as to the state of the China trade, and the exact nature and bearing of the changes which are likely to be required in order to place it upon a satisfactory footing. The plan which was adopted by Sir RUTHERFORD ALCOCK no doubt seemed to be well advised, but the result proved that it was not in every respect adapted to the end in view. He sent an intimation to the various Chambers of Commerce that he was prepared to receive their views on the subject, and the result was that a large number of memorials were sent in to him from the different ports, each advocating such changes as seemed necessary or desirable to the merchants at the place from which it emanated. Upon this basis the Minister proceeded to enter upon his negotiations with the Chinese, which culminated in the Convention of 1870. There was enough concurrence of opinion among the various Chambers of Commerce to make it clear what were the main evils which required remedying, and it is not to be denied that Sir RUTHERFORD clearly discerned the points—the chief of which was with reference to internal trade—at which the Treaty required revising. But after the Convention was agreed to by the Minister, the matter was taken up by the Chambers of Commerce at home, and the result was, as our readers are mostly aware, that the Home Government saw sufficient in the objections which were raised to cause them to decline to ratify the Convention which had been arrived at after so much trouble and difficulty. This unfortunate result might probably have been avoided had the Home Government, in view of the approaching revision, taken steps to obtain information at home in the same manner as the Minister was obtaining it in China, and we think it would be very desirable if any revision is at present contemplated that steps should be taken with this object. There are a large number of mercantile men in high positions at home who are thoroughly acquainted with the subject, and whose advice would be of the greatest possible value to the Government in coming to a decision as to the points upon which revision should be asked for from the Chinese. Two modes might be advantageously resorted to to gain the requisite information. The Chambers of Commerce at Manchester, Bradford, and the other large manufacturing and commercial centres interested in the China trade might be invited to furnish the Government with their views, and a Select Committee of the House of Commons might also be appointed to take the evidence of mercantile men, officials, and others conversant with the China trade, and draw up a report upon the subject accompanied with recommendations as to revision. At the present time a proposition to this effect would in all likelihood be met favourably, as there is a general feeling that there is something wrong in the China trade; but the large majority of people are in complete ignorance as to the direc-

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tion in which an improvement can be looked for. The plan suggested would also have the great advantage of making the matter a public question at home, and so strengthening the Government in the action they might think necessary to adopt, as well as in abstaining from pressing for revision in such directions as it might appear to them that action was not desirable.

THE MIXED COURT AT SHANGHAI.

THE Mixed Court at Shanghai was instituted with the best motives, but, though it has to some extent answered the purpose for which it was called into existence, it cannot be considered to have been entirely successful and satisfactory as an institution. Indeed, it has long been manifest that some radical reforms were imperatively needed in it, and before taking any actual steps in this direction, the Treaty-power Consuls appear to have acted wisely in consulting the three experienced officers who have watched over British, American, and Austro-Hungarian interests in the Court. Dr. YATES and Mr. HAAS have furnished short reports, but Mr. ALABASTER, who has had the most experience of the working of the institution, has treated the subject far more fully and exhaustively, and his report, so far as his suggestions are practicable, will, we hope, meet with the consideration which it deserves, when the matter is finally debated at Peking. The recent ruling of Chief Judge HORNBY as to the class of cases which should be properly heard before Mixed Courts makes it especially desirable that the whole subject should be speedily and authoritatively settled on a new basis, more particularly in regard to the permanent Mixed Court at Shanghai.

In his elaborate report Mr. ALABASTER deals with four prominent defects in the present Mixed Court at Shanghai:—(1) the absence of a definite code of law, (2) the nature of its punishments, (3) the want of permanence in the officers attached to it, and (4) the dependent position of the Chinese magistrate. As regards the first defect, it is manifestly useless to think of carrying out the Chinese Penal Code, because "their law is as solely directed to the repression of personal violence as ours is to the protection of property once acquired;" this being the case, Mr. ALABASTER thinks it is highly desirable to endeavour to induce the Chinese to adopt the Indian Criminal Code, as being of recent date and "drawn up with special reference to oriental conditions." A graver objection to the existing Court than even the want of a proper code is the nature of its punishments, and this raises a very difficult question, the solution of which is not at first sight obvious. The reintroduction of the "chain-gang" system has been proposed, but though it is better than the cangue and flogging, inasmuch as the punishment thus inflicted is not purposeless or brutal, still on several grounds the proposition appears impracticable. Mr. ALABASTER is of opinion that the only way to make the Mixed Court really effective in this particular is to provide machinery "by which long terms of imprisonment can "be awarded, and some such system as has been estab-"lished in the Alipore and other Indian jails." To carry out the reformatory system advocated, it would be necessary to have a jail, which, however, the Municipality or the Chinese Government will be obliged to have in the long run. "As a matter of expense at first, the institu-"tion of a jail," on Mr. ALABASTER'S plan, "would cause "considerable outlay; at first every restraining power "would have to be free and paid; but as the system got "into work, the expenses of supervision would almost dis-"appear, the higher class prisoners guarding and control-"ing, as is done at Alipore, those less advanced, while the "industrial arts practised by the prisoners would in time "make the institution almost, if not entirely, self-support-"ling." The plan enunciated is an admirable one, but we doubt its practicability at Shanghai, at least until the Chinese have made further progress in the arts of civilisation, and we do not think that the Chinese can at present be induced to depart so far from their time-honoured practices as to consent to its adoption. Touching the third defect in the constitution of the Mixed Court, Mr. ALABASTER wisely advocates as a remedy the appointment of a *permanent* Foreign Assessor. The reason for this suggestion is obvious, but we fear the question of nationality will be a difficult one to overcome. "As regards the fourth point," Mr. ALABASTER observes, "the necessity of "making the Chinese magistrate more independent than "he is at present, and the giving him more extensive "powers than he at present possesses, there is no doubt "that the present conflict of jurisdiction between the "magistrate of the Mixed Court and the district magistrate "of Shanghai should be set definitely at rest, and this, it "would appear, can only be done by erecting the settle-"ments into a distinct Chinese jurisdiction." This suggestion is certainly a reasonable one, and ought on every ground to be insisted upon at Peking.

THE HOME PAPERS ON CHINA.

ALL who have perused with any attention the comments upon China affairs which have of late appeared in the home papers—and especially those which have been published since the murder of the late Mr. MARGARY—must be struck by the change in tone which has come over them, as compared with what for years past we have been accustomed to read. The more important of these comments have been, from time to time, reproduced in the columns of this paper, as specially interesting to readers in China, and to those at home who are concerned in Chinese affairs; and it is curious to observe that in respect to a number of different matters the arguments over and over again urged in this paper and in the columns of our Chinese contemporaries, and systematically ignored by the general run of home journals, are now brought forward with marked emphasis, more especially by *The Times*. The remarks we have made with reference to the recent news from Peking, to the effect that Mr. WADE was being thwarted and insulted in the course of his negotiations with regard to the MARGARY affair, and the comments made a short time since with reference to the seizure of the steamer *Carisbrooke*, are peculiarly noticeable as showing the change which has taken place. In the former, the leading organ of public opinion at home does not hesitate to counsel the firmest action on the part of our representative. "If," it says, "Mr. WADE were "to relax the rigour of his demands for reparation on the "score of the Manwyne disaster with the hope of averting "some dreaded explosion of popular rage, he would do more "to precipitate the catastrophe than if he exacted success-"fully the punishment of a hundred criminals." In speaking of the *Carisbrooke* affair, *The Times* does not hesitate to point out the anomalous state of our relations with China, and to urge that the Treaty of Tientsin is too limited in its bearings to be of a permanent character. "As long "as the Tientsin Treaty forms the basis of intercourse "between us and the Chinese, we must conform to its "provisions, and let our countrymen understand that "they cannot be supported in any material breach of that "or any other agreement. But stipulations so narrow, "exclusive, and restrictive of mutual advantage ought not "to be construed with the utmost strictness. We know "they cannot be permanent; the Chinese know it too; "we are, therefore, in a position to impress on them the "necessity of mutual forbearance, the duty of treating "the present with a view to the future, and regarding the "intercourse with the outer world by the forecast of en-"lightened observation, and not with the prejudices of "1842, or even of 1860. It is perfectly certain that "the barriers which Imperial jealousy has erected against "the foreigner will be broken down either by the "enterprise that belongs to peace or by future wars." This is plain speaking for the paper which is generally accredited with indicating to a considerable degree the views of the Government and the general opinion of the public, and which possesses sufficient standing and authority almost entirely to lead public opinion in regard to such matters as our relations with a country like China. Hope of any decisive action to vindicate our rights, position, and *prestige* in China has been so long deferred that we cannot but hesitate to draw conclusions even from such a noticeable change as that which has taken place; but the inference seems almost irresistible that at last the Government and the public are beginning to bestir themselves, and that the patience which has characterised their dealings with China is beginning to become exhausted.

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HER MAJESTY'S CONSULS ON OPIUM.

IN view of the recent discussions in the House of Commons and elsewhere with regard to Opium, it will not be uninteresting to survey briefly what Her MAJESTY'S Consuls have to say on the subject in their last Reports, of which we have already published a summary. From Tientsin we learn that in 1874 an increase of 452.92 piculs in the importation of Malwa more than counterbalanced a decrease of 78.52 piculs in Bengal and Persian. The total import of Opium in 1874 was 5,310.75 piculs, or some 1,470 and 1,570 piculs less than it was in 1871 and 1870, but more than 2,400 piculs in excess of the import of 1864. Mr. MONGAN draws attention to the way in which the abundant supply of native Opium is driving Persian out of the market, and as we have before remarked, he gives a table showing the prices and general character of the crops of native Opium in the provinces of Shantung, Chihli, Shansi, Honan, Kuantung, Kansuh, Szechuen, and Yunnan, though, of course, the figures are only approximate. His observation on this is an odd comment on the supposed hostile attitude of the Government to Opium cultivation. "The mere enumeration," he says, "of the above places in which the poppy is now "undoubtedly cultivated, compared with the names of "the provinces referred to in the Imperial Edicts of "1865 and 1869 against poppy culture, shows how the "production of native Opium has been increasing. The "first of these Edicts named only Kansuh, Shensi, and "Shansi as poppy-growing regions; but the second enu-"merated, in addition, Kiangsu, Honan, and Shang-"tung, and now it may be seen that particulars are "even obtainable as to the character of the crop and "price of the article in the metropolitan province of "Chihli." Although Malwa is unquestionably the favourite in the Tientsin market, still from the high price paid for the native drug in Shansi he "thinks that it may "fairly be inferred that the taste for it is being established "in North-Western China, and that this must sooner or "later operate injuriously on the future development of "our Indian trade." There can be little doubt that the large falling off in the price of Malwa in recent years is in a great measure due to "the increased production and improved quality of its native rival." At Hankow the import of Opium was about 2,861 piculs, against 2,994 piculs in 1873, or a decrease of 133 piculs, "explained by the increased consumption of native Opium." In 1864 the import was 2,018 piculs. "Native Opium," says Mr. HUGHES, "seems, in fact, to be rather more in favour in this part "of China than formerly. . . . Many well-to-do "Chinese, who had been in the habit of smoking foreign "Opium, have given it up in whole or in part in favour of "the native article, the use of which is believed to be less "hurtful to the constitution, and attended with less physi-"cal inconvenience." The improved facilities recently offered for trade at Kinkiang have not, according to Mr. KING, been without their effect on the Opium market, and the importation has been slowly but steadily increasing; last year it was about 2,900 piculs, against some 2,200 in 1864. It is impossible, however, to arrive at any definite idea of the amount of foreign drug actually imported into the district, as much of its supply has come overland from Canton and Swatow. "Attempts to introduce the culti-"vation of the poppy having proved hitherto unremunera-"tive, Kiangsi is thus more than the northern ports, and "even Hankow, dependent on the foreign supply." At Ningpo an increase of 178 chests of Malwa, and a decrease of 79 in Patna and other kinds, give a net increase of 99 chests. The total import was 7,723 piculs, against 3,304 piculs in 1864. Mr. FORREST furnishes some interesting details with respect to the manner in which the foreign drug is taxed in Chekiang and the neighbouring provinces, and he goes more fully than most of his colleagues into the subject of native Opium. "The increase," he says, "in the growth of the poppy in Chekiang is very start-"ling. . . In the Taichow district little else is grown "in the plain; . . . it is to be found close up to the walls "of Ningpo, and in the gardens at the back of the foreign "settlement. . . . The vast plain of the Sanpo dis-"trict, on the shores of the Hangchow Bay, where three "or four years ago the poppy was unknown, is now a vast "and ever-extending opium farm. Of course, the officials "put out the usual proclamation prohibiting the growth, "but the principal use of these and all other Chinese pro-"hibitory proclamations is to set clearly before the eyes "of the people illegal courses which can be pursued in "safety on payment of certain sums to the magisterial "runners. The principal grower in the Hsiang shan dis-"trict is a retired provincial governor, and not a few "officers on the active list are largely interested in the "culture of the prohibited drug." H.M.'s Consul is of opinion that native Opium is entering more and more closely into competition with the Indian article, and he is convinced that the present defects in its manufacture will soon be remedied. Any real attempt, he says, to stop it would throw the natives, mostly hardy mountaineers and never well in hand, into open revolt. No information whatever on the subject of Opium is obtainable from the Amoy Report. At Tamsuy the import is almost stationary, being 1,665 piculs, of which three quarters were Benares. Nothing is said in the report with regard to native Opium. Into Swatow about 9,374 piculs were introduced in the year 1874, nearly two thirds being Malwa; "a great proportion of this is supposed to have been carried to far off districts in different provinces," the Opium taxes at Swatow being lighter than at the neighbouring treaty ports. In 1864 only 4,378 chests of Malwa and Patna passed through the foreign Customs. Apparently there is no demand for native Opium in this district, as no mention is made of it. The same remark applies to Canton; but foreign Opium there shows an increase of 149 piculs over the previous year, the total being 973.12 piculs, but, of course, this does not include the import through native Custom-houses and from other sources. The amount of Malwa and Patna imported in 1864 was 2,490 piculs, and in giving these figures the then Commissioner of Customs, Mr. G. B. GLOVER, laconically observes,—"The amount "stated above is about one-tenth of the entire importa-"tion, the remaining nine-tenths being smuggled." Speaking of the Canton Opium trade Sir BROOKE ROBERTSON says:—"Taking an average of the past ten years, the "amount of Opium imported into Hong Kong is almost "at par, thus showing that the increase, if any there be, "is very slow, and by no means supports the assertions of "philanthropists at home that it is gradually sapping the "life of the Empire. . . . That its use may be abused "is probable, but excess carries with it, among the "Chinese, the same amount of moral degradation as "inebriety does with us."

THE CHINA TRADE.

(CONCLUSION.)

IN the last article which we published on the above-named subject we showed that the various circumstances connected with the history of commerce in China since the conclusion of the Tientsin Treaty go to prove that the chief cause of the present depression in the trade is the degree to which enterprise is limited in China through the restrictiveness of the officials, which almost entirely excludes capital from local investment. In confirmation of this view, we would, in conclusion, call attention to one salient fact, which is of itself sufficient to show the magnitude of the field for foreign enterprise which exists in China. A comparison of the normal rates of interest in the large monetary centres of Europe with those in China will demonstrate conclusively what could be done were the country opened up to foreign enterprise. In Europe interest on money lent on good security varies between three and four per cent., while in China, as is well known to all who have been engaged in the trade, the normal rate of interest is twelve per cent., with good mercantile security in the form of cargoes and the like pledges. In Hong Kong and the Treaty ports, where foreign banks are established, this rate is no longer to be obtained, but that it is the average rate among the Chinese is proved by our experience in the earlier days of the China trade. The measure of what could be done in China merely as a direct means of investing capital, were the country opened up and due protection to commerce afforded, is represented by the difference between three and twelve per cent. interest. No doubt as trade progressed this difference would naturally be shared between the Chinese trader

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and the foreign capitalist, and an average rate of interest between these two extremes become established. The extent to which that average rate was under twelve per cent. would represent the direct gain in a purely financial point of view to the Chinese borrower and the extent to which it would be over three to four per cent. the advantage to the foreign capitalist. In precisely a similar way would advantage be gained both to producer and consumer in respect to British manufactures were the restrictions removed which at present prevent our goods having free access to the interior marts; and which enhance the price of produce brought down from the country for sale to foreign merchants. The benefits which it has always been held would accrue from the opening up of China will thus be seen to be of no mere imaginary or visionary nature. Facts familiar to all who have watched the progress of events prove the results which would be anticipated upon general grounds as likely to accrue from the attempt to conduct a large import and export trade upon the restricted basis of our relations with China to have been brought about, and make it impossible to doubt that, though well adapted as a temporary and tentative measure, the conditions of the Treaty limiting our right of trade to the Treaty ports, and precluding all enterprise or even any legitimate sphere for the investment of foreign capital in the interior, are too restricted to admit of that progress and expansion of trade which must of necessity arise in the process of years. It is therefore the part of those interested in our trade with China to endeavour to induce their respective Governments, and more especially the British Government, which is most largely interested in the question, to bring about some revision in the Treaty, which will give further play to foreign enterprise in China, and tend to make the trade one with the whole country and not merely with the coast. In proportion as this end is attained there will be a field opened to foreign capital and enterprise, the limits of which can scarcely be over-estimated. The time has, therefore, assuredly come for a consideration of a future revision of the Treaty with a view to meeting the state of affairs actually existing, and it is to be hoped that between this and the year 1878, when another decade from the signature of the Tientsin Treaty will have passed, and the time will have again arrived for demanding a revision, the Chambers of Commerce not only in China, but also in London, Manchester, and other commercial centres largely interested in the trade, will have taken steps to place the Government in possession of such information as will induce them to insist upon the Chinese granting such concessions for trade in the interior of the country and for the introduction of foreign improvement, if possible also of railways and the like enterprises, as will have the effect of making the field for our trading powers and our capital much more in proportion to the appliances and industry we are able to introduce than they can possibly be while our trade consists only in the comparatively small business which is filtered through endless sieves of obstructiveness between the Treaty ports and the interior of the country.

A REUTER'S telegram was received on Friday last in which it is stated that the reported settlement of the difficulty consequent upon the murder of Mr. MARGARY was premature, and that the only terms agreed upon are that a Special Ambassador shall be sent to London, and that LI-HUNG-CHANG will institute a commission of inquiry in Yunnan. It is important to note that it is not stated whether this is to be a joint commission or one exclusively under Chinese direction. If it be the latter, we may take it for certain that nothing will really be done to punish the offenders. The change in the aspect of the news is probably to be accounted for by the Chinese having agreed to the conditions as before reported, but afterwards, according to their inveterate custom, having commenced to hamper them with conditions such as will render them completely nugatory. It is evident that the loophole of sending the Special Ambassador to England is being availed of as the means to gain time to afford an opportunity of evading giving any substantial reparation, and that unless prompt steps be taken and a firm attitude be adopted, the guilty parties will be allowed to escape unpunished.

AN extraordinary rumour has, according to the *North China Daily News*, gained currency to the effect that the Chinaman for whose murder one FAWCETT was tried at Chefoo was not killed. It appears that at the trial the only proof of the death was a written report of the inquest, to which the prisoner's counsel took exception. We fully agree with our China contemporary that the most searching investigation ought to be made upon the subject, as it is a most serious matter if the English law Courts in China are to be made the means of bringing false accusations in capital cases. The mere fact that this rumour has gained general currency ought to be a warning of the paramount necessity of rigidly adhering to the strictest rules in the reception of testimony from Chinese witnesses.

WE observe that the Hong Kong, Canton, and Macao Steam Navigation Company have decided to have their business conducted by a board of directors instead of placing their vessels in the hands of agents. In consequence of this they have been threatened with opposition, in one instance in a very pointed manner; but they will at least have general sympathy in not having submitted to coercion of this character, and it is to be hoped that they will be able to carry on the affairs of the company in such a way as will enable them to continue to command the position which they have hitherto held. The Company's vessels are well and favourably known to the Chinese, and when once this is the case it is not very easy to establish a successful opposition.

SIR ARTHUR KENNEDY, accompanied by Captain O'CALLAGHAN, will sail for Hong Kong, to resume the office of Governor, on the 24th of October.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received on the 15th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £446,500; Bombay, £184,200; and Madras, £11,000. Tenders on all Presidencies at 1s. 9¾d. will receive in full. No allotments were made under that price. These results show a better demand existing for means of remittance to the East.

The report of the directors of the London Bank of Mexico and South America states that after paying charges, deducting rebate, and making provision for bad and doubtful debts, there is an available balance of £16,272. Owing, as stated, to the financial crisis in Peru, the directors are unable to recommend a higher dividend than at the rate of 6 per cent. per annum, which will leave £1,272 to be carried forward.

The directors of the Ionian Bank have declared a dividend and bonus for the half-year ending June 30, at the rate of 8 per cent. per annum.

A telegram from San Francisco states that the financial situation continues to improve. The subscriptions to the guarantee fund of the Bank of California now reach $7,000,000.

It is announced that the Anglo-American Telegraph Company will on and after the 15th inst. reduce its rate for messages to New York to 1s. per word. In lowering their charge by 50 per cent. the company evidently has made up its mind to run the Direct United States Cable Company very hard, whose tariff at present is 2s. per word for day messages, and 1s. 2d. in the night to New York. At the existing rate of 2s. per word the average receipts of the Anglo-American Company are about £36,000 per month, or say £430,000 per annum, from which all expenses of working and management have to be deducted, and a dividend paid on a capital of seven millions. The rival company's capital is a little over a million and a quarter. With the reduced rate of 1s. per word it would, of course, require double the existing number of messages to be forwarded to produce the same amount as at present, and, were these obtained, there would of necessity be an increase in the working expenses.

The suspension has been announced of Mr. John Entwisle, of East India-avenue, in the East India trade. The liabilities are understood to be about £100,000. The business originated in 1839 under the title of Entwisle and Gartnett, and the firm has enjoyed a good credit.

It is stated that Mr. John H. Watt, merchant, and member of the Town Council of Glasgow, has been unable to meet his engagements. The amount of his liabilities is estimated at £50,000. It is expected that the estate will turn out well.

Advices from New York announce the failure of Messrs. F. Schuchardt and Sons, bankers and merchants of that city. The house had been established for half a century, and its business

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connections were extensive. It is understood that the suspension was partly occasioned through railway ventures. The liabilities are not stated, and, although they are considered to be very large, the belief at present is that they will be ultimately paid in full.

The failure of Messrs. Hallett, Manning, and Prentis, insurance brokers and merchants, is also announced.

The deliveries of tea from the bonded warehouses in London for the week ended the 11th inst. amounted to 3,762,847 lb., of which 2,172,839 lb. was for home consumption, 847,058 lb. was removed coastwise, 610,478 lb. was exported, 129,409 lb. was sent coastwise for export, and 3,063 lb. was for ships' stores. The duty received was £54,321, being about ½ per cent. more than in the previous week.

Bar Silver has been in good demand, and the price has been maintained at 56¾d. per oz. standard. The supply has been very limited. Mexican Dollars to the amount of about £190,000 have been disposed of at 55¼d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¾ to 8¾
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	15¾ to 16¼
25	Chartered Merc. of India and China ...	All	19 to 21
20	City	10	13¼ to 13¾
100	Colonial	30	57 to 59
500fr.	Comptoir D'Escompte de Paris... ...	All	596¼ fr.
Th.200	Deutsche	All	Th.155¾
£28¾	Hong Kong and Shanghai	All	16 to 18
50	Imperial	15	17 to 18
50	London and County	20	59 to 61
50	London Joint-Stock	15	45 to 47
100	London and Westminster	20	63¾ to 64¾
25	Oriental	All	44¾ to 45¾
50	Union of London	15	42¾ to 43¼
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅞ to 7⅞
10	Eastern Telegraph	All	7¼ to 7⅜
10	Great Northern	All	9¼ to 9⅝
25	Indo-European	All	20 to 21
10	Mediterranean Extension	All	8¼ to 8½
12	Telegraph Construction Company ...	All	21¼ to 22¼
20	India-rub., Gutta-perc., & Teleg. Works	All	20 to 21
8	Reuter's	All	10 to 10½
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	6 to 7 pm.
20	Globe Marine	4	1¼ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¼ to 1 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	86 to 87
25	Ocean Marine	5	3 to 4 pm.
20	Thames and Mersey	2	3¼ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	3 to 4 pm.
	TEA COMPANIES.		
50	Assam	20	48 to 50
20	British Indian	All	6 to 7
20	Darjeeling	All	16¾ to 17¼
10	Eastern Assam	All	4¼ to 5
20	Jorehaut, Limited...	All	55 to 60
20	Do.	14	
10	Lebong	All	13¾ to 14¼
10	Upper Assam	All	1¾ to 2¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	5¾ to 5¾ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	1¾ to 2
10	General Credit and Discount	7½	7¾ to 8
10	Hong Kong Gas	All	15 to 16
10	International Finance	5	1¾ to 1¾ dis.
25	National Discount	5	8¾ to 9¼
500fr.	Messageries Maritimes of France ...	All	655 fr.
£50	P. and O. Steam	All	43 to 45
50	Do. Do. 1867... ...	10	7 to 5 dis
100	Royal Mail Steam...	60	66 to 69
402fr.	Suez Canal...	—	737½ fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	109 to 111
99¼	Do. 7 per cent....	All	104 to 106

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—The firmer tone noticed in our market during the past two weeks still continues, with a fair amount of business doing, buyers only purchasing for actual wants. Importers generally are holding for full prices, the arrivals being still moderate. The second crop black-leaf Congous have sold at full rates, quality considered. Public sales have been on a limited scale. The public sales have been again small, comprising only 6,334 packages, the whole of which were sold without reserve. The Deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.		1874. lbs.
Home Consumption	2,225,463	...	2,147,765
Coastwise	873,278	...	870,744
Exports	662,415	...	859,606
	3,761,156	...	3,878,115

Congous.—Red-leaf kinds : Siftings show no alteration. Old season's common to fair remain as before. Fair Kaisows have been saleable at last week's prices. Fair to good medium Saryunes have been in request at full prices. Good to fine Kaisows show no change, finest being in limited request. Pak Lin kinds maintain the improvement lately quoted. Black-leaf kinds : Common to fair of old import still realise low rates. In new, common are difficult of sale from 10d. to 11d. per lb. Fair to good medium from 1s. 2d. to 1s. 5d. have been in demand, and full prices have been paid ; good to fine show no change ; in finest there has not been much done. In new-make kinds common have sold at previous prices ; fair show no change ; good kinds have been in demand. Oolongs still remain difficult of sale. Souchongs have sold at full prices for good to fine kinds. *Scented Teas.*—Canton Capers maintain the improvement last quoted, and a fair amount of business has been done. Orange Pekoes remain as before, Macao kinds selling better than the long-leaf kinds. Foochow Capers show no change. Orange Pekoes have been in request from 1s. 6d. to 1s. 8d. for good to fine. Some finest have been sold from 2s. to 2s. 1d. per lb. *Green Teas.*—The sale of new Ping Suey went off heavily, and prices ruled low. Gunpowders from 10½d. to 2s. 1½d. per lb. Young Hysons from 9¼d. to 1s. 1¾d. per lb. Other kinds also sell slowly at auction.

SILK.

The tone of the Market has improved, and there is a better demand for nearly all classes of Silk. Prices of Chinas and Cantons are steadier and those of Japans have advanced fully 6d. per lb. Deliveries 1st to 15th inclusive :—China, 1,670 Bales ; Canton, 224 ; Japan, 226 ; Total 2,120 bales.

LONDON QUOTATIONS—SEPT. 17.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
„ No. 2	18s. 6d. to 19s. 6d.
„ No. 3	17s. 0d. to 18s. 6d.
„ Red Peacock	14s. 0d. to 14s. 3d
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d
Taysaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 17s. 6d.
Idah ... ... (none	
Sodai... ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

Messrs. Arles, Dufour, and Co.'s Lyons Circular, dated 11th inst., says :—Chinas have led to a very moderate business, in consequence of the large figures of direct imports in the hands of consumers. This circumstance, coupled with the poor quality of the silk, has established prices in favour of buyers. We may, however, safely anticipate a large consumption of Asiatic raws for the season, and it is to be hoped that prices will show more firmness when supplies are partially exhausted.

COFFEE.

The market for Plantation Ceylon has remained in a dull state, and prices have continually given way until Thursday, when the demand revived, and rather dearer rates were paid, still leaving prices quite 2s. 6d. lower than a fortnight ago, middling closing at 112s. 6d. to 113s. Native has declined about 2s., fine ordinary selling at 97s. The current quotations are plantation triage and ordinary 87s. 6d. to 100s., grey to coloury small 101s. to 108s. 6d., low middling grey 109s. to 111s. 6d., middling 112s. to 113s. 6d., good middling to good bold coloury, 114s. to 117s. 6d.; fine 118s. to 119s., pea-berry 125s. to 131s. 6d. Native triage 84s. 6d., fine bold 104s. to 105s., pea-berry 105s. 6d. to 106s. 6d., fine ordinary 97s. per cwt. The only sale of other East India has been 276 bags mixed brownish Singapore at 85s. per cwt.

The Dutch Trading Company have announced their next public sale for the 22nd inst., when 96,856 bags Java will be offered ; good ordinary valued at 60c.

SUGAR.

With a plentiful actual supply, and an exceptionally abundant crop of beetroot in anticipation, the previous depression and languor has been further prolonged, and, as holders have shown an increased desire to sell, prices have again given way, and are now not only the lowest for the present year but for several preceding. The market for *Manila* continues stagnant, and only a moderate business has been done, consisting of unclayed Ilo Ilo at 15s. 6d. In other kinds little has been done. In auction 22,025 bags clayed were all bought in, good to superior at 17s. 6d. to 19s. 6d. *Penang.*—Native kinds, of which supplies almost entirely consist, are neglected, and in auction of 9,453 bags only 2,000 bags good sold at 16s. 3d., the remainder being bought in at 16s. to 17s. per cwt.

COTTON.—Almost uninterrupted dulness has prevailed in this market, and prices have shown a downward tendency throughout, but the actual variation in value is slight. On the spot Tinnivelly has been in fair request, closing at 5⅝d. for good fair, and Western Madras at 4⅝d. for fair, but the total transactions are considerably less than in the preceding interval. Afloat the sales have been small, consisting chiefly of good fair Tinnivelly, closing at 5⅝d., or ⅛d. lower.

COCOANUT OIL.—The demand for Ceylon has continued to expand, and prices are again rather higher ; 120 hhds. have been sold at £38, 40 to 50 tons at £38 5s., 100 tons in pipes fair to fine at £37 10s. to £38, and 100 tons in course of landing at £38, whilst for arrival of August and September shipment several hundred tons have changed hands at £37 10s., with further buyers thereat ; since when 80 tons June sailing have realised £38 5s. for pipes and £38 10s. for hogsheads, and 100 tons May sailing, chiefly pipes, at £38 5s. per ton.

CUTCH.—At auction of 2,600 boxes fine Pegue (Cock mark), just arrived, 200 boxes sold at 26s., being easier transactions. Privately small transactions have occurred in fine Pegue at 27s., Elephant at 27s. 6d. per cwt.

CANTHARIDES.—8 cases China sold at 3s. 4d. to 3s. 6d.

CHINA PRESERVES.—At auction 150 cases Ginger (Chyloong) of old

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import sold at 7d., also 32 cases (20 tins each) dry ditto at 8d. to 8¾d.

CAMPHOR.—The market has been rather firmer, and about 300 cases China have changed hands, old reweights at 70s.; new landing weights at 69s. to 69s. 6d., closing with sellers of the former at 72s. 6d., and the latter 70s. per cwt.

CUBEBS.—Market steady; of 175 bags offered about one-third was sold at 25s. to 25s. 6d. for fair stalky quality.

COLOMBO ROOT.—Good and fine quality continues scarce, and in request.

COIR GOODS.—At auction about 400 bales and 100 tons Yarn met a good demand, and the bulk found buyers at full prices to an advance of £1 per ton. Of 750 bales Cochin Fibre, about 500 sold at rather dearer rates. About 40 tons Rope retired.

DRAGON'S-BLOOD has been steady; at auction 30 cases offered, 10 sold, good at £8 10s., fair £6 17s. 6d. per cwt.

EBONY.—Market firm. At auction 18 tons (133 logs) Ceylon common small at £8 to £8 10s. per ton.

ESSENTIAL OILS.—*Anniseed* quiet; small sales at previous value; 25 cases at auction retired. *Cassia* easier; about 25 cases sold at 4s. 2d. to 4s. 3d. *Nutmeg* steady; of 13 cases, one-third sold at 6½d. for yellowish. *Cinnamon* quiet. *Citronelle* firm; 23 cases retired and held for an advance; 1 case sold at 1⅝d. for middling. *Lemon Grass* steady; 29 cases at auction sold at 2½d.

GALLS.—The upward movement in value of China has continued, and privately 50 cases have been sold at 75s. At public sale 105 cases China were offered and bought in at 72s. 6d. Statement of the movements of China and Japan Galls for the first eight months of the three years:—

	1875.	1874.	1873.
Landed ... ... boxes	4,983	4,620	6,281
Delivered	4,334	4,748	4,889
Stock, Aug. 31	1,066	1,543	3,365

GUMS.—*Benjamin:* Siam steady, and 5 cases offered sold at £8 for seed, in block. *Sumatra* steady; of 53 cases, two thirds sold at £8 5s. to £9 for fair seconds, and £6 7s. 6d. to £6 15s. dark dull drossy. *Copal* steady, but only small sales; 1,064 bags at auction retired. *Damar* firmly held and little offering; 96 cases retired, and other parcels offer this day. *Gamboge* quiet, but firmly held; 10 cases offered and sold at £10 10s. to £10 12s. 6d. for fair pipe partly run, and £10 5s. little mixed.

GALANGAL ROOT.—Market steady; of 460 packages in public sale, 50 cases sold at 22s. per cwt. for fair quality.

GUTTA-PERCHA has been extremely dull.

GAMBIER has assumed a firmer tone, but the sales of block amount to only about 100 tons, at 28s. ex ship, and 28s. 6d. to 29s. for whole bales, and ex quay. At auction of 1,104 bags free cubes of fresh import, 445 bags fine pale sold at full to dearer rates, at 40s. to 41s. per cwt. For arrival 200 tons have been sold at higher rates, viz., July at about 27s. ex ship. Statement of the Imports, &c. of Gambier in the first eight months of the three years:—

	1875.	1874.	1873.
Landed ... ... tons	3,773	2,896	4,151
Delivered	3,543	3,897	3,773
Stock, Aug. 31	540	233	917

HEMP.—Supplies of Manila keep the market in a dull state; only about 400 bales have changed hands privately, and at the auctions 1,138 bales met only lower offers, and were all bought in or withdrawn; 50 bales white Quilot have been sold at £46, and 39 bales Sunn, No. 1, at £20, extra £23 10s., No. 2 at £15 10s. to £16, No. 3 at £13 15s. to £14 per ton.

HIDES.—In the public sales Singapore Ox and Cow were in small supply, and very little was done. Buffalo, Singapore, &c., were rather easier, with a limited inquiry, and other sorts unchanged.

HORNS.—In the sales Siam and Calcutta Buffalo sold at full to rather dearer prices, and Deer Horns were generally higher, especially for small kinds; 39,044 (49 tons) Siam Buffalo partly sold, average 731 to 643 horns 42s. 6d. to 43s., damaged, &c., from 37s. to 42s. 6d. per cwt.; 4,436 (2 tons) Ceylon Deer sold, average 2,010 horns at 83s.

JAPAN WAX exhibits a slight decline; early in the week about 250 cases fair saucer changed hands at 49s., and of 593 boxes at auction a very small proportion sold at 52s. for fine and 48s. fair but yellowish. Further offers were made yesterday when 50 boxes good squares sold at 51s. 6d. per cwt.

MUSK.—Pod has again brought high figures for good and fine quality, but rough and horny has sold slightly easier. Public sales have embraced 78 caddies and tins Tonquin, of which 50 were sold, fair to fine selected even well-shaped pods at 40s. to 49s.; skinny flat pods 23s. to 24s. 6d., rough horny and bally 13s. to 16s.; 8 tins Yunan fair sold at 36s. 6d. to 37s. 6d.; and of 13 tins grain retired about 6 sold subsequently at 47s. 6d. to 50s., being about the previous value.

PEPPER.—Towards the close of last week a speculative demand was apparent, and some quantity changed hands, Singapore up to 5½d., Penang 4⅞d. At auction, of 8,400 bags offered, a very small proportion only sold, Singapore at 5⅜d. to 5½d., Trang last week at 4⅝d., West Coast at 5d. Afloat about 100 tons are reported, Singapore 5⅜d., Penang at 4⅞d. *White* has been rather firmer, with sales of 400 to 500 bags privately, and at auction was again higher; of 960 bags offered half sold, Singapore, good, at 8¼d., fair at 7¾d. to 8d., Penang, good, at 7⅞d.

PLUMBAGO.—At auction 481 barrels new Ceylon were offered, of which 274 barrels found buyers at about former rates, common to fair dust 7s. 9d. to 8s. 3d., fine chips 11s. 6d., small lump 15s. per cwt.

RHUBARB.—China continues steady, but quiet. At sale of 115 cases offered 50 sold at 9d. to 10d. for ordinary wormy; 1s. 1d. to 1s. 6d. for middling pale dull; and 1s. 11d. to 2s. 9d. for good medium and bold.

RATTANS.—At sale 103 bundles Rangoon damaged sold at £16 10s. to £17s. 5s., and about 20 tons good sold at £24 to £26.

RICE.—Extensive arrivals of floating cargoes at ports of call have depressed the market, and sales have been effected slowly at declining prices, closing 3d. lower for Rangoon, and Necransie, which is proving of indifferent quality, is 6d. lower. On the spot the demand for all descriptions has been limited, and only scanty sales have been made, Bengal as well as soft grain kinds rather cheaper, but Madras is slightly higher. On the spot white Bengal has been sold at 11s. 3d., Ballam at 11s. 3d., Madras at 10s. to 10s. 3d., and old Necransie at 7s. 3d.

SPICES.—*Cassia Lignea* has been more inquired for, and business has been done in unworked at 54s., also contracts afloat, to the extent of about 10,000 boxes, supposed at 45s. c. and f. At auction of 948 boxes unworked only about 200 boxes sold at 54s., mouldy and broken at 51s. to 52s. *Cloves:* Penang have not been dealt in to any extent. Amboyna have been quiet and are easier; of 100 bags offered, the bulk old "without reserve" at 1s. 6¾d. for good. *Mace:* No business done. *Nutmegs* are about 2d. per lb. lower for medium and large, and 1d. small. The sales have embraced 250 casks and cases, of which over half sold; 63's fair at 4s. 2d.; 79's to 72's 3s. 6d. to 3s. 9d.; 121's to 110's 2s. 10d. to 2s. 11d.

STICKLAC.—Of 211 boxes Siam brought to auction 60 boxes sold, fine free from wood but part shivered at 95s., hard block 75s. to 76s. Small private sales reported at 92s. 6d. to 97s. 6d. per cwt.

STAR ANNISEEDS.—Market steady; small sales of fair quality, but broken, effected at £5 10s. per cwt.

SAPANWOOD continues scarce; a portion of 25 tons damaged Manila offered was quitted at £9 5s. per ton.

SOY.—Small business doing at 2s. 2d. per gallon.

SAGO.—A larger supply of small Pearl has been offered at auction than for some time past, and prices gave way 1s. per cwt. Of 1,972 bags small about 1,000 bags sold, fine at 18s. 6d. to 19s., fair 18s., dull 17s., heated at 13s. to 14s.; 151 bags medium bought in at 17s. to 17s. 6d., and 340 bags large at 17s. 6d. *Flour:* 275 bags good Singapore were sold at 13s. 3d. to 13s. 6d.

TAPIOCA.—Of 1,321 bags Singapore 700 bags sold, good at 2¼d., chiefly bold Malacca sort at 2d. to 2⅛d., the remainder bought in at 2½d. 460 bags Alma Penang partly sold, superior bold white at 3d. *Pearl Tapioca:* Of 240 bags good small about 100 bags sold at 21s. *Flour:* 782 bags Alma Penang went off slowly, and only 200 bags sold rather lower at 2½d.

TIN.—The advancing tendency in the market noted last week has continued; Straits is now firm at £83 10s. on the spot and afloat; Banca is quoted £91, Billiton £86 per ton.

VERMILION.—Small sales of China reported at 5s. 6d. per lb.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Quietness has again been the predominant feature in this Market, with a slack demand in most departments, the exception being low qualities of Shirtings, which have been in fair inquiry, principally for Calcutta. Business however has not been extensive, owing to the steadiness of producers, who will not entertain the offers that would lead to increased activity.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/6	6/9
Do.	,,	7	14×13	38	7/7½	8/0
Do.	,,	8 4	16×15	39	7/9	8/0
Do.	,,	8 4	16×15	40	9/0	9/6
Do.	,,	9	19×19	41	11/0	11/6
Do.	,,	10	19×19	42	11/10½	12/6
T-Cloths	32 in.	6	14×14	43	5/0	5/3
Do.	,,	6	15×15	44	5/6	5/6
Do.	,,	7	15×15	45	5/9	6/0
Do.	,,	7	16×16	46	6/1½	6/3
Mexican	,,	7	18×18	47	6/3	6/6
Do.	,,	7	18×18	48	7/0	7/6
Do.	36 in.	8	18×18	49	7/3	7/7½
Do.	,,	8	18×18	50	8/0	8/7½
Spots	White.	—	—	51	10/0	10/1½
Brocades	,,	—	—	52	10/3	10/4½
Drills	30 in.	15	—	53	3 5-16d.	3⅜d.
Do.	,,	15	—	54	3⅜d.	3⅜d.
Jeans	,,	8	—	55	7/9	8/4½
Do		8	—	56	9/0	9/0
Water Twist.				16/24		28/32
Good Seconds				10		11½
Best do.				11		12½

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 2	Regulus	Holte	Yokohama	New York
4	Iphigenia	Matzen	Hong Kong	Hamburg
6	Mary Witridge	Cutler	Shanghai	New York
6	Betsy	—	Batavia	Amsterdam
7	Conrad (s.)	De Ridder	Do.	Southampton
7	Christian	Wildfang	Hong Kong	Cardiff
9	Lotus (s.)	Gray	China and Japan	London
9	G. H. Betz	—	Macassar	Amsterdam
10	Viking (s.)	Castle	Shanghai	London
10	Jacob Roggeveen	Rolff	Batavia	Amsterdam
10	Richard	Hetmeyer	Bassein	Grecnock
12	Tamesa	Green	Yokohama	London
12	Western Chief	Hill	Do.	Do.
12	Omba	Thompson	Shanghai	Do.
13	Braemar Castle (s.)	Marshall	Do.	Do.
13	Saga	—	Singapore	Shields
13	Guilia	Guaretto	Do.	Cardiff
13	Cottardin	Manuel	Do.	Do.
13	Magdala	Hutchinson	Colombo	Do.
14	Kermalo	Rouille	Singapore	Do.
14	Agostino D.	—	Do.	Do.
14	Asterion	Bagley	Do.	Do.
14	Turkish Empire	Adamson	Galle	Do.
14	Indian Empire	Watson	Do.	Do.
15	No. 1 (s.)	Longa	Manila	Liverpool
15	Ellen Browse	Beeching	Shanghai	London
15	Yorkshire (s.)	—	Colombo	Do.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 6	Jan van Brakel	De Roever	Macassar	Amsterdam
7	Dilharree	McNeilly	Hong Kong	Astoria O.
8	Zuid Holland	Borrendam	Banjoewangie	Rotterdam
8	Alcedo	Overgaard	Akyab	Falmouth
8	Venezia	Praila	Rangoon	Queenstown
8	Gustav Adolph	Mohr	Do.	Falmouth
8	Sarah and Emma	Pritchard	Do.	Do.
9	Burmah	Nicholson	Do.	Do.
9	Olga R.	Couch	Do.	Do.
9	Felicina Chiazzo	Molle	Do.	Do.
9	Bianca Borsone	Francescone	Do.	Do.
2	Kigdom of Saxony	—	Singapore	Boston, U.S.
9	Maria Sarah	Volkerts	Do.	Marseilles
9	Lofvald	Stephenson	Akyab	Falmouth
9	Lasker	Rabe	Maulmain	Do.
9	Kate Covert	Faulke	Rangoon, for Bremen	Queenstown
9	Mutlah	Farquhar	Java	Falmouth
9	Bjorgvin	Olsen	Samarang	Do.
10	Craigforth (s.)	Scott	Shanghai	London
10	Gefion	Johansen	Akyab	Falmouth
10	Mina	Wahlgren	Do.	Do.
10	Frederic	Bandrouet	Do.	Do.
10	Montana	Desplouses	Do.	St. Nazaire
10	Albion	Bronlund	Do.	Falmouth
10	Tranmere	Ellis	Rangoon	Do.
10	John Nicholson	Grierson	Manila	Liverpool
10	Oxford	Beaver	Colombo	London
10	Guinevere	Keith	Akyab	Falmouth
11	Ydun	Hagemann	Bassein	Do.
11	Madre	Marana	Rangoon	Do.
11	Alberto	Corich	Do.	Do.
11	Tommasseo	Sosto	Do.	Do.
11	Gaule	—	Do.	Do.
12	Hawkhope	Flett	Java	Do.
12	India Packet	Diepering	Tjilatjap	Amsterdam
12	Yanikale	Woods	Sourabaya	Do.
12	Colombo	—	Batavia, for Amstrdm.	Plymouth
12	Rangoon	Traverso	Rangoon	Falmouth
13	Glamis Castle (s.)	Raison	Foochow	London
13	Altona (s.)	Hore	Shanghai	Do.
13	Alexandra	Trickey	Rangoon	Do.
13	David Malcolmson	Marrow	Bassein	Liverpool
13	Annie Lorway	Gales	Rangoon	Do.
14	Cawdor Castle (s.)	Greig	Hankow	London
15	Yvonne	Combet	Batavia	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Singapore, Hong Kong, and Shanghai: Venice, Montgomeryshire. For Batavia: Fiery Cross.

SAILING VESSELS. — For Yokohama and Hiogo: Ullock, Banda. For Hong Kong: Carricks, Sir Harry Parkes, Caroline, Belted Will. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Coldinghame, Haidee, Felixstowe, Hawk.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Deucalion (str.), Achilles (str.), Anchises (str.), Ajax (str.). For Manila: Yruruc Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers.

SPOKEN.

DORDRECHT II., Rotterdam to Samarang, July 25, 11.44 N., 26.34 W.
ALBUERA, London to Yokohama, Sept. 2, 46 N., 33 W.
NELLY, Amsterdam to Macassar, July 26, 9 N., 26 W.
BUSTON VALE, Cardiff to Galle, July 31, 9.15 N., 24 W.
TROMP, Java to Nieuwe Diep, Aug. 8, 24 N. 37.30 W.
FRIESLAND, Amsterdam to Samarang, Aug. 23, 41 N., 68 W.
FLYING SPUR, London to Yokohama, Aug. 4, 12 N., 26 W.
ALBERT VICTOR, London to Shanghai (?), Aug. 5, 13 N., 26 W.
HERA, Cardiff to Singapore, Aug. 4, 12.40 N., 26.7 W.
WINDHOVER, London to Shanghai, Sept. 8, 48 N., 9 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 35s. weight, 35s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 35s. weight, 35s. meast. To Singapore: 35s. weight, 35s. meast. To Penang: 35s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 19s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 15s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

The Moonlight, Waterhouse, which arrived at New York, Aug. 30, from Batavia, had encountered heavy S.W. and W. gales for fourteen days off the Cape of Good Hope, during which she sprung mizentopsailyard and lost sails.

The St. Kilda, at St. Helena, Aug. 17, from Zebu (sugar and hemp), and proceeded for Liverpool, had experienced a succession of gales from lat. 32 S., lon. 32 E. to the meridian of the Cape of Good Hope. On July 24, in lat. 32 S., lon. 31 E., it blew heavily from W.N.W. to W.S.W., and the vessel, after losing upper fore-topsails and main-topgallantsail, was hove-to for fifteen hours; very heavy sea. The gale continued, but less heavily, for thirty-two hours more.

The Straatsraad van Ewyck, ship, from Batavia to Amsterdam, with a cargo of coffee, sugar, hides, and sundries, arrived at Mauritius on Aug. 14, making from 8 in. to 9 in. of water, when in the roadstead. On Aug. 8, when in lat. 40.35 S., lon. 87 6 E., the vessel experienced very heavy weather from SSE. to E. Sprung a leak, making so much water that the pumps had to be kept going all the time. On Aug. 9, bore up for above port for repairs. She is about to begin discharging her cargo.

Advices from Hong Kong, dated Sept. 14, report:—The Deerhound, from Shanghai for London (tea), grounded on Palawan Shoal Aug. 30, and is breaking up; master and crew took to the boats, and were picked up and brought in here by the Lesmond (? Leemona).

MISCELLANEOUS.

CAPE ST. VINCENT.—Sept. 11, passed, Conrad (str.), from Nieuwe Diep, for Batavia.

CADIZ.—Arrived, Sept. 14, Leon (str.), from Manila, for Liverpool.

PORT SAID.—Arrived, Sept. 14, Priam, from Shanghai; Glenroy, from Hong Kong, both for London; Thomas Sorby, from Batavia, for Neuwie Diep; 12, from Liverpool, for Manila, Aurrera; for Shanghai, Agamemnon; 14, from London, for Shanghai, Glenfinlas.

SUEZ.—Sept. 8, arrived, from Foochow, for London, Egeria; 10, Sea Gull; from Shanghai, Glengyle.

ROTTERDAM.—Sept. 11. The Maria Adolfina, from Java, which sunk in the Meuse, Sept. 6, has been raised, and is said to be staunch.

ST. HELENA.—Aug. 13, Moskwa, from Akyab, for Havre; Famiglia Prima, from Rangoon; 14, Emma F. Secor, from Akyab; 16, Eliza A. Kenny, from Rangoon, all three for Falmouth; Pactolus, from Bassein, for Bordeaux; 17, St. Kilda, from Zebu, for Liverpool; Dorothea, from Rangoon, Nereid, from Akyab, both for Channel; 18, Justitia, from Batavia, for New York; 20 W., G. Russell, from Akyab, for Channel; Shield, from Colombo for London.

MAURITIUS.—Arrived, Aug. 5, Secondo Tre Franciuli, from Rangoon; 14, Straatsraad van Ewyck, from Batavia; 16, Palestine, from Colombo, Star of India, from Rangoon; 19, Formosa, from Singapore.

LAUNCH.

On the 7th inst. Messrs. Lobnitz, Coulborn and Company successfully launched from their building yard, at Renfrew, a handsome screw-steamer of about 260 tons B.M. and 50 H.P. nominal, for a Singapore firm. The ceremony of naming the vessel the Pontianak was performed by Mrs. John Campbell, wife of the company's superintendent.

NOTICE TO MARINERS.

Cochin China.—Reported Rock off Cape Ti-wan.—Information has been received from Her Majesty's Consul at Saigon of the existence of a rock, lying in a south-easterly direction from Cape Ti-wan, and on which the British steam vessel Pernambuco (drawing 15 feet) struck, on her voyage from Hong Kong to Saigon, on the 18th June, 1875. This rock (Pernambuco rock) appeared to be about 40 feet in extent, but as the ship merely struck and passed over, no soundings were taken on it. The rock was, however, subsequently searched for in a boat, but no bottom was found at 10 fathoms. The position assigned to the rock by the master of the Pernambuco is 3¼ miles S.E. by S. from Cape Ti-wan; this places the rock in lat. 10° 19′ 18″ N., long. 107° 16′ 18″ E. As the position of this reported danger is uncertain, vessels should not approach Cape Ti-wan nearer than 6 miles nor shoal the soundings to less than 11 fathoms at low water, until further particulars are known. —*Hydrographic Office, Admiralty, Sept.*, 1875.

THE LOSS OF THE "ROBERT BOAK."—An inquiry, at the instance of the Board of Trade, has been held at Liverpool Police-court into the circumstances attending the abandonment of the barque Robert Boak, on the 4th July last. Mr. Raffles presided, with Admiral Powell and Mr. Quiggan (shipwrights' surveyor) assessors. The Robert Boak was a wooden vessel, built in Nova Scotia in 1864. She had a registered tonnage of 639 tons. The vessel sailed from Cardiff on the 27th March last, but she lay in Penarth Roads for about a week, after which she proceeded on her voyage, having a crew of sixteen men all told. She was bound for Hong Kong, with a cargo of 900 tons of patent fuel. After being out a short time she sprung a leak, which necessitated her putting into Falmouth, where she underwent certain repairs. She again proceeded, and experienced heavy weather from time to time, but on the 3rd July she sprung a very serious leak, and on the 4th it became so serious that the crew requested the captain to make for the nearest port, which was Rio—about 800 miles off. The master was consulting with his officers when a vessel hove in sight, and a signal of distress was hoisted. She turned out to be the Coloma, and Captain Irish went on board of her, and, in order to make sure that the Robert Boak was not in a condition to proceed further, the carpenter of the Coloma was taken on board, and in consequence of what he observed it was deemed advisable to abandon the ship, which was done on that day. At the time there were about eight or eight and a half feet of water in the vessel. The Court was of opinion that the master was justified in leaving his ship, which the Court did not consider was overladen. The captain's certificate was therefore returned.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 0 to 2.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

NERVA, MARCHAND, & Cº.

GENERAL COMMISSION MERCHANTS
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on that occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England 82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office 3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

SODA WATER MACHINES

1862. 1873.

(No previous knowledge of the business required)
FOR THE MANUFACTURE OF
Soda, Potass, Seltzer, Carrara, Lithia, Magnesia, and Tonic Waters, Lemonade, Ginger Beer, Orangeade, Gingerade, Nectar, Champagne Cider, &c., &c
SOLE AGENTS FOR

CODD'S PATENT
GLOBE-STOPPERED BOTTLE.
ONLY PRIZE MEDAL, VIENNA, 1873.
Entirely dispensing with Corks, Wire, String, &c.

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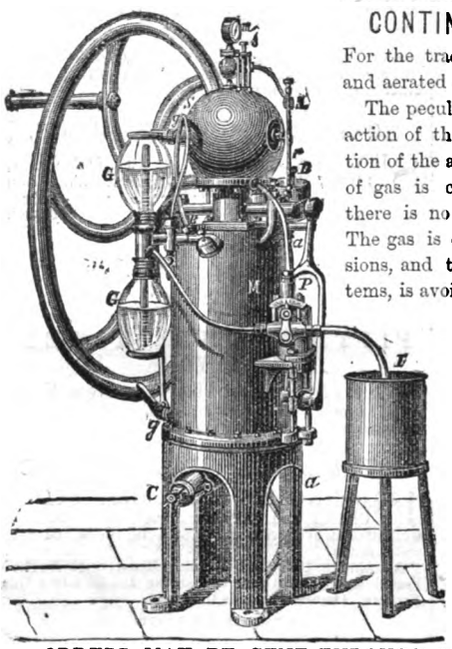

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Fig. 39.

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The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.

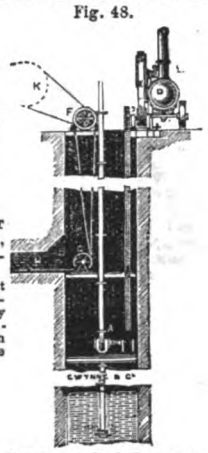

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Fig. 100.

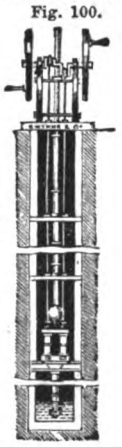

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Fig. 86.

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Fig. 146.

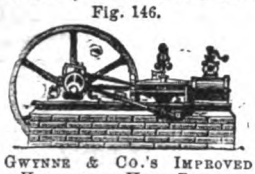

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Fig. 154.

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Fig. 142.

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Fig. 192.

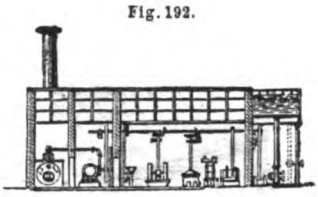

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Fig. 193.

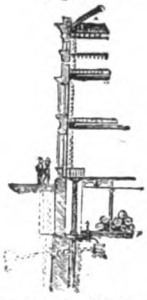

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Fig. 121.

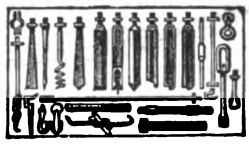

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Fig. 31.

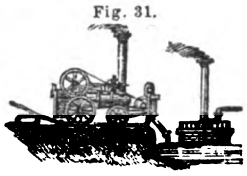

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Fig. 105.

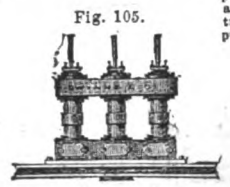

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Fig. 207.

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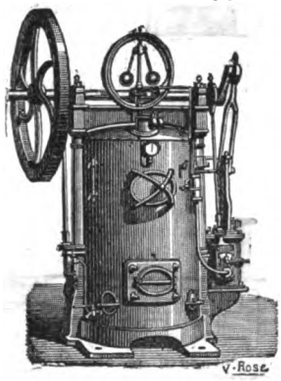

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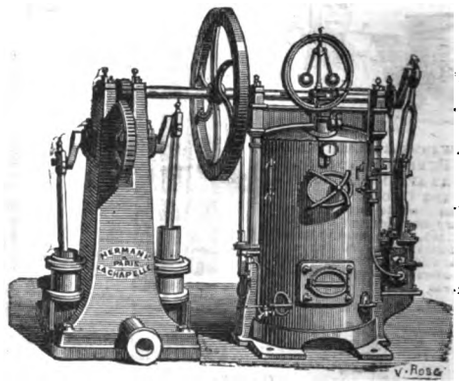

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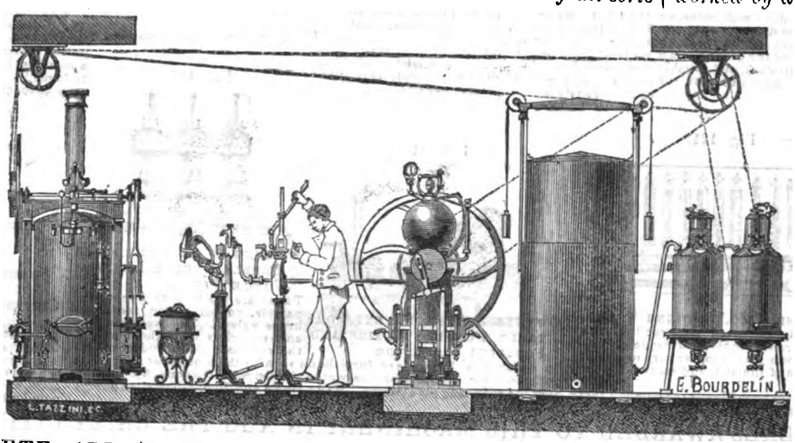

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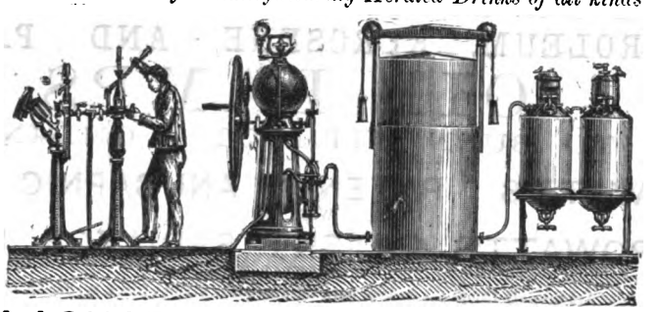

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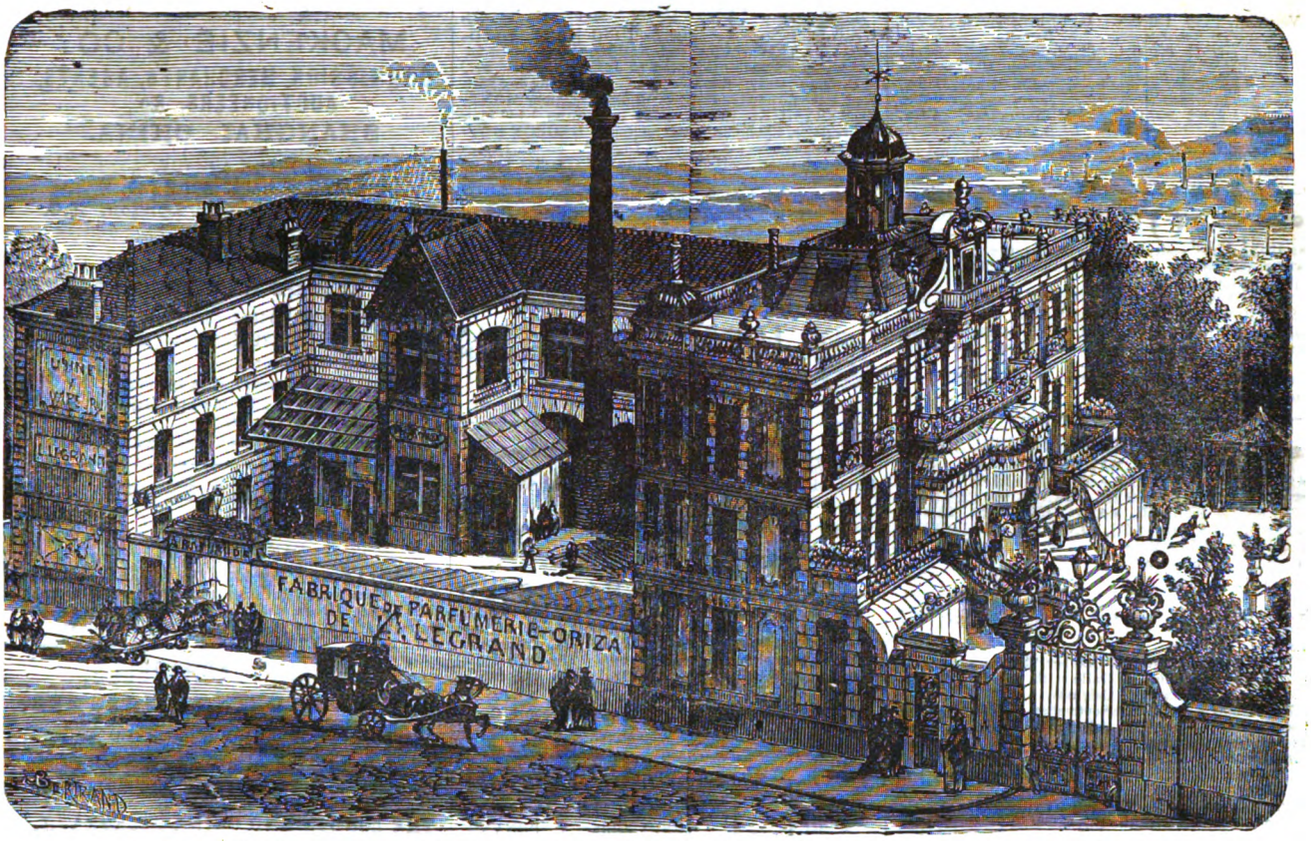
PARIS, 1867. ORIZA PERFUMERY. VIENNA, 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA nd Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Poonah ...	3,130	550	Sept. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia...	2,726	450	Oct. 14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct. 21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct. 28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE

and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Hoogly ...	Sept. 26	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Iraouaddy ...	Oct. 10		
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		
Anadyr ...	Dec. 5		

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 26th September, 24th October, and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

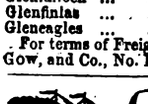
For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Sept. —
Glenroy	100 A1	2,121	250	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Bengal... / Genoa ...	— / 100 A1	2026 / 1900	V.L.D. / V.L.D.	Oct. 10 / Oct. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO will despatch the following high clas vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 25th Sept.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

ROBERTSON and CO.'S INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Shanghai ...	Galatea s.s.	AA1 100	S.W.I.D.	Sept. 23
Yoko. & Higo.	Tamesa	AA1 16yr	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PASSENGERS TO CHINA and STRAITS PORTS will find the accommodation of the screw steamer GALATEA, classed 100 A 1, very superior and comfortable. She sails from London positively on the 23rd Sept. from the South West India Dock.

Apply, ROBERTSON and Co., 5, Newman's court, Cornhill, E.C.

Steam via the Suez Canal, to follow the s.s. VENICE.

FOR YOKOHAMA and HIOGO calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, BENGAL, 1,303 tons register, 2,036 tons gross register, 275 h. p. nominal, 1,375 h. p. nominal, 1,375 h. p. effective; A. DOUGLAS, Commander; Victoria Docks. This fine steamer has just discharged a cargo of new season's teas from Hankow insplendid order, making one of the fastest passages of the season.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

CASTLE LINE of STEAM PACKETS from LONDON (via the Suez Canal) for SINGAPORE, HONG KONG, and SHANGHAI, and taking goods at through rates for Java, Japan, and Eastern Australian Ports, the magnificent Clyde-built steamship CAWDOR CASTLE, 2,173 tons 100 A1, 300-h.p. nominal, J. GREIG, Commander, to load in the South-West India Docks. The attention of shippers is directed to this splendid steamer.

For Freight apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Galatea, s.s.	1,290	Robertson & Co ..	Sept. 24
Motgomeryshire, s s.	1,751	Norris & Joyner...	Sept. 25
Cawdor Castle, s.s. ...	2,173	Thos. Skinner & Co.	Oct. —
LIVERPOOL.			
Achilles, s.s. ...	1,550	Alfred Holt ...	Sept. 18
Glaucus, s.s. ...	1,604	„ „ ...	Sept. 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; —— Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

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TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

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COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c.,

SHANGHAI. CHINA.

LONDON AGENCY,
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VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

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ESTATE AND GENERAL AGENT
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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

HERMANN-LACHAPELLE,

MANUFACTURING ENGINEER,
144, FAUBOURG POISSONNIERE, PARIS.

Continuous Apparatus for manufacturing Aerated Drinks, Vertical Steam Engines, &c.

For particulars see the large Monthly Advertisement.

THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received broad by the following Agents:—

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Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI.
Yokohama	E. L. B. MCMAHON.

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand; W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, Sept. 20, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 630.] LONDON, MONDAY, SEPT. 27, 1875. [Price 9d.—Subscription, £3 s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 27.
JAPAN—Yokohama	June 25	Aug. 6	Aug. 14*
Yedo	——	—	„ 10*
Osaka and Hiogo	——	—	„ 10*
Hakodadi	——	—	„ 10*
Nagasaki	—	—	„ 5
CHINA—Peking	—	—	July 28
Tien-tsin	—	—	„ 30
Chefoo	—	—	Aug. 1
New-chwang	—	—	July 22
Hankow	„ 11	July 28	Aug. 3
Kiu-kiang	—	—	„ 3
Chin-kiang	—	—	„ 4
Shanghai	„ 25	Aug. 3	„ 8
Ningpo	—	—	„ 5
Foochow	„ 25	„ 3	„ 8
Formosa	—	—	„ 10
Amoy	—	—	„ 10
Swatow	—	—	„ 11
Hong Kong	July 2	„ 9	„ 14
Canton	—	—	„ 12
Macao	—	—	„ 13
PHILIPPINES—Manila	June 18	July 24	„ 2
COCHIN-CHINA—Saigon	July 2	Aug. 4	„ 13
SIAM — Bangkok	—	—	„ 12
BORNEO—Labuan	—	—	„ 4
Sarawak	—	—	„ 6
JAVA — Batavia	„ 9	„ 12	„ 16
Samarang	—	—	„ 12
Sourabaya	—	—	„ 12
MALACCA STRAITS—Singapore	„ 23	„ 21	„ 21
Penang	„ 23	„ 19	„ 23
CEYLON—Galle	Aug. 6	„ 25	Sept. 1
Colombo	„ 6	„ 27	Aug. 31

* By Pacific mail *via* San Francisco, received Sept. 21.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail, with the Japan advices, reached London, *via* San Francisco, on the 21st inst. The next inward (French) mail, with a week's later advices, viz. Yokohama 11th, Shanghai 15th, Hong Kong 21st, Singapore 28th Aug., which is due on Monday next, arrived at Marseilles this morning, and will be delivered to-morrow, six days in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Sept. 23.—From Shanghai: Mr. R. Bourke. From Hong Kong: Mr. J. Whittall. To Venice, arrived Sept. 26.—From Yokohama: Mr. G. Balaam, Mr. G. King.

To Southampton, per P. and O. steamer *Cathay*, expected to arrive Oct. 4.—From Yokohama: Mr. and Mrs. Hardman and child, Mr. Figgins, Mr. F. Docherty (dead). From Hong Kong: Mr. Hardie, Dr. Strafford, Mr. Edwards,. From Singapore: Lieut.-Sergt. Collins. From Penang: Capt. Bryson, wife, and child.

PASSENGERS OUTWARD.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Yokohama: Mr. Mourata. To Shanghai: Mr. and Mrs. Vardel, Mr. Lecgardier, Mr. Aubry, Mr. Schetter Mr. and Mrs. Peters, Mr. Vachel. To Hong Kong: Mr. Everard, Mr. and Mrs. Daac. To Saigon: Mr. Mace, Mr. Ch. Cany, Mr. D. Doyle and four Missionaries, Mr. H. Seraphin. To Batavia: Mr. Weusman, Mr. Delabarre, Mr. van Swieten. To Singapore: Mr. and Mrs. A. Breker, Mr. Thomas, Mr. Francis Drake, Mr. Neave.

Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai Mr. R. H. Artindale, Mr. Edward Meyer. To Batavia: Mr. Sentius. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner, Mr. C. W. Groskamps, Mr. A. van Delden. To Galle: Rev. W. F. Kelly, Mr. R. G. Corbet.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. and Mrs. Coxon. To Singapore: Mr. W. H. Read. To Galle: Mr. E. Vex.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Singapore: Mrs. Harvey, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox, Mrs. Chipps. To Shanghai: Rev. and Mrs. R. Palmer, Mrs. Bryant and party, Miss Rowe. To Hong Kong: Mr. J. Lauksbury, Miss Chalmers. To Singapore: Mrs. Surwongse, Capt. and Mrs. Worsley, Mr. G. Ward, Mr. G. Bryant. To Ceylon: Mr. L. Young, Mr. J. Cowie.

Per P. and O. steamer *Baroda*, from Venice, Oct. 1.—To Batavia: Capt. Eno.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Penang: Mr. A. Man. To Ceylon: Mr. J. L. Sim.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage, Com. H. Salmond, Mr. F. H. Chapman. To Singapore: Mr. and Mrs. Griffin, Mr. J. Wilson. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Pekin*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates, Mr. C. G. Dunlop. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignon.

Per German steamer *Galatea*, from Hamburg, Sept. 19.—To Shanghai: Dr. C. Nissen Mr. K. Aghte. To Hong Kong: Capt. Bertelsen. To Singapore: Mrs. A. Mensell, Mr. H. Oehlers, Miss Emilie Löctge, Mr. E. Wiedeburg.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 4th August, and by the Pacific mail we have news to the 14th August; the French mail from London, June 18, arrived out on the 1st August, and the following P. and O. mail of June 25 was received on the 6th August. The *Japan Herald* supplies the following items of news:—

The new and severe Press Laws have been put into active operation, and the manager of the *Akebono Shimbun* has been fined and imprisoned for articles which appeared in three issues of that paper. Several other cases are already under adjudication, one paper remarking that it will have to keep 365 editors, as a fresh one is arrested every day. The press throughout the country has been intimidated by the severity of the penalties to which it is now made subject. The rulers of Japan have manifested the most creditable zeal for the establishment of schools throughout the Empire, but this fettering of the press is taking a decisive step backward, and altogether in the wrong direction. It appears to have been taken in haste, but the Government will, if it is so ill-advised as to persist in its present course, have time to repent at leisure. It has committed a grave political blunder of the first magnitude.

Nothing further has been heard respecting the rumoured rupture with Korea, the Government seeming determined to keep everything connected with the question as secret as possible, and however "willing to wound, are yet afraid to strike the blow." The Formosan *fiasco* gave the Government a salutary lesson; that "little war" cost the Treasury so much that the gap made by it has not been filled since. Rather than declare war against the Koreans no effort is being spared to avert it. A majority in the Council of State are averse from it, and the national finances are so low as to oblige the Government to put up with the Koreans' conduct, however insulting and lowering to Japanese pride. In this view, though war has been considered imminent, it cannot at the present time be undertaken by Japan.

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Chinese assistance to the Koreans is dreaded; and this fear, in addition to the financial difficulty, operates as a useful restraint upon the military ardour of the Government. According to the *Daily Advertiser*, the Koreans got rid of the Japanese, with whom they did not desire to treat, by snubbing the Commissioners for appearing in Europeanised costume. We wonder whether there is any equivalent in the Korean vocabulary for what is termed "cheek?" Getting rid of accredited Envoys from another State on the plea that their dress was objectionable is very much like it.

According to the *Nichi Nichi Shimbun*, most disastrous floods have occurred in the province of Rikuzen, destroying almost the entire crops, and laying waste about 14,000,000 tsubos of cultivated land. Forty-two lives were lost, six horses, 150 houses destroyed; and several hundred bridges and embankments swept away by the waters, besides 2,520 bushels of cocoons, over 2,000,000 lbs. of flax, and a million and a quarter bushels of rice and wheat, which have also been lost. The amount of the damages sustained is probably exaggerated, the native papers being rather prone to increase than decrease anything that is calamitous or out of the usual course. The inundations in the province of Echigo are stated by the *Echo du Japon* to have been terrible. The dikes at Sinano have been broken in several places. One hundred and eighty small villages, situated in the neighbourhood of Lake Yoroigato have been entirely submerged by the waters. Eighty thousand *kokus* of rice are completely lost. In those places which have suffered the least the water has risen to a height of six or seven feet above the floors, but in other places the roofs of the houses cannot be seen. It is impossible to fix, even approximately, the number of the victims.

Tempestuous weather has effected considerable damage on the Bluff and in the Settlement. Tiles, water-spouts, tops of chimneys, and shutters were wrenched off by violent gusts of wind, and many a roof supposed to be waterproof leaked badly. A chimney at No. 83 was blown down, and tore a large hole in the roof and side of the building. The O. and O. S. S. *Gaelic*, which left Hong Kong for this port on Aug. 2, experienced tremendous weather during the passage, which was unfortunately attended with the loss of life, Mr. G. Ritchie, first officer, and a seaman named Patterson having been swept overboard by a sea whilst at work on the whale's back, a deck built over the forward part of the ship for throwing off seas in bad weather. The decks were frequently swept with seas, which filled the cabins with water, and bent and smashed the stout iron rails as if they had been made of wire. A tremendous sea pooped the ship and crushed part of the after wheel-house, besides breaking many of the plate-glass ports. The stranding of the British barque *James Paton* is reported. She is on shore about two miles to the westward of Tenru-gawa, and some five miles from Simoda; she lies in a perfectly upright position, and does not appear to have lost any of her masts or yards, although much of her copper is rubbed off. A tent has been erected on the shore, and the stranded vessel is surrounded by crowds of natives.

A pamphlet has appeared on the Formosan question. It has been written by a gentleman who is strongly imbued with pro-Japanese ideas, and as it is composed solely with the idea of lauding the Japanese, and attacking everybody who was opposed to them, its facts and arguments must be taken *cum grano salis*. It is believed that it is intended by the Government for circulation abroad, where, from its fallacies not being detected, it will pass as history. A pamphlet is also announced by the same author on the Simonoseki question, and another is, we believe, in preparation on the Kagoskima bombardment.

The most extensive and destructive fire that has occurred in this Settlement for a long time past has happened at the Japan Hotel. At about 1 A.M. the fire-bells began clanging forth their alarm, and the slumbering community, aroused from its rest, thronged to the scene to witness and assist at the conflagration. A light northerly breeze fanned the flames, and at one time it seemed as if the fire was going to be more extensive than it ultimately turned out to be. As it is, the damage done is great, and the total loss of buildings and property generally cannot fall far short of $25,000. The engines soon arrived and took up a position on the Bund, the nearest point where water was to be had, but unfortunately it was low water, and for a considerable time the flames roared on unchecked. A scanty supply was at length obtained, but far less than the requirements demanded. The whole hotel and out-houses were soon enveloped in flames, and beyond hope of saving, so the efforts of the fire brigades and others were directed to save the surrounding buildings if possible. The out-houses of the premises on Main-street occupied by Messrs. Durand and Culty, however, soon caught and were destroyed, together with a Chinese exchange shop that formed the corner on Main-street. The shops of a shoemaker of the name of Dominique, and some Chinese that adjoined the hotel, and formed part of the little cross street in which the hotel stood, were likewise burned down, the occupants fortunately managing to save the major portion of their stock-in-trade and effects. Durand and Co., saddlers, were burnt out. They were uninsured, but saved a large portion of their goods. The buildings opposite the hotel and the destroyed shops were saved with the greatest difficulty. They frequently caught fire, but the vigorous efforts of the firemen as often put out the flames. Another fire has occurred, which destroyed a ship-chandler's store situate at No. 31.

Mr. A. E. Olarovsky, a member of the Commission for the transfer of Saghalien and the Kurile Islands, having arrived, it is expected that the *Vsadnick* will start in a few days to fulfil her mission. The Russian and Japanese Commissioners will, it is expected, first proceed to Saghalien, where the formalities of handing over that island will be gone through. From thence the *Vsadnick* will proceed to the Kurile Islands, where similar ceremonies will take place. As, however, the Japanese Commissioners wish to visit the three largest islands of the group some time will necessarily be consumed there. The ship will from thence proceed to Petropavlovsk for coal, and will then return to Yokohama. Meanwhile the Russian Commissioners are staying at the Okurasho, in Yokohama, as the guests of the Japanese Government.

The case of Lum Hok Pang, the defaulting compradore of the Deutsche Bank, who embezzled some $28,000 belonging to the Bank, will hardly be forgotten. He has been in prison ever since, and still is, though his accomplices have been released. The compradores and Chinamen generally of Yokohama have started a subscription to raise a lump sum, which it is intended to offer as a compromise to the Deutsche Bank if the Bank will get him released from prison. The sum to be offered, we hear, will be about $7,000, or a fourth of the money embezzled. Yung Cho, late compradore of the Comptoir d'Escompte, has been ordered by the Japanese authorities to make good the sums of money—amounting in all to $7,867—which he paid away by order of the defaulter Cantelli. He is held to be responsible because he failed to inform the manager or the Bank of the payments he had made by order of Cantelli.

There has just been issued a neatly-printed translation of the Gospel of St. Luke, prepared by the committee of the American Bible Society in Japan. The translation is printed from wood blocks, on Japanese paper, and is in the simple Hiragana characters, so that all may read. It is illustrated with a coloured map of Palestine. The book is to be sold at a cheap rate. If there should prove to be a popular demand, the committee have it in contemplation to publish a very large edition, to be sold at an extremely low price, and also for gratuitous distribution.

Four seamen of the *Jessie McDonald* have been charged before Mr. Robertson, H.B.M.'s Consul, with refusal of duty. As this was the second time the prisoners had been charged with the same offence, they were sentenced to four weeks' hard labour each, to be put on board should the ship leave before the expiration of their sentence.

The Consuls at Hiogo have resolved—"That a Memorial Tablet be placed in the Union Church Kobe, to the memory of the late Daniel Turner, Esq., U.S. Consul for Hiogo and Osaka, and that an expression of the deep regret of the Consular Body at Mr. Turner's death be drawn out to be sent to the family of the lamented Consul."

Several very successful Promenade Concerts have been given in the Public Gardens.

The Pacific Mail Company's steamer *City of Tokio*, from Yokohama 24th August, arrived at San Francisco on the 10th inst. The following summary of news has been telegraphed to New York:—

The Russian and Japanese Commission have sailed to complete the transfer of the Kurile Islands to Japan and the Saghalien Islands to Russia. On retiring from the Japanese service next month, General Le Gendre will receive the first Imperial decoration ever offered to any foreigner. The question of the Korean invasion remains unchanged. The most influential members of the Government are against it, though they are not in the majority.

Judge Richardson, of the United States Court of Claims at Washington, and Commander Lewis, of the U.S. steamer *Yantic*, while travelling within the Treaty limits of Yokohama, were arrested by local officers, and sent back to the Foreign Settlement. The act was undoubtedly illegal, and was immediately recognised as such by the Government at Yedo, which took immediate measures for an investigation of the case before any complaint had been made of the offending parties; and they were promptly punished, and such apologies were offered as to give full satisfaction to the gentlemen concerned.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *Celestial Empire* writes as follows:—

This is a very dull time in this part of the world, for the foreign inhabitants are scattered far and wide, seeking some relief from this steaming mudhole. The little Emperor may imagine that the prayers he has ordered have done wonders, but he should have told his deities how much he wanted, for now the crops are in danger of being spoiled or swept away. The Chinese say that this year the Empresses-Regent have reverted to the old order of things, and have ordered Buddhist and Taouist priests to pray for rain.

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H.B.M. ship *Mosquito* reached this port from Chefoo on the evening of the 30th July, bringing Mr. Mayers of the British Legation, who awaits the arrival of Mr. Wade, who is supposed to be on his way with the ultimatum of his Government in the Margary case. What that ultimatum may be no one of course knows. The possible existence of an ultimatum at all, after these months, causes considerable commotion among the Chinese officials.

On the night of the 23rd July four sailors on board H.B.M.S. *Dwarf*, all of whom were in irons awaiting trial by court-martial, left the ship in company with a marine named Robinson, who was supposed to be guarding them, but who evidently unlocked their chains, and assisted them to take advantage of the temporary absence of the quartermaster on duty, and pass over the gang-plank. The four men subsequently gave themselves up at Taku to the British Consul there, having made a vain effort to reach Chefoo overland. The marine was deserted by them at some point on the way, having been overtaken by sunstroke, and has not yet been found. The sweets of liberty do not prove to be all that the imagination of these poor fellows painted them.

It is reported that the Che-hsien of Tientsin has been degraded from office, and will be replaced in a few days, on account of failure to arrest all the robbers who murdered a family at a village thirty *li* distant from here last week. He has made it sultry for the whole staff of constables, who will probably continue to eat bitterness for some time to come.

The river is very high, and the flooded places on the Tientsin side between Chang-chia-wan and Ma-t'ou are several miles wide. The rains in the hills and near Peking have been much heavier than at Tientsin.

A sailor on a Dutch vessel, the *Beethoven*, has been dangerously stabbed in an affray on shore.

SHANGHAI.

The present mail brings advices from this port to the 8th August; the French mail from London June 25 was received on the 3rd August. The following summary of news is from the *North China Herald*:—

On the 3rd August another batch of about 100 Chinese soldiers marched through the Settlement, but this time, as far as we can learn, were quite well behaved. They were perfectly amenable to the one or two police on the spot, who restrained them to the open space of ground in front of the public garden, while they persuaded two boatloads of sick, who appeared in a deplorable condition, to move further up the river before landing. On the morning of the 4th another body of nearly 2,000 soldiers, headed by the usual proportion of banner-bearers, marched along the French and English Bunds to the Soochow Creek, both banks of which, we believe, they lined for a considerable distance. The object of the display was apparently to do honour to the corpse of a high military mandarin, which was to be taken that way on the route to its final resting-place. On the march the men were exceedingly quiet and well behaved; but we are informed that, while halting at the creek, their conduct was not quite so good, as will be seen from the following memorandum furnished us by the agent of the Great Northern Telegraph Company :—

This morning, at seven o'clock, we found the telegraphic communication disturbed. The wires were evidently in contact together somewhere. At half-past seven it was discovered that a number of Chinese soldiers stationed along the Soochow Creek had placed their banners against the wires which follow that creek from Szechuen-road to Honan-road. I proceeded at once to the place, and counted seventy-eight banners resting against the wires, causing them to overlay. The police-sergeant in charge had already sent to the station for reinforcements; and whilst waiting for these a military mandarin passed. We complained to him through the medium of a native policeman, but although he well understood that the wires were "deen-seen" (telegraph), he rode away without taking any notice of our complaint. After the police reinforcement arrived, the soldiers were induced to clear their banners from the wires; but as I passed up and down the line some of them grossly abused me, and many of them dashed their banners against the wires. A number of them loaded their guns, and others exploded percussion caps. I cannot say what the loading meant, but the guns were not fired when the boat with the coffin passed.

The appearance of these troops, in physique, bearing, and equipments, was much superior to that of the Formosa contingent who behaved so badly. Many of them were upright, stalwart men, evidently foreign-drilled, and their arms and uniforms were, for Chinese, in good condition. They were evidently picked for the occasion. The *Flamingo* has returned from Formosa, with another cargo of troops, and anchored off Dent's godowns. This time, we are glad to say, the authorities ordered her up to the Arsenal, where she accordingly discharged her freight. There are now a large number of troops encamped round the outskirts of Shanghai, and we hear that there is a great deal of sickness in the camps.

The passage of Chinese troops through the Settlement was discussed at a Council meeting on the 26th July, and it was resolved to address the Treaty Consuls on the subject. The Council would prefer that Chinese soldiers should not be moved through the Settlement; or, where that is unavoidable, that information may be given to the Police in order that measures may be taken to keep the peace.

We have received the Customs *Gazette* for the second quarter of 1875. The import of Grey Shirtings has been much less than during the corresponding quarter of 1874—1,126,379 pieces against 1,822,759; but the latter figures were exceptionally high. The import of T-Cloths, on the other hand, were more than double that of the corresponding quarter, viz., 794,136 pieces against 330,946; but those figures again were exceptionally low. Chintzes stand 20,000 pieces less than in 1874, and lower than they have been for three years. Turkey Reds nearly double the corresponding quarter, and about equal 1873. Camlets figure for 7,000 pieces more than in 1874, and nearly the same as in 1873. Lastings, 10,554 pieces, against 6,693; Long Ells, 31,053, against 13,440, the import being larger than it has been for four years. Lustres on the other hand stand lower than they have done for four years, 26,716, against 49,479. Spanish Stripes show an increase of 5,000 pieces. The import of nail-rod Iron was exceptionally large, 73,753 piculs; that of Lead 19,000 piculs less than in 1874. Opium shows a considerable decline in Patna and Benares kinds. There has been an enormous import of Kerosine oil, twelve times greater than in the same period of 1874. The Internal Transit figures call for no special remark, except the large quantity of Sugar sent inland under pass, and a considerable increase in nail-rod Iron. The revenue of the quarter was Tls. 788,628, against 825,264 in 1874, and Tls. 794,531 in 1873.

About nine o'clock on the evening of the 3rd August the fire alarm-bells were rung, a strong glare in the sky apparently indicating that a fire of some magnitude had broken out in the French Settlement. The various fire-brigades with the Hook and Ladder Company turned out with their usual alertness, when information was received from the French Police Station that the scene of destruction was somewhere in the Tunkadoo district, and therefore along a road impracticable for fire-engines. It was found that a large timber-laden junk, moored close in shore at Yuen-zing jetty, nearly opposite the old cathedral, was burning furiously. It was nearly low water, and a large fleet of junks, almost all with timber on board, were aground, some of them dangerously near the flames. Fortunately the wind blew off the river, and the burning vessel being the nearest inshore, it was thought likely the fire would not extend to the others. The Chinese turned out in thousands, and as nearly every one carried a lantern hoisted on a bamboo, the sight was a novel one. The district magistrate and other native officials were present, with several detachments of soldiers, and companies of firemen with their useless little engines. Only one of these was got into active use, the man with the nozzle standing about thirty yards from the junk, and exerting himself greatly to cause the water to spout more than a dozen feet towards the flames. The fire burnt itself out without doing further damage.

The last number of the *Wan-kwo Kung pao* contains an abstract of memorials on Foreign Affairs and other questions of State policy that have been lately addressed to the Chinese Government by the Chief Mandarins in the Empire. They are supposed to be secret, but have shared the usual fate of official secrets. Rumours of them have from time to time got abroad, and now at last the whole abstract prepared for submission to the Cabinet has found publicity. Judging from it, these memorials must be among the most important State papers that have been penned in China. Eight memorials are quoted—from the Viceroys of Chihli, the two Kwang and the two Kiang, the Governors of Shantung, Anhwei and Fohkien, and certain Peking magnates. Chief among the subjects advocated, are the appointment of Ministers to foreign countries; Li Hung Chang specially urges the case of Japan, and that measures should be taken to seek out and train officials who may be utilised in foreign matters when needed. The memorials are no doubt in response to an appeal from the Central Government, such as was made at the time revision of the Treaty was being pressed. Their purport is that it is clearly time for China to relax her policy of concentration within herself, and to go out into the world; and there are three from the Yamên itself, approving the tenor of the collective suggestions.

The decision of the Registrar and Merchants, in the reference case "*Fusing v. Ocean*," has been given. The total of the claims on behalf of the *Fusing*, her cargo, officers', crew's, and passengers' effects, was Tls. 197,742.93, the sum allowed being Tls. 141,335.56. On behalf of the *Ocean* the sum allowed was Tls. 29,079.01. This, under the law limiting the *Ocean's* responsibility to £8 per ton, as decided by Sir E. Hornby on the 19th June, leaves the *Ocean* a loser of about Tls. 85,000 by the catastrophe, of which she has to pay roughly Tls. 55,000 to the *Fusing*. The sum to be paid will bear interest at 6 per cent. from the 1st June until payment.

Several cases of heat apoplexy, or sunstroke, have occurred in the settlements, one of them terminating fatally. The deceased, formerly steward of the barque *Corea*, came to reside at Hongkew, where he was found by a foreign constable lying in the roadway, nearly insensible, and taken to the police-station. Dr. Macgowan was called in, and at once applied ice and other remedies, and then directed his removal to the General Hospital. He was taken there, but never rallied.

A meeting of the Artillery has been held to talk about reor-

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ganising the corps. It was resolved to dissolve the existing organisation, and to meet again the next night to reform the Company and elect officers. At a second meeting Mr. J. H. Scott was unanimously elected captain. Mr. Scott, it will be remembered, was the first captain of the Company on its organisation in 1870, and resigned when he left Shanghai shortly afterwards.

Good hopes are entertained of saving the *Fusiyama*. The water has been reduced thirty-four inches, and as much of the submerged cargo as could be got at has been fished up. Another powerful pump has been sent up, with which it is expected to free the wreck of water sufficiently to enable the leak to be got at.

We understand that the Quinsan magistrate has been removed by his superiors, who are dissatisfied with his proceedings in regard to the attack on Mr. Cooper. We are glad to notice such an energetic step, and hope that we shall soon hear now of the matter being carried to a conclusion.

On the 3rd Aug. an open cargo-boat, containing an overload of kerosine, was capsized in the river opposite the Naval Yard, through the swell on the turn of the flood-tide. There was the usual scramble consequent on such accidents. With the exception of forty-eight cases all were recovered.

The Chinese gunboat *Foo-pao*, No. 4 of the Foochow fleet, is at present alongside the Hongkew Wharf, taking on board eleven heavy guns, ammunition, &c., destined, we believe, for the defence of Ningpo.

The offices of the Japanese Consulate have been removed to the building formerly occupied as the United States Consulate-General.

The *Celestial Empire* says :—

We regret to record the death, last Saturday morning, of the Baron von Gumpach. The deceased had, as it is well known, been actively engaged in literary pursuits, and at the very time of his seizure was supervising the proof sheets of his able and long-talked-of work, "Treaty Rights of the Foreign Merchant," which is now passing through the press. The Baron enjoyed a certain reputation in scientific circles in Europe as a man of brilliant parts—but heterodox to the verge of mania on many articles of universal acceptation. He openly avowed his scepticism in the oblate spheroidity of the earth, in the most elementary teachings of popular astronomy, and in the theory of gravitation. The works he has left behind him are probably more curious as a study for a speculative mind than valuable to the world at large from a scientific point of view. One of the saddest things about his death, however, is the fact that it was brought about, indirectly, by inanition. Severe mental labour, combined with periods of enforced abstinence from food, undermined the Baron's constitution, inducing first partial paralysis of half the brain, and then an attack of dysentery from which he never rallied. Such sustenance as he received he owed to the hospitality of friends ; we believe he was almost, if not entirely, without the means of procuring food himself. With such splendid talents, and so admirably fitted as, with a better balanced mind, he might have been for a sphere of usefulness and distinction, it is deplorable to think he should have come to so premature and sad an end.

A correspondent writes us from Chefoo that the *Mosquito* went to the Promontory the other day having on board Mr. Mayers, who has been authorised by Mr. Wade to pay the widow of the man supposed to have been killed by Fawcett a certain sum of money. The lady, however, with virtue worthy of a Lucretia, indignantly rejects the proffered coin, which she persists in looking upon as a bribe, and continues to clamour for a head. No head having been forthcoming, however, for now nearly a year, the faith of the woman is great. But it is rumoured that the Chinese are egging her on in her refusal, and it is quite possible that they are anxious to keep the affair an open grievance.

The Pacific mail Company's steamer *City of Tokio* brings nine days later news, viz., to the 17th August, and the following telegram has reached New York :—

The British Minister, Mr. Wade, has left Tientsin for Peking there to deliver the ultimatum of the British Government with reference to the murder of Mr. Margary. Several Attaches of the British Legation preceded him on different dates to give the Chinese Government full and timely warning of the action which Mr. Wade would take. It is commonly understood that if his demands are not acceded to within twenty-four hours he will withdraw his Legation and declare open hostilities. These demands comprise a complete investigation of the case, the punishment of the offenders, and heavy pecuniary damages. It is not doubted that the Chinese authorities will agree to everything and pay the indemnity promptly, though as to the punishment of the guilty parties much evasion is expected. The relations between Mr. Wade and Li Hung-Chang while at Tientsin were not cordial.

The treaty between China and Peru has been ratified at Tientsin after a long delay and many difficulties.

FOOCHOW.

The subjoined items of intelligence from this port are taken from the *Foochow Herald* :—

We are informed that the reconstruction of the telegraph line between this place and Amoy will commence on the 15th August, in compliance with the terms of contract. The Great Northern Telegraph Company's *employés* will be accompanied by a guard of soldiers. Some petty Mandarins will also join the working party ; and the Viceroy has promised, we are informed, to afford every protection to the company. It remains to be seen whether these promises will be faithfully carried out. One point, however, is clear enough, and that is the absence of any real opposition to the line on the part of the country people. If the Chinese officials on the route refrain from exercising underhand influence over the peasantry and townspeople, there is every reason to believe that this desirable public work will be successfully accomplished.

The fact that British Piece Goods are no longer conveyed (or if conveyed, only in very small quantity) to the interior of this Province under transit passes—as provided by the Tientsin Treaty—may not be generally known. A glance, however, at the Customs' *Gazette* for the first quarter of the coming year will show plainly enough that the clause in the above-named Treaty, giving protection to goods of British manufacture, is virtually a dead letter. Briefly, then, there were, according to the Customs' *Gazette*, only fifty pieces of Cotton and Woollen Goods sent up country under transit pass during the first three months of the present year, against 17,000 pieces in the corresponding period of 1874 ; 36,000 in 1873 ; and 14,000 pieces in 1872. These figures are unmistakeably clear, and should serve to indicate, beyond all doubt, how very remote is the prospect, under present circumstances, of foreign merchants or commission agents being able to take any advantage of privileges secured to them by treaty. We cannot but conclude that it has been the fixed object of the Chinese officials to ruin foreign trade in the interior ; and if such a policy has been pursued, it has succeeded remarkably well.

The British barque *Min*, which arrived at this port on the 28th July, passed through a very heavy typhoon on the passage from Hong Kong.

HONG KONG.

Our advices by the present mail extend to the 14th August ; the French mail from London July 2 was received on the 9th August.

A correspondent writes :—Another vessel has been taken by the Spanish gunboats blockading the Sooloo Islands, viz., the steamer *Sultana*, the property of the Sultan of Bonni, but chartered by him to the Victoria Trading Company of Labuan. She was commanded by Mr. Howard, late Surveyor-General of Labuan, and was employed in the trade between the latter place and the Sooloo Islands. She was a fast vessel, and had made many successful trips before she was captured in one of the rivers of Sooloo, through the treachery of some natives who had informed the Spaniards of her whereabouts. Mr. Howard had barely time to escape into the jungle, leaving everything behind him except the night clothes he had on. The *Sultana* is said to have had a valuable cargo on board belonging to British subjects.

We take the following items of intelligence from the *Hong Kong Times* :—

The new Government Wharf, near the Recreation Club, is now completed and ready for use. It is a substantial and well-built structure, and reflects credit on the Surveyor-General's Department. A wharf of the same description, to replace the one opposite the office of the Messageries Maritimes Company, destroyed last September, would be found exceedingly useful.

The threatened opposition on the Canton line will soon become a fact. The steamer *Ichang* will leave on the 16th Aug., for Canton, returning the next day. The *Ichang* is a nearly new boat, having arrived here in March, 1874. Her tonnage is 700 tons, and she has beam engines of 270-horse power, built by Mr. A. J. Inglis, of Glasgow. Since her arrival in China she has been engaged in the Yangtsze trade.

We learn from the *Jornal de Macao* that three of the Annamite girls who, along with others, had been kidnapped by Chinese pirates, as reported by us, have been discovered at Macao, and hopes are being entertained that some more will be found. We are glad to hear that the Macao authorities have obtained a clue as to the whereabouts of the pirates, and are trying their best to bring the scoundrels to justice.

H.M.S. *Growler*, Captain Walter Stewart, arrived in port the 7th Aug., having left Amoy on the 5th, where she was relieved by H.M.S. *Hart*, Captain Royse, in the duties of Senior Naval Officer of the Amoy sub-division of this station—a post the *Growler* has occupied for the last fourteen months. Both the officers and crew of this ship having made many friends, not only at Amoy, but also at Swatow and Takao ; part of their duty being to make monthly visits to the two latter ports. The departure of this ship from Amoy, her head-quarters, was the cause of much regret on both sides. A farewell dinner was given on board by the officers to their friends on the 3rd August.

We observe that the Martini-Henry rifle (the adopted arm of the British army) has been served out to the 80th Regiment, stationed here.

Inspector Burns has just retired from the Police Force, after ten years' service. He was a zealous and efficient officer.

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The following items of intelligence are from the *Hong Kong Daily Press*:—

On the 9th August Mr. Bailey, the United States' Consul, received a deputation of some of the leading members of the Chinese community, who waited on him for the purpose of discussing the means of carrying out the new Act prohibiting the emigration of Chinese women to America for immoral purposes. After a good deal of conversation it was decided the Chinese should form a committee to assist the Consul in ascertaining whether intending female emigrants were of respectable character. It was also proposed that a place of rendezvous should be selected where women designing to go to America could assemble. Mr. Bailey expressed himself anxious, while seeing that the Act was faithfully observed, not to interfere with the emigration of respectable women.

The Lieutenant-Governor of Canton has written a despatch to the Board of the Coast Defences, summoning the head members to give an explanation why they issued a notification authorising the revival of the Wai Sing lottery, which was strictly prohibited by the Imperial edict last year, and why the members of the coast defences neglected the prohibitory edict. He further requested to know why they did not consult with him, and directed them on receipt of his despatch to immediately order the Wai Sing lottery to be stopped. They were also to prosecute a diligent search for the gamblers and punish them when caught. Finally, he demanded a prompt explanation of their conduct with reference to the matter, and expressed surprise that they should have under any circumstances sanctioned the lottery.

Since the Sam Shuay Lekin tax station was attacked by pirates, the Viceroy of Canton ordered the two head men of the Peh Kong coast-guard junk, named On and Yen, to prosecute search for the robbers; they, however, failed to find any of them, and the Viceroy has sentenced them to forty blows with the bamboo each, and threatens them with dismissal if they do not arrest the robbers within a month's time.

The authorities of Canton are seemingly conscious that their streets might with advantage be widened. Orders have been issued to the owners of houses destroyed by the recent fire in Tah Toong street to rebuild them two feet further back on each side. This will widen the street by four feet, no trifle in a Chinese city.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 21st August; the French mail from London July 16 arrived out on the 16th August, and the following P. and O. mail of July 23 was received on the 21st August. We take the following items of intelligence from the *Straits Times*:—

What is ultimately to be done with respect to the unconfirmed Government appointments is still unknown. Mr. Birch, our former Colonial Secretary, is holding an unconfirmed appointment as British Resident at Perak; Mr. Braddell, our late Attorney-General and present unconfirmed Colonial Secretary, is absent on leave; Mr. C. J. Irving, Auditor-General, is Acting Colonial Secretary; Mr. E. A. Irving, Assistant Colonial Secretary, is Acting Auditor-General; and Mr. Knight, Chief Clerk in the Audit-office, is Acting Assistant Colonial Secretary. Besides these, we have an Acting Judge of Penang, an Acting Lieutenant-Governor of Malacca, and several other officials absent on leave. It is evident that the public service must suffer unless the Secretary of State gives the changes his approval or relegates the various officials to their former positions, in which latter event it is to be feared the success of our policy towards the Native States would be seriously jeopardised.

Whether or not the appointees have the confidence of the Secretary of State for the Colonies, it is evident to all here that Sir Andrew Clarke's selections were made with a keen intuition of the peculiar fitness of the officers for the respective positions into which he placed them; and to entrust those duties to other officers, new to the Colony or to the work, must not only entail serious delay and confusion, but might be disastrous in its effects. The constant influx of new and inexperienced men from home or from other Colonies into the public service of this Colony, and their advancement into positions of grave responsibility, has acted deleteriously upon the working of those departments, and in some instances occasioned much confusion, that would have been avoided by the system adopted by Sir Andrew Clarke, of choosing the incumbents of his most important offices for their great experience and special fitness for the duties, rather than with regard solely to their official antecedents.

The telegram which reported the loss of the Messageries Maritimes steamer *Nera*, plying between this and Batavia, in connection with the company's main line from Europe to China, is confirmed. On the night of the 6th August, on the voyage from this port to Batavia, and when within eight miles of that port, she ran upon a reef near Horn Island and filled soon after. The mails, passengers, and crew were safely taken off and landed at Batavia, but the vessel was advertised to be sold at auction as she lay on the reef, from which it is evident that there was no probability of getting her afloat.

In addition to the proceeds of a concert given here by Mdlle. Jenny Claus, the accomplished lady violinist, a subscription has been opened by the Consul for France for the relief of the sufferers by the disastrous inundation at Garonne; and though in our small European community the amount of the subscription cannot be very large, yet it is satisfactory to know that Singapore is contributing its mite to swell the fund for this charitable purpose. After generously devoting the proceeds of her first concert to charity, Mdlle. Claus gave two or three excellent concerts here, and the fortnight has been more than usually gay, having been prolific of public entertainments.

The last *Sarawak Gazette* announces the formation of the Sarawak steamship Company, who have begun business by buying the *Royalist*, and thoy have another steamer, the *Rajah Brooke*, newly built, on the way out from home.

PENANG.

Our advices extend to the 23rd August; the P. and O. mail from London July 23 arrived out on the 19th August.

The Penang Association held their third general meeting on the 4th Aug., and a full report of the proceedings appears in the *Penang Gazette* of the 7th Aug. The report is a very interesting one to read. There was a large attendance of the principal residents, European and Chinese, and the greatest unanimity prevailed. Mr. David Brown, of Messrs. Brown and Co., was Chairman, and opened the business of the meeting by a speech, in which he discussed in general terms the three important questions that were to be submitted in the shape of resolutions. The three questions were, the merely nominal power and responsibility of the Lieut.-Governor of Penang, the Penang Wharf Scheme, and the Government Sea Wall Scheme. Mr. Brown reiterated a former statement of his that the present position of the Lieut. Governor is a mere sham. The Wharf Scheme, he maintained, is an urgent necessity for the public benefit; if Penang is to compete successfully with other ports it must possess facilities for the quick discharge and loading of steamers. This scheme is the only one which will afford these facilities, and it in no way clashes either with the proposed Government Sea Wall, or the smaller scheme for a Roadway and Quay which was petitioned for in November last year. Mr. Walter Lorrain Hill, of Messrs. Lorrain Gillespie and Co. proposed the first resolution with regard to the Lieutenant Governorship. The resolution was:—

That the Committee prepare a letter to be forwarded through the usual channel to his Excellency Sir William Jervois, handing him a copy of the Memorial of May, 1873, and call his attention to the fact that no reply has been received thereto; and, also, reiterate the general wish of this Settlement, that full responsibility be put on the Lieutenant-Governor, so that he may be empowered to deal directly with questions effecting Penang and Province Wellesley, without reference to Singapore.

Mr. Ventre concluded with the following resolution, which was seconded by the Hon. J. B. Vermont, and carried unanimously:—

That the Committee be requested to take up the matter of the "Penang Wharf Scheme," together with the scheme of Government for erecting a Sea Wall and Quay, and to draw up a memorial for presentation to his Excellency the Governor, expressing the views of the community on the subjects to be laid before the next general meeting of the Association.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—An improved demand had been apparent for Yarns and Shirtings, but prices still kept low, though the former had somewhat recovered from the depression previously existing. Black Velvets had attracted attention at slightly improved values, and light weights of Turkey Reds had been rather more inquired for. Woollens remained dull, with exception of Mousselines, which were readily saleable at better prices. For Cloth some inquiry had commenced, but the rates offered scarcely induced business. In Metals small nail rod Iron had attracted some attention—sales were reported of about 150 tons at $3.50 per picul and upwards, according to quality.

TIENTSIN.—A moderate business is reported with slight improvement in tone.

HANKOW.—There had been little or no improvement in the market. Excepting in Grey Shirtings there was scarcely any business doing.

CHINKIANG.—Messrs. Spencer and Wolff write from this port:—Dealers seem at last to have arrived at the conclusion that there is no likelihood of a further fall in Grey Shirtings, and, consequently, a fair business has been done during the past week at about the equivalent of Shanghai rates. The demand runs almost entirely on 8¼lbs. Grey Shirtings, T-Cloths and Fancy Goods continuing very quiet. Our market closes firm, with a strong upward tendency.

SHANGHAI.—The Chamber of Commerce Report says:—Cottons.—The fortnight has witnessed a fair business in Grey Shirtings. 6 lbs., 7 lbs., and 8¼ lbs. have been very generally inquired for, and were sold liberally during the first ten days or so of the period under review. Latterly, holders have endeavoured to get a slight advance on previous rates, but with only partial success, buyers, as a rule, not being prepared to pay higher prices. The demand has run entirely on common goods, only one or two of the most favourite chops of superior Cloth

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having been saleable at proportionate rates. Quotations may be called 4 to 5 cands. per piece higher, but for the moment they are more or less nominal. Heavy Shirtings have been sold at an advance on previous rates, but are not freely current. White Shirtings have been in rather better demand, but holders have had to accept low rates to effect any sales. T-Cloths continue extremely quiet, but prices are nominally maintained, there being no paessure to sell. Light weights of common Cloth are wanted to "arrive." English Drills have been more freely sold, but it has not been possible to establish any improvement in values. Jeans have been largely sold, and are worth 4 to 5 cands. over the quotations of a fornight ago. They could still be placed on those terms, but the higher rates asked by holders seem to check business. Fancy Cottons.—Not much doing, little change in prices. Velvets have been in demand, and present rates are firm. Woollens have been in better demand. Spanish Stripes: Market strong with good business. Medium Cloths: In moderate inquiry at unchanged rates. Long Ells are in small stock, and the quotations given are well maintained. Common Crape Lustres have declined considerably.

HONG KONG.—A large business had been transacted in Yarns during the fortnight, at slightly advancing rates, buyers having been attracted by the low prices ruling for this article. In Piece Goods, only a small business had been done, but prices continued firm.

BATAVIA.—There had been no improvement whatever in the market for Cotton Manufactures. The business transacted during the fortnight had been on the most restricted scale for the season of the year, and the tendency of prices was decidedly downward. It was, however, hoped that the somewhat better telegraphic advices from home would prevent a further decline in this market.

CANTON.—Lead: Quotations were—L.B. $8.55 to 8.60, and W.B. $8.60 to 8.65. Small sales had been effected at these rates. Quicksilver had declined in value, and was quoted at $105 to 106 per picul.

SINGAPORE.—The arrivals with general cargoes had been the Henrietta from Amsterdam, the Kate Carnie and steamer Naples from London, and the steamer Diomed from Liverpool. The market had been quiet but steady during the fortnight. Advices from Manchester had been in favour of importers, and in some instances a slight advance in quotations was noted, but owing to the unsatisfactory nature of advices from the outports the business done had been very limited.

PENANG.—The demand for imports generally had been quiet, but still transactions in the aggregate had been larger than during the previous fortnight; prices as a rule remained unchanged but rather weak.

EXPORTS.

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TEA.

YOKOHAMA.—Settlements of Tea had continued on even a larger scale than for the preceding fortnight, being estimated at 14,000 to 15,000 piculs. Prices had become decidedly firmer, at an advance of $1 to 2 per picul. The John MacKean had sailed for San Francisco, and the Mora, Walton, and s.s. Galley of Lorne (*viâ* Hiôgo, China Ports, and Suez Canal) had sailed for New York. The P. M. S. Company had reduced the rate of freight per City of Tokio to 3 cents. per lb., gross weight, to New York.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—Date of our last was 28th July, since when but a small business has been done here, viz.:—594 chests, 4,426 ½-chests, and 1,300 boxes at 1s. 1d. to 1s. 2½d., and 1,024 chests, 1,536 ½-chests at 1s. to 1s. 0⅝d. Sales consist chiefly of Oonfars which have ranged from Tls. 14¼ to 17¼; Toong-shans and Soong-yongs realising Tls. 13¼ to 17¼, and Young-low-toongs Tls. 13 to 14 per picul. The second crop leaf is now pretty well all to hand, but no third crop has yet arrived. We should have musters in a few days. Customs export shows three millions excess over last year and this does not include the cargo of the "Aegean" now nearly complete.

KIUKIANG.—Black: Settlements since 20th July amounted to 1,547 half-chests, all other arrivals had been forwarded to Shanghai on native account.

Export from the commeneement of season to 3rd August, 1875	18,148,155 lbs.
Ditto 3rd August, 1874	16,903,786 lbs.
Increase, 1875	1,244,369 lbs.

SHANGHAI.—Black: The decline recently quoted brought several new buyers into the market, and an active business had resulted at prices about on a par with selling prices ruling in London during the spring months of this year. Supplies had been liberal, and the stock showed an increase of about 4,000 chests. Third crops had not yet come to hand. The export continued to be about 3,500,000 lbs. over last season's at same date. Steamers were still preferred to sailing vessels, although the amount of new Black Tea from China, due in London before 30th September, is about 75,000,000 lbs., against 56,000,000 lbs. last season. Settlements are 35,600 chests; shipments on owners' account, 1,900 chests; stock, 34,500 chests Quotations: Hohow 0s. 10d. to 1s. 6¾d., Oonam and Oanfas 0s. 10½d. to 1s. 4½d., Ning chow 1s. 0½d. to 1s. 8½d., Oopack 0s. 11d. to 1s. 4½d. Green: In the early part of the fortnight Pingsueys with any quality were taken to a fair extent, and prices gradually hardened until an advance of fully a tael was established. Subsequently, owing probably to the unsatisfactory character of most of the chops on offer, less demand had existed, and teamen were more anxious to rid themselves of their stocks. Several chops of Taiping and Fychow kinds had been taken at about last rates. The Teenkai market remained unopened, teamen being very slow to sell their produce at prices which leave them a heavy loss. Moyunes were expected in about a fortnight from date.

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—Owing to the unfavourable telegrams received from London, with reference to the reception of the new Teas, there has been a considerable falling off in the daily settlements during the past week. Buying is now confined to a very limited number of operators, and the market closes extremely quiet.

AMOY AND FORMOSA.—Amoy Congous: Settlements had gone on steadily for the colonies at rather easier rates. Amoy Ooloongs: Some trifling transactions were reported for the London market, but prices had not transpired. Formosa Ooloongs were quiet, a good deal of medium quality, belonging to Chinese, being on offer without attracting buyers. Really fine teas were in request, at full rates, but the supply was extremely small.

CANTON.—Messrs. Deacon and Co.'s Report says:—There has been rather more inquiry for Teas during the past fortnight, but the aggregate of settlements is again very small. Buyers display little eagerness to recommence business, but teamen now appear somewhat more ready to listen to offers; and it is likely that before very long prices will be ruling more in accordance with selling rates at home. The picking of the fourth crop leaf has commenced and the weather so far has been favourable; it is reported that a large quantity of the leaf is being made into Congou; the present dull state of our market here and the likelihood of low prices ruling for the remainder of the season, giving natives but little inducement to prepare Capers. Congous.—The few purchases recorded show a slight decline on rates of the previous mail. From Macao shipments continue to be made, and at that port also prices have been in favour of buyers, especially for clean common sorts. A large proportion of the stock is of a very mixed and inferior character, containing a considerable quantity of spurious leaf. Scented Teas: A few small parcels are reported as settled, and for these teamen have submitted to lower rates. Natives are beginning to feel that they have held out nearly long enough and are showing signs of meeting buyers; they, however, have not yet reduced their prices sufficiently to induce business, though they would accept a decline of about Tls. 2½ to 3 on prices of a month ago. A small business has been done in Pekoes, and has been confined with one exception to "long leaf" kinds; of these fine and finest have been taken at former rates, while medium teas at Tls. 19 show much better value than previously. One chop of "new-make" has been settled on rather easier terms at Tls. 13. Canton Greens: Only 500 boxes have been settled during the fortnight. The following is a summary of the fortnight's business:—Congou, 700 boxes at Tls. 18 to 20 per picul; Scented Caper, 1,000 boxes at Tls. 15 to 24 per picul; Scented Orange Pekoe, 6,000 boxes at Tls. 13 to 33 per picul; Gunpowder, 500 boxes at Tls. 22 per picul.

SILK.

YOKOHAMA.—A fair business had been done in this staple. Arrivals had been on a larger scale, and had met with ready buyers at a considerable advance on former quotations, thus preventing any accumulation of stock. A few bales of new Sinshiu and superior Joshiu Hanks, also fair parcels of Hamatski, had been brought to market, and were taken up, chiefly by Continental houses. Several parcels of Oshiu native filatures had been settled at from $600 to $630 (equivalent to a cost of 22s. 3d. to 23s. 4d. in London, and f.61 to f.64 in Lyons).

SHANGHAI.—There had been hardly any change in prices, and just sufficient business going on to prevent holders feeling any uneasiness. The bulk of the transactions had been again in the common and medium grades of Tsatlees, although Kiahings were much inquired for, and (being in small stock) were difficult to buy even at some advance on previous quotations. Re-reels were taken for America to a fair extent for the steamer of the 31st July. The market closed with price just a shade in buyer's favour, owing to the smaller business of the week. Settlements for the fortnight, Chinas, 4,100 bales. Total settlements since 1st June, 1875, 23,700 bales; against 1874-75, 22,000 bales; 1873-74, 16,500 bales. Comparative unsold stock on this market on the 7th August, 1875, 16,000 bales; 1874, 18,000 bales; 1873, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report:—Recent telegraphic advices from London put the value of No. 4 Tsatlee 10s. 6d. per lb., but the receipt of such announcement has, so far, had hardly any apparent effect on this market, and we can only quote a very trifling decline in prices paid for No. 4 and common sorts, while the better classes show no change. Large shipments of Silk, previously contracted for, were made, by last French mail steamer, and there are still several hundred bales to go forward. Settlements on the market are estimated at about 700 bales. It is too soon to speak regarding fourth yield. The weather to date has been very favourable for producing. Loong-kongs: This description is quite out of favour and no sales have taken place lately. Long-reels: Parsees are said to have bought 160 piculs. Re-reels; 400 boxes (chiefly Lacklow) are reported under contract, for America. Stock is estimated as follows: 700 bales Tsatlee, 100 bales Loongkong, 150 bales Cumchuck and Lacklow, 50 bales Kowkong, and about 390 bales of inferior kinds.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1¼d.	4s. 1⅛d. to 4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅛d.
Shanghai ,, ...	5s. 7¾d.	5s. 8¼d. to 5s. 8¼d.	5s. 8⅛d. to 5s. 8⅛d.
Canton ,, ...	4s. 1d. to 4s. 1¼d.	4s. 1⅜d. to 4s. 1¼d.	4s. 1⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 1¼d. to 4s. 1¼d.	4s. 1⅜d.	4s. 1½d.
Manila ,, ...	4s. 0d.	4s. 0¼d. to 4s. 0¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 307	220¼
,, Hong Kong	127¾ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	72.5.0	nominal.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 18, Naples (str.), Paraguay (str.).

At SHANGHAI.—From London, Sept 18, Glenartney (str.); 22, Teviot (str.); from Liverpool, Hector (str.); from Greenock, Pau-Tah (str.); from Hamburg, Feronia (str.).

At HONG KONG.—From Hamburg, Aug. 7, Bellona (str.); from London, Sept. 22, Lorne (str.); from Liverpool, Patroclus (str.).

At BATAVIA.—From Glasgow, Sept. 18, County of Lancaster; from Antwerp, s'Gravenhage; from Nieuwe Diep, Prins van Orange (str.); from Rotterdam, Liberaal; from London, Aug. 13, Ceres; from Liverpool, 5, Mindin; 6, Olivia Davis; 8, County of Sutherland; from Glasgow, 6, County of Bute; from Rotterdam, 5, Mary; 13, Torrington (str.), Industrie, from Buenos Ayres; 5, Nuovo Guiseppino; from Algoa Bay, 13, Condor.

At SOURABAYA.—From Amsterdam, Sept. 14, Mr. Jacob van Lennep; from Rotterdam, 8, Ada.

At SINGAPORE.—From London, Aug. 18, Kate Carnie; from Algoa Bay, Chacma; from Newcastle, Sept. 18, D. H. Watjen; from the Clyde, 22, Rajah Brooke (str.).

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York, Aug. 4, Galley of Lorne (str.).

From SHANGHAI.—For London, July 30, Priam (str.); Glengyle (str.); Aug. 5, Deerhound (lost).

From FOOCHOW.—For London, Aug. 3, Sea Gull (str.); 4, Priam (str.); 7, Lord of the Isles (str.).

From HONG KONG.—For London, Africa (str.); Aug. 7, Priam (str.); 9, St. Andrew's Castle; for San Francisco, 11, Conquest.

From BATAVIA.—For Channel, f.o., Aug. 8, Bato; for Marseilles, 5, Les Bon Fils; for Holland, 7, Ary Scheffer; 9, Johan Lang; 12, Ortelius; 14, Amstelstroom; for America, 5, J. A. Brown.

From SOURABAYA.—None.

From SINGAPORE.—For London, Aug. 16, Priam (str.); 20, Glenroy (str.); for Hamburg, 17, Sarah Watson; for New York, Bengal.

From PENANG.—For New York, Aug. 19, East Lomond.

VESSELS LOADING.

At YOKOHAMA.—For New York, T. A. Goddards, Ukadine.

At SHANGHAI.—For London, Menelaus (str.), Ascalon, James Shepherd, Zephyrus.

At FOOCHOW.—For London, White Adder, Min, Endymion.

At HONG KONG AND CANTON.—For London, Ada; for New York, Faith, Harriet N. Carleton.

At BATAVIA.—For Holland, County of Argyle, County of Berwick, Equator, Waterloo, County of Sutherland, Kortenair, Sindoro, Torrington (str.).

At SINGAPORE.—For London, Edeline, George Watson, Sea Star; for Liverpool, Carlotta; for Glasgow, Princess Louise; for New York, Kate Carnie.

At PENANG.—For London, Antipodes.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, per steamer, silk $4.50 per bale, tea £4 15s. per ton of 40 cubic feet; to New York, per sailing vessel, £2 15s. to £3 per ton.

From SHANGHAI.—To London, the rate per steamer is £3 to £3 10s. per sailing vessel, £2 10s.; to New York, by steamer, £4 10s.

From FOOCHOW.—To London, by steamer, £3 per 40 cubic feet; sailing vessel, £2 10s. per 50 feet.

From HONG KONG and CANTON.—To London, sailing vessel, £2 10s. per 50 cubic feet; by steamer, £3 5s. per 40 cubic feet; to New York, £2 10s. per ton of 40 cubic feet.

From BATAVIA.—To Channel, f.o., £3 5s.; to Holland, f.65.

From SINGAPORE.—To London by steamer, gambier £2 15s, pearl sago £3, coffee, pepper, and measurement goods £4, hides £4 10s., gutta £5; sailing vessel, £2 10s. dead weight, £3 light freight; to New York, tin, £1 5s., other dead weight £2 10s., light freight £3 5s. to £3 10s.

From PENANG.—To London, by steamer, tin £1, basket sugar £3 5s., tapioca, £3 10s., pepper £4, hides £4 10s., rattans £6.

VESSE LS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
July 25	Cordelia	Manila	Liverpool
„ 27	Cicilie	Capetown	Manila
„ 28	Mariane	Havre	Saigon
„ —	Emily Smith	Singapore	Albany
Aug. 1	Honigby	Falmouth	Cheribon
„ —	Lucia	London	Hong Kong
„ 4	Nuevo Lantaro	Barcelona	Manila
„ —	Mindin	Liverpool	Batavia
„ —	Nueve Guiseppino	Buenos Ayres	Do.
„ —	Mary	Rotterdam	Do.
„ —	Jacmel	Mauritius	Manila
„ 5	Charter Vuk	New York	Shanghai
„ —	Wm. van Naame	Do.	Anjer, f.o.
„ 6	Henry	Algoa Bay	Order
„ —	Tarvritoo	Manila	Boston
„ 7	Johann Carl	Hamburg	Bangkok
„ —	Jasemih	Manila	Boston
„ 8	Alcestis	London	Batavia
Sept. 5	Osaka	Canton	London
„ 17	Rona	Liverpool	Zebu
„ 23	Hengist	Cardiff	Anjer, f.o.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 22, at London, from Rangoon, Delaide; from Akyab, Guinevere; at Falmouth, from Akyab, Wistawarf; 21, at Havre, from Akyab, Cesira; 22, at Hamburg, from Rangoon, Dora; at Rotterdam, from Rangoon, Lofvald; 23, at London, from Singapore, Proserpina; from Colombo, Dunelm; at Liverpool, from Rangoon, Armanalle; at London, from Ayab, Sollicito; at Falmouth, from Rangoon, Mary Ann, Belle Morse, Caroline; from Bassein, Battistina; from Maulmain, for Sunderland, Royal Visitor; at Queenstown, from Rangoon, Apeninno, Serra ed Elena; from Samarang, Idella; at New York, from Singapore, Our Annie; 21, at Bremen, Lycka Fill; 23, off Deal, from Batavia, for Rotterdam, Johanna Maria; 24, at Falmouth, from Rangoon, Amdrauth; from Bassein, Caterina G.; at Liverpool, from Rangoon, Pride of England; at Queenstown, from Rangoon, Princess Eugenie; at Queenstown, from Akyab, St. Bartholomew; 25, at Falmouth, from Rangoon, Jose Maria; 26, at Liverpool from Rangoon, Martaban (str.).

DEPARTURES.—Sept. 22, from Glasgow, for Rangoon, Bay of Bengal; from Cardiff, Moltke; from Sunderland, for Singapore, Lizzie Barry; 23, from London, for China and Japan, Venice (str.); for Colombo, Coldinghame; from Cardiff, for Singapore, Anna Bertha; 25, from Liverpool, for Rangoon, Theresa; 26, for Manila, Grurac Bat (str.).

SPOKEN.—Iphigenia, from Hamburg, to Hong Kong, Sept. 16, 46 N., 11.30 W.; Jacob Roggeveen, from Amsterdam to Batavia, 22, 49.30 N., 5.53 W.; Laju, from Newport to Hong Kong, 6, 34 N., 24.22 W.; Hopewell, from London to Hong Kong, Aug. 21, 8.31 N., 23.59 W.; Y.N.D.K., from Bordeaux to Batavia, 21, 13 N., 27 W.

MISCELLANEOUS.—Gibraltar, Sept. 23, passed Glengyle (str.), from Shanghai, for London. Malta, Sept. 16, arrived from Foochow, for London, Sea Gull (str.), Egeria (str.). Port Said, arrived Sept. 24, from London, for China and Japan, Lotus; for Shanghai, Viking; 19, from Nieuwe Diep, for Batavia, Conrad. Suez, arrived Sept. 22, from Batavia, and proceeded for Nieuwe Diep, Koning der Nederlanden.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, SEPT. 23.—The P. and O. Company's steamer Baroda, with the India, China, and Australian mails, arrived here at 2 A.M. to-day, and the mails left for London at seven this morning.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, SEPT. 20.—The P. and O. Company's steamer Cathay left here at 9 A.M. to-day for Southampton, where she may be looked for about the 3rd of October. Specie, £763,284.

NEXT INWARD MAIL.—MARSEILLES, SEPT. 27.—The Messageries Maritimes steamer Peiho, with the inward French mails from China and Japan, arrived here at 6 A.M. She brings ninety passengers and a full general cargo, including 668 bales silk, 6,649 packages tea, and £1,510 in specie for London, which will be forwarded by the Company's steamer Euphrate, due on or about the 12th proximo.

INWARD MAIL DUE OCTOBER 18.—GALLE, SEPT. 19.—The Messageries Maritimes steamer Meikong, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, SEPT. 24.—The P. and O. Company's steamers Delhi and Nizam left here at 11 A.M. to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF AUG. 27.—GALLE, SEPT. 20.—The Messageries Maritimes steamer Ava, from Marseilles 29th ult., left here to-day for Singapore.

OUTWARD MAIL OF AUG. 6.—SHANGHAI, SEPT. 18.—The P. and O. Company's steamer Geelong, with the London mails of Aug. 6, has arrived here.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, SEPT. 7.—The Rotterdam Lloyd steamship Hampton sailed this evening for Padang, Batavia, Cheriboa, Samarang, Sourabaya, &c., with mails and passengers, 160 Dutch troops, and a full cargo of general merchandise, including a quantity of machinery.

A CORRESPONDENT informs us that the Treaty signed between France and Annam is of great importance, and will probably lead to the opening up of trade in Southern China. The French Government are to present to the King of ANNAM five steamers of 500-horse power each, 100 cannon, and 1,000 stand of small arms, as also to be under French protection in case of necessity. In return, however, for these benefits, he is to open up three of the Tonquin ports, and promote trade in the interior.

THE current number of *Vanity Fair* contains the subjoined paragraph:—

"We have a most grave and lamentable piece of intelligence to give. The Government have come to the conclusion that another war with China is inevitable, and every preparation is about, at once, to be made for it. The declaration of war or outbreak of hostilities is but a matter of Time."

We have authority for the announcement that the above statement is entirely without foundation.

IN the Economic Department of the Social Science Congress now being held at Brighton, the question of the Opium Trade will be discussed, Mr. RICHARD, M.P., and others connected with the Anglo-Chinese Association taking part.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journal published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 27, 1875.

THE PENDING NEGOTIATIONS IN CHINA.

THE mistake which was made by *The Times'* correspondent in telegraphing the terms upon which it was stated the difficulty with China consequent upon the murder of the late Mr. MARGARY had been settled, is somewhat unfortunate, as tending very much to mystify the subject in the public mind. Previous to the receipt of the telegram in question, there was a marked unanimity among the leading journals as to the necessity of a decisive attitude being adopted. The nature of the case was well understood, and it was generally felt to be one in regard to which it was imperative that a firm stand should be made; and, but for the unlucky error which was fallen into, this feeling would doubtless have continued. The statement, however, that terms had been agreed to had naturally the effect of considerably altering the aspect of matters; and, although the majority of the leading papers were so far consistent that they pronounced the settlement as reported to be unsatisfactory, *The Times*, which has a predominant influence upon opinion in England, very greatly modified its tone, and congratulated the nation upon an arrangement having been come to. Pending further details, it would be premature to speak definitely as to the nature of the mistake which has been made. In briefly noticing the subject in our last issue, we stated that it might possibly prove susceptible of a simple explanation, and shall look with interest for detailed news on the subject. It is quite possible that there may have been some foundation for it, and that negotiations had been very nearly brought to a conclusion upon some such basis as that which was indicated in the original telegram. It is, however, very important whether the investigation into the murder of the late Mr. MARGARY is to be made by a joint Commission of English and Chinese officials, as originally proposed, or to be proceeded with merely by the mandarins, under the direction of LI-HUNG-CHANG. In the former case there is a chance that something like the truth may be arrived at; but if the Chinese be left to investigate the affair by themselves, we know only too well the plausible shuffling to which they habitually resort, and the small likelihood there is of any satisfactory conclusion being arrived at. It is noticeable that, although *The Times* at first backed up the reported settlement of the affair, it saw reason to modify its tone in a second leader upon the subject (which we reproduced in last issue), and was disposed to doubt whether the terms stated to have been agreed to would really form such a conclusion of the affair as would be in accordance with the rights of the case or the necessity for maintaining our *prestige*. It is to be hoped that the Government have given Mr. WADE the necessary instructions and powers to maintain a firm attitude in the matter. What he may do will, of course, depend upon the view taken by the Foreign-office, as, unless he be backed up at head-quarters it will, of course, be impossible for him to negotiate satisfactorily. At present little is known of the view which is adopted, but there is reason to believe that the gravity of the matter is not overlooked, and that, although the Chinese may succeed in creating some delay by the plan of despatching a Special Ambassador, that official will not find it so easy a matter as is probably imagined to satisfy Earl DERBY on the subject. The precedent of CHUNG HOW'S visit after the Tientsin Massacre no doubt affords great encouragement, but it is not to be overlooked that, at the time of his arrival, France was in the throes of a gigantic war at home, and was not in a position to face complications in distant parts, where also her interests are small in comparison with those of Great Britain.

SURVEY OF THE CHINA SEAS.

THE telegram received regarding the accident to the P. and O. steamer *Sunda*, occasioned by her striking on a sunken rock, though it does not mention whether the danger is a known or unknown one, brings forcibly before us the necessity for a re-survey of the coast, more especially on the steamer track between Hong Kong and Shanghai. There is nothing more perplexing or disastrous than the idea that the coast line may have hidden rocks, which captains are not acquainted with, and it is, and has been for long, a complaint of commanders of vessels that, from the continual discovery of unknown dangers a feeling of mistrust naturally interferes with their course of navigation. It is perfectly well known that an active volcanic strata lies, sub-marine, between the continent around Amoy and Swatow, and the groups of islands lying between Hong Kong and Australia, and what continuous revolutions in the formation and position of rocks and shoals these movements may cause cannot, of course, even be conjectured. As we have said, we are in ignorance as to the rock on which the *Sunda* has struck, but it will be remembered that, not very long ago, another P. and O. vessel, the *Madras*, came to temporary grief on a sunken and unmarked reef at the entrance to the harbour of Swatow. Some years ago, also, the Oriental Steamship Company's steamer *Ulysses* struck on a rock not far north of Hong Kong; but though a notification was issued by the harbour authorities, no practical testimony was gathered as to the captain's observations as to position being correct, which might easily have been done, had a gunboat gone out and investigated the matter. There may be a sunken rock, or there may not. But these rumoured dangers are of more trouble and anxiety to navigators than those they know of, for they have not only to keep a sharp and keen outlook to steer clear of dangers which are, but also of dangers which may be. Thus, when dangers are reported, they should be investigated as to their reality. But while the China coast has been so successfully supplied with lighthouses, it would be well were the steamer tracks resurveyed; and surely the numerous gunboats, idling about the coast ports, might be supplied with an officer capable of making surveys, and by degrees, the matter could be arranged. Apathy is the ruling idea of things relating to China, but, possibly, a man-of-war may strike a sunken rock some day, and then the mercantile navigator will get some attention paid to the clear marking of his highway at sea.

RUSSIA AND KHOKAND.

IN a recent issue we briefly recorded the news of a decisive victory which General KAUFFMANN had gained over the insurrectionary troops in Khokand, and now we learn by telegraph that another of the Khanates of Central Asia has been virtually brought under the dominion of Russia. Events have marched with startling rapidity, for in less than a fortnight from his last encounter with the enemy, General KAUFFMANN occupied the town of Khokand itself on the 16th of September, without meeting with any resistance at all. The greater portion of the Russian troops—our information runs—remained in the fortified camp outside Khokand; and we may, therefore, conclude that their opponents, sufficiently warned by their previous defeat, thought discretion the better part of valour, and quietly retired at their approach, leaving their leader to settle his differences with the Russians as best he could. The conditions imposed upon him by his conqueror have not been telegraphed in detail, but we are told that "all Russian prisoners have been set at liberty, and the "Khan has agreed to all the conditions of peace demanded "by the General." The basis of the arrangement, we presume, includes a Russian protectorate over Khokand, a monopoly of the external commerce for Russian traders,

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and an annual allowance to the deposed Khan, who, we may remark, was the father of the leader who has so easily been made to succumb to the power which is gradually, but surely, spreading its sway over the independent Khanates of Central Asia. Khokand being now practically under the control of Russia, in much the same way as Khiva is, Kashgar alone now intervenes between Russia and the upper portion of the western frontier of the Chinese Empire. How long Kashgar, menaced both on the east and the west by its overwhelming neighbours, will remain independent, it would be rash to predict; but, perhaps, by judicious management, YAKOOB KHAN'S Envoy, now at St. Petersburg, may contrive to stave off the evil day, when Kashgar must almost inevitably share the fate of Bokhara, Khiva, and the other districts, which have, one by one, been compelled to give in their submission to the Czar of All the Russias.

THE MAIL SERVICES TO THE FAR EAST.

A LETTER has appeared in *The Times* regarding the time occupied in the transmission of letters to and from China and India. It has been known for long that the time could be considerably shortened, but the P. and O. service, having a contract to maintain a certain rate of speed, naturally object to enlarge their consumption of coal by increasing that speed. Their contract, moreover, being founded on calculated expenses of the work required of them, they have right and justice on their side, and, therefore, in the present age, it behoves the Postal Authorities to make some new arrangement towards facilitating the more rapid transmission of correspondence. It must be remembered that the class of steamer now in use is more powerful, and in every way is superior, to that formerly run by the P. and O. service. It is admitted on all sides that the route to China and India—or, at least, the time occupied on the route—might be shortened by almost a week. Proof of this is given by the frequent arrival of the French mail considerably in advance of its due date at Marseilles. It is a remarkable fact, however, that the French mail steamers on their outward voyages are, as a rule, behind time, while the English mails are more often ahead of contract date. The writer to *The Times* alludes to the deviation of the French mail to Saigon, but forgets that the English mail calls and remains six hours at Penang, a port which the French service altogether avoids. But, again, by the new Occidental and Oriental Company's steamers running across the Pacific, letters from Shanghai have been delivered in London considerably in advance of the time occupied by either the Brindisi or Marseilles route; and instances are on record of Hong Kong letters being carried by "outside" steamers, sailing subsequently to the departure of the mail boat, and posted at Suez, arriving in London at the same time as the mail. All these points suggest the necessity of alteration; and, with an accelerated speed, and increased facilities for shortening the detention at ports of call, it is quite practicable that, on the all-round voyage, a saving of some ten days might be effected, a period of time of immense value to those engaged in commerce. It remains for the Postmaster-General to take the matter under his careful consideration.

MR. CHARLEY, the member for Salford, is spoken of as the probable successor of Sir EDWARD CREASY in the Chief-Justiceship of Ceylon.

CHINESE PROFESSORSHIP AT OXFORD.

As we have already briefly announced, endeavours have recently been made with the very desirable object of founding an University Chair for the promotion of the study of Chinese Language and Literature at Oxford, and we are now enabled to add further particulars, which will doubtless interest our readers. Subjoined is a list of the Committee formed to confer with the authorities of the University; and though no actual agreement has yet been entered into (which, indeed, must depend on the extent to which public help is afforded) there is every reason to expect that a satisfactory arrangement will be made. It is proposed to raise by public subscription a sum which, with an equal amount that the Committee are hopeful the University will supply, will be sufficient for the adequate endowment of the Chair. It is also proposed that the Committee of Subscribers should have the first nomination to the Chair, the patronage of which will subsequently rest with the University. The Rev. James Legge, D.D., LL.D., late of Hong Kong, has been nominated to the University authorities as the first Professor, and no wiser choice could be made. His merits as a Chinese scholar are so conspicuous and so well known that his name will at once occur to all our readers familiar with the Far East as the most fitting occupant of such a position; and it is a happy augury of success that at the formation of the Chair the services of so distinguished a scholar can be obtained, whilst his long and successful career as a missionary will attract to him the sympathies of a far larger class. We may add that the Jullien Prize, founded by the late distinguished sinologue, Stanislas Jullien, to be awarded annually by the *Académie des Inscriptions et des Belles Lettres* of Paris for the most valuable work on Chinese literature recently published, was inaugurated in June last by its presentation to Dr. Legge.

The importance of a Chair at one of our Universities for the special study of the Chinese language cannot be too highly estimated, and it is remarkable that no endeavour should hitherto have been made to found one. Our interests with that vast country are of great magnitude, both commercially and politically, and are destined to become still more important. Under such circumstances every facility that can be afforded for efficiently studying the civilisation and language of China becomes of moment. It is somewhat descreditable to us as a nation, that with interests in the Far East exceeding those of all other European nations put together, we have allowed the Universities of France and Germany to anticipate us in this direction; and we appeal to all interested in the East, or in the cultivation of Oriental literature, to aid the efforts now being made by the Committee to obtain the necessary funds for an adequate endowment. The Committee is at present constituted as follows:—

Sir Rutherford Alcock, K.C.B., Chairman; Sir John Davis, K.C.B., Admiral Sir Charles Shadwell, K.C.B., Venerable Archdeacon Gray, of Canton, Rev. John Searth, Messrs. W. S. Brown, Eldred Halton, Thomas Hanbury, John Holliday, Robert Jardine, James Macandrew, Alexander Michie, Arthur Sassoon, Arthur Smith, T. Sutherland, W. Walkinshaw, Dr. Winchester, and Messrs. J. B. Taylor and Alfred Howell, Honorary Secretaries.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, SEPT. 21.

The season is fast advancing, the trees begin to drop their leaves, merchants, bankers, and the high class of Government people have returned to the city, and business once more resumes its normal progress. In politics there is as yet not much doing, but here we do not care about politics and diplomacy; self-government and free trade are what we want, and these pillars of public welfare are still in our possession. And really we need them for a good while yet, for notwithstanding the solid basis of Hamburgish business, yet the great crash, and the many little crashes that have been experienced throughout Germany, have not left us untroubled, and seventy-four millions of thalers, by the calculation of one of our cleverest financiers, is the sum which has been lost by our capitalists through unproductive and unpracticable speculations. This sum certainly does not signify much for a place of such importance as Hamburg, but it is, anyhow, a drawback. But let us take a look around. Regarding our communication with East India and China I have to report the departure of the *Galatea*, s.s., Captain Boehm, belonging to the "Deutsche Dampfschiffs Rhederei," which vessel left our harbour on Sunday last. She did not go to sea directly, but came to an anchor on the lower river, to take in some more cargo, and went to sea yesterday evening. Notwithstanding her staying here a week over her advertised time she has not been able to obtain a full cargo, and therefore goes to London to fill up. Her cargo from here consists for the greater part of unmanufactured iron in different shapes, glassware, &c., and her cabins are occupied by about twenty passengers. Next in turn will be the *Egeria*. s.s., which is taking the berth now, and will be despatched at the end of October. A splendid new steamer for the same employ is being built at Kiel under the inspection of Captain Johannsen, who formerly commanded the *Galatea*, an able and experienced sailor, well known in the Far East. The steamer *Altona*, belonging to Mr. von Pustau, at Altona, is expected from China *via* London, in a few days. This steamer has recently been under the command of an English captain, but as the German shipping Act does not allow of foreign commanders carrying the German flag unless they hold a German certificate, the present captain will either have to pass his examination in Germany, or give up his place to a German master. The trade between Hamburg and the East for sailing vessels is falling off more and more; in fact, rates of freight on the China Coast are too low to induce owners to send out their vessels, and one of our most active brokers has been running about some six weeks after a vessel to take the berth for Tientsin, without being able to obtain one. Our countrymen at the small ports on the eastern coast of Sehleswig-Holstein seem not to be of the same opinion, and only a few days ago a splendid new full-rigged ship, the *Taiwan*, Captain Tessen, specially built for the China coasting trade, went to sea from Sonderburg, where she was built. The number of sailing vessels on the berth for the Far East is at present only five, viz., the *J. H. Wappans*, Diedrichsen, for Penang and Singapore; the *Norma*, Runge, for Singapore; the *Marie*, Petersen, for Manila; the *Formosa*, Schween, for Hong Kong; and the *Condor*, Steffens, for Chefoo. The *Esmeralda*, a splendid new barque-rigged vessel, belonging to the well-known firm of A. T. Herz and Sons, and commanded by Captain Hansen, an old China trader, is gone for the first voyage to Cardiff, to take out coal to Singapore, and very likely will remain to be employed in the coasting trade.

Our coal-labourers, that is to say, the men that "jump" the coal

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out of the many steam-colliers now in trade between here and the eastern coast of England, have of late felt somewhat uneasy owing to a rumour being spread that the directors of the Koln Minden Railway were going to lower the rate for the transport of Westphalian coal another twenty per cent. This, of course, would enable the Westphalian coalpits to undertake a successful competition against English coal; but the report has not yet been confirmed from any side, and the fact remains that, on the average, English coals are uniformly better than Westphalian. The trade in general is very quiet, and it is to be feared that at the close of the year the arrivals and departures in our river will be a good deal fewer than what they have been in preceding years.

The lack of enterprise which has characterised business operations during the past two or three years will be found fully reflected in the statistical details which are given below. The opinion generally entertained that the lowest point in the downward movement of trade for the year 1874 had not been reached, and that the total results would indicate no improvement is unfortunately fully supported by facts, and it will be seen that although there was an increase upon 1873 of about 170,000 tons in the weight of the goods imported, the value shows a decrease of nearly nine and a-half millions sterling upon the previous year, and of more than thirteen millions as compared with 1872. The falling off in imports is partly to be attributed to the large decrease in bullion. Total imports of Hamburg:—

	Weight.	Value.	From Great Britain.
1870	... 52,877,650 cwts.	... £54,761,000	... £17,269,711
1871	... 68,186,321 „	... 89,360,490	... 36,886,237
1872	... 73,087,103 „	... 99,615,940	... 37,164,890
1873	... 68,649,198 „	... 96,003,316	... 32,202,374
1874	... 72,062,815 „	... 86,538,084	... 25,387,422

During the past week we have had a very interesting trial before one of our law courts. Ch. van Diemen and Co., a commission firm, that may perhaps be known to many of your readers, were charged with defrauding the Customs to the amount of 450,000 marcs. The members of the above firm are Ch. van Diemen and E. Friedrich, against whom, as their present domicile is unknown, the proceedings were taken *ad contumaciam*. Besides these two and several other minor persons, there was also a merchant, Bass, charged with being concerned in the frauds, and after a five days' trial the Court sentenced van Diemen and Friedrich to thirteen months' imprisonment with hard labour, and a fine of 3,165,396 marcs each (both are bankrupt, and each has consequently to undergo a further imprisonment with hard labour for eight months), and Bass to a fine of 544,500 marcs, or imprisonment for one year.

The steamers of the Hamburg-American Company to Aspinwall (Colon) continue to leave on the 8th of every month, and a through rate of freight and passage-money has been arranged by the Company for Japan and China, *viâ* San Francisco. Passengers who desire to avoid the fatigue of the railway from New York can proceed by this route, crossing the Isthmus of Panama, and proceeding thence to San Francisco, China, and Japan by the Pacific Mail Company. The passage-money from Hamburg to Yokohama is 2,410 marks (about £120), to Shanghai and Hong Kong 2,610 marks, or £130. The steamers of the line are over 2,000 tons, and well fitted.

The semestral balance of the "German Bank" is now made up, and shows a balance of about 8 per cent. After deducting from this the general cost and the dotations of the reserve fund in the same proportion as last year, there will, in all probability, if the second semester shows the same favourable result, remain an annual dividend of 5 to 5½ per cent., from which must be deducted the losses which the bank has sustained by the liquidation of the branches at Shanghai and Yokohama, as well as by the reduction in the value of silver, and by other circumstances.

The Siberian Trading Company's steamer *Vindex* has arrived at Wladiwostok, and the chartered sailing vessel *Rowena*, from London, with cargoes for the stations on the Amoor. The report of the directors of this company will shortly be issued.

PRODUCE MARKETS.

A quiet feeling has prevailed in our markets during the past fortnight, and transactions have been of a detailed character.

TEA.—Business moderate, and only for consumption; quotations are—

	Marks per half-kilo.
Souchong, ordinary good middling	1.20 to 1.70
„ fine	2.60 to 4.00
Caper	1.50 to 2.00
Sauchong	0.90 to 3.00
Sesso, ordinary good middling	1.80 to 2.40
„ fine	3.80 to 5.00
Orange	1.25 to 3.40
Haysanschin	0.90 to 1.80
Tonkay	0.90 to 1.80
Younghaysan	1.10 to 2.70
Haysan	1.70 to 3.60
Imperial, country	1.50 to 3.60
„ Canton made	0.90 to 1.70
Gunpowder, Canton made	0.85 to 2.60

RICE has been in good demand and quotations are supported, viz.:—Bengal, 11 to 15 marks per 50 kilo.; Siam, Madras, Ballan, 8 to 11m. per 50 kilo.; Rangoon, 9¼ to 9½m. per 50 kilo.; Bassein, 9 to 9¼m. per 50 kilo.; Arracan, 8¾ to 9m. per 50 kilo; Moulmain, 9 to 9¼m. per 50 kilo.

COTTON is hardly inquired for; quotations, Bengal, 0.76 to 0.96m. per kilo.

SAGO.—Pearl in good demand at 20 to 26m. per 50 kilo.

SPICES.—Mace, 6.40 to 6.50m. per kilo.; Nutmegs, 6.40 to 7.00m. per kilo.; Cloves firm, 170.00 to 175m. per 50 kilo.; Pepper in moderate demand. Singapore, 110.00 to 111.00m. per 50 kilo.; Penang, 100.00 to 102 m. per 50 kilo.

EXCHANGE.—London, three months, 20.26 to 20.20m. per £.

Naval and Military.

Major W. H. Burton, of the Royal Engineers, who has, for the last six or seven years, been stationed at Yarmouth, in charge of the Isle of Wight district, is about to be removed to Hong Kong. Assistant-Controller C. R. Shervington and Assistant-Commissary T. J. Kernaghan, of the Control Department, have also been ordered to Hong Kong.

The sentence on Brevet-Colonel Burton, R.M.L.I., who was recently tried by Court-martial at Devonport, was promulgated Thursday at the Royal Marine Barracks, Stonehouse. It will be remembered that Colonel Burton was charged first with scandalous conduct, unbecoming an officer and a gentleman, in having made false statements reflecting on the character of Lieutenant-Colonel and Brevet-Colonel Richards, then commanding the battalion of Royal Marines in Japan, under whose orders he had recently been serving, to Lieutenant F. R. Beachy, R.M., in saying to him that Colonel Richards was a drunkard. The second charge was of scandalous conduct in having at Plymouth, between the 27th and the 30th of May, 1873, made false statements reflecting on the character of Colonel Richards to Colonel Wright, Colonel Forbes, Captain Cobb, and Captain M'Meehan, all of the Royal Marines, to the effect that Colonel Richards was given to intemperate habits, being commonly known at Yokohama as "the Drunken Colonel of Marines," and suffered from and had been treated for *delirium tremens*, although the medical officer who attended him returned him as ill from other causes. The third and fourth charges were to the effect that in having made these statements other than officially the prisoner had been guilty of conduct prejudicial to good order and military discipline. The Court found that Colonel Burton was not guilty of the first and second charges (those for scandalous conduct); that the statements made by the prisoner were false, but that the prisoner believed them, on reasonable grounds, to be true at the time of their utterance; and that the prisoner was guilty of the third and fourth charges. The sentence is that he is to lose four years' seniority as a captain.

The sentence of the Court, condemning Colonel Burton to lose four years' seniority as a captain, brings him from his position as one of the senior captains of the Royal Marine Light Infantry to the fifty-fourth place on the list of captains of his corps, and thus shutting him out from the hope of any further promotion, as by the terms of Mr. Childers's retirement scheme he would have to retire before he could ever reach the rank of a substantive lieut-colonel. Captain and Brevet Lieut-Colonel Cuthbert Ward Burton, who has been thus severely punished, entered the corps of Royal Marines as a second lieutenant in June, 1849, became captain December 26, 1861, brevet major June 10, 1862, and brevet lieut.-colonel January 2, 1873, obtaining brevet rank for distinguished service in the last war with China, when he was on several occasions markedly mentioned in despatches, receiving on one occasion the thanks of Her Majesty's Government and the Lords of the Admiralty. Hart's "Annual Army List" records the fact that Colonel Burton served as adjutant to the Battalion of Royal Marines in all the operations which commenced in 1856, with the actions in the Canton River, and the assault and capture of Canton, when he was mentioned in despatches, and ended with the breaking up of the battalion in September, 1858. On quitting the China station he received the thanks of the Commander-in-Chief for general services throughout the campaign.

The colonelcy of the 35th (Royal Sussex) Regiment is vacant by the death of General Simcoe Baynes, at his residence at Tarxien, in the island of Malta, on the 13th inst. The deceased, who was born in 1797, served originally in the Royal Navy for three years before entering the Army, and was present as a midshipman at the capture of Ischia, Zante, and Cephalonia, in 1809, and in the action of the Spartan frigate in the Bay of Naples in 1810, for which he received the naval war medal. He was appointed to an ensigncy in 1812.

Lieut.-Colonel William Tod Brown, C.B., Royal (late Bengal) Artillery, has been appointed Assistant-Adjutant-General of Royal Artillery at the Horse Guards, in succession to Colonel George Shaw, C.B. Colonel Brown's name will be remembered in connection with the Indian Mutiny, when "Tod Brown's" guns did such excellent work at Lucknow and Cawnpore, and earned their gallant commander the C.B., a Brevet Majority, and repeated mention in the despatches of Colin Campbell (Lord Clyde).

The command of the 28th Regiment is vacant by the retirement of Colonel Daniell on half-pay, after over thirty years' service. Colonel Daniell, who served on the Staff throughout the Crimean War, has commanded the 28th since November, 1866, and leaves the regiment to the regret of all ranks. The steps will be given regimentally.

It is now stated that Admiral Sir Thomas M. C. Symonds is to succeed Admiral Sir Henry Keppel, on the latter hauling down his flag at Devonport, on the 31st of October, and that Mr. George Love, at present Secretary to Rear-Admiral Sir Beauchamp Seymour, will act in that capacity to Sir Thomas Symonds.

Colonel R. G. A. Luard, of the 62nd Regiment, who has been appointed Assistant Adjutant and Quartermaster-General in the Northern District, served in China as brigade-major in 1857-58, and was the first to reach the top of the wall at the taking of Canton.

Lieutenant-Colonel Crossman, R.E., has been appointed Special Commissioner in Griqualand West. This officer's name will be familiar to residents in Shanghai and Yokohama.

Captain Anthony Hiley Hoskins, who has been appointed to be Commodore on the Australian station, commanded the gunboat Slaney in China in 1858.

The *Broad Arrow* contradicts a report that the Admiralty contemplate a survey of the Malay Peninsula.

Sub-Lieutenant John Casement has been appointed to the Ringdove, now on the China station.

The sloop Lily left Gibraltar on the 13th inst. for China.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BLETHEN—On the 1st Aug., at Shanghai, the wife of C. P. Blethen, of a daughter.
COLLEDGE—On the 7th Aug., at Perseverance Estate, Singapore, the wife of Wm Colledge, of a daughter.
DROEGE—On the 9th Aug., at Hong Kong, Mrs. A. Droege, of a son.
GREIG—On the 31st July, at Hong Kong, the wife of James Greig, P. and O. Co., of a daughter.
GRIGOR—On the 12th Aug., at Yokohama, Mrs. John Grigor, of a daughter.
HOWE—On the 30th July, at Nagasaki, Japan, the wife of H. A. Howe, junr., of a daughter.
HUFFAM—On the 6th Aug., at Hong Kong, the wife of F. S. Huffam, of a daughter.
HULEATT—On the 14th Sept., the wife of the Rev. Hugh Huleatt, Chaplain Royal Military Asylum, Chelsea, of a son.
JANSEN—On the 5th Sept., at Copenhagen, the wife of Rud. Jensen, Consul for Denmark, at Hong Kong, of a son.
KINDBLAD—On the 3rd Aug., at Shanghai, the wife of A. W. Kindblad, I. M. Customs, of a son.
SCHAUMLOFFEL—On the 23rd July, at Swatow, the wife of H. Schaumloffel, of a son.
WEYMOUTH—On the 8th Aug., at New Harbour, Singapore, the wife of W. M. Weymouth, of a daughter.

MARRIAGES.

HOPEWELL—CONOLLY.—On the 18th Sept., at Holy Trinity Church, Rusholme, Manchester, Thomas Arthington Hopewell, late of the P. and O. Company's Service, Bombay, to Maria Brown, second daughter of Mr. Conolly, Shakespeare-street, Manchester.
SEIMUND—REEVES.—On the 7th Aug., at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, C. H. E. Seimund, of Hamburg, to Alice, daughter of Stephen Reeves, of Clevedon, Somersetshire.
SKINNER—SHELFORD.—On the 23rd Sept., at St. Saviour's Church, Clapham, by the Rev. E. L. Shelford, Vicar of St. Matthew's, Upper Clapton, and the Rev. A. H. Wratislaw, of Bury St. Edmund's, Allan Maclean Skinner, of Lincoln's Inn and of the Civil Service Straits Settlements, second son of A. M. Skinner, Q.C., to Ellen, daughter of the late Rev. W. H. Shelford, Rector of Preston St. Mary, Suffolk.

DEATHS.

BUNBURY—On the 18th Sept., at Marchfield House, Bracknell, aged 63, Colonel Henry William St. Pierre Bunbury, C.B., late 23rd Regiment, Welsh Fusiliers, third son of the late Sir Henry Edward Bunbury, Bart.
CAMPBELL—On the 14th July, Lieut.-Colonel Fitzroy Campbell, late Scots Fusilier Guards of The Lodge, Wellesbourne, Warwickshire, eldest son of the late Lieut.-General Sir Colin Campbell, K.C.B., formerly Governor of Ceylon.
CARLETON—On the 10th Sept., at Ventnor, Isle of Wight, Robert Acheson Carleton, late Grand Secretary of Freemasons for the District of Turkey, aged 49 years.
CEMBRANO—On the 22nd July, at Manila, Dr. Concepcion Kerr de Cembrano, aged 73. R.I.P.
DALZIEL—On the 24th Sept., at 5, Gresham-park, Brixton, William Robert Dalziel, late of the P. and O. S.N. Co.'s service, in his 48th year. Friends please accept this intimation.
KNATCHBULL-HUGESSEN—On the 29th Aug., in his 43rd year, of typhoid fever, at San Francisco, Richard Astley Knatchbull-Hugessen, son of the late Right Hon. Sir Edward Knatchbull, Bart., M.P., and late Captain in 57th Regiment.
TURNER—On the 23rd July, at Yokohama, Daniel Turner, late U.S. Consul for Hiogo and Osaka, formerly of Philadelphia, U.S.A.

Miscellaneous.

CHARGE OF DEFRAUDING THE DUTCH GOVERNMENT.—At the Southampton Police-court, on the 21st inst., Garnel Pascul Elbron and Paillard Edward, two Frenchmen, passengers on board the steamship *Hampton*, bound for Java, with Dutch troops, were charged, under the Extradition Treaty, with obtaining 300 guilders, value £25, by false pretences, with intent to defraud the Netherlands Government of the same. Mr. Vandenberg, the Dutch Consul at this port, prosecuted, and it appeared that the men had taken the money in the shape of bounty to proceed to Java, but that they now refused to proceed, the one alleging that he was the wrong man, and the other that he had not received a sou. The men strenuously refused to return on board the vessel, preferring to be sent back. Some difficulty arose as to the nature of the charge, and as to how it could be proved, and the case was adjourned for the production of some of the officers who were on board the same vessel. Two of these officers attended, but the difficulty was not lessened, and eventually the two sitting magistrates decided that the men should be set at liberty.

LOSS OF THE P. AND O. COMPANY'S STEAMER "SUNDA."—The P. and O. Company have received the following telegrams dated Shanghai, 5.30 P.M., 18th Sept., and Hong Kong, 4.55 P.M., 19th, to the following effect:—Shanghai.—The *Sunda*, while on her voyage from Hong Kong to Yokohama, struck upon a rock off Turnabout Island at noon on the 14th instant, and was beached. Mails, passengers, and crew have arrived here per *Geelong*; seven natives missing. The commander of the *Sunda* has gone to Foochow for assistance, the chief officer remaining by the ship. Hong Kong.—*Sunda* beached; Station Island. Only fore-compartment damaged. Main deck dries six feet at low water. *Bombay* proceeds to-morrow with divers and appliances for floating.

ADVICES have reached St. Petersburg that General Kaufmann had occupied Khokand on the 16th inst. without resistance, that all Russian prisoners had been set at liberty, and that the Khan has agreed to the full conditions of peace demanded by the General. It is stated that Khokand will be garrisoned by Russian troops, and that General Kaufmann is to receive a diamond-hilted sabre as a reward for the success of his campaign.

THE Postmaster-General, replying to a memorial from the East India Association advocating a reduction of the postal rates between Great Britain and the Colonies, states that, being aware of the importance of such reduction, it was now under consideration whether India should become a party to the General Postal Union.

COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.
Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.
Netherlands India Steam Navigation Company, 13, Austinfriars.
Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.
Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.
Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Amoy Dock Company, John Pook, agent, Lime-street-square.
Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.
North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.
Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.
Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.
China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.
China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.
Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.
Borneo Company, 22, Fenchurch-street, William Martin, manager.
Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Fidman, and Co., agents, 34, Leadenhall-street.
German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

* *Companies omitted in the above list will be included if the particular are forwarded.*

Monetary and Commercial.

It is with great regret that we announce the death of Mr William Robert Dalziel, who for many years was connected with the P. and O. Company's service in China and Japan, occupying, as his last post, the seat of general manager of the important branch at Yokohama. Mr. Dalziel in business matters was courteous and obliging, while in private life he won for himself many friends; and in the Far East his early death will be regretted as sincerely as among his friends at home.

An extraordinary general meeting of the Chartered Bank of India, Australia, and China will be held on the 20th proximo for the purpose of declaring an interim dividend.

Mr. E. Leutz has become a partner in the firm of Lafreutz and Co., of Cullum Street, which has increased its capital by the amount of £100,000.

The report and accounts of the Hong Kong and Shanghai Banking Corporation, will be found in our Advertising columns.

The twelfth report of the Directors of the Mauritius Land Credit and Agency Company (Limited) states that the net profit, after setting aside £1,500 on account of interest, suspense, and depreciation account, amounts to £7,414. After placing £1,000 to the reserve fund, a dividend is recommended of 3s. per share, making, with the 2s. paid in March last, 12½ per cent. for the past year, leaving £164 to be carried forward.

The directors of the Credit Foncier of Mauritius (Limited) have declared an interim dividend of 12s. 6d. per share, being at the rate of 12½ per cent. per annum for the half-year ending 30th June last.

The London Assurance Corporation will pay a dividend for the half-year ending Michaelmas, 1875, of 15s. per share, thus making the dividend for the year 1875 60s. per share, or at the rate of 24 per cent. per annum.

At a meeting of the board of the Anglo-American Telegraph Company, it was resolved to pay an interim dividend of £1 per cent. free of income-tax, for the quarter ending the 30th of Sept., payable on the 1st of Nov., leaving an estimated cash balance of £18,000 in addition to £25,000 placed to reserve. The last quarterly dividend was 1¼ per cent.

The liquidators of Overend, Gurney, and Co. (Limited) announce a seventh return of 10s. per share, payable on the 27th inst., on the shares held by contributories in the company who have paid all the calls thereon.

An extraordinary general meeting of Hooper's Telegraph Works (Limited) has been held, when, after a lengthened discussion, during which the defalcations of the late secretary were stated at £7,000, a committee of inspection, consisting of five shareholders, was appointed to confer with the directors into the position of the undertaking, and to report thereon to an adjourned meeting, to be held in a fortnight.

The Bankruptcy Court has appointed a receiver to the estate of Mr. Charles Carnie, East India and China merchant, of New Broad-street. The liabilities are estimated at £56,000.

The P. and O. steamer *Gwalior*, from China, has arrived at Southampton with £722,522, of which £472,928 is in sovereigns from Australia and Hong Kong, £186,802 in bar gold from Australia, £60,488 in foreign coin from Yokohama, Shanghai, &c., and £2,394 in bar silver from Australia. The greater part of the bar gold and foreign coin has been sold for the Continent, and the sovereigns have been taken to the Bank.

The amount of bullion per P. and O. steamer *Poonah* from Southampton on the 23rd inst. was:—In silver, to Penang, £25,300; to Singapore, £41,855; to Hong Kong, £23,021; total, £90,176.

Bar silver has been in good demand at 56¾d. per oz. standard, but the inquiry is now rather less active, and sales have been effected at 56 11-16d. per oz. standard. Mexican dollars show no change to report.

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ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—Our market remains steady with a moderate amount of business doing, prices for all the better kinds being well maintained, but in some instances the commoner kinds have gone rather easier. Large quantities of Green Teas from recent arrivals have been sold at public sale without reserve, prices ruling very irregularly and showing a considerable decline on the previous week's rates. The public sales have been rather larger, consisting of about 15,482 packages, the whole of which were sold without reserve. The Deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,121,522	2,091,992
Coastwise	845,022	866,735
Exports	814,663	811,461
	3,781,207	3,770,188

Congous.—Red-leaf kinds: Siftings have been firm at previous prices. Old season's common to fair kind show no change. Common to good common, of new import, have sold rather lower. Fair to good medium Kaisow and Saryune kinds have been saleable at former rates. Good to fine have been wanted from 1s. 6d. to 1s. 9d. per lb.; finest selling in small quantities without change in prices. Pak Lin kinds are wanted at 1s. 8d. to 1s. 9d. for good quality, the better kinds from 1s. 10d. to 2s. sell only slowly. Black-leaf kinds: Common to fair, of old import, have sold from 9¾d. to 11d. per lb. In new, siftings have sold at a decline of ½d. to 1d. per lb.; common to good common have sold from 10½d. to 11d. per lb. Fair to good medium remain firm at last week's prices, say 1s. 2d. to 1s. 5d. per lb.; good to fine are only in moderate demand, as also finest, but prices are well supported. In new-make kinds the sales made have been to a fair extent at about previous prices, the good kinds being in request at from 1s. 3d. to 1s. 4d. per lb. In Oolongs there is no improvement to notice; a few parcels at public sale went at rather lower prices. Souchongs remain without material alteration. *Scented Teas:* Canton Capers have been in fair demand; common chaffy-leaf has sold at 9d. per lb., common to fair 11½d. to 1s. 3d. per lb., fine 1s. 5d. to 1s. 8d., and finest 1s. 10d. to 2s. per lb. Orange Pekoes show no change, the demand being inactive. Foochow Capers remain as before. Orange Pekoes: Good kinds have been saleable from 1s. 6d. to 1s. 8d. per lb. Fine: A few have sold from 1s. 10d. to 2s. per lb. *Green Teas:* The market has been unsettled owing to the large quantity brought to auction, comprising nearly 11,000 packages, the whole of which were sold without reserve—consisting of Moyune, Ping Suey, and Japan kinds. The prices obtained were very irregular, but showing a considerable decline on those of the sale of the 10th inst.

Messrs. Goddard and Co.'s Circular says:—The market has been quiet, but very firm; there has been rather a scarcity of the useful grades of Congou, say from 1s. 2d. to 1s. 7d., and the advanced prices held for by importers have rather hindered business, the trade in the country being slow. The telegraphed export figures from China are now rather under last year, but supplies from India are in excess, making our total known quantity to be dealt with about the same as last year. Old Season's black and red leaf Congous are still offered at auction, and also privately at 10d. to 11d., showing that, although at the close of the season stocks were much reduced, they were still in excess of the requirements of the trade. Scented Teas are without change. Green Teas, of new import, have been offered largely at auction, and have sold irregularly and cheaper. Public Sales.—China Sorts: 16,099 packages "without reserve." More than half this quantity consisted of New Season's Green Teas, chiefly Ping Sueys, of which 8,138 boxes were sold at about fair value; No. 1 Gunpowder, 1s. 10½d. to 2s. 6½d. 1,800 half-chests Moyune sold without improvement, excepting Hysons, which were dearer. 2,400 packages Black leaf Congou (1,700 New Season's, 700 Old), obtained 10d. to 10¾d.; 1,600 Moning Siftings, 7d. to 8¼d., Deliveries from London, from 1st to 19th instant, inclusive, or seventeen days, 1875, 11,000,000 lbs., against seventeen days, 1874, 11,131,887 lbs. Imports, Deliveries, and Stocks in London, from 1st January to 31st August :—

Imports.		Deliveries.		Stocks.	
1874.	1875.	1874.	1875.	1874.	1875.
86,886,033	116,404,130	109,629,939	117,850,335	66,558,440	76,968,040

SILK.

A steady although not a large business in China Silk has been the feature of the past week, and prices of the lower and medium classes of Tsatlees show an improvement on last quotations. Best Kahings are also taken at rather stiffer rates. Importers are very firm holders. Deliveries are good, being from 1st to 23rd inst.:—China 2,481, Canton 400, Japan 370, Bengal 174; total, 3,425 bales.

COFFEE.—Smaller supplies of Plantation Ceylon, with an improved demand, caused prices to advance early in the week, the decline noted in our last report being almost entirely recovered. The result of the Dutch sales was favourable, and fully supported the advance in this market. During the past two days, however, the supply has again been large, and with exceptionally heavy quantities advertised for to-day, the demand has been slow, and prices in most instances have declined 1s. per cwt. Current quotations are:—Triage and ordinary 90s. to 101s., gray to fine small 104s. to 111s. 6d., fine ordinary to fine fine ordinary 109s. 6d. to 112s., low middling 112s. to 113s. 6d., middling coloury 114s. to 115s. 6d., good middling to fine middling 116s. to 117s. 6d., good to fine bold 118s. to 120s., pea-berry 128s. to 131s. The Dutch Trading Company's public sales of 97,486 bags Java, &c., held on the 22nd inst., went off with spirit, and good ordinary Java sold at 1 to 1¼ cent above the valuations at 60¾ to 61 cents, against 60¼ cents at the August sales.

COIR GOODS.—At the weekly auctions there was a better demand for Yarn, and nearly the whole supply was disposed of at full rates. Fibre met a strong demand at an advance of £1 per ton. Rope continued dull of sale.

CANTHARIDES.—China has been sold at 3s. 6d. to 3s. 7d. per lb.

COCOA-NUT OIL has been steady, Cochin at £41 to £42, Ceylon at £38 to £38 5s. per ton.

CAMPHOR.—Small sales of China have been made during the week at 70s. per cwt. landing weights.

CHINA MATTING.—At public sale 998 rolls China, ex Galatea, from Canton, were all sold, fancy size 4/4 and 5/4 at 29s. to 31s. 6d., chiefly red check 6/4 to 4/4 at 23s. 6d. for common to 36s. for fine, white 4/4 to 6/4 at 21s. to 30s. per roll.

GALLS.—105 cases China were offered by auction and bought in at 72s. 6d. per cwt.

GAMBIER has been in good demand on the spot at 29s. per cwt.

GUM BENJAMIN.—In public sale 3 cases Siam, medium and small almond, partly in block, bought in at £16. Of 10 cases good brown Sumatra thirds 6 cases sold at £5; 6 cases rather dark seconds sold at £8 5s.; 5 cases were withdrawn.

HEMP.—No business done in Manila.

HIDES.—There was a fair demand for East India kinds at the public sales Thursday, and of the moderate quantity offered nearly three-fourths were sold. Prices on the average are without quotable alteration, and a few Singapore Ox and Cow were sold at late rates. Singapore Buffalo sold slightly in buyer's favour. Of 6,407 Singapore Buffalo offered, 3,950 sold; slaughtered, inferior, 1st heavy, average 34⅞ lb. 5¾d.; 2nd heavy, average 33¾ lb. 5¼d.; fair ordinary, 1st heavy, average 28¾ to 32¾ lb. 5¼d.; 2nd heavy, average 30½ to 31 lb. 4⅞d. to 5d.; 1st light, average 13¾ lb. 6d.; light, unassorted, average 12 to 14½ lb. 5¼d. to 5⅝d.; thirds 4d. per lb. Of 4,722 Batavia 1,554 sold; shaved, light, average 11½ to 12½ lb. 8d. to 8¼d.; unshaved, ordinary, 1st heavy, average 24⅛ lb. 6¼d.; 1st light, average 12¼ lb. 6½d.; seconds 5½d. per lb.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 9	Petronalla	Vliedorp	Indramayo	Amsterdam
15	Georges	Jego	Reunion	St. Nazaire
15	Juno	Nilsen	Singapore	Boston, U.S.
17	Sarpedon (s.)	Ferguson	Hong Kong	London
17	L.-gen v. Zwieten	—	Batavia, for Amstrdm.	Dungeness
18	Uncle Toby	Sennett	Rangoon	London
19	Ida Geertruida	Teensma	Sourabaya	Greenock
19	Araby Maid	Potter	Manila	Liverpool
20	Celebes (s.)	—	Batavia	Amsterdam
20	Californie	Deinum	Java, for Amsterdam	Deal
20	Iride	Maglioni	Akyab	Antwerp
20	Oregon	Iversen	Do.	Do.
21	Countess of Fife	Kerr	Maulmain	Do.
21	Matteo August	Tabelle	Rangoon	Falmouth
21	Quattro	Valle	Do.	Falmouth
21	Innocenta	Fondini	Do.	Amsterdam
21	Gefion	Johansson	Akyab	Antwerp
21	Tromp	—	Java, for Amsterdam	Dungeness
22	Loochoo	Beal	Sourabaya	Greenock
22	Batoe Bassi	—	Java, for Amstordam	Dover

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 14	Anais	Hardy	Reunion	St. Nazaire
15	Glamorganshire Lass	Griffiths	Singapore	Cardiff
17	Lady Rowena	—	Rangoon	Liverpool
17	Hampton (s.)	McMoutry	Batavia	Rotterdam
18	Auguste	Buck	Hong Kong	Cardiff
18	Achilles (s.)	Russell	Shanghai	Liverpool
18	Lochleven Castle	McKechnie	Yokohama	Do.
19	Guiseppe	Spotorno	Singapore	Cardiff
19	Olivari	Casareta	Do.	Do.
21	Haidee	Durkee	Colombo	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Montgomeryshire. For Singapore, Hong Kong, and Shanghai: Cawdor Castle. For Batavia: Fiery Cross.

SAILING VESSELS.—For Yokohama and Hiogo: Ullock, Banda, Tamesa. For Hong Kong: Carricks, Sir Harry Parkes, Caroline, Belted Will. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Coldinghame, Felixstowe, Hawk, Persian Empire.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Deucalion (str.), Anchises (str.), Ajax (str.). For Manila: Yruruc Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers, Polynesia.

At GLASGOW.—For Hong Kong: Fung-Shui (str.). For Singapore: Ione.

SPOKEN.

BANIAN, Liverpool to Singapore, July 29, 9 N., 26 W.
NICOLETTE, Rotterdam to Java, July 2, 2.54 N., 25.31 W.
NEW ERA, Cardiff to Hong Kong, July 20, 3 N., 23 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 55s

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meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 18s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

Advices from Hong Kong, Sept. 21, report that a fire broke out on board the Pilgrim, from Shields (coal), but was extinguished with little damage to ship or cargo.

The Golden City, at Batavia, Sept. —, reports master (Owen) died at sea, and was buried at Anjer. Three of the crew were also drowned during bad weather.

The Amity, barque, from Ilo Ilo for the Channel (sugar), stranded on Bawean Island, Java Sea, previous to Sept. 20, and will become a total wreck; crew saved.

MISCELLANEOUS.

GIBRALTAR.—Sept. 19, passed, Oxfordshire (str.), from Amoy for New York.

PORT SAID.—Sept. 22, arrived, from Liverpool for Shanghai, Antenor.

ADEN.—Arrived, Sept. 21, Lord of the Isles (str.), from Shanghai, and left for London; 18, J. B. Walker (str.), from Batavia for Nieuwe Diep.

GALLE.—Sept. 17, arrived, Tom Morton (str.); 20, Crocus (str.), both from Foochow, and proceeded for London.

HONG KONG.—The steamer Glenlyon, having docked to receive a new crank shaft, left on the 22nd Sept. for Shanghai.

PORT ELIZABETH.—Aug. 21: The Tecumseh, from Singapore to Liverpool, which put into Port Alfred on the 3rd inst., with loss of rudder, and was towed round to this port, has been surveyed, and found that the lower rudder gudgeons have been carried away. It will be impossible to replace them here, but the rudder will be temporarily fastened in such a manner as to enable the vessel to reach her destination. The cargo aft is being discharged for that purpose.

LAUNCHES.

There was launched on the 18th inst. from the shipbuilding yard of Messrs. Russell and Co. a fine iron steamer of 600 tons, and of the following dimensions:—Length, 175 feet; breadth, 25 feet; depth, 18 feet 6 inches. She has been built to the order of Pile and Co., London, for the China trade, and will be engined by Kincaid, Donald, and Co., Greenock.

On the 18th inst. there was launched from the building-yard of Messrs. Caird and Co., Greenock, an iron screw steamer for the Javanese and Sumatran coasting trade, for the Netherlands India Steam Navigation Company of Batavia, of the following dimensions:—Length, 255 feet 8 inches; breadth of beam, 31 feet 6 inches; depth of hold, 17 feet 3 inches; ditto to awning deck, 25 feet 11 inches; 1,249 tons; builders' number, 198; two engines, of 220-horse power nominal. Commander, Captain Lindemann, under whose superintendence the vessel was built. She was named the Gouverneur-General Loudon by Miss Turner, of Gareloch.

AT Lloyd's no fresh insurances can now be effected on the steamer Coromandel, which left Bombay for this country on the 30th June. A premium of 80 guineas has been paid on the Strathnaver, which has been out 144 days from Sydney for London; and 10 guineas on the Strathmore, which left London for Otago on the 17th April, and has not been heard of since the 21st May, when she was spoken with.

IT is stated that the Pacific Mail Steamship Company's steamer City of Peking, on her arrival at San Francisco, on her last voyage from China, was found to be in a defective condition, so much so as to be unseaworthy. It will cost the company at least $125,000 to repair her.

THE P. and O. steamer Poonah, which left Southampton Thursday with the heavy portion of the next outward Mail, has been fitted with new engines and boilers, and has been lengthened eighty feet. Originally a vessel of some 2,000 tons burden, it was determined to increase her carrying capacity by one-third, and at once to secure her maintenance of speed and to increase economy in the consumption of fuel—a great matter in these days of keen competition and lowered freights—by fitting her with new engines and boilers of the most approved modern construction. The task of lengthening the ship was entrusted to Mr. James Lang, of Sunderland, and new compound engines of 550-horse power nominal were supplied by Messrs. Hawthorn and Co., of Newcastle-on-Tyne. The ship has been overhauled, strengthened, and redecorated throughout, so that she is now one of the finest, most commodious, and most beautiful vessels in the Company's fleet. The Poonah has now state-room accommodation for over 200 first class, and 50 second class passengers, and in her spacious saloon 160 persons can dine at one time.

SUNDRIES, PER "REGULUS," FROM NEW YORK, FOR YOKOHAMA, AUG. 31.

15292 cs. oil	152,920 gls.	650 brls. glassware	4,950 doz.
500 pkgs. manufactured iron	50,000 lbs.	5 cs. hardware	1,200 lbs.
		1 hhd. ship blocks	600 lbs.
100 cs. chalk		20 cs. burners	
500 do. slates	5,400 doz.		

SUNDRIES, PER "MARY WHITRIDGE," FROM NEW YORK, FOR SHANGHAI, SEPT. 3.

500 bxs. perfumery		2500 bls. dmstics.	1,600,000 yds.
100 bls. oakum	5,000 lbs.	55 cs. milk	
50 brls. rosin	16,403 lbs.	4 bxs. revolvers & cartridges	
160 kegs nails		21 cs. dry goods	
16140 cs. oil	161,400 gls.	10 do. furniture	
36 do. scales		1 do. fire sets	
40 do. clocks	30 doz.	10 fire plates and fixtures	
1 brl. vinegar		5 cs. missionary goods	
5 cs. stationery and books		1 box cake	
135 do. drugs		1 do. lathe	
1 do. ginseng	35 lbs.	1 do. draw-pulls	
10 kegs spikes		2 do. fasts	
2 cs. yeast powders		1 bale webbing	
4 bls. rubber goods		2 bbls. glue	259 lbs.
2 cs. wick		3 bxs. chairs	
5 bls. cotton goods		1 pkge. rollers	
18 cs. slates		1 do. castors	
100 do. turpentine	1,000 gls.	29 bls. cotton duck	
10 do. bitters	10 doz.	5 do. cotton twine	488 lbs.
9 pkgs. hardware		1 organ	
6 cs. tobacco	912 lbs.	2 cs. clothing and effects	
15 pkgs. glassware		17 stoves	
1 cs. washing machine			

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
79, GRACECHURCH-STREET LONDON, E.C.

COWASJEE DINSHAW,
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description, Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express.*

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

IMPORTANT NOTICE.
THE physicians of the hospitals of Paris have declared, after their own experience, that DELANGRENIER'S SIRUP and PATE DE NAFE were the most efficacious pectoral remedies against Cold, Catarrh, Influenza, Irritation of the Chest, of the Throat, and Bronchitis. Containing neither opium, nor morphia, nor codeine, they may be given to children affected with Cough or Whooping Cough. Depots—26, Rue Richelieu, Paris, and at all Chemists abroad.

Diploma of Merit, Vienna Exhibition, 1873.
YORKSHIRE RELISH

THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each Trade mark—Willow-pattern plate.
PROPRIETORS:—
GOODALL, BACKHOUSE, & CO., LEEDS.

Diploma of Merit, Vienna Exhibition, 1873.
GOODALL'S BAKING POWDER.

THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

GOODALL'S QUININE WINE.
Diploma of Merit, Vienna Exhibition, 1873.

THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is INVALUABLE. Recommended for its purity by the *Food Journal*, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1½d., 2s., and 2s. 3d. each. Prepared by GOODALL BACKHOUSE & CO., LEEDS

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HONG KONG AND SHANGHAI BANKING CORPORATION.

The following is the TWENTIETH REPORT of the Court of Directors to the Ordinary HALF-YEARLY GENERAL MEETING of SHAREHOLDERS, held at the CITY HALL, HONG KONG, on WEDNESDAY, the 18th August, 1875.

To the Proprietors of the HONG KONG AND SHANGHAI BANKING CORPORATION,

Gentlemen,—The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending 30th June last.

The net profits for that period, including $3,059.44 brought forward from last account, after paying all charges and deducting interest paid and due, amount to $263,127.50, of which, after taking out Rebate on Bills not yet due, there remains a balance of $260,023.42.

The Directors have taken $153,997.42 from this sum, and placed the amount to Contingent Account, to provide for known and probable losses, and they recommend that the balance of $106,026 be carried forward to the credit of New Account.

The Directors regard the half year's profit as satisfactory, but they regret that they again feel unable to recommend the payment of any dividend, as, in view of Mr. McLean's Report (though they have since become possessed of information which authorises them to take a much more hopeful view of the position of the "doubtful accounts" than he held), they deem it advantageous, in the permanent interest of the shareholders, to retain the whole balance of profit until the end of the year.

During the past half-year and more especially recently, many large and important failures connected with Eastern trade have taken place, and, although fortunately the Bank has had to provide an unimportant amount for anticipated losses on such accounts, they have naturally been the subject of considerable anxiety to the Directors. There seems, however, every reason to suppose that the worst is past, and there are signs that the depression to which trade has been so long subject is being gradually removed.

LOCAL COMMITTEE IN LONDON.

The Directors have not yet definitely appointed the London Committee, but considerable progress has been made, and they new expect shortly to complete the appointments.

INSPECTOR'S REPORT.

Mr. David McLean has duly inspected the Head Office and Branches, and his report to the Directors, dated 10th May, is to the following effect, viz :—

He estimates losses at $116,888.68, and recommends that they be written off at 30th June, although, he says, possibly a portion may be recovered. He adds: "Taking the doubtful accounts as eventually turning out *all* bad, I estimate the (further) total losses to be, at the outside, $340,000." He considers the current business of the Bank as being on a much safer basis than in former years, and continues :—"I feel certain you will not be called upon to provide more than the amounts mentioned above." He expresses his entire confidence in the management of the Bank at the Head Office and Branches. He considers it extremely difficult to reduce "Charges Account" very much without impairing efficiency, but feels confident that where it can, it will be done.

The Directors, acting on Mr. McLean's Report, have written off the above sum of $153,997.42, which includes the $116,888.68 estimated by him as lost (less certain portions of it which have been recovered), $41,000 included in his estimate of "doubtful accounts" (since ascertained to be bad), and all probable losses by recent failures. Several amounts estimated by Mr. McLean as probably lost have since been recovered, and the position of the "doubtful accounts" has improved so much since his Report was handed to the Directors, that of the remaining $299,000 they have every reason to anticipate that a considerable sum, probably as much as one-half, will turn out good. They expected to know definitely the position of these accounts by the end of the current half-year.

MARINE INSURANCE ACCOUNT.

The balance of this account now amounts to $43,534,34 ; no losses have been sustained during the half-year.

DIRECTORS.

Mr. Albert F. Heard, the Deputy Chairman, ceased to be a Director on the suspension of his firm, and Mr. H. Nicaise was appointed in his stead. Mr. Nicaise has since resigned under instructions from home, and Mr. Alexander MacIver has been appointed to supply the vacancy.

Mr. William H. Forbes has been selected Deputy Chairman

AUDITORS.

Mr. F. W. Mitchell resigned his appointment as Auditor on leaving the Colony, and Mr. H. B. Gibb has been appointed in his stead.

ADOLF ANDRE, Chairman.

Hong Kong, 11th August, 1875.

ABSTRACT OF ASSETS AND LIABILITIES.

ASSETS.

Cash and Bullion	$8,073,687.86
Government Securities	2,895,355.20
Bills discounted, Loans, and Credits	9,536,220.45
Exchange Remittances	15,501,583.34
Bank Premises	229,581.12
Dead Stock	92,878.56
	$36,318,257.53

LIABILITIES.

Paid-up Capital		$5,000,000.00
Reserve Fund	$100,000.00	
Marine Insurance Account	43,534.34	
		143,534.34
Notes in Circulation	$1,354,233.33	
Deposits	12,171,655.15	
		13,525,888.48
Exchange Acceptances		17,383,707.21
Profit and Loss Account		263,127.50
		$36,318,257.53

PROFIT AND LOSS ACCOUNT.

DR.

To Amount written off :—	
Rebate on Bills not due	$3,104.08
To Contingent Account :—	
Amount set aside to meet Losses	153,997.42
To Balance :—	
Carried forward to next half-year	106,026.00
	$263,127.50

CR.

By Balance of Undivided Profits, 31st Dec., 1874	$3,059.44
By amount of Net Profits for the Six Months ending 30th June, 1875, after deducting all Expenses, and Interest paid and due	260,068.06
	$263,127.50

RESERVE FUND.

To Balance on 30th June, 1875	$100,000.00
By Balance on 31st Dec., 1874	$100,000.00

JAMES GREIG, Chief Manager.
H. SMITH, Accountant.
ADOLF ANDRE,
WM. H. FORBES,
E. R. BELILIOS, } Directors.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE,
H. B. GIBB, } Auditors.

Hong Kong, 5th August, 1875.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 0 to 2.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.
Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

NERVA, MARCHAND, & Cº.

GENERAL COMMISSION MERCHANTS

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE

PARIS.

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

12, RUE CASTIGLIONE, 12.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room with English French and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens, The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

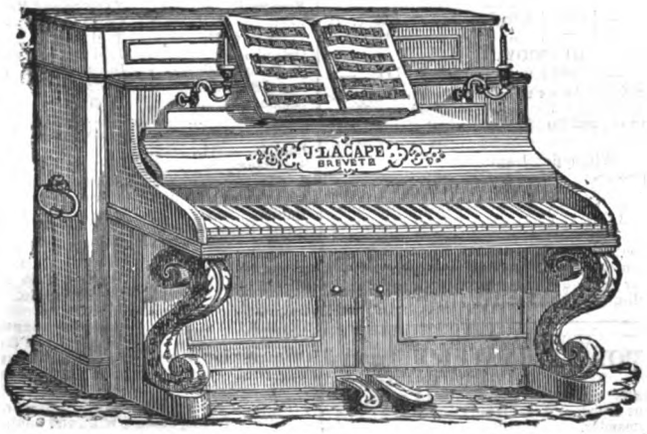
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29, BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear this most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

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OVERLAND ROUTE

and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia...	2,726	450	Oct. 14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct. 21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct. 28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE

and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ...	Oct. 10	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		
Anadyr ...	Dec. 5		

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 24th October and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA,

CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Oct. 15
Glenroy	100 A1	2,121	250	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

GELLATLY, HANKEY,

SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Bengal... — Genoa ...	— — 100 A1	2026 1900	V.L.D. V.L.D.	Oct. 10 Oct. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

SHORT SEA ROUTE to

AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO

will despatch the following high clas vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

FOR CHINA AND

JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., Yoko., & Hiogo	Montgomeryshire, s.s. ...	100 A1	S.W.I.D.	Sept. 30
Do. ...	Burmese, s.s.	100 A1	S.W.I.D.	Oct. 23

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for

transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 30th Sept.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal, to follow the s.s. VENICE.

FOR YOKOHAMA and

HIOGO calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, BENGAL, 1,303 tons register, 2,036 tons gross register, 275 h. p. nominal, 1,375 h. p. nominal, 1,375 h. p. effective; A. DOUGLAS, Commander; Victoria Docks. This fine steamer has just discharged a cargo of new season's teas from Hankow insplendid order, making one of the fastest passages of the season.

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The Transfer Books will be closed from Wednesday the 13th proximo, to Wednesday, the 20th proximo, both days inclusive.

By order of the Court,
WM. CHAS. MULLINS, Secretary.

Hatton-court, Threadneedle-street,
London, Sept. 22, 1875.

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 631.] LONDON, MONDAY, OCTOBER 4, 1875. [Price 9d.—Subscription, £2 s. per annum, Postage included.

OUR DIFFICULTY WITH CHINA.

WITHIN the past few days two telegrams have been received from Shanghai, one through Reuter's Agency, and another from *The Times'* Correspondent at Shanghai. The two telegrams agree in the ominous fact of Mr. WADE having sent a final message to the Chinese Government, intimating that unless his demands are complied with by a certain day he will leave Peking. The only difference relates to the date thus fixed. According to *The Times'* Correspondent the 13th of October was the day named, whereas according to Reuter's telegram Mr. WADE would leave unless his demands were complied with by the 30th September.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Sept. 29.
JAPAN—Yokohama	July 9	Aug. 22	Aug. 24*
Yedo			
Osaka and Hiogo	June 25	„ 16	„ 18*
Hakodadi			
Nagasaki	—	—	„ 10*
CHINA—Peking	—	—	„ 3
Tien-tsin	—	—	„ 7
Chefoo	—	—	„ 9
New-chwang	—	—	„ 4
Hankow	„ 11	July 28	„ 20
Kiu-kiang	—	—	„ 10
Chin-kiang	—	—	„ 11
Shanghai	July 2	Aug. 14	„ 15
Ningpo	—	—	„ 11
Foochow	„ 2	„ 14	„ 15
Formosa	—	—	„ 10
Amoy	—	—	„ 17
Swatow	—	—	„ 18
Hong Kong	„ 9	„ 15	„ 21
Canton	—	—	„ 19
Macao	—	—	„ 20
PHILIPPINES—Manila	„ 2	„ 11	„ 18
COCHIN-CHINA Saigon	„ 16	„ 20	„ 26
SIAM—Bangkok	„ 9	„ 14	„ 23
BORNEO—Labuan	—	—	„ 18
Sarawak	—	—	„ 19
JAVA—Batavia	„ 16	„ 19	„ 29
Samarang	—	—	„ 23
Sourabaya	—	—	„ 18
MALACCA STRAITS—Singapore	„ 30	„ 28	„ 28
Penang	„ 23	„ 19	„ 23
CEYLON—Galle	Aug. 13	Sept. 4	Sept. 6
Colombo	„ 6	Aug. 27	„ 4

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on the 29th ult., being five days in advance of its due date. The Pacific mail, with the Japan advices also, reached London, *via* San Francisco, on the 29th ult. The next inward (P. and O.) mail, with a week's later advices, viz., Yokohama 18th, Shanghai 22nd, Hong Kong 28th Aug., Singapore 5th Sept., is due on Monday next, the 11th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Sept. 27.—From Yokohama: Mr. Aspinall, Mr. Benjamin. From Shanghai: None. From Hong Kong: Mr. Adams, Mr. Wilgard, Mr. Charles, Miss Algar. From Batavia: Mr. Van Hemert, Mr. Van Baltzingalowen, Mr. De Lavalette, Mr. Kempe. From Singapore: Messrs. Patacos, Kallssen, Jalagar, Barnett. From Galle: Mr. Mercer, Mr. Hairland, Mrs. Porquier.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Venice, Oct. 1.—To Batavia: Capt. Eno.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Penang: Mr. A. Man. To Ceylon: Mr. J. L. Sim.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage, Com. H. Salmond, Mr. F. H. Chapman, Major and Mrs. W. H. Burton. To Singapore: Mr. and Mrs. Griffin. To Penang: Mr. J. Wilson. To Ceylon: Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer. To Galle: Mr. W. Scott.

Per P. and O. steamer *Malta*, from Venice, Oct. 15.—To Yokohama: Mr. H. O. de la Camp.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Pekin*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates. To Hong Kong: Mrs. P. B. C. Ayers. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown Miss E. O. Wignon, Mr. R. S. Fraser.

Per French steamer *Irawaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale, Mr. Edward Meyer. To Hong Kong: Mr. Ross. To Batavia: Mr. Sentius. To Singapore: Mr. and Mrs. Goldie, Miss Spooner, Mrs. K. B. Spooner, Mr. C. W. Groskamps, Mr. A. van Delden. To Galle: Rev. W. F. Kelly, Mr. R. G. Corbet, Mr. G. Harper, Mr. Bremer.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. O'Callaghan, Mr. and Mrs. Coxon. To Batavia: Mr. and Mrs. Greig. To Singapore: Mr. W. H. Read. To Galle: Mr. E. Vex, Mr. Pauncefote.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Shanghai: Mr. Bavier, Mr. Choppard, Mr. H. Relph. To Singapore: Mrs. Harvey, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child, Miss MacNair.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Galle: Mr. and Mrs. J. F. Dickson.

Per steamer *Glaucus* (Holt's line), from Liverpool, Sept. 28.—To Hong Kong: Mr. Smith. To Shanghai: Miss Radcliffe.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 11th August, and by the Pacific mail we have news to the 24th August; the French mail from London, July 2, arrived out on the 17th August, and the following P. and O. mail of July 9 was received on the 22nd August. The *Japan Herald* supplies the following items of news:—

In Japanese political affairs but little has transpired. The attention of the newspapers is still directed to the Press Laws. Several additional prosecutions have been commenced, but in two cases the accused have been acquitted. In others, sentence has been pronounced upon the offenders, and these warnings are having such effect, that already one editor has publicly stated that not liking either fine or imprisonment, he has resigned his position.

A supposed breach of Treaty rights has again occurred. The Hon. W. A. Richardson (late Secretary of the United States Treasury), and Captain Lewis (senior officer of the Asiatic squadron), whilst making an excursion to Hachoji, a town regarded as within the Treaty limits, were arrested by the Japanese police, kept under surveillance, returned to Yokohama under the escort of a policeman, and retained in custody here until security was given for their reappearance. The affair is now under investigation, and we hope that the United States Minister will exert himself to have justice done to his countrymen. In so doing we are sure that he will be supported by all the other Ministers, for an attack of this sort is not one simply on American citizens, but it is directed against the rights of all.

The Japanese Government is continually on the watch, through the police detectives and spies, for opium smokers. It is well known to many that opium smoking is extensively carried on here secretly by the Chinese, and in many cases by the Japanese employed by them, notwithstanding the severity with which the law deals with this offence. Constable Mansbridge, whilst out with a body of the native police to see that they did not enter the houses of Europeans whilst engaged in their search for un-

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licensed public women, thought that he smelt opium coming out of a Chinese den; he quickly forced the door, and found two Celestials stretched at full length and inhaling the smoke of the noxious drug. One of them rose to a sitting position, and drew a Japanese sword about two feet long, with which he aimed a a blow at the constable; but his aim was unsteady, as he was quite under the influence of the drug, and the blow only cut through the trousers of the constable, who immediately struck the fellow down with his staff. Both men were caught, and are now in prison awaiting trial.

A serious affray, between some men-of-war's men and the Japanese police, occurred in Takashimacho on the 15th Aug. It appears that the men were drinking in a house, when a fight arose, and on the police being called, and attempting to arrest them, three men of the Italian corvette, *Vettor Pisani*, drew knives, cutting and stabbing the officers with them. The police used their clubs very freely, the men's heads and faces being badly cut and bruised. Ultimately the sailors were handcuffed and taken to the Police-station.

It will be remembered that some few months ago the Japanese despatched a mission to Siam, with a view of making inquiries as to the commerce and resources of that country, and as to the desirability of concluding a treaty with it. We now hear that the Government has, after consideration of the report, arrived at the conclusion that there is no likelihood of there ever being sufficient trade between the two countries to render it necessary to enter into a treaty with Siam.

The Commission for the cession of Saghalien will leave in a day or two for that island. It is reported in one of the native papers that the 800 Ainos who constitute the Japanese population of the island wish to remain under Japanese Government, and that they will probably be transferred to Yesso.

The annual report of the Japanese Postmaster-General has been issued. From a financial point of view, this department is not a success, as the receipts for the year amounted to $352,000, whilst the expenditures reach $502,000. A still larger deficiency is expected next year.

Some astonishment has been caused here by the *New York Tribune* stating the number of Protestant missionaries in Japan at seventy, and the converts at 200,000. Attention has been called to this, and Dr. Hepburn, one of our oldest and most respected missionaries, has stated, in reply, the number of Protestant missionaries at sixty-five, and the baptised native church members at 550, a very different total from that given by the *Tribune*.

The monument sent out by the Messageries Maritimes, in memory of the sufferers in the *Nil* disaster, has been fixed in its place near Cape Idsu. The stone is pyramidal in shape, and bears on one of its faces a marble tablet, on which are engraved the names of those who perished on that occasion.

It is reported that the Japanese are going to do away with one of the worst blots in their criminal procedure, and, for about the fifteenth time, it is announced that torture is about to be abolished.

Attention has been called here to the immense extent to which the forging of trade marks is carried on by the Japanese.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

On the 31st July H.B.M.'s gunboat *Mosquito* arrived from Chefoo, conveying Mr. Mayers, Chinese Secretary to the British Legation at Peking; and on the following day His Excellency Mr. Wade, accompanied by Mr. Grosvenor, reached here per steamer *Chihli*. The arrival of these dignitaries has created a good deal of excitement in official and private circles. Various rumours are afloat respecting Mr. Wade's intended movements. How much is true, and how much fiction, no living man seems to know but Mr. Wade himself, and he does not appear to be willing to tell. It is positively certain that he will remain in Tientsin for some days yet. The arrival of the British Admiral from Japan is expected in a fortnight.

Mr. Wade visited the yamen of the Governor-General at Tientsin on the 3rd Aug., at ten o'clock A.M.; but it has just come out that the long confidential conference which was reported to have followed was summarily postponed by an unhappy circumstance, which it is now my business to relate. Every resident in China is familiar with the peculiar way Chinese officials have of receiving foreigners, by keeping them in waiting for an indefinite time in front of the great central door of the yamen, before permitting them to come into their presence in the Hall of Audience. Of all the numberless devices to which the cunning mandarins have resorted to gratify their ancient pride there is not a happier one than this. The very idea of keeping an official—especially if he is a "Barbarian" as well—waiting before the yamen door, is pleasing beyond degree. And like all other earthly pleasures, the longer it can be spun out the better it is. It is hardly to be expected that Li Hung-Chang despises these vanities. Indeed it is said of him that he is exceedingly partial to these sweets—that the attentions of Foreign Ministers and other high dignitaries are his great delight, and that nothing cuts him so deeply as to be passed by unnoticed. Chinese officials, by long experience and shrewd observation, have learned just about what length of time a Foreign Minister will *wait* for an interview, and they generally give the full measure of it. But once in a while they make a mistake and overdo the thing; and that is exactly what Li did with Mr. Wade. It appears that the Minister, accompanied by Mr. Mayers, left the British Concession in their chairs, and in due time they appeared before the Viceroy's door. The visit had been arranged the day before, and a messenger had gone a-head to notify their coming, as is usual in such cases. When they reached the Viceroy's Yamên, they found the great door shut. How long the party waited in that hot broiling sun, no one seems to know; quite long enough, it seems, to wear out Mr. Wade's patience. Without further ado, therefore, he turned himself about, and leaving a verbal message that he had made his visit, proceeded homeward straitway. He had not gone far, however, when he was overtaken by the Viceroy's runners, who begged him to return. "I have made my visit, and now I am going home; give my compliments to the Viceroy, and tell him I am sorry he could not see me when I called upon him," said Mr. Wade, as he passed on.

The consternation which the incident caused amongst the inmates of the yamen, including the Viceroy himself, can be better imagined than described; there was gnashing of teeth and general confusion. Some explanation was necessary on the part of the Viceroy. With the single exception of the case of Sir Rutherford Alcock, with the Viceroy at Nanking, a similar case has never before happened in the intercourse between Foreign Ministers and high Chinese officials. In this instance, too, there was no plausible excuse for Li; he knew the day before that Mr. Wade was coming; the hour of the conference had been fixed. What excuse could he make for thus detaining Her Majesty's Minister at his very door? It is to be hoped that his apology,—which I am assured he did make,—was sufficient. The unfortunate *weiyuens* whose business it is to record visits and attend the opening of this great central doorway of the Viceroy's yamen, have been made the victims; they have been degraded and dismissed from their office, for *not announcing* Mr. Wade's visit. A poor excuse is better than none. The Viceroy has done the best thing possible under the circumstances; but it must be confessed that, after all, there is little to be said for him. Mr. Wade's action appears to have been most dignified and becoming, and he deserves well for his praiseworthy conduct in this matter. Let up hope that the lesson which he has thus taught the Viceroy will have a wholesome effect.

The weather for the last seven days has been intolerably hot—the thermometer rising by day from 98° to 104°, and at night not going below 86° to 92°. Many deaths have occurred among the Chinese, and the European community is greatly exhausted by this unparalleled continuance of extreme heat.

The ratifications of the Treaty between China and Peru were exchanged on the 7th August in Tientsin, between their Excellencies J. Fedrico Elmore, Peruvian Minister, and Ting, late Footai of Kiangsu.

A member of the British Legation arrived in Tientsin on the 7th August, and it is reported that Mr. Mayers is to leave for Peking on the 9th.

A Chinese gunboat has arrived from Newchwang, with rebel (? banditti) prisoners on board, said to have been sent across for execution.

The marine who lately liberated four prisoners from the *Dwarf*, and escaped with them, and who was missing when they were recaptured, has since been taken near Taku, and has been returned to his vessel. All of the six deserters have now been secured.

SHANGHAI.

The present mail brings advices from this port to the 15th August; the French mail from London July 2 was received on the 14th August. The following summary of news is from the *North China Herald*:—

It is with very deep regret that we have to record the sudden death of Mr. J. A. T. Meadows. Mr. Meadows was an old resident in China, and was well-known to all the older foreign residents in Shanghai and Tientsin. He commenced his career in the British Consular Service, and was at one time H.M. Vice-Consul in Shanghai. He resigned this appointment in order to start in business as a merchant at Tientsin, directly after the opening of the port; and there he has since permanently resided. As Consular representative of more than one nationality, as Steward of the Race Club, as a member of the Municipal Council he has always taken an active share in current events, and it is suggested that the work and worry he has lately had as interpreter to the Peruvian Legation—coincidently with the great prevalent heat—may have had to do with his sudden illness and death. As a correspondent of the *North China Herald*, he has been long well-known to our readers. His letters were verbose, and sometimes rugged in style, but betrayed a knowledge of China and the Chinese, and of current Chinese politics, greater than most foreigners possess. It is a testimony to the respect in

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which he was held, that H.E. Mr. Wade, H.E. Dr. Elmore, Messrs. Mayers, Mongan, Bismark, Waebar, Sheppard, Dillon, Benavides—in fact all the foreign officials in Tientsin, and nearly all the foreign residents—followed him to the grave. Sailors from H.M.S. *Dwarf* carried the body, and the funeral service was read by the Rev. J. Innocent.

In regard to the passage of Chinese soldiers through the Settlement, the Senior Consul has informed the Municipal Council that the Taoutai has voluntarily expressed regret that the peace of the Settlements was disturbed, and promised to take steps to prevent a similar occurrence in future. The French Consul have asked the Consul-General to take steps to prevent the passage of Chinese troops through the Foreign Settlements, and have been informed that the Taoutai has given orders that the troops shall in future be transported by water to the Tongka-doo suburb.

It will be remembered that, about a month ago, the native doorkeeper of one of the London Mission Chapels inside the City, was murdered, and that another man, much younger, was found badly wounded, lying near him. This man was taken to the Chinese Hospital in the Shantung-road, where, under the care of Dr. Johnston, who undertook the case, he recovered so fast as soon to be considered out of danger. His story was that the doorkeeper was murdered, and himself wounded while defending him, by a third person, still undiscovered. It is said that the people employed by the Chehsien to watch him in the hospital, were in the habit of talking to him about the murder, and telling him that as soon as he got well he would be taken before the Taoutai and his head cut off. This always seemed to excite and alarm him, and seizing a favourable opportunity while his guards were asleep, he made his escape from the hospital, and has not been retaken. This escape, coupled with that of the City prison, places the Chehsien in an awkward position personally, as Chinese law holds magistrates responsible for the safety of their prisoners. Although the strictest search has been made by the Municipal Police and the Chehsien's officials, throughout both the Settlement and City, no trace of either of the culprits has been detected.

Some excitement was occasioned among the Chinese residents at the lower end of the Canton-road on the 9th August, consequent on the sudden death of a youth, the second son of a blacksmith living in that neighbourhood. It appeared that the deceased had as isted his father as hammerman until recently, when he began to suffer from weakness of the right arm, and could no longer pursue his calling. A native doctor was called in, who, in accordance with the usual Chinese custom, engaged to cure the sufferer for a certain sum, payable on his recovery. The *douceur* in his instance was $14, and for a day or two the patient seemed to be progressing towards recovery. Subsequently, however, unfavourable symptoms set in, and the patient died. The workshop is very small, and for want of better accommodation the corpse was laid upon a sort of bench, amid the ironwork, not far from the forge. The relatives, believing deceased had not had fair play, sent for the tepaou of the district, and, in order to secure the doctor until his arrival, fastened him with a chain round his ankle to the leg of the bench on which the corpse was lying. Gradually the news spread that the doctor was chained up because he had killed the youth, and the house soon became surrounded; and when the matter was reported at the Central Police Station and Inspector Fowler hastened to the place the stench was dreadful. The unhappy doctor was at once released from the chain and conducted to the police station. While all this was transacting, the bereft father and the tepaou had gone to a teashop to talk the matter over, and there the two contrived to settle it in true Chinese fashion; an arrangement was made with the deceased's family that the unlucky doctor should pay $20 in full of all demands, for coffin, burial fees, joss observances, and funeral feast.

When Chen was appointed to Li Han-Chang's staff, a Wei-yuen named Chang, who was lately Magistrate of the Mixed Court on the French Concession, was nominated to succeed him. But Chang is head of the Lekin Tax office in the Settlement, and was objected to on that and other accounts. The objection has been deferred to, and another official nominated. The new magistrate seems a man of very different stamp from his predecessor, and it is remarkable that he seems not to be hampered by the want of power, which was always put forward as an excuse for Chen's leniency. He is disposed to punish criminals, and he passes fitting sentences when Chen would have suggested the City as the only possible alternative from a mild bambooing. Judging from present experience there will be no great cause for regret if Chen is promoted after his Yunnan experiences are over.

A correspondent calls attention to a system of gambling which is, we are told, carried on largely at present in the Settlement. Our informant says that invitation cards are sent round to "boys" and others known to affect gambling, with a sign on each indicating the evening's place of assembly, and that very heavy gambling does undoubtedly take place. This system of a moveable table, however, makes it more difficult for the police to capture the culprits. We are aware that they have been watching the locality indicated for some time; but have not succeeded in discovering any gambling there, of late. Probably they would do well to accept the offer of guidance. We are all interested in th matter; for gambling very frequently leads to thieving, with servants, and we have heard of several cases of household robbery lately, traceable to this cause.

A parade of the Volunteers was held the 12th August. Only the Rifle companies attended, and these mustered in fair strength, considering the heat. It is not that the heat is really sufficient to deter, for it was pleasantly cool on the racecourse; but the anticipation is so much worse than the reality, that men are deterred. Having mustered in front of the Custom-house, fifteen rounds of blank cartridge per man were served out, and the force marched off in the usual order for the racecourse. After one or two simple battalion movements line was formed fronting the cricket-ground, and volley firing was practised. The men have had no practice in this for a long time, and it is not surprising that the firing was at first very irregular. It improved, however, after a few rounds. Some skirmishing drill was then gone through very creditably, and line was again formed and the order given for independent firing—which was only brought to a close by failure of ammunition. After the march back down the Maloo and a few words from Major Hart, criticising the movements, the men were dismissed.

The steamer *Flamingo*, the improvised Chinese troop-transport, has been fitted with six additional rice-boilers on deck, the former cooking apparatus having proved insufficient to provide food for the troops on board. The result of this oversight was frequent squabbling and fighting amongst the men, which always resulted in some of the more weakly of the soldiers being deprived of their rations. On one occasion a sailor was carrying some bread for his mess, when he was beset by a crowd of hungry soldiers, who tried to take the bread from him. In defending it he was slightly stabbed in the left breast, but unfortunately was unable to identify the man who inflicted the wound. The *Flamingo* sailed again for Takow on the 7th Aug., to embark 2,500 more troops for this port. She is a new Glasgow-built vessel, this being her first trip from home. By her three troop-charters to Formosa she will, it is said, earn $36,000.

It is stated that the Canton and Macao Steam Navigation Company are chartering foreign steamers to take tribute rice to Tientsin, at 14 to 20 dollar-cents a picul, whereas the price they get from the Government is 6 mace. It instances the case of the *Culabar* chartered for 20 cents, the *Cheviot* 14, and the *Consolation* 14. Of course, we do not know whether the Government or the Company get the benefit of the cheaper rate. But it would be hard to demonstrate more clearly the extravagance of the rate allowed.

We learn that the British barque, *Storm King* has been purchased by the C. M. S. N. Co., with the view of being dismantled, and converted into a hulk for one of the ports on the Yangtze. The purchase money, it is said, amounts to $20,000.

The Dutch wooden corvette *Curacao* arrived in port on the 12th Aug., and after a stay of a few days will resume her voyage to Batavia, visiting Hong Kong, Singapore and Manila on her way.

The old steamer *Aden*, which her present owners could never make remunerative owing to her great greed for fuel, is to be overhauled and fitted out as a sailing ship.

The subjoined items of news are from the *Celestial Empire*:—

The past week has been upon the whole a fairly busy one, although the actual occurrences are not numerous. Among the political incidents we may briefly notice the departure of Ch'ên, the late magistrate at the Mixed Court, to join His Excellency Li Han-Chang preparatory to setting out upon the expedition to Yunnan; an enterprise which, as far as the British Commissioners are concerned, is rapidly achieving the height of unpopularity. Another collision is reported from the North, this time, however, between Mr. Wade and the Viceroy of Chihli—in which the latter magnate appears to have come off second best.

It may, perhaps, be some consolation to the local magistrates, in their difficulties of late, caused by the sudden and unauthorised departure of several important prisoners, to know that a capture recently made by one of the city officials' detectives is of some value. This man is said to be a subordinate chief in a large body of robbers or brigands who infest a mountain named Chu-lung-shan, a place which we are told is somewhere on the other side of the Ta-'hu. It is stated that the total number of the banditti massed in this place amounts to no less than 50,000 men. This sounds prodigious; but even in Shanghai we have some means of seeing in what crowds the Chinese can sometimes congregate; though, of course, the general native disregard of accuracy leaves the figure open to some doubt. It is added that this band or rather army of outlaws has affiliated members everywhere about in the towns and cities; and that it is supposed that the man just captured came to Shanghai in order to obtain information which would enable him and some confederates to plan a robbery.

This week there has been no issue of our youngest Shanghai contemporary, the *I-pao*. It is said that there has been trouble in the ranks of its contributors; that the journal is without an editor; and that even if its present suspension be intended to be temporary only, it is very likely that the swoon may turn out to be fatal. The *I-pao* commenced in a small way, though with some signs of vigour; but had latterly fallen into bad habits, and

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was too fond of inserting sensational paragraphs of a tone and colour that to foreign readers were insufferable, and which, even respectable natives viewed with disapproval—a fact on which we lately felt impelled to remark.

The 12th August, being the birthday of the Empress Dowager Tsze-An, chief wife of the Emperor, whom foreigners call Hsien-fung, the yamens were all closed, no business being transacted. We are told that the present age of the Imperial lady is forty-three years.

FOOCHOW AND AMOY.

The subjoined items of intelligence from these ports are taken from the *Foochow Herald*:—

In a recent issue we drew public attention to the case of Mr. Boysen of the Great Northern Telegraph Company's service. This gentleman while engaged in taking delivery of property belonging to the Company, at a place called Hungkow, about thirty miles from this port, was assaulted and robbed of all the money in his possession. We now learn that the ringleader in the attack and robbery has been identified, but that the native officials decline either to arrest him or obtain restitution of the stolen money. The man is still at large at Hungkow, and the mandarins alleged that they dare not interfere with him. As in small matters, so is it in greater; Mr. Blacklock's murder is quietly slurred over; the robbery and assault to which we now particularly refer is winked at. Possibly, when half-a-dozen more foreigners are killed, and the entire community plundered, we shall hear of measures being devised by those in authority to ensure the protection, which is now apparently claimed in vain. The Chinese officials were ready enough to cause all the power of 'British law to bear upon Mr. Fawcett at Chefoo, the other day, even to the length of bringing up sham evidence. In the *Fu Sing* case, they have been, most energetic; but they entirely fail to see that there is anything undignified in their repeated protestation of inability to enforce the law against their own countrymen. We think, however, that when really roused to action they can act, and to make them do so is the manifest duty of the Foreign Government.

A *canard* was current in the Settlement a few days since to the effect that Mr. Wade had hauled down his flag, and that war was declared. The excitement was intense, and certain tea shippers were for the moment in a state of jubilee, loudly expressing their belief that the rise of 6d. per lb., announced many years ago was about to take place. It turned out, however, that Mr. Wade had not decided to leave Peking, and that war was not declared. The story originated, we believe, at Pagoda Anchorage.

To the great relief, we should think, of the foreign community, the "Joss" processions have ceased for a time—all the devils, little and big, black and white, having been driven, let us hope, into the infernal regions. We have not, however, heard of any marked improvement in the value of tea; and we do not credit the report that several teamen interested in second crop Pan Yongs and Fock Oans subscribed liberally to the processions in the expectation of a further rise taking place in the value of these fashionable descriptions of tea.

The troops lately quartered at the Customs, Pagoda Anchorage, have been withdrawn. Beyond exercising a certain amount of moral influence, we should say that their presence was entirely useless. An attack upon the smuggling village might have resulted in some good; but this, although talked about, could not, it seems, be carried out.

We are reliably informed that the forts recently constructed for the eighteen-ton guns, purchased at the time of the difficulty with Japan, are already tumbling to pieces, having been built for "look-see," and nothing more. This is another beautiful illustration of the way public money is squandered—with a view to carrying out sham reforms.

Two of the Arsenal gun-boats, with a number of Chinese officials and their body guards, &c., on board, have left Foochow for Tai Wan-fu. There is apparently a lull in the contest between the aborigines and Imperialists, owing, we understand, to the prevalence of sickness and disease in the ranks of the latter.

H.B.M.S. *Growler*, after a stay of fifteen months at Amoy, has at last been relieved by the *Hart*, a vessel of the same class, commanded by Commander Harvey Royse. The *Hart*, it will be remembered, accompanied the *Charybdis* on her expedition to Lukut in November, 1874, when there was some pretty severe fighting done by the Naval Brigade under Lieutenant Jones, lately in acting command of the *Hornet*.

The British Consular residence at Amoy, which has been so long in a state of decay, is being pulled down in earnest, the roof having already disappeared. It is to be hoped that Her Britannic Majesty will be in future better represented—architecturally.

The reconstruction of the telegraph line from Foochow to Amoy was commenced on the 15th Aug., the day appointed by contract. Captain Hoskiær, R.D.E., the engineer-in-chief of the Great Northern Telegraph Company, will, we understand, superintend this important work.

The new Club at Amoy is to be commenced shortly, and the Club Elders have taken time by the forelock in framing rules. The rules, it is believed, are very stringent—especially in the matter of dogs and touching the barometer.

HONG KONG.

Our advices by the present mail extend to the 21st Aug.; the P. and O. mail from London July 9 arrived out on the 15th Aug. The following items of news are from the *Hong Kong Daily Press*:—

The meeting of the shareholders of the Hong Kong and Shanghai Banking Corporation passed off more pleasantly and satisfactorily than that of February. The report was so much more palatable that this is not surprising. None but pleasant words passed, confidence in directors expressed, and congratulations on the stability and improved prospects of the Bank exchanged. The meeting was therefore perfectly harmonious, although the directors were unable to announce a dividend. But there was consolation in the announcement made by the Chairman that if the Bank does as well during the current half-year they would be enabled to return to the old and satisfactory practice, and declare one.

A boat accident, in which some of the leading residents in the Colony had a narrow escape, occurred at Cape D'Aguilar, late on the night of the 16th August. It appears that on that evening H.E. the Administrator gave a bachelor's picnic to a number of the leading residents in the Colony. Among those present were:—Sir J. Smale (Chief Justice), Sir Brooke Robertson (of Canton), Hon. J. Bramston (Attorney-General), Hon. C. C. Smith, Hon. W. H. Alexander, Hon. W. Keswick, Hon. Charles May, Mr. Russell, Mr. McIver, Captain Buller (of the *Modeste*), Captain Turton (of the *Egeria*), Mr. Robb (of the Naval Yard), and a number of others. The party left the Harbour at a quarter to six o'clock in the evening in the new Government steam launch, bound for Cape D'Aguilar. After a very pleasant sail, the destination was reached a little before seven o'clock. Owing to the nature of the beach in that locality it was impossible to get the launch close alongside, and the party were landed in boats. After partaking of dinner on shore, a visit was paid to the new lighthouse, and the remainder of the evening was spent in an enjoyable manner. The party started to return to the launch about half-past eleven o'clock. On reaching the beach several boats were waiting to convey the excursionists to the launch which was lying at some little distance off. Among these was a small fishing coble, which was very shallow and exceedingly cranky. Into this vessel went Sir John Smale, Mr. Bramston, Mr. Robb, and Mr. Keswick, and they seem to have been the last in putting off. There was a bit of a swell on at the time, and the launch, from which there projected a ladder, was rolling considerably. The occupants of the other boats seem to have got on board all right, but the coble, in which was Sir John and the three others named above, in getting alongside ran right under the projecting ladder. The launch at that moment came rolling to that side, the latter struck the gunwale of the cobble, and turned it right over, pitching all its occupants into the water. The Chief Justice went down, but on rising to the surface again received a rope, to which he clung for some time; subsequently several of those on board managed to pull him up, and he was thus rescued from his perilous position. Mr. Keswick was fortunate enough to catch hold almost at once, and he was also pulled out. Immediately on the coble upsetting Mr. Bramston struck clear of it, and swam some short distance away; he was keeping himself afloat, but Captain Buller, who was on board, was afraid he might get exhausted, and courageously jumped in to assist him. They were both got on board a few minutes afterwards. Mr. Robb, who happened to be at that side of the coble next the launch, caught hold of the ladder and clung to it all through. Of the four gentlemen in the water Sir John Smale seemed to have suffered most, and as soon as he was rescued he was taken below, and was made as comfortable as surrounding circumstances would admit it. The launch then at once started for Hong Kong, and was alongside the Praya shortly before one o'clock yesterday morning. We are pleased to state that the gentlemen immersed are none the worse for their ducking.

A case has been tried in the Police Court, before Mr. Russell which forcibly illustrates the mischief often arising from the readiness with which the Chinese will sell their services, no matter in whose or what behalf. The prisoner in question, it turned out, was an old offender; on his last appearance before the Bench he had been ordered to find security in two sureties for, $50 each; this, it would seem, he had no difficulty in doing—for a consideration. Two men appeared in Court, said they knew the prisoner to be an honest individual, and stood security for him, stating that he was going to leave the colony. Mr. Russell very properly sent for these worthies, and read them a severe lecture. They confessed they did not know the prisoner, and bailed him out on the representation of his relations that he was going to leave the colony. Of course they ran the risk of losing their bail; but this the Chinese, who are born speculators, are too ready to do. It is to be hoped that Mr. Russell's remark will be productive of good, and do something towards checking the system. The native journals will do well to make the case public and warn the Chinese against becoming bail for fellows of whose character and position they know nothing satisfactory. Not only are they likely by doing so to place themselves in an awk-

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ward position, but they are also, as a matter of fact, aiding and abetting the escape of criminals from justice.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly general meeting of shareholders in this Corporation was held at the City Hall, Hong Kong, on the 18th August. There were present :—Messrs. A. André (chairman), Forbes, Hayllar, Q.C., Belilios, Cordes, Hoppius, McIver, F. D. Sassoon, Greig, Burrows, H. H. Nelson, Dr. Adams, Anton, Bottomley, Grobein, Newton, H. Gibb, Hon. P. Ryrie, Bertrand, Middleton, C. P. Chater, Baron de Overbeck, P. S. Woonwalla, D. M. Mehta, Dickie, Chinoy, Green, Kingsmill, Vaucher, Landstein, Fairbairn, Karberg, Beart, C. C. Cohen, W. Morgan, Laurie, Mardfeldt, Hancock, Strack, J. E. Sassoon, M. D. Ezekiel, S. J. David, J. A. de Carvalho, Rozario, Robinson, H. Smith, Mallory, Cope, de Guigne, Alabor, Romano, Simonis, Wheeler, Mylne, Dr. O'Brien, Heaton, Deacon, J. T. Chater, &c.

The Chairman having read the notice calling the meeting, Mr. Kingsmill said he thought the Chairman had better read the report; he always liked it to be read at the meeting. The Chairman accordingly read the report, a copy of which has already appeared in our columns.

The Chairman then said :—Gentlemen, I am somewhat more fortunate than my predecessor in this chair, for although the Report and Statement of Accounts now presented to you are not altogether so favourable as could be wished, yet, taking into account the unprofitable state of trade generally in the East, and the numerous failures that have occurred during the past six months, the profits realised cannot be regarded otherwise than as satisfactory. For the half-year they amount to about 5 per cent. on the Bank's capital, and if we can do as well during the current half-year, and no unforeseen disasters occur in the meantime, we shall, I trust, at the beginning of 1876 return to the satisfactory practice of declaring a dividend. The result of the past six months at any rate proves that even during exceptionally bad times, and in the face of unusually grave mercantile complications, the Bank has been able to do a fairly remunerative business. Reverting to the failures that have taken place during the past half-year, I think you will agree with me when I say that the very trifling losses which the Bank has incurred through them afford convincing evidence of the prudence and forethought applied in managing your business. It is almost impossible to escape from some loss in times such as we are now witnessing, but the cautious policy which has carried the Bank uninjured during the recent crisis will, you may rest assured, continue to be followed up by the board in future, and I trust with the same fortunate results. As promised by the Chairman at our last meeting, the substance of Mr. McLean's report has been placed before the shareholders. He carefully inspected all the Bank's establishments and accounts,, valuing, as far as he was able, the various assets, and although my co-directors and myself were certainly unprepared for so serious a depreciation in the valuation of the Bank's securities as Mr. McLean found, we have accepted without question the accuracy of Mr. McLean's estimates, as we fully recognise the care with which they were made, and we ourselves had reason to know that in the interval some accounts had gone somewhat to the bad. Mr. McLean estimated $116,888.68 as lost, and recommended the amount should be written off at 30th June. It will be satisfactory to you to know, however, that, while providing for all the items referred to, we have only had to write off $100,911.14, thus showing that $15,977.74 had been in the meantime made good, and we consider that a fair amount of that now written off will yet be recovered. Again, McLean estimated that we might lose on "doubtful accounts," if they eventually turned out all bad, at the outside a further sum of $340,000. This of course includes the doubtful accounts at the head office as well as at all the branches in London, India, China and Japan—everywhere. As stated in the report, $41,000, have since been ascertained to be bad, and have been written off. This item forms a portion of the sum of £10,211 0s. 8d. which the Chairman at the last meeting, in reply to Mr. Kingsmill, referred to as an account under litigation. That litigation has since resulted in a compromise under which the Bank, by advice of counsel in England, accepted £2,000 in liquidation of its claim. It is a satisfaction to the directors, as it must be to the Bank's shareholders and depositors, to have their views confirmed by Mr. McLean as to the general soundness of the Bank's position and business. The directors are also pleased that he confirms their views as to the management of the Bank at the head office and branches. Mr. McLean's summary of his report to the directors will be found on the manager's table for the perusal of such shareholders as wish to consult it. You will have noticed in the accounts that the directors have not set aside any sum for their remuneration during the past half-year; they have preferred to leave the matter in abeyance pending the result of the whole year's operations becoming known. The directors regret that they cannot yet inform the shareholders that the several properties so often referred to in their reports have been realised, but I am in a position to state that as regards two of the most important of them they are in a fair way of being taken out of the Bank's hands, and that before next general meeting I have great hopes we shall have nothing more to do with them ; I am happy to inform you that during the past half-year they have cost the Bank nothing. The delay that has arisen in the appointment of the members of the London Committee is due to the directors deeming it advantageous to leave the matter somewhat in abeyance until Mr. McLean's return to London, that gentleman having been placed while here in possession of their views. The matter has already been placed on a satisfactory basis, and will shortly come into operation. Before I move the adoption of the report I shall be glad to answer any questions.

Mr. Kingsmill : Do I understand aright that the profits of the six months have been 5 per cent. on the paid up capital ? The Chairman: Yes, they have. Mr. Kingsmill : That is, 10 per cent. per annum ? The Chairman : Yes. Mr. Kingsmill said there was a sum of losses estimated in the first instance at $116,000 odd, he might say in round numbers $117,000 ; did he understand that in consequence of having recovered part of that it did not appear written off ? The Chairman said that about $16,000 had been saved ; Mr. McLean had over-estimated the losses. Mr. Kingsmill said the result would be that if any of them made any calculations from the balance-sheet they would be about $16,000 out. The Chairman said they would be. Mr. Kingsmill said he had made an estimate about their position, but he found he would be $16,000 out ; well, $16,000 was not much ; but $153,997 had been reserved for contingencies ? The Chairman said that amount had been reserved. Mr. Kingsmill said that the result of his calculation would be that, taking no account of the Reserve or Marine Insurance funds, and supposing one half of Mr. McLean's estimate of losses to be correct, the Bank would be about $43,000 on the wrong side. The Chairman said that would be so.

Mr. Kingsmill then said that taking everything into account he thought their present position was very far from being unsatisfactory. On the other hand, considering all thinga, they had great reason to be satisfied with the result. There was one thing to which the Chairman had alluded in his address and it was, that the directors had not put anything aside for their remuneration for the current half year, but were waiting to see the result of the year's transactions before doing so. It was very well known what position he (Mr. Kingsmill) had taken up on this matter at the last meeting of shareholders. He was pretty much to the front on that occasion, but without egotism he thought he could now fairly and honestly say before that meeting, and it would not come badly from him, that in his opinion the directors had shown great judgment, great tact, and a certain amount of graciousness in having the question of their remuneration postponed until the end of the year. But at the same time, he must also say that in his opinion the directors were entitled to remuneration. He did not want to speak disrespectfully of anyone, but two directors who were on the board in the times when the evil was done, drew their full salary without scruple or hesitation, and then left as soon as the Bank got into hot water. The present directors, however, had had no bed of roses ; their task had been a very troublesome one, and the results now showed that they had acted with great judgment and prudence. That was one reason why he thought the directors were entitled to their remuneration. But there was another reason. When a Corporation like this, with a capital of $5,000,000, commenced to haggle about a few thousand dollars for directors' remuneration, it looked bad, and seemed to outsiders as if they could not afford it. At the same time it was right to pay especial tribute to one of the directors for his action in the matter. He (Mr. Kingsmill) had heard on very good authority that there was one director (Mr. Belilios) who had not drawn his remuneration on the 31st December last, and he wished to ask the Chairman if this was correct ? The Chairman said that one of the directors had not drawn his remuneration for the half-year ending 31st Dec. last. Mr. Kingsmill said, without in any way reflecting on the other directors, that the action of that gentleman had been most generous, and he certainly deserved the gracious abknowledgments of the shareholders. Since the last half-yearly meeting he (Mr. Kingsmill) had been put in possession of the knowledge of many matters, and he could now speak fairly on the subject. He had one or two other questions to ask. The first was, had the directors reconsidered, or did they intend to reconsider, the resolution which the Chairman at the last meeting said had been come to, namely, that $20,000 was to be expended on the furniture for the Bank's premises at Shanghai ?

The Chairman said that after consultation it was decided that good substantial furniture for the premises in Shanghai should be procured in London by Mr. McLean, and he was requested to state that it must be laid down in Shanghai at a cost not exceeding £2,500. Mr. Kingsmill said that was very satisfactory. He had another question to ask, and it was to the advantage of the Bank's employés that he should do so. Had any bonus or any remuneration of any kind, in addition to the regular salary, been granted to any one servant, manager or otherwise, of the Bank within the last half year ? The Chairman said such a thing was not customary with the Bank, and it had not been done. Mr. Kingsmill asked was it a fact that the manager received as part of the arrangement under his employment or otherwise any addition to his salary—any reward or bonus, or anything of the kind ? Was there anything went to the Bank's manager other than his salary ? The Chairman : No. Mr. Kingsmill then asked if the Chairman could form any idea, in consequence of what had since transpired, what the losses estimated by Mr. McLean would really be ? The Chairman said that since Mr. McLean had left the Colony, they were certain that half the amount of $299,000 would be saved.

The Chairman said if there were no other questions to ask he had much pleasure in moving that the report and balance-sheet be adopted. Mr. Burrows seconded. The motion was put and carried unanimously. The Chairman said the next business was the confirmation of the election of a director. Mr. Forbes proposed that the election of Mr. McIver as a director be confirmed ; Mr. Burrows seconded. The motion was put and carried unanimously. Mr. F. D. Sassoon then proposed that Mr. H. B. Gibb be appointed an auditor ; Mr. Kingsmill seconded. The motion was passed unanimously.

The Chairman said there was no other business before the meeting. Mr. Kingsmill, after congratulating the directors upon the satisfactory state of things, moved that a vote of thanks be accorded to them. The Chairman having acknowledged the compliment the proceedings terminated.

PHILIPPINE ISLANDS.

MANILA.

On the 12th July last, the exact date fixed upon by a Spanish naval officer for the occurrence of a typhoon among the Philippines, a typhoon actually took place in the China Sea, which is thus referred to in the *Comercio* :—"The steamer *Butuan* brings us intelligence of a British vessel having arrived at Ilo Ilo from

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Hong Kong, after encountering a typhoon in the China Sea. We have also been informed that three laden vessels which left Ilo Ilo had to put back; one of them with damage to her rigging. At Ilo Ilo, too, bad weather has prevailed, but no damage has been done nor has any accident happened."

The bad weather prevailing at Manila from the 12th July became a storm of such severity on the 20th that no doubt was entertained that it was the tail-end of a typhoon. The departure of the mail steamer *Pasig* from Manila to Singapore was delayed in consequence until the following day. But relatively little damage was done at Manila, but several coasting craft were wrecked, and lives were lost.

JAVA.

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BATAVIA.

The following particulars of the bombardment of Sambelangan on the Atchinese coast, lately announced by telegram, are translated from the Batavia *Algemeen Dagblad*:—

"The latest naval news is the bombardment of the principal campong of the petty State of Sambelangan, on the North Coast of Atchin. Some time ago, stricter orders were received regarding the checking of the fisheries carried on by the people of the petty States of Sambelangan and Murdoo, and cruising off the coast of the latter was consequently actively proceeded with. Whenever a fishing prahu ventured outside, the cruiser, by means of musketry or easy shot, compelled her to stop her occupation, and to return to the river. At length one of the men-of-war succeeded in attacking a number of fishermen so unexpectedly that they had to leave a large net behind and to flee to the beach. From there they endeavoured to draw in the net. A boat which had been despatched towards it was, however, too quick for them, and brought the net on board. Whilst this was happening several armed men arrived on the sea shore and fired upon the boats and the ship, but without effect. The man-of-war continued her course, and again arrived off Sambelangan two days afterwards. When she had sailed past the campong, and was off a dyke which stretched along the beach for a very great distance, she was received with a well kept up fire. Hundreds of armed men occupied this dyke, and the whole coast to the west was covered with onlookers. Of course the musketry from the shore was not left unanswered; a reply was soon given, not only by a similar fire, but also by shells and case shot. Firing upon the occupied dyke was stopped after about two hours, and the ship steamed to Gighen to inform the commander of the station of the event.

The consequence was that on the morning of the 19th July H.N.M.'s steamers *Citadel Van Antwerpen*, *Schouwen*, and *Palembang* steamed from the roadstead of Gighen towards the east, and having arrived near Sambelangan, they took up a position off the campong. At about nine o'clock the *Citadel Van Antwerpen* opened fire, which example was immediately followed by the other vessels, whereupon a shower of shells was, as it were, thrown as well into the campong as behind the dyke. The campong was soon set on fire, but the enemy had the good luck to extinguish the flames. Their joy was short, for scarcely half an hour afterwards it again caught fire, this time at two places, and so fiercely that extinguishing it was no longer possible. The red flag which so proudly floated above the roofs soon fell also a prey to the flames. At twelve o'clock the bombardment was stopped until two in the afternoon, when it was again continued. At five o'clock the chastisement was considered sufficient, and the ships returned to the roadstead of Gighen. The campong was burnt to the ground. We could not however, ascertain the effect of our fire upon the men, because they were able so to retire behind the dyke that we did not see whether the shells and case shot proved effective. The fire was, however, kept up the whole day in such a lively manner, and the shells burst for the most part so accurately above the dyke, that the number of killed and wounded must have been great."

The *Dagblad* says:—According to a telegraphic despatch from the Resident of Palembang, dated the 10th August, a vessel, the name and nationality of which are unknown, but which has been abandoned by her crew and is partially burnt, has stranded on the Sumatra coast near Tanjong Slakar, off Pulu Nangka. This vessel is probably the French ship *Comête*, which lately caught fire in Banka Straits. A small portion of her cargo, consisting of pepper and kawang tallow, has been saved.

The *Batavia Handelsblad* publishes the official report on the Government chinchona culture in Java for the second quarter of 1875. During the period named the weather was favourable for the collection of bark, 720,000 kilogrammes of which were at its close ready for exportation. In the same quarter 10,978 plants of the ledgeriana and 18,150 of the officinalis variety were put into the prepared ground.

On the 14th August the wreck of the M.M. steamer *Neva* was sold by auction at Batavia for f.16,900.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 28th August; the French mail from London July 30 arrived out on the 28th August. We take the following items of intelligence from the *Straits Times*:—

The question of cheap Summary Civil Suits, which was last year debated in our Legislative Council, has been set at rest by the issue, under the amended law, of a largely augmented scale of fees for the Summary Court. The new Schedule of Fees does away entirely with all hope of cheap justice in the Colony. This question was discussed at some length in the Legislative Council last year, when the Courts' Ordinance was brought up, in order that the Schedule of Fees which had been tacked on the original Bill, and so passed into law, might be struck out. The Hon. Thos. Scott contended for the retention of the low scale of fees, as a part of the understanding by which the members were induced to consent to the reconstitution of the Courts; but he was overweighted, and the schedule was struck out, leaving the Judges to amend the scale of fees whenever they saw fit. The consequenceis, that, the Government, finding the new Court establishment expensive, wants the suitors to bear the burden of, it; hence the augmented scale of fees, which are very much the same as those formerly levied in the Court of Requests,—the cost of entering plaint being graduated on a progressive scale of 10 per cent. on every $5 up to $50, 10 per cent. on every dollar from $50 up to $250, and 5 per cent. on every dollar above $250. When to the cost of entering plaint, which must be prepaid by the suitor at the outset, is added the cost of summons, subpœnas, and the other fees necessary to be paid before the case is disposed of, it will be found that before obtaining process to compel payment of a debt of say $50, a suitor will have to advance out of his own pocket $10 or $12,—possibly more,—with the chance that he may not recover even his costs from the debtor. To the few Europeans who have occasion to resort to the Court for the recovery of small claims like this, the outlay may not seem large; but to natives, who are the chief litigants in the smaller cases, the sums they are obliged to expend press very heavily; and where, as often happens, they lose their cause through ignorance of the law, or fail to recover from their debtors even sufficient to pay their costs, the fees will be a heavy tax.

The detention for sixteen days of the British steamer *Bentan* at Rhio for an imaginary breach of the Dutch passenger regulations should receive the attention of our Government, in order to protect our shipping interests in neighbouring ports. Owing to the exclusive policy of the Netherlands Indian Government, the privileges of British ships at ports in Java are so few that we cannot afford to part with any of them, and every effort should be made to secure to British shipping the full measure of those few concessions to which under the treaty and local regulations they are entitled, and to guard against loss to shipowners from the compulsory detention of their vessels through misapprehension of the law, or over-zealousness on the part of some subordinate official, possibly entailing, as in the case of the *Bentan*, an enormous expense, for which the owners have no remedy. The facts of the detention, so far as we can learn, are, that the steamer cleared at Cheribon and Samarang with passengers for this port, the number of passengers being correctly stated in the port clearances granted by the marine officers at those ports; but on reaching Rhio, she was detained by the authorities of that place on the plea that, notwithstanding the tacit sanction of the Dutch Government, through the officers of the ports she had just left, she carried more passengers than their regulations allowed. She was compelled to remain there sixteen days pending the decision of the Procureur-General, to whom the question was referred; that officer deciding that the vessel had been guilty of no breach of law, and therefore was not amenable to seizure or fine. She was then accordingly released; but her owners have had to maintain a well-found steamer in idleness for sixteen days, within a few miles of the conclusion of her voyage, with no hope of redress, unless through a vexatious and expensive appeal to the law of a foreign State, in which the probabilities are strongly against their success. Of course, our remarks are founded upon the assumption that the grounds of detention are as stated; but if so, we think the matter clearly one requiring action on the part of our Executive, in order that the Netherlands India Government may be induced to issue such instructions to its officials in the various ports as will effectually prevent the recurrence ofsimilar difficulties.

Our readers will remember that some three or four weeks since we inserted an article in our columns giving a full description of the visit which Sir William Jervois had paid to the Eastern Coast of the Malay Peninsula, and stating that we were of opinion that great results would accrue therefrom, both commercially and politically. We are now glad to hear that the anticipations which we then formed have commenced already to be realised. Some days ago a boat arrived at Singapore from Tringanu, after a voyage of twenty-three days. This boat contained two messengers from the Sultan of Tringanu with a letter to his Excellency, expressing a great wish to visit Singapore and to improve his acquaintance with the British, and stating that if a ship was sent for him he would start for Singapore at once. This letter, as it happened, came in the very nick of time. The *Pluto* was to start almost immediately for Pahang to bring back the party who had been surveying the Muar and Pahang rivers, and thus fixing the first line across the Peninsula. Tringanu is only twelve hours run from Qualla Pahang, so that Sir William Jervois, seeing the policy of acceding to the Sultan's wish, gave directions that the *Pluto* should combine both services. The Sultan will accordingly arrive here in three or four days, and will be attended by his wives, sons, grandsons, and even

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great-grandsons ; also, doubtless, by many of his followers. This visit may possibly lead to very important results. We have on a former occasion remarked how rich, both in mineral and vegetable productions, is this State of Tringanu. A very large revenue might under a proper system of management be obtained by developing these resources and furthering trade; and by meeting the Sultan in the same friendly spirit which he himself is evincing towards us, the greater portion of this trade would possibly find its way to the Singapore market.

A general order issued by the Inspector-General of Police announces the appointment of Mr. C. H. Ord as an Inspector of Police, on probation for twelve months, and Acting Head Inspector at Singapore, with the remark that "Mr. Ord as Head Inspector is senior to all other Inspectors, and will be obeyed as such." The appointment as Acting Head Inspector is "*vice* Mr. R. O. Maxwell, resigned." Nobody had heard of the latter gentleman's appointment, he having never assumed the duties, but we learn that it had been made and accepted and afterwards resigned. There could be no serious objection to Mr. Ord's selection as a simple Inspector, but the interests involved in the acting appointment tacked on to it are so weighty, affecting as it does every member of the community by its influence on the *morale* of the entire police force, that we can only regard it with the utmost astonishment. We do not know who is chargeable with this palpable piece of nepotism, but we think the matter of so grave importance that it is time steps were taken by the public to put a check upon this description of generosity with the public money, that has become too much the fashion in the colony ; while deserving officers of long and faithful service are over-ridden by unfledged youths, whose only qualification is that they happen to have a friend near headquarters.

Touching appointments, which have been so profusely dealt in lately, with no very satisfactory result to any one concerned, we are enabled to state that Major Gray has been appointed by the Secretary of State to be Superintendent of the Singapore Gaol, and that the Rev. Arthur Fearon has been appointed Chaplain of Penang. These appointments will undergo no revision, coming as they do from the fountain head of patronage. With respect to the clerical appointment announced, it is satisfactory to find that the spiritual requirements of Penang have the earnest regard of Her Majesty's Secretary of State, and we trust the restless community of that Island will duly appreciate the attention. The nomination of Major Gray to the Superintendence of the Singapore Gaol has no doubt been made with a full consideration of the requirements necessary in the appointee to this important office, but we question if the Commission now deliberating on Prison Arrangements will feel much flattered by a nomination which clearly places no account upon what their recommendations may be.

The steamer *Batavia*, pioneer of the Messrs. Rubattino's line between this part of the world and Genoa, has called here *en route* to Batavia, and will call again on her return voyage. Should the venture prove encouraging, we look for the establishment of a regular line of steamers on this route.

A Marine Court of Inquiry has been held at Penang, to investigate the loss of the British barque *Albatross*, off Atchin. The Court was composed of Captain D. T. Hatchell, Magistrate of Police, President, assisted by Messrs. Fox and Eagleshame as Nautical Assessors. After going through the evidence adduced in the case, the captain and officers had their certificates returned to them.

A meeting of the Singapore Sporting Club has been held at the Exchange Room, at which it was decided to hold an autumn race meeting in the first week in November next. A programme is now in course of preparation by the stewards.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The slight improvement noticed in last report had made further progress, and a considerably better demand had been experienced for Yarns at higher rates, the rise having been most noticeable in 28/22s Shirtings had likewise advanced, 9 lbs. having attracted most attention. Indigo Shirtings, Cotton Sateens, and Turkey Reds, had been more asked for. Velvets were quieter, and Taffachelass showed some recovery from previous low rates. In Woollens, best qualities of Black Lustres and Italian Cloth were more easily saleable, and Mousselines continued in good demand. Blankets of lighter weights had been inquired for and in Cloth more business had been done at the low rates ruling. There was no change to notice in Metals, and transactions had been unimportant. Holders of good brand Nail rod Iron refused the low offers that were made.

HIOGO-OSAKA.—The Chamber of Commerce report says:—There has been a somewhat better demand for goods, and transactions have been upon a larger scale, although no important advance in values can be advised as yet. Cottons.—Grey Shirtings: Deliveries have improved considerably, and an advance of 5 cents per piece has been established, 9 lbs. goods are enquired for. Turkey Reds: Prices have recovered somewhat from the low point previously reached, but do not yet afford much temptation to holders. Black Velvets are likewise rather firmer. Victoria Lawns may be considered out of season. Worsteds and Woollens.—The approach of the Autumn has drawn the attention of the dealers to Black Lastings, Orleans and Checked Lustres, but the prices offered so far have not induced much business. Plain Mousselines de Laine have been taken. Iron continues in heavy stock, with limited demand.

CHEFOO.—Messrs. Wilson, Cornabe, and Co. report:—Our last Circular was issued on the 5th July, and we now beg to continue our market advices. Cotton Goods: Owing to the wet and unfavourable weather we have had during the past month, there has been no business whatever effected in either Grey Shirtings or T-Cloths, but as we close a better feeling is becoming apparent, and we hope to see a better business done shortly. Drills and other Plain Cottons have equally shared the prevailing dullness. Woollen Goods have not been inquired after, but as milder weather will soon be setting in, we trust ere long to see some demand. Metals; Stocks of all kinds of Iron are very heavy, with no demand whatever, and prices are quite nominal. Lead is in fair inquiry, but as supplies are coming in rather freely, we look for a decline in value.

NEWCHWANG.—Messrs. Bush Bros. report: Manufactures had been in good demand. Ordinary 8¼ lbs. Grey Shirtings were quoted Tls. 1.63 to 1.65 ; 8 lbs. T-Cloths, Tls. 1.59 to 1.61.

CHINKIANG.—Messrs. Spencer and Wolfff write:—Our Piece Goods market has recovered from its late depressed state, and goods have been placed at a marked advance on last quotations. Drills are being inquired for, but there are hardly any in stock.

SHANGHAI.—There had been a continuous improvement in the market, and prices of both Cottons and Woollens—but especially Grey Shirtings and T-Cloths—showed considerable advance. The demand had been active throughout, and there were signs of further improvement at the close.

BANGKOK.—With the exception of a decline of 5 Tic. per bale in the value of No. 18-24s Grey Twist, and a rise of Tic. ⅛ per piece on 6lbs. and 7 lbs. T-Cloths, there had been no change in quotations; 6 lbs. and 7 lbs. T-Cloths, were quite out of stock for the moment, and Tic. 2⅜ and Tic. 2⅞ would be paid for first arrivals.

MANILA.—There had been little or no change in the tone of the market, and quotations remained without alteration.

EXPORTS.

TEA.

YOKOHAMA.—Since the 9th Aug. buainess had continued active, settlements for the period amounting to about 12,000 piculs. Although prices had been somewhat irregular, an advance of quite $1 per picul upon last quotations must be noted. The Thomas A. Goddard had sailed for New York, leaving the H. A. Litchfield, Mercury, Oleander, and Ukraine, (sailing vessels,) on the berth, also the Lothair, expected from Hiogo. The P.M.S. City of Tokio, and O. and O. steamer Oceanic were fully engaged. The following cargoes, amounting to 1,259,734 lbs., had been despatched:—Per s.s. Gaelic, August 15—316,945 lbs. to New York, 135,697 lbs. to San Francisco, 13,794 lbs. to Boston, 60,970 lbs. to Chicago, 3,850 lbs. to St. Louis, 5,620 lbs. to Detroit, 42,029 lbs. to Montreal. Per barque Thomas A. Goddard, Aug. 17—670,029 lbs to New York (also 2,072 lbs. Tea Dust). Per s.s. Malacca, August 18—10,800 lbs. to England. Quotations:—Common, $22 to 24 per picul; good common, $25 to 27 ; medium, $28 to 31 ; good medium, $32 to 34 ; fine, $36 to 38 ; finest, $39 to 42½; choice, $45. Export from 1st May to date 6,885,039 lbs.

HIOGO-OSAKA.—An active business had been transacted since the 19th July, and settlements are returned as 11,700 piculs, a considerable portion of which had been purchases made for shipment to Yokohama and Nagasaki. At the close buyers seemed less disposed to pay the rates demanded by the dealers and there was a smaller business doing. Total settlements to the 16th August 32,700 piculs, against 28,450 piculs at the corresponding period last year. Stocks were reduced to about 2,500 piculs, consisting of common to good medium grades principally. The s.s. Galley of Lorne left far Shanghai on the 8th August, after taking in some 125 tons for New York viâ Suez. The British ship Lothair sailed on the 18th August for Yokohama, where she would complete loading for New York.

SHANGHAI.—There had been a considerable business in Congou, at about last week's quotations. Buying had been chiefly in the grades between Tls. 18 to 20, and good value had been obtained in these classes. Common kinds at Tls. 18 up were perhaps slightly firmer, but the market closed quiet. No third crops had yet arrived. Settlements for the week—18,328 chests at Tls. 15 to 26 ; stock—31,720 chests. Green: There had been only a moderate demand for Pingsueys, and prices were unchanged. Business had commenced in Teenkais, four chops having been settled at Tls. 28½ to 36. These purchases had been made apparently for shipment per P. M. S. mail, and there was not much disposition amongst the buyers to continue operations at opening rates. Total Settlements of Green Tea, to date, were less than half what they were at the same time last year. Settlements for the week—Fychow, Teenkai, &c., Tls. 27½ to 29½, 3,120 ½-chests ; Pingsuey, Tls. 20 to 35½, 7,948 ½-chests; total 11,068 ½-chests; total stock, 50,090 ½-chests. Export to Great Britain to date—

	1875-1876.		1874-1875.
Black	48,023,449 lbs.	against	44,968,362 lbs.
Green	1,246,490 „	„	1,870,943 „
	49,269,939 „	„	46,839,305 „

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—Owing to the continued bad news received from London, the quiet tone noticed last week still prevails, and buying for that market has been on a very limited scale. The settlements of Congou only amount to some 13,000 chests, of which more than half is intended for the Colonies and the Cape of Good Hope. Congou: During the past week teamen have displayed more disposition to meet buyers, especially in good common kinds, in which a slight decline is noticeable. None of the third crop country teas have yet arrived, and holders, with the present large stock on hand, are endeavouring to strengthen the market by

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delaying them as much as possible. Souchong: Only a very trifling business has been passing. Oolong: Two small parcels have found buyers at former rates. Flowery Pekoe: Several chops have been settled, very full prices being paid. Scented Teas.—Purchases show no change. The export to date to Great Britain, the Continent of Europe and the Cape of Good Hope amounts to 33,055,193 lbs., against 29,635,942 lbs. last year; to America, 87,555 lbs., against 154,936 lbs. last year; to the colonies, 8,512,582 lbs., against 7,177,894 lbs. last year.

SILK.

YOKOHAMA.—The market had continued active since last Circular. Some superior parcels of hank Silks having arrived, a higher range of prices had been paid, and for these sorts the demand continued good. The pretensions of holders for medium grades (which as yet showed little improvement in quality) and the unfavourable tenor of late home advices had curtailed business at the close. Supplies had come forward freely. Settlements, from 1st July to date, 1,250 bales, against corresponding period, season 1874-5, 950; do., 1873-4, 2,200; do., 1872-3, 4,200.

SHANGHAI.—There had been another comparatively quiet week in the market, buying being confined to a few hands, and holders showing no signs of weakness as yet. Common and Market Tsatlees had been principally dealt in at from Tls. 275 to 290 per picul, and settlements for the mail were estimated at about 1,800 bales, giving a total of 25,000 since the 1st June, against 24,200 bales last year. Best descriptions of Tsatlees had been neglected and were less firmly held; but for all kinds of Taysaams and for Hangchow Tsatlees very full rates were demanded, especially for the latter, which were the dearest Silks in the market. The unsold stock was estimated at 18,000 bales. About 350 bales of re-reels had been settled, chiefly medium to common classes, at rather higher rates. The better and extra grades being partially neglected had been taken at slightly reduced prices.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Aug. 13, 1875	46149880	30237364	728887	8451019	85567150	10320
From June 1, 1874, to Aug. 13, 1874	45673528	31803545	298219	9465369	87240661	14203

TO THE CONTINENT.

	Bls. & Cases.
From June 1, 1875, to Aug. 13, 1875	8694413 16062
Do. do. 1874, to Aug. 13, 1874	3865953 7793

TO UNITED STATES OF AMERICA.

	Bls. & Cases.
From June 1, 1875, to Aug. 13, 1875	8765419 1081
Do. do. 1874, to Aug. 13, 1874	7071430 917

TO AUSTRALIA.

From June 1, 1875, to Aug. 13, 1875	8,603,360
Do. do. 1874, to Aug. 13, 1874	7,431,767

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,973,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,990,430	57,449
1855 to 1856	93,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	85,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1¼d.	4s. 1¼d.	4s. 2d.
Shanghai ,, ...	5s. 7⅞d. to 5s. 8d.	5s. 8¼d. to 5s. 8½d.	5s. 8⅝d.
Canton ,, ...	4s. 1d.	4s. 1¼d.	4s. 1⅜d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 1¼d.	4s. 1¼d.	4s. 1¾d.
Manila ,, ...	4s. 0d. to 4s. 0¼d.	4s. 0¼d. to 4s. 0⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 305 to Rs. 306½	220½
,, Hong Kong	27⅝ to 28½ dis.	—
Bar silver	Tls. 111.2.5	9 prem.
Mexican dollars	72.6.5	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1000 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 23 per cent. discount.
Hong Kong Fire Insurance Company, $390 premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $35 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 61 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7⅛d. at Hong Kong 4s. 1d., at Singapore 4s. 1⅛d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.210	Tls.20p.sh
Shanghai Gas Company ...	100 ...	100 ...	133 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	61 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ..	72 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$490	$51¼ p.sh.
North China Insurance Co. ...	Tls.2,000 ...	Tls.600 ...	775 ...	
Union S.N. Company	100 ...	50 ...	21 ...	
Yangtaze Ins. Association ...	500 ...	500 ...	$515 ...	15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$500 ...	
China Traders Co. (Limited) ...	5,000 ...	1,000 ..	875	$150p.sh
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.92	
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$167 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	134 .	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.86 ...	5 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 18, Flintshire (str.),

At HIOGO.—From London, Aug. 2, Argyll (str.); 4, Duke of Abercorn; from Liverpool, 7, Spirit of the Age.

At SHANGHAI.—From London, Sept. 30, Fleurs Castle (str.); from Liverpool, Patroclus (str.).

At HONG KONG.—From London, Aug. 17, Lucia; Sept. 24, Glenearn, (str.); 28, John C. Monroe; from Cardiff, 29, Eugenie; from Shields, Solsterk.

At MANILA.—From Liverpool, Aug. 5, Buenaventura (str.); from Cadiz, 13, Vicenta; from Cape Town, 14, Cicilie.

At BANGKOK.—From London, Aug. 8, Ellen Rickmers; from Hamburg, July 25, Broderne.

At SINGAPORE.—From London, Aug. 22, Bristow; from Sunderland, 25, Maid of Aln; from Newcastle, 26th, Nehemiah Gibson; from Algoa Bay, 21, Bedfordshire; from Mauritius, 24, Elizabeth Ann; from London, &c., Sept. 29, Gordon Castle (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Aug. 17, T. A. Goddard.

From HIOGO.—For London, Aug. 3, Argyll (str.).

From SHANGHAI.—For Callao, Aug. 10, John Parker.

From HONG KONG.—For Cape of Good Hope, Aug. 20, Marie.

From MANILA.—For London, Aug. 9, Cornuvia, for Channel, f.o.; July 31, Assyrian; for San Francisco, Aug. 5, George Moon; for West Coast of Africa, 8, Abeille.

From BANGKOK.—For London, July 29, Karikal; for Marseilles, Aug. 7, Oribe.

From SINGAPORE.—For Rio Janeiro, Aug. 25, Birdstone; for London, Sept. 25, Scotland (str.); for New York, 24, Galley of Lorne (str.).

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA

(REUTER'S TELEGRAMS.)

SHANGHAI, SEPT. 27.—The final answer of the Chinese Government to the demands of Mr. Wade in reference to the murder of Mr. Margary is expected to be given by the end of the month.

SHANGHAI, SEPT. 28.—Admiral Ryder and four British men-of-war are at Chefoo.

SHANGHAI, SEPT. 30.—Mr. Wade has intimated to the Chinese Government that if his demands are not complied with to-day he will leave Peking.

(TIMES' TELEGRAM.)

SHANGHAI, SEPT. 27.—The Chinese Government shun effectual performance of the terms laid down at Tientsin. Mr. Wade leaves Peking on the 13th October, unless a satisfactory settlement is conceded. The punishment of the Yunnan officials and publication of foreign affairs in the *Gazette* are reported as the chief difficulties.

MURDER BY CHINESE SEAMEN.

BERLIN, SEPT. 30.—The Foreign-office has received a telegram from the German Consul at Amoy, dated yesterday, stating that Captain Gerwitz and the mate of the German schooner *Anna* had been murdered at sea near Foochow by the Chinese crew of the ship. Nothing is as yet known as to what has become of the vessel itself. The German gunboat *Cylop* left Amoy yesterday for Foochow.

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THE MAILS.

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Heavy Portion of Last Inward Mail.—Gibraltar, Sept. 28.—The P. and O. Company's steamer Cathay, with the India, China, and Australia (heavy) mails from Port Said 20th inst. left at 4 P.M. for Southampton, where she may be expected on the 3rd October.

Inward Mail, due October 25.—Galle, Sept. 39.—The P. and O. Company's steamer Surat, with the China and Australia mails, leaves for Suez to-day. Australian gold for Europe, £680,000.

Heavy Portion of Last Outward Mail.—Gibraltar, Sept. 28.—The P. and O. Company's steamer Poonah, from Southampton 23rd inst., arrived at 11 A.M., and left at 5 P.M. for Malta and Port Said.

Outward Mail of Aug. 20.—Shanghai, Sept. 30.—The P. and O. Company's steamer Teheran, with the London mails of Aug. 20, has arrived here.

SHIPPING POSTSCRIPT.

Arrivals Not in the Tables.—Sept. 28, at Falmouth, from Akyab, Vega; from Rangoon, Famiglia Prima; from Manila, Angostura; from Akyab, Cavallo Marino; 26, at Marseilles, from Singapore, Hesperia; at Hamburg, from Rangoon, Alardus; 29, at London, from Rangoon, Quattro, Nina Sheldon; 28, at Falmouth, Angiolina; 26, at Bremen, Kate Covert, Tommasseo, Venezia; from Bassein, Ydun; 28, at Liverpool, from Rangoon, Wild Deer; 30, at Falmouth, from Akyab, La Sophia, Stavanger; Oct. 1, off Deal, from Colombo, Lota; at London, from Penang, Brisbane; at Plymouth, from Bassein, Alpi; at Falmouth, from Rangoon, Matteo; August, — at Queenstown, from Bassein, Britomart.

Departures.—Sept. 26, from Hamburg, for Hong Kong, Formosa; 28, from Shields, for Singapore, Poseidon; 29, from London, for Shanghai, Galatea (str.); 27, from Bremen, for Rangoon, Charlotte; Aug. 26, from Rio Janeiro, for Batavia, Trinidad; Sept. 4, Lieutenant, for Hong Kong, Carolus Magnus; Oct. 1, from Cardiff, for Singapore, Guiseppe Padre.

Spoken.—Bastian Pot, from Falmouth to Singapore, Sept. 6, 13.1 N., 26.34 W.; Amsterdam, from Liverpool to Singapore, Aug. 22, 12 N., 26 W.; Adolf, from Hamburg to Batavia, Aug. 5, 10 N. 27 W.; Eve, from Bordeaux to Reunion, Sept. 6, 8 N., 25 W.; Monte Rosa, from Sunda to Liverpool, Sept. 10, 34 N., 36 W.; Berryer, from Bordeaux to Reunion, Sept. 1, 18 N., 29 W.; N. Boynton, from Singapore to Boston, Aug. 25, 17 S., 3 W.

Miscellaneous.—Passed Gibraltar, Sept. 27, Hampton (str.), from Rotterdam, for Batavia; the Lord of the Isles, from Shanghai, for London, arrived at Suez on the 29th Sept.; the Tom Morton (str.), from Foochow, arrived at Aden on Sept. 27, and proceeded same day for London. The master, Lashbrooke, of the Boldon, from Singapore, which arrived here yesterday, was washed overboard on the 6th of July. Cape Town, sailed Aug. 25, for Anjer, Confluentia; for Batavia, Barbadian; East London, 25, sailed for Java, Sea Form. Port Elizabeth, Aug. 31.—The repairs to the Tecumseh are being rapidly effected. The master is advertising for a loan of £3,000 or £4,000 in bottomry. Aden, Sept. 18.—The Thingvalla (Dan. str.), from Antwerp to Singapore and China, with iron and a general cargo, put back to this port, Sept. 12, with three blades of her propeller gone. It will be necessary to replace the propeller by a spare one on board. When this vessel arrived here originally on the 6th Sept., the master found that two blades or portions of them had been knocked off, but the vessel proceeded, intending to change the screw at Singapore, She, however, fell in with heavy weather off Socotra, and lost the third blade, when it was thought advisable to bear up.

Casualties.—The Zodiac, from Padang, whilst beating up for the anchorage on the 3rd inst., broke her maintopgallantyard, carrying away mizentopmast with it. The Nieuwland, from Batavia, arrived here, reports very heavy weather on the 8th, 9th, and 10th August, lat. 35 S., lon. 27 E., was obliged to run back 100 miles to the N.E., under doublereefed topsails and foresail, as the vessel could not withstand the force of the gale; lost bulwarks, &c., and sustained slight damage to bows.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Beckett—On the 9th Aug., at Shanghai, Mrs. Beckett, of a daughter.

Burnett—On the 30th Sept., at Croydon, Surrey, the wife of George H. Burnett, of a son.

Cooper—On the 10th Aug., at the British Consulate, Shanghai, Mrs. Cooper, of a son.

Gentle—On the 25th Aug., at Fern Hill, Singapore, the wife of Alex. Gentle, of a daughter.

Kindblad—On the 3rd Aug., at Shanghai, the wife of A. W. Kindblad, I. M. Customs, of a son.

Laird—On the 28th Sept., at Birkenhead, the wife of William Laird, of a daughter.

Marshall—On the 14th Aug., at Hiogo, Japan, the wife of J. Marshall, of a son, stillborn.

Plunket—On the 24th Aug., at the Stadt House, Malacca, the Hon. Mrs. Plunket, of a daughter.

MARRIAGES.

Bates—Medhurst.—On the 30th Sept., at the Parish Church of West Teignmouth, by the Rev. E. J. Hillier, Vicar of Cardington, Bedfordshire, assisted by the Rev. W. Laidley, Vicar of the parish, the Rev. Jonathan Bates, Rector of Kirstead, Norfolk, to Augusta Liberta, youngest daughter of the late Dr. Medhurst, of China.

Green—Green.—On the 30th Sept., at St. Mary's Church, Scarborough, by the Venerable Archdeacon Blunt, Octavius Green, youngest son of the late Philip James Green, of Boyne House, Notting-hill, London, to Augusta Eleanor Isabella, youngest daughter of Sir John Green, C.B., late Her Majesty's Diplomatic Agent in Roumania.

Windram—Spink.—On the 28th Aug., at St. Paul's Cathedral, Calcutta, by the Rev. A. N. W. Spens, James Windram, of the National Bank of India, to Ellen Beaufort, second daughter of William Spink, Calcutta.

DEATHS.

Barton—On the 4th Aug, at Nagasaki, Augusta S. Barton, the beloved wife of Zeph. Barton, of Shanghai, aged 39 years.

Kirschstein—On the 5th Aug., at Chefoo, Erdman Tiergen Kirschstein, aged one year and fourteen days.

Louttit—On the 25th Sept., at Notting-hill, Samuel John Louttit, Controller of Accounts Tea and East India Department H.M. Customs, aged 63.

Meadows—On the 3rd Aug., at Tientsin, suddenly, John Armstrong Taylor Meadows, aged 58.

Northmore—On the 1st Sept., at Colombo, Ceylon, Harriet Olympia Morshead, wife of John Northmore, of Cleve House, near Exeter, aged 30 years.

Patterson—On the 23rd Sept., while serving in Burmah, Captain C. D. Patterson, 1st Battalion 21st Fusiliers, only son of Talbot Patterson, of Melville, Bideford.

Peterson—On the 9th Aug., at Nagasaki, Hans Martin Peterson, of Drobak, Norway, aged 43 years.

Welsh—On the 18th Aug., at Yokohama, Edward Welsh, aged three months, son of David Welsh.

Literature.

L'Art Khmer. 'Etude Historique sur les Monuments de' l'Ancien Cambodge. Par la Comte de Croizier. Paris: E. Leroux 1875.

Indo-China is, without doubt, one of the least known regions of Asia, but without having as yet been able to decipher the enigma of the revolutions by which it has been overwhelmed, we are beginning now-a-days to get together some date with regard to its ancient civilisation, and as in those countries where written tradition has most frequently disappeared through the agency of constant political troubles, and where oral tradition, when it exists at all, does so in a garbled shape, so in Indo-China we can only turn to stone monuments and their inscriptions for information. Such, in brief, is the opinion of M. de Croizier, and such is the riddle to the solution of which he has devoted several years of his life. The volume before us contains an interesting and most painstaking *résumé* of the results of his labours, and it will be perused with much pleasure and profit by all who are desirous of obtaining trustworthy information on that branch of Oriental art, which is now beginning to attract attention among the lovers of Fine Art.

M. de Croizier divides his modest and unpretending work into four main parts. The first part he calls *Etude Historique;* in Chapter I. he treats of our acquaintance with Cambodia previous to 1861; Chapter II. is devoted to the labours of Henri Mouhot, who, in 1861, discovered afresh the ruins of the ancient Khmer civilisation, and made known "the existence of Angkor-Thom, the ancient capital of the Khmers, and of Angkor-Wat, the Jerusalem of Buddhism." Chapter III. contains some notes respecting "*Explorations Diverses;*" and Chapter IV. an account of Captain de Lagrée's expedition; with him, it will be remembered, there were asscciated Lieutenants Garnier and Delaporte, Drs. Thorel and Joubert, and the Vicomte de Carné. Chapter V. reproduces from the *Journal Officiel* the principal passages from the official report of Lieut. Delaporte's subsequent explorations; and Chapter VI. contains some remarks on the Musée Khmer which has been formed at Compiègne from the specimens of various kinds collected by that industrious officer and other *savants.* In the second part of his work M. de Croizier furnishes a general sketch of the monuments, and describes the materials of which they are composed, the processes of their construction, &c.; and in the third part we have a complete list of the Khmer monuments found up to the present time. The fourth and concluding part contains a detailed catalogue of the contents of the Musée Khmer, which has found a temporary home in the Palace of Compiègne, but which it is intended eventually to transfer to the Louvre. Annexed to this is a map of Southern Indo-China (*ancien royaume* Khmer), on which are indicated by figures the positions in which the various groups of Khmer monuments have been discovered. The volume also contains a portrait of Lieut. Delaporte, together with a few illustrations.

The author of the work noticed above has also in preparation for issue by the same firm *Légends Indo-Chinoises, relatives aux Monuments de Pierres, de l'ancien Cambodge,* and *Premier Recueil d'Inscriptions Khmer, publiées en Europe* (83 *planches*).

Canton and the Bogue—A Narrative of Six Eventful Months in China. By Walter William Mundy.

The above little work, published by Tinsley, does not pretend to give any exhaustive views upon China affairs, the residence of the writer having, of course, been of a too short duration to enable him to form such matured opinions as are necessary for a thorough exposition of matters in that much misunderstood country; but it will be useful in calling attention to some points in connection with it which are of special interest at the present time. A considerable portion of the book is taken up by a description of the journey and other kindred matters, which, though they are of interest to home readers, will, of course, be of little moment to those in China. A well-merited tribute paid to the Messageries Maritimes steamers for the excellent manner in which they are managed is, however, worthy of note. Mr. Mundy, it may be recollected, was the gentleman who so nearly lost his life in the attack upon the steamer *Spark*, and the chief interest in China will be centred upon the account given of this lamentable affair. Mr. Mundy, among other facts of importance as elucidating the matter, expresses a strong opinion that although the captain was reported to have made a strong resistance he was really attacked in his own cabin, and taken completely by surprise, as Mr. Mundy saw him "only a few minutes after the commencement stretched on the floor of his cabin dead, looking so placid as to make it evident that death had been sudden and without pain." The writer follows up his narrative of the

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attack by a general disquisition upon pirates in the China Seas, and justly complains that the Hoppo's gunboats are employed exclusively in matters of revenue, often to the detriment of our trade in Hong Kong, instead of being actively engaged in hunting out and putting down these pests of the China waters. The volume concludes with a description of of the Typhoon of 1874, and some sensible remarks on the present condition of foreigners in China. The writer says that the insecurity and the uncertainty of approaching events had greatly increased since his departure, and the latest accounts by telegram certainly go to prove that the apprehensions generally felt were by no means groundless.

A valuable present has been made to the Library of the India-Office by H. E. Iwakura, Chief of the Japanese Embassy which visited England a few years ago, in the form of a Chinese version of the Buddhist Scriptures. The work is so large that it is packed in seven boxes weighing about 3½ tons, and will require a room to itself. The work will offer to the student an almost inexhaustible source of original information on this interesting and important subject.

Mr. Edward Duffield Jones, M.A., late of the Consular Service in China, contributes a paper to the *Sunday Magazine* for October on "The Chinese: Their Religion and Social Condition."

Messrs. Chapman and Hall will shortly publish *The Rambles of a Globe-Trotter in Australia, Japan, China, Java, India, and Cashmere*, by Mr. E. K. Laird.

Naval and Military.

The following is a list of the vessels comprising the force stationed in China at the present moment, under the command of Vice-Admiral A. P. Ryder:—Audacious, 14, armour-plated ship, Captain P. H. Colomb (flag-ship); Charybdis, 17, Captain T. E. Smith; Modeste, 14, screw-corvette, Captain A. Buller; Thalia, 6, Captain H. B. Woolcombe; Egeria, 4, Commander R. L. Turton; Ringdove, 3, Commander U. C. Singleton; Curlew, 3, Commander E. J. Church; Lapwing, 3, Commander Sir William Wiseman, Bart.; Dwarf, 4, Commander Hon. E. S. Dawson; Hornet, 4, Commander Grosvenor Stopford; Midge, 4, Commander J. F. G. Grant; Thistle, 4, Commander Francis Stirling; Growler, 4, Commander Walter Stewart; Hart, 4, Commander T. H. Royse; Frolic, 4, Commander C. E. Buckle; Fly, 4, Commander John Bruce; Kestrel, 4, Commander Charles B. Theobald; Mosquito, 4, Lieutenant R. H. Paul; Swinger, 4, Lieutenant E. A. Bolitho; Vigilant, 2, Lieutenant H. C. D. Ryder, despatch-vessel; and the Victor Emmanuel, 2, screw line-of-battle ship, Commodore John E. Parish—in all a force of 21 ships, of 2,003 officers and men, and 112 guns.

With reference to the sentence of the Court-martial upon Brevet-Colonel Burton, the *United Service Gazette* says:—Thus closes a case which all friends and well-wishers of the gallant Royal Marine Light Infantry cannot but regret was ever brought before the public, showing, as it has done, a condition of things in the corps most hurtful to discipline, and altogether at variance with that *esprit* and gentlemanlike tone which should prevail amongst officers. The case was beset with difficulties on all sides, and every one must be glad to find that the Court has been enabled to discover a way out of them so little harmful to the officers concerned. Let us, however, hope that while the court-martial will not be without good results, the personal feeling it has engendered will now be buried.

A correspondent at Hong Kong writes under date Aug. 21:—Her Majesty's ships of war in harbour are the Egeria, Growler, Midge, Modeste, and Ringdove. Her Majesty's ship Ringdove went out on the 16th of Aug. for a cruise and quarterly gun practice, and returned to harbour on the 20th Aug. Lieut. J. F. Bedford, appointed to Her Majesty's ship Audacious for special surveying service, arrived per P. and O. steamer Surat on the 15th of Aug. Lieut. C. G. Prater, acting first lieutenant of Her Majesty's ship Victor Emmanuel, has been ordered to join Her Majesty's ship Audacious. Capt. and Brevet-Major Rowland, 80th Regiment, has two months' leave of absence from Aug. 16 to Oct. 16 to Japan, upon the recommendation of a medical board.

Colonel Stokes, C.B., R.E., has been nominated to succeed Colonel Gallwey as Director of the School of Military Engineering at Chatham. Colonel Stokes was the first member appointed by England on the International Commission for improving the Mouths of the Danube, and he held that office during the whole period of the execution of those most important works. He was afterwards a member of the Commission to Regulate the Suez Canal Dues, and is at present Commanding Royal Engineer at Chatham.

The Boxer, 4, composite screw gunboat, Lieutenant Commanding William Collins, has arrived from the Pacific station, and is now at Sheerness, where she will be paid off. She left Esquimalt harbour on January 3, and arrived at Callao on April 10. After a very long voyage she reached the Azores on September 11, and left the next day for Plymouth. She had sailed over 23,500 miles on the passage home.

The title of "Controller," at present held by the chief of the Control Department at Woolwich, Captain Gordon, will shortly be abolished and replaced by the title of "Commissary-General of Ordnance." It is also expected that General Campbell, at present known as "Director-General of Artillery and Stores," will simply be entitled "Director-General of Artillery."

A telegram reports that Chief Engineer James Dalton, Engineer W. P. Davis, and three stokers have been killed by a boiler explosion on board the sloop Dryad, now on the North American station. No particulars of the disaster have yet been received.

The gunboat Lily arrived at Malta on the 21st ult., from England, *en route* to the China station. She had some repairs made, and all defects made good, and started again on the 27th ult. for Aden.

Miscellaneous.

MACHINERY FOR CHINA.

Messrs. Thomas Shanks and Co., of Johnstone, near Glasgow, have within the last few weeks completed the construction of two large and powerful machines to the order of the Chinese Government, for the manipulation of armour plates. The first is a double shaping machine, from the same design as that lately supplied by the same firm to Her Majesty's Dockyard at Pembroke. The bed of the machine is 26 feet long, carried on four massive standards, which also form the groundwork on which to place the armour plates. Four stationary standards fixed to the bed, and four sliding on the ground standards, and fitted with adjustable screws, afford the means of setting the plate in position, and also receiving the thrust of cutting. The bed is fitted with two saddles and shaping tool bars with variable stroke up to 30 inches. The tool bars are placed on edge, and are carried in guiding brackets made to angle above or below the horizontal line 15°; these motions are all worked by worm and worm racks. The object in having the tools to angle is the chief feature in this machine, as the time required to plane angled or bevelled edge plates in an ordinary planing machine was very great, and entailed much expense. In this machine a plate can be shaped having the edge angled in either direction at the beginning of the cut; as the work progresses, the angle can be increased or decreased at pleasure, and ended with the angle the opposite to what it was begun. Having a maximum stroke of 30 inches enables the machine to shape two plates at the same time, each 15 inches thick. Both saddles are driven from the same shaft, but each is arranged with disengaging motion, so that they may be worked together or separately, or at any position on the bed desired; all the motions for disengaging and setting the saddles are worked from the front of the machine, under the control of the person in charge. This machine has been shipped by the *Braemar Castle*.

The other machine is a hydraulic armour-plate bending machine, with a capacity of 3,000 tons for bending plates up to 12 inches thick. The cylinder is composed entirely of homogeneous steel, the centre ring being left square to act as guides for the side-gripping plates which prevent the cylinder canting or tilting when indirect pressure is exerted. The top and bottom crossheads are castings of immense strength, and to ensure efficiency great attention was paid to the mixture of iron used; in this case it contained more than one-half Welsh cold blast. The columns are 12 inches diameter, and of sufficient length to admit of a plate being bent to a circle of 10 feet diameter. For raising or lowering the top crosshead and resisting the pressure the columns are arranged with nuts and jam-nuts above, while following nuts below enable the crosshead to be easily adjusted to any required height. The pumps are four in number, two large and two small; they are self-acting, so that when the large ones have brought the ram to bear on the plate they are thrown out of gear automatically, leaving the small ones to complete the pressure. In the case where plates are very thick they must be slightly heated before being put in the machine, not so much for the sake of making them easily bent, but to prevent the fibre of the iron being damaged. This machine will probably be shipped on board the *Glengyle*.

THE PRODUCE OF THE FAR EAST.

In a series of papers entitled "Under the Hammer," a writer in the current part of *All the Year Round* furnishes a mass of information relating to the valuable produce which is constantly passing through the Commercial Sale-Rooms in Mincing-lane. We extract a few particulars respecting some of the drugs which come to this country from the Far East. Of musk the writer says:—"This drug arrives in its natural condition in small pouches, packed in tins or caddies, and often horribly adulterated. Downright fictitious musk is also sent to this country, the emptied pouches being refilled with abominable trash concocted for purposes of fraud by the 'heathen Chinee' and other child-like Orientals. A great quantity of genuine musk, however, comes from Tonquin, from Central Asia, and from the Indian Archipelago." Rhubarb has been grown from the earliest times in the western provinces of China, and has got the names of Turkey, Russian, and China rhubarb from the routes by which it reached our markets. "From the time of Marco Polo rhubarb found its way over the barren steppes of Central Asia, by Yarkand, Kashgar, and Turkestan to the Caspian and Black Seas, or by a southern deflection from that route by Bokhara and Afghanistan," and thence to Asia Minor and Alexandria. For this reason this got named Turkey rhubarb. "In 1653 China permitted Russia to trade on her frontiers, and the line of traffic was thenceforth diverted . . . taking its way from Tangut (now Kansuh) across the steppes of the high Gobi, and through Siberia to Moscow." The opening of the Chinese ports to foreign trade by the last Treaty of course soon destroyed Russia's previously large share of the rhubarb trade. From Cochin China and Siam gamboge is sent to "the Lane;" it is exhibited for sale in sticks, "showing the mark of the inside of the bamboo into which the gum, when liquid, was allowed to run."

Chinese Oil-tree.—In a paper addressed to the French Academy of Sciences, M. Cloetz treats of this tree, "Elæococca Vernicia," or "Tong-yeon" in Chinese. It belongs to the family of Euphorbiaccæ; its fruit is a nut containing several shells, in each of which there is a large seed covered with thick teguments. Under a strong pressure this seed will yield about 35 per cent. of its weight of a thick, colourless oil, having no smell and scarcely any taste. Its specific gravity is 0·9362; exposed to a cold of 18 degrees it will thicken, but not crystallise. By digestion with ether, the pounded seed will give about 41 per cent. of an oily liquid, differing but little from the other; but if, instead of employing ether as a dissolvent, we use purified sulphuret of carbon, the fatty matter, obtained after evaporating the sulphuret at 100 degrees, becomes solid in cooling, forming a number of pearls which under the microscope present a manifest crystalline structure; the mass melts at

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32 deg. Centig. (89 Fahr.). M. Cloetz has ascertained that heat does not alone produce this difference between the two oils extracted, one by pressure, the other by the sulphuret. Another curious property of the oil extracted by the press is this, that it will quickly become solid under the influence of light alone, in the absence of air. It was interesting to ascertain whether this was a property belonging to white light only or whether the colours of the spectrum might perform the same office. M. Cloetz accordingly exposed the oil in closed tubes to different sights. At the end of the third day he found it had become solid under the white and the violet rays, but not under the yellow ones, where it was still liquid ten days after. Oil of Elæococca is the most drying one known.

A TELEGRAM received at Lloyd's states that a Siamese ship, the *Queen of England*, which left Hong Kong for Bangkok on the 8th of August, has since put back, the first mate having been murdered, and the captain wounded by Malay seamen.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 29.

We have had a stormy opening of the Session, and there is a general feeling in Parliament hostile towards the Cabinet. Singularly enough the attack in *optima forma* was made by the Lords, a fact perhaps unprecedented in our Parliamentary history. The question, about which the Cabinet was censured was a local one, and may be explained in a few words. For about thirty years there has been talk of a junction to be made at Rotterdam between the Dutch-Rhenish and the Dutch Railway. The managers of the first named company were averse to fulfilling their obligation by establishing the junction, notwithstanding that a capital of one million had been paid, as a guarantee that it should be done. Suddenly we hear that the Ministers of Finance and the Interior had concluded a contract releasing the Dutch Railway Company from its obligation, and that this sum of one million would be paid back. A storm of indignation thereupon arose in Rotterdam, and both the Ministers were attacked most vehemenntly. It so happened that the Members of the First Chamber met before those of the Second Chamber, and Mr. Duymaer van Twist made himself the mouthpiece of the Opposition to censure the Ministers. The two days' debate ended last Saturday with a motion, adopted by 23 against 12 votes, stating that the Ministers had not acted in a way to promote the general interest of the country. Before the vote Mr. Van Twist, however, most positively stated that his action was not designed to serve any political motive. When the blow was given a sort of general consternation prevailed, because it was not quite clear what ought to be done. In the meanwhile the Address to the Speech from the Throne, which was voted in a hurry, was presented to his Majesty by a Commission appointed for this purpose. This task was by no means a pleasant one. It was evident that the King was offended, as he had never before answered so coolly and so short. What he said may be freely translated: "Thank you, and go home." A few days we lived in expectation of important events which might occur; but in yesterday's sitting of the Second Chamber Mr. Heemskerk stated that he and his colleagues had asked for their dismissal, but that the King had most positively refused to grant it, and upon that decision the Ministers found themselves called upon to remain in office. *Jacta est alea.*

It was in some degree cynical on the part of the Minister of Finance that, immediately after the hostile vote of the First Chamber, he went to the Lower House in order to deliver his "Budget Speech," of which I give you the outlines. Mr. Van der Heim began with stating that the accounts for previous years had been completely balanced. The expenditure for 1876 is estimated at about 114,000,000 florins, or 2,300,000 florins more than for the present year. This comprises 7,000,000 florins for railways and 6,000,000 florins for improvement of our national defences. The revenue is estimated at about 109,000,000 florins, and the Minister proposed to cover the deficit as usual by an issue of treasury notes to the extent of five millions. He further explained, however, that the issue of these notes would not be required at present, nor would any extraordinary resources be necessary for the continuation of the works connected with national defence. On account of future financial needs a revision of the system of taxation would be necessary, and a scheme had been prepared by him to that effect. This state of affairs is, it happily cannot be denied, most satisfactory. In the last few years a large sum has been expended for public works, but we have not had to borrow a penny, but on the contrary, have added a large amount to our redemption fund. For this prosperity we have to thank the poor Javanese, for without the "squeezing system" our financial position would be anything but rose-coloured. Happy the Minister of Finance who is backed by a culture system! It is quite true what the *Vaderland* says:—The figures of the Budget are tragically eloquent; it would be impossible to balance the national account without the aid of the Minister of the Colonial Department.

The Address in reply to the Speech from the Throne was also approved by the Second Chamber after a very short discussion; no political debate took place. Mr. de Casembroot proposed to insert a paragraph to express our gratitude to our brave East India Army and Navy, but several members protested. The Royal Speech said only that the army were fully equal to their task, and it was of no use to be *plus royaliste que le Roi.* The Minister interpreted these phrases of the Speech in the sense of the amendment of Mr. de Casembroot. He, however, acknowledged that all was not *pour le mieux dans le meilleur des mondes possible*, and he promised improvements and reinforcements. The matter then dropped. A still worse fate befel the amendment of Mr. Teding van Berkhout, to insert in the Address that the war with Atchin should be brought to an end at once instead of being pushed on to a conclusion, as was proposed by the Commission. This amendment was rejected by a large majority. From the further debate I only find that not one important word was said about the Education question; and that Mr. Godefroi induced the Government to do something in behalf of Surinam, because he feared for the *deliberante Senatu periit Saguntum.* To-day the East India Budget was examined in the sections, the reporters being Messrs. Van Kerkwyk, Mirandolle, Mackay, Insinger, and Schimmelpenninck.

You will remember that the pamphlet of Mr. de Rochemont, "Loudon and Atjeh," was severely criticised in the Chamber by Messrs. Van de Putte and Fabius. The author has forwarded an address to the Lower House asking the President to make the said members responsible for the expressions used by them, when they gave their opinion upon his book. No notice, however, was taken of this address, especially because no members can be made answerable for remarks made in the Chamber (vide Art. 92 of the Constitution).

A few weeks ago I told you that some people in Belgium intended to proceed against our Government for the repayment of a sum of sixty millions, being the amount of the inheritance of a certain J. Dubois, who died in the last century. The *Amsterdamsche Correspondent* asked for some further information, and its correspondent now says:—On the 28th of June, 1875, a co-operative association was formed between fifty-three persons, in order to try to examine if there are grounds for claiming the inheritance of a certain Jacques Dubois, born at Vedrin (province of Namur), and who died at Batavia in 1704. New members will be enrolled till the number of 150 has been reached. The contribution is ten francs a month. The manager of the association is a certain Mr. Dubois, living at Chaussée de Waire, near Brussels.

There is still a large influx of Belgians at Harderwyk, recruits for the East India Army. As it has frequently happened that these persons are provided with false documents about their age, &c., our Government has ordered a strict investigation, and in consequence a large number of these volunteers are sent back again to their native country. Some days ago a kidnapper was arrested at Harderwyk, and he was well provided with false documents for this scandalous purpose. You will remember that the German Government arrested at Darmstadt a certain Major Steck, who formerly belonged to our East Indian Army. He was accused of promoting the secret enrolment of young Germans for our depôt at Harderwyk. He, however, has been set at liberty because there was no proof to support the accusations. On the 16th October a detachment of 240 soldiers will be despatched from Harderwyk per steamer *Celebes*, and on the 22nd another of 552 soldiers per *Prinses Amalia.*

For several years Dr. Hoffmann has been busy preparing for the publication of a Japanese-Dutch-English Dictionary. For some months, however, the author has been ill, and it is with his approbation that the Government has charged Mr. Serrurier to complete the work for a remuneration of f.5,000. The dictionary is to be ready within three years. The Government intends to grant a subsidy of f.17,700 to Dr. Blecker in order to enable him to finish his "Atlas Ichthyologique des Indes Orientales Meêr laudaises."

The province of Limburg is literally inundated by German Jesuits, who are compelled to leave their country. Several beautiful and large country seats have been bought by them. It is to be hoped that these religious persons will not involve us in difficulties with Germany.

Fifteen officers—and amongst them Mr. Reeringh, 1st lieut., Messrs. Berends and Wymans, 2nd lieuts.—are ordered for two years' service in Java.

Some members of the Red Cross will give a dinner to Mr. Gunther von Bultzingslowen who will arrive here in a few days. He has distinguished himself by his kind treatment of the wounded and sick soldiers in Atchin.

The leading Liberal papers, the *Nieuwe Rotterdamsche Courant* and the *Handelsblad*, are very angry because the editor of the London *Times* has presumed to meddle with our affairs in Atchin. Probably you will reproduce the article, and your readers in the Far East will be able to judge if it is written by some one who understands the question. According to these papers we have every reason to be content with our success. The enemy is not yet subdued, but we have succeeded in maintaining our positions. I should trespass too much on your valuable space by reproducing the whole of the remarks of these thick-and-thin supporters of the great blunder with which the names of Messrs. Van de Putte and Loudon are associated.

The same dullness as during the last weeks still prevails at the Bourse and the Money Market. I am glad to state that the shares of the Java Steamship Company have advanced 8 per cent.

The King has approved the appointment of Mr T. H. Pels as Vice-Consul for the United States at Batavia.

PRODUCE MARKETS.

Except for public auctions the market remains very quiet. Holders in general keep firm, and seem to be convinced that the small stock must lead to an improvement of business.

COFFEE.—Since the public sale of the Trading Company no transactions of any importance took place. The article seems to be in a very healthy condition.

TEA.—With a very limited business, the trade is expecting the result of the forthcoming auctions.

RICE very quiet. There was no demand at all for Java cleaned. The stock of Japan sorts is exhausted. The quotations—rather nominal—are unaltered.

SPICES.—Mace met with some demand, there being eager buyers for inferior quality. Nutmegs dull. Cloves without transactions. Pepper calm. Nutmegs, No. 1, 185c. to 190c.; No. 2, 170c. to 175c. Mace, D, 175c. to 176c.; E, 170c. to 173c. Black Pepper, 27c. to 27½c.; White Pepper, 45c. to 50c. Cloves, 105c. to 106c.

JAVA TOBACCO.—Important lots were sold by private tender. In general satisfying prices were paid for the sundry headmarks. The stock included, on the 18th, 3,564 bales Sumatra and 52,952 bales Java.

COTTON.—The market is dull because there is no demand for consumption or export.

RATTANS.—The Trading Company will offer on the 13th 97,700 bales.

JAVA INDIGO.—Some small lots found buyers at unaltered prices.

BANCA TIN.—The rather nominal quotation is f.53, Billiton f.50.

ARRACK.—70 cases Batavia ex-Nieuwe Waterweg changed hands.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, OCTOBER 4, 1875.

THE PROPOSED WOOSUNG TRAMWAY.

The *North China Herald* to hand by the mail last arrived contains an interesting article upon the scheme which has for some time been under contemplation, of making a tram way between Shanghai and Woosung. The company for this purpose was, as our readers will recollect, formed some time since in England, and a considerable amount of the requisite capital has been already subscribed. It appears, however, that Shanghai is asked to contribute the further sum of Tls. 15,000, and our China contemporary takes the opportunity, while advocating the co-operation of the Model Settlement, to give a few facts which go far towards showing that the enterprise is likely to prove of a paying character. The total working cost is estimated at £20 a day, or the equivalent of about 86,000 cash; and it appears that the passage-boats which ply in large numbers between Shanghai and Woosung obtain a fee of 40 cash a-head from their passengers. It is justly pointed out that lengthened experience of railways shows that the traffic is always largely increased by the facilities they introduce. This view has of late received a striking illustration in the extent to which the district and metropolitan railway trains have increased the number of travellers in and around London; and there is no reason why similar effects should not be produced in China. As a means of testing the possibility of introducing the railway into China, the scheme is one which it is well worth the while of the mercantile community in Shanghai to support; and the amount of money which they are called upon to risk would be well spent upon the experiment. There may possibly be at first some difficulties in regard to the question of the right to build a tramway or railway of the kind in China, and some attempt at raising trouble on the part of the passage-boat owners, whose business will at first sight appear likely to suffer, must be looked for; but the land having been actually purchased by foreigners, it may be hoped that a satisfactory settlement of any question that may arise will be arrived at. It unfortunately cannot be overlooked that the construction of a railway in a country where such enterprises have not yet been introduced is a matter in which the authorities have a right to be heard, and it will not, therefore, do to rely implicitly upon the simple possession of the ground. We mention this, we need scarcely say, not with any idea of throwing cold water upon an enterprise which all who are interested in the progress of foreign commerce in China would gladly see successful, but simply to enable those who are charged with the conduct of the concern to be upon their guard in time; as although the tramway might be set on foot without the question being raised, experience of the Chinese points only too clearly to the probability of the opposite being the case. "Forewarned is forearmed" in all places, and more especially in China, where it is necessary always to be upon the alert against the action of the officials. If the local authorities, however, can be induced to support the scheme, the likelihood is that it would never be mentioned at Peking, which is the great *vis inertiæ* in regard to every attempt at the introduction of modern improvements; and it would therefore be wise to obtain their goodwill by every legitimate means. However this may turn out to be, the completion of even so small a line of iron road in China is an event upon which all must look with interest; and no doubt, if the present scheme succeed, it will do much towards facilitating the introduction of railways more generally into the Celestial Empire. At present the Chinese—both officials and others—are in total ignorance of what railways are, and naturally imagine that their introduction will have a serious political bearing; whereas, did they really know the nature of the enterprise, and found by experience that they were (as is likely to be the case) popular with the masses, they might be far less disposed to oppose them than they are likely to be without such knowledge. There is one element which is well worthy of consideration as a means of making the Chinese more friendly towards railway schemes, which might perhaps be attached to them, namely, the possibility of their being made a source of revenue. In a country where everything is taxed, as in China, there could be no reason why some form of impost should not be placed upon railways, and it is probable that a good revenue might be derived from this source. This fact would prove a more powerful argument with the mandarins than anything which could be advanced upon the grounds of political economy or general statesmanship; and there can be no reason why it should not be suggested to them. There is no doubt that a great deal of the opposition which we have met with from the Chinese officials has resulted from our asking to be allowed to do things for the permission to do which natives would be willing to pay, without offering to do so in any form. We cannot, of course, condescend to a system of bribery such as is universally in force in China; but there is no reason why we should not, where the circumstances admit of it, agree to the payment of reasonable taxes upon the enterprise for which we desire to obtain official sanction. There can be little doubt that the prospect of obtaining a substantial revenue from foreign goods had great influence with the Chinese in granting the treaty privileges already conceded; and it is certain, did they see similar advantage, they would be much more willing than they have been hitherto to grant concessions for railways and other foreign improvements.

THE HONG KONG AND SHANGHAI BANK.

By the last English mail we received the report of the Hong Kong and Shanghai Banking Corporation, passed at the meeting of the 18th August last, of which a telegraphic summary was published at that time. A perusal of the details, as set forth in it, shows that the affairs have been thoroughly sifted, and affords good ground for hope that the measures which have been adopted will be sufficient to make the temporary lull in the prosperity of the institution of short duration. It is evident that no pains have been spared thoroughly to investigate the accounts, to probe matters to the bottom, and to make ample provision for future contingencies. Mr. David McLean was well selected as Inspector, as there is no one who, from his long business experience, is more capable of making a thorough investigation, or who, from his reputation, could better command the confidence of the shareholders. He has evidently been determined to rest content with no half measures, and, in order to place matters before the shareholders in such a manner as to avoid the possibility of further disappointment, has taken all doubtful accounts as eventually turning out bad. Subsequent improvement in the position of the outstanding accounts goes to show that probably one-half the amount thus put down will cover the loss upon them, so that to this extent the outturn will be better than the estimate. It is to be regretted that at best the position of affairs is disappointing to shareholders, many of whom look to their dividends as the sole source of income, but at the same time it is satisfactory that decided action has been taken to meet the state of affairs which has for some time past caused anxiety; not, it is true, as to the stability, but certainly as to the prosperity, of one of the most important commercial institutions in China. The task of righting matters was not an easy one, and any hesitation in placing the worst before the shareholders would have been fatal to its success, and would, in fact, have been only a repetition of the mistake originally made. Fortunately the requisite moral courage has been displayed, and we

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make little doubt that the shareholders will ere long have reason to congratulate themselves upon the firm position which has been adopted, and will find in the increased standing, credit, and prosperity of the Bank, ample compensation for the temporary inconvenience in the absence of the dividends which, until recently, were so regularly paid; and which, so soon as the existing drawbacks have been met, will, doubtless, be again forthcoming, not, it is true, upon the large scale formerly in force, but still upon one which will be a fair and reliable return for the capital invested.

THE PENDING NEGOTIATIONS IN CHINA.

THE latest telegrams from China with reference to the negotiations being carried on by Mr. WADE for the settlement of the difficulty consequent upon the murder of Mr. MARGARY confirm the view which we expressed in our last as to the probable cause of the conditions originally telegraphed as assented to having been departed from. It is evident that the Chinese have been resorting to their old plan of endeavouring to evade by *finesse* the terms agreed upon, and that Mr. WADE has not been satisfied that they will take any effectual steps either for the punishment of the offenders or for notifying in the *Peking Gazette* the *status* and rights of foreigners in the country—two measures imperatively demanded for our future security in the Empire. It is certain that the matter is looked upon in a grave light in important quarters, official and other, and that trifling and evasion will not be accepted in the present instance. Public opinion is strongly roused upon the subject, as may be perceived by the earnest manner in which it has been discussed by all the leading papers; and, indeed, the affair is sufficiently grave to demand the most earnest attention, and the adoption of a firm attitude. The victim of the attack was one of our own Consular officials, engaged upon a peaceful expedition, under the protection of the Chinese Government, and consequently there is every call, from our own point of view, to see justice done in the matter; while these considerations are of still more significance when regarded from a Chinese standpoint, and in connection with the extreme importance attached by the Chinese to official position. If it be once believed generally in China that a British Consular officer can be murdered with comparative impunity, it is clear that no British subject will be safe, and the matter is therefore one which cannot possibly be allowed to pass. We have hitherto abstained from laying stress upon the suggested culpability of the Chinese local officials themselves; but if we find the Peking authorities systematically evading any effective investigation of the matter, it is impossible to ignore the degree to which this is suggestive, not only of the culpability of the local officials, but also of the complicity of the Peking authorities themselves.

IN our last issue we published the sentence of the Court-martial on Brevet-Col. BURTON, of the Royal Marines, by which, being found to have made some statements reflecting seriously on a brother officer, he was, although he believed the statements on reasonable grounds to be true at the time of their utterance, found guilty of conduct prejudicial to good order and military discipline, and sentenced to lose four years' seniority, which will have the effect of shutting him out of all hope of further promotion. While we admit that Colonel BURTON'S conduct was ill-advised and possibly hasty, we cannot but consider the sentence by far too severe. Had the statements made been completely without excuse the case would be different; but although it appears they were untrue, there were reasonable grounds for believing them, and this circumstance materially diminishes the nature of the offence. A reprimand would probably have been quite sufficient to meet the exigencies of military discipline, and we are certainly surprised to find this exceptionally heavy sentence confirmed by the War-office and the Commander-in-Chief.

IN the event of hostilities breaking out with China the choice of the Admiral in command of the fleet will be a matter of great importance, and it is not improbable that Admiral Sir HENRY KEPPEL, who has already won so many laurels in the Far East, might be selected. No better person could possibly be found, as there is no flag officer who has had the same experience in the China Seas, or who, judging from the way he has always been received, is likely to work better with the communities or with the Consular and Diplomatic officials. The name of Admiral KEPPEL would of itself have great moral effect with the Chinese. We understand that there is no immediate intention of augmenting the China squadron, as has been rumoured. Should an increase of naval force be required at any given point, it would be easy to meet such a demand temporarily by withdrawing the ships usually employed on the Straits division or in Japanese waters.

THE DIFFICULTY WITH CHINA.

(THE TIMES.)

In calling for the punishment of the Yunnan officials our Minister has doubtless appealed to the sixteenth article of the Tientsin Treaty, which promises that if any Chinese subject shall wrong Englishmen by a criminal act he shall be punished by the Chinese authorities according to the law of China. It is easy to forecast the reply of the Viceroy. He cannot have boldly refused to fulfil that pledge; Chinese Governors seldom frankly refuse to do anything. But he may have urged that the guilty persons must be found before they can be punished, and that he cannot lay his hands on the criminals. He may deny that the Yunnan officials had anything to do with the murder of our countryman; and Chinese diplomacy must have forgotten its craft if he has not used the maxims of our own jurisprudence to show that the innocence of the Yunnan officials must be assumed until their guilt shall be proved. If Mr. Wade has really insisted that they shall be punished, he must possess evidence which has not yet reached this country. It is no doubt emphatically said that they were at least consenting parties to the murder of Mr. Margary, if, indeed, they did not actually let loose the assassins on him; and the Mandarin class has instigated so many outrages against our countrymen that such a report is, unhappily, but too credible. Still, so far as we yet know, it is only a report, and, unless Mr. Wade has found specific proofs of their guilt, he is not likely to have insisted that they shall be punished without trial. It is the more necessary to be cautious in such a matter because, in dealing with the Chinese Government, we have sometimes taken shorter cuts to success than those sanctioned by Western codes of morality. We have occasionally seemed to assume that all Chinese officials are liars and knaves on whom it would be folly to waste the nicer refinements of courtesy and the moral law. Their Ministers are not above the labour of studying those Parliamentary debates which are often pitiless indictments of ourselves; and Commissioner Yeh is said to have been extremely gratified by the stern condemnation with which some of our chief statesmen and jurists visited the attempt to treat the *Arrow* as an English ship. If we must fight, let it be for reasons of clear justice and of pressing necessity. Happily, Mr. Wade has given us no cause to doubt his prudence or his power of self-restraint. He can, as our Correspondent in China shows, maintain his own dignity, but he is not the kind of Minister who, when invested with authority in the distant East, is inclined to fight for trifles, or to be warlike because conceited Mandarins display the insolence of children. The probability is that he has made no unconditional demand for the punishment of the Yunnan officials, but has only insisted that the Government shall chastise the guilty, and that he finds it evading this duty. There can be little doubt that it will shield the murderers if it can, and that its preparations to find them out have been little better than a series of pretexts. If Mr. Wade sees that the Viceroy is trifling with him, his duty is, of course, as manifest as it is melancholy. At all hazards, we must insist that reparation shall be made for the murder of our countryman, because if one such outrage should go unpunished, others of the same kind would inevitably follow. Firmness is as necessary in our dealings with the Chinese as courtesy and justice.

The demand that the Treaty rights of this country shall be published in the *Peking Gazette* may be still more unwelcome to the Chinese Government than the call for the punishment of the Yunnan murderers. It was only after a disastrous war that the Emperor consented, in the eighth article of the Treaty of 1860, to command his high authorities to publish the compact for general information. To print the terms of it in the official *Gazette* was to proclaim throughout the Empire that "the barbarians" had been absolutely victorious. An end would thus have been put to much of the boasting which has hitherto been the essence of Chinese proclamations. It is said that the fulfilment of the pledge was evaded by the publication of the Treaty only in such copies of the *Peking Gazette* as would reach the hands of Englishmen, and that it was omitted in those numbers intended for general circulation. At least, most of the Chinese people are absolutely ignorant of the privileges which we have exacted by war. The officials know, for example, that the ninth article of the Treaty of Tientsin gives our countrymen a right to travel for pleasure or business into all parts of the interior so long as they possess passports; but the great mass of the natives still regard such visitors as intruders, and this idea is fostered by the official and the literary class. The only way to make our rights clear is to have them properly advertised in the official journal, because that print is regarded with absolute trust. Nothing, moreover, would so tend to give the people a true idea of English power as the text of a Treaty in which China is revealed as a suppliant for peace. Mr. Wade, who has a profound knowledge of the Chinese character, does well to insist on the literal fulfilment of a pledge which was one of the most valuable parts of the Treaty. If nothing but threats will induce the Chinese Government to bring the murderers of Mr. Margary to light and punish them, threats must be used. If threats should fail, war must follow. These general principles

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of action will be admitted by all who admit that we have any right to be in China, and there is no danger that they will be forgotten. But it is equally necessary that they should not be applied if the shadow of a doubt rests on the justice of our case, or until all the resources of diplomacy have been exhausted. Nor need the hope of peace be dismissed. The presence of Admiral Ryder with four ships of war at Chefoo, and the knowledge that our Squadron is to be strengthened, will powerfully help Mr. Wade. The Chinese authorities may have been buying gunboats, importing Armstrong guns, and building new forts. They may think that they would not fare so badly in a contest with this country as they did before they possessed European arms; but they also know the power of Western States so well that, on seeing the futility of evasion, they may yield rather than fight. At least, we cannot yet resign that hope. Meanwhile our duty is to ask for nothing but what is essentially just, and to temper firmness with courtesy.

(MORNING POST.)

That Mr. Wade should have been obliged to press for satisfaction on account of the murder of Mr. Margary, and if the fulfilment of the obligations agreed to by the Chinese Government at Tientsin is indicative of an unfriendly spirit on the part of that Government towards England, that may be productive of infinite mischief. England would have been quite satisfied with a full investigation of the occurrences attending the murder of Mr. Margary. If such an investigation showed that the Chinese Government were not to blame, either directly or indirectly, that would have been satisfactory to all concerned; and if, on the contrary, the officials of the Chinese Government were to blame in the matter, an acknowledgment of the fact and some ordinary reparation would have disposed of the question. But in truth the present action of the Chinese Government only tends to confirm the impression previously forced upon us that the Chinese Government is the reverse of anxious to keep on amicable terms with this country. The levying of the duties at the Treaty ports in contravention of the arrangements entered into and the tone and bearing of the Government officials towards our representative boded no good. But, above all, the military preparations of the Chinese were calculated to raise feelings of distrust as to the future. It may be remembered that a year ago we pointed out that the Chinese Government had been procuring torpedo apparatus in this country, and that it was stated without much reserve that when the Chinese Government considered that their harbours and rivers were secure from attack they would break off relations with England and seek to drive us out of the country. There can be no question that the Chinese have entertained the idea that their former want of success in fighting with us was due to defective arrangements that could be rectified. They had seen what the disciplined Chinese under Gordon had been able to effect, and they had felt what arms of precision could do. If Prince Kung had remained in power possibly these ideas might have been kept within bounds, but with the change of Ministers the reactionary party became dominant, and insolence and hostility to foreigners and military preparation became the leading characteristics of the policy of the Chinese Government. All this indicated that a serious disagreement between England and China might at any time occur; and even if the present complication should blow over, there will remain the impression that sooner or later there must be a rupture of the relations subsisting between the countries.

But grave and threatening as the appearance of the Chinese question is at present, it would be wrong to jump to the conclusion that there must be hostile action between the two countries. The Chinese Government may yet agree to the demands of our Minister. That they have put off doing so to a period so late as to raise serious apprehensions as to what is to happen is true, but before the end of this month they may yield, and so obviate any further difficulty. But even if the Chinese Government should fail to comply with our demands, and that in consequence our Minister should withdraw from Peking, it by no means follows that war must be proclaimed at once. Negotiations may be resumed through the intervention of a mutually friendly Power, or even without such intervention. The Chinese Government, satisfied that we shall insist on having the murder of a British subject investigated and atoned for, and that, now at all events, they are not able to cope in arms with us, might agree to our demands in time to prevent hostilities. It is clear, however, that much will depend on the attitude and resolutions of the Chinese Government at the present juncture, and that the next news from China must be looked for with great anxiety.

(DAILY NEWS.)

Ever since Prince Kung's influence ceased to be paramount, the persons who have succeeded him in authority have been testing the extent of British patience under a crafty system of evasion and delay which has been made practically to shield iniquitous outrages on the part of their subordinates. To avoid such direct insult to the British Minister as would precipitate a quarrel, and at the same time to exhibit our countrymen to the population as the helpless objects of contempt, has been the practice of Li Hung Chung and his colleagues. The pressure which has been more recently exerted upon the Chinese Government, especially in connection with the satisfaction demanded for the murder of Mr. Margary, has led to some concessions, the value of which remains to be proved. Months may elapse before we know whether they are nominal and illusory, a mere device to gain time, or are intended to show the real regret of the Government of China for conduct on the part of its inferior agents of which it entirely disapproves. In the meantime it is no secret that our Minister at Peking has not found in his official experience reasons for feeling that confidence in the professions of the Chinese Government which is the best security for peace, and this reinforcement of the British squadron is one of the consequences. The Government and people of this country have no desire to leave the path of peaceful negotiation; but at the same time it must be made plain, not only to Li Hung Chang and his associates, but to every Nabob, Ameer, and Khan by whom our movements are watched throughout the East, that we treat in the plenitude of our power. Any mistake on this point would be followed by consequences onerous indeed to this nation, but disastrous to those who were betrayed into the belief that the concessions we made in friendship were the payment by which weakness buys off opposition. While, however, we welcome every indication of an amicable settlement of our differences between China, we are bound not to overlook the many signs which present themselves of a disposition on the part of the Chinese and their Government to throw off the obligations they have contracted to us, and to do so even at the risk of war. For many months every mail from further Asia has brought reports of manifestations of hostility of the Chinese to foreigners. Englishmen, Germans, and Americans have been insulted and maltreated in the streets of Peking, where neither social position nor official rank has protected them from attack. Were there reasons for believing that these occurrences were as contrary to the spirit and feeling as they must be to the interests of the Chinese Government, they might be left to be dealt with in the way of ordinary representation on the spot. But they coincide, to say the least, with a revival of the old exclusive and ultra-national feeling which has before now led to serious wars, and which tends to renew them. It is too plain that while the lessons of 1860 have been forgotten, the commercial intercourse which has since grown up between China and Europe has not exerted the influence which ordinarily accompanies relations mutually advantageous.

The experience of a quarter of a century dictates the policy to be pursued in dealing with a Government like that of China, which accepts obligations to free itself from difficulty, and then observes or neglects them according to its convenience or even its humour. In our past dealings with the Chinese, theoretical questions have been raised as to the right of one nation to require another to enter into intercourse with it. With such questions we have no longer to occupy ourselves. China is bound to us by Treaty engagements which we must require its Government to fulfil. There is nothing gained by acquiescing in such a policy of encroachment as is daily practised upon our merchants at the Treaty ports, and which aims at the destruction of the trade of foreigners. The Imperial Government carefully conceals from its subjects the legal status of foreigners as fixed by treaty, by declining to publish Treaties in the *Peking Gazette*. The Chinese Government may speculate on the chances of our resignation to the loss of the advantages which are ours by Treaty right, or it may be resolved to persevere in its present practices until we are driven to assert our just demands by war. It is more likely that it simply obeys an instinct which will urge it on until it encounters an opposition which it is afraid to face. Many a Government has done so, and has afterwards been surprised and alarmed to find that it has advanced too far to recede, and is committed to the issue of an armed collision. Our own Government may be trusted not to leave that of China in any uncertainty as to its intentions, and it will be the fault of the Chinese if the differences between them are not settled by negotiation. But we hope there will be no attempts to patch up the present disagreement, but that the straightforward course will be followed of requiring of the Chinese Government the full and fair fulfilment everywhere of all its engagements. To accept anything short of this will be to make war and probably to increase its cost. For our own sake we have no need to shrink from a war with China, but there is no way by which hostilities are so likely to be averted as by the assertion of our demands, accompanied by the frankest announcement of our intention to procure their fulfilment, and supported by the display of an adequate belligerent force. Our peaceable disposition will be abundantly evinced by the moderation of our requirements; and any weakness in sustaining them will only tempt men like the present rulers of China to advance further in the path which leads surely to war.

(STANDARD.)

We are as yet without authoritative information as to the points in dispute between Mr. Wade and the Chinese authorities, but the report that the latter are trying to evade the performance of the conditions agreed to in the first instance is only too probable. The long delay and the innumerable difficulties which we have had to encounter in bringing our complaints to the notice of the Chinese Government, especially in regard to the Manwyne outrage, will have prepared all those who have had experience of Chinese diplomacy to believe that it is the deliberate intention of those who are in power at Peking to refuse all redress, whether they have made up their minds to a war with England or whether they are only trying to wear out our patience in the usual Chinese fashion, relying upon the chapter of accidents to rescue them from the unpleasant duty of giving us satisfaction. Up to the present time the process of the negotiation has taken a course ominously resembling all other negotiations which we have ever had with the Chinese Government, all of which have ended in war. The first step on the part of the Chinese Government was to delay the presentation of our case. By all those minute arts of diplomacy in which the Chinese are such consummate experts we have been prevented from having access to the highest authorities. To the persistent efforts of the British agent to obtain satisfaction for the Manwyne outrage have been opposed all those resources which the Chinese know so well how to employ when a barbarian demand is to be evaded. After having exhausted all possible means of postponing the consideration of the case the authorities were at length induced to promise that an official of competent rank should be sent to Yunnan to inquire into the matter. What happened next was what happens always in the process of Chinese negotiations. Compelled by the persistency of Mr. Wade to come to some terms, the pretence of a local investigation seems to have been abandoned. Either it was thought not worth while to make any inquiries, or the authorities were but too well acquainted with all the circumstances of the outrage from the beginning. The next step was to agree to a treaty, which, in the last resource, is a pass to which it is not difficult to bring a Chinese Government, seeing that it enters upon treaties absolutely unprejudiced by any foregone intention of fulfilling them. To sign a treaty, as we know by experience, is not the same thing in China as to ensure its fulfilment. Both before and during the last war we signed several treaties at the ports which were systematically repudiated at the capital. That is, in fact, the main difficulty in dealing with the Chinese, arising out of the entire absence, in their diplomacy, of any idea that engagements with the foreigner are binding.

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The history of the past is full of precedents proving the utter hopelessness of obtaining any agreement with the Chinese which they will keep any further than they are compelled to its observance. Next to the difficulty of obtaining any agreement is the difficulty of enforcing it. For China is like one of those huge polypi common in her seas, which may be maimed in some members without any injury to the vital part, and which are able to shed as many of their limbs as it is inconvenient to keep attached to the main body.

Our latest news is that Mr. Wade has determined to leave Peking on the 13th October, and if by that time some satisfactory arrangement is not arrived at with the Chinese Government there is, of course, but one possible issue to the business. To provide for such contingencies as it is the duty of every prudent nation having to deal with China to anticipate, the British naval force in the Chinese seas is to be immediately reinforced. Let us hope that it will not be necessary for our Government to take any step beyond this in the assertion of its just and moderate demands; but it is only right that, with our experience of the past, and our knowledge of the new ambitions which have begun to stir the Chinese national mind, and of which Li Hung Chung is the declared representative, we should be prepared for some serious measures. It is not possible for England, however anxious she may be for peace, and however interested in its maintenance, to go back one jot from the terms which she has demanded from the Chinese Government. Either it is a civilised Government or it is not. In the former case, it cannot refuse to do us the justice we seek, without making itself liable to the usual penalty. In the latter case it is our duty, on behalf of civilisation, to teach it one more lesson of the danger of outraging the ordinary laws of humanity and international duty.

(DAILY TELEGRAPH.)

The reparation due for the treacherous assassination committed by the Yunnan mandarins is neither politically nor socially easy for the Government. Politically they are glad to have the trade of the Empire shut out from their Western frontiers, and in the literary and official circles of China we are distinctly informed that the murder of Mr. Margary is looked upon as an act of courage and patriotic devotion worthy of reward. Socially, therefore, it is as dangerous as it is unpleasant for the Peking authorities to punish, by public act and notification, the "brave champions of the border;" and if they could persuade themselves to send a commission, and banish or execute some innocent or subordinate person or persons, they would only, under severe pressure, admit any notice thereof in the *Official Gazette*. Such is the position of affairs; and the prospect is darkened by the reflection that all Asiatics, from Calcutta to Korea, also understand it perfectly well, and are asking themselves whether we shall finally submit to have British blood spilt without expiation. They watch closely the progress of these negotiations in Burmah and at Manwyne, where the Chinese garrison has been strengthened, and the chief assassin of our countryman is still in high command and favour. They are equally alert in Kashgar, the Mussulman kingdom upon which, sympathising as it did with the Panthays, Russia is closing in on one side, and China on the other. They discuss the matter all over India and along the shores of the Bay of Bengal, and hence, for many solid reasons, we must have ample, open, and prompt reparation, or take steps more serious than the mere withdrawal of an Ambassador. There is, we fear, reason to believe that the want of promptitude and decisive language has already cost us the present uncomfortable situation. Alike in Burmah and in China, we have allowed ourselves to be put off with words and ceremonials, when the right policy would have been to formulate just and moderate requests in a perfectly rigid and precise manner, stating what we require, and naming the date at which we must have it. The course pursued—whether inspired by political or courtly reasons—has been the contrary of that which we have sketched. Both on the Irrawaddy and at Peking we have been "palavered," and the death of Mr. Margary is now an event of the far past; whereas strong in justice and national honour, the expiation of that cruel deed should have been insisted upon by us while his blood, as it were, still cried aloud. It is too probable that, like all Orientals, the Chinese officials have taken fresh boldness from a tame acceptance of delay on our part; and, if it be so, part of the blame for so untoward a situation must rest upon the head of British diplomacy. Now, however, the safe line is certainly firmness; and we cling to the hope that when Mr. Wade's resolve, with its possible consequences, becomes known, the mandarins of Peking will recognise the necessities of the dilemma brought on by them in blood-guiltiness, and afford complete, if reluctant, reparation. Herein lies, at all events, the clear way out of a darkening vista; and while we wait to know whether the tension of affairs has not been exaggerated in the telegram, it is lucky that a fortnight remains during which the grave contingency of a war with China and Burmah may still be—as all must fervently desire—avoided by the necessary and equitable submission of the Peking Court.

(THE HOUR.)

No time should be lost in concentrating every available ship in Chinese waters, and the island of Hong Kong should be the winter quarters of the British army in the East. It would be an error to underestimate the power of the Chinese Government. If Mr. Wade should be ejected from Peking, as his predecessor, Lord Amherst, was dismissed without the honour of an audience, there could be no redress for six months. The Peiho would be closed by ice before a British fleet could rendezvous in the Gulf of Pechili, and afterwards Peking is inaccessible. The small number of Europeans on the Chinese seaboard may all be murdered before the spring. The Chinese have an intense and deep-rooted hatred against all foreigneas, and need but the signal from some high mandarin like Li Hung Chang to enter upon a massacre of all the foreigners resident in China. The Chinese, 400,000,000 strong, cemented by a common language, a common religion, and a common hatred of foreigners, are capable of committing any atrocities. The only means of averting war and ensuring safety is an immediate exhibition of force upon the Chinese seaboard. The Imperial power of Great Britain must be made manifest to the Chinese Government in time to avert the great calamity of war. The Chinese are "spelling for a fight," and their smothered hatred of the English may burst out at any moment in inconceivable horrors. No English missionary in the interior is safe, and no English merchant on the seaboard is assured. No doubt the Chinese can and will be punished for any atrocity which they may commit, but the English residents in China have a right to protection, not redress. It is quite possible yet that the Chinese Government may resort to some subterfuge to detain the British Minister at Peking during the winter, but peace with the Chinese Government is at best only temporary, and we must be prepared to punish Chinese audacity or retire from the country. It is beyond human ken to fathom the results of a Chinese war, but England must do her duty without regard to consequences. If it should be the destiny of England to break down the barriers of Chinese exclusiveness, and bring the Celestials into the family of nations, as we have destroyed the castes of India, and brought them the blessings of peace and prosperity, we cannot shirk our destiny—all nations must bow to the Juggernaut of Progress. The Manchu Tartars have no Divine right to the government of China, and their *régime* has been one of exclusiveness and spoil. They hold the country by a feeble tenure, and the Government of China must ultimately fall under the sway of Russia or England.

(THE ECHO.)

It is sincerely to be hoped that war may be avoided, but the attitude of the Chinese Government since the accession to power of Li Hung Chung, and their unwillingness to fulfil the most solemn obligations, almost preclude the prospect of a peaceful solution of the difficulty. So deep and unchanging is the animosity felt towards foreigners by the victorious war party now ruling at Peking, that nothing but compulsory measures, or a threatening manifestation of superior force, is likely to influence them. We fear that mere attempts to patch up our relations with China will only put off the evil day. Ever since the deposition of Prince Kung from office the tone of the Chinese authorities has been haughty and contemptuous, not only towards Englishmen, but towards Frenchmen, Americans, and the subjects of other nations. The belief exists that it is still possible to extirpate the hated foreigner, and there is little effort to conceal the dislike with which the presence of the intruder is tolerated. The lesson of 1860 has been thrown away, and the same disinclination prevails to open up the commerce of the country. Whether the Chinese will or will not trade with us is a matter in which they must have some liberty of choice; but for the murder of Mr. Margary atonement must be made. The outrage was committed by Chinese troops, with the connivance, it is believed, of the Chinese authorities, and it is impossible to allow the offenders to go unpunished. We are anxious to avoid hostilities, but the national dignity demands that the obligations entered into by the Chinese Government at Tientsin shall be fulfilled.

The Times prints the subjoined letter from Mr. R. K. Douglas:—Of the two points in dispute between Mr. Wade and the Chinese Government mentioned in the telegram of your Shanghai Correspondent, the "publication of foreign affairs in the *Peking Gazette*" is by far the most important. The *Peking Gazette* is the *London Gazette*, and more than the *London Gazette*, of China. In its columns are published all memorials addressed to the Throne, all edicts issued under the Imperial seal, and all Court announcements. It is received regularly at every Yamun throughout the Empire, and it is read by the educated portion of the non-official classes. The exclusion, therefore, of all mention of foreign affairs from this universal Government record is tantamount to proclaiming that foreigners and their concerns are beneath the serious notice of the Son of Heaven and his advisers. This is, at all events, the view taken of it by the less well-informed of the people, who are as 999 to the 1 who has any knowledge of the true position of affairs, and who thus feel themselves at liberty to offer rudeness and even violence, when the occasion is afforded, to those whom their rulers contemn. Not only was the Treaty not published in the *Peking Gazette* as promised by the Chinese Government, but not a single mention has since appeared in its pages of the current relations between the Peking Foreign Office and the foreign representatives. Even the strangely unusual event of audiences having been granted to these gentlemen drew from the Imperial editor no more explicit information than that on a certain day "audiences were granted," but not a word was said as to whom the honour of appearing in the Imperial presence had been accorded.

The following letter from "Sinensis" has also appeared in *The Times*:—The question of peace or war with China probably hangs at the present moment on one thing, whether the Chinese Government believe our Minister to be in earnest and to mean what he says. The nation which succumbed without a blow to a petty Japanese raid twelve months ago does not now dream of provoking the hostility of England. Nor could any enterprise be more repugnant to public feeling in our own country than another attempt to attain by force in China what we have failed to achieve by all our diplomacy. Yet, though both parties are thus sincerely opposed to war, there remains the possibility of such miscarriage in the negotiations as may lead them into it against both their wills. Let us not forget that the Emperor Nicholas drifted into the Crimean war through a misunderstanding of our intentions. What is wanted to avert this calamity in China is a little plain speaking, backed by some visible evidence that we really intend our demands to be fully satisfied. Unhappily some proof of our sincerity has become necessary, as our words no longer go for much in China, for our representatives there have been dealing so freely in implicit threats of war for years past, that by constant iteration they have lost their effect. The present difficulty is the natural outcome of a well-meant but mistaken line of policy which foreign Governments generally, and our own in particular, have pursued towards China since 1860. It is not too late even now to remedy these errors, but it is high time the truth should be told, were it only from a sense of justice to the Chinese themselves. The murder of Mr. Margary is only the last of a long series, British subjects, of course, having been the chief sufferers. The real authors of these crimes have in almost every case been Government

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officials, none of whom have been brought to justice. There was usually a little fuss about the affair, some general warnings of remot consequences, and there the matter would drop. The Chinese, as you observe in your leading-article to-day, being diligent students of English Blue-books, might have traced in the despatches of the Minister to the Home Government a disposition to make light of such matters and very often to cast reflections on the victims; and, reading on, they would generally find the correspondence closed by a congratulatory despatch from Downing-street thanking the Minister for his successful conduct of the affair. Why, then, they naturally ask themselves, should this particular murder in Yunnan be exceptionally treated? If missionaries, merchants, and Sisters of Charity may be slaughtered with impunity, why not gentlemen in the Consular service? We know, of course, that, notwithstanding our needless protestations of peacefulness, there is a point beyond which our forbearance will not go; but we have never given the Chinese the slightest indication as to where that point is. The thing which has been most firmly impressed on their minds since they have interested themselves in current English literature is that the English nation will not fight under any circumstances; and this is precisely the conclusion which a superficial student of the utterances of our public men during the Gladstone administration would have arrived at. It has been observed that it has been usual for the Chinese Government when pressed for redress of an outrage to consult wfth Mr. Hart, Inspector-General of Customs, not on the question whether redress ought justly to be granted, but simply whether the threats of the Foreign Minister meant "war." Mr. Hart could not concientiously say "yes," and consequently, the redress was refused. The Chinese statesmen are probably again plying their English adviser to know what the present bluster all means, and if he could now convince them that it did mean war, there can be little doubt that all our demands would be at once granted and peace would be maintained. It is greatly to Mr. Wade's credit that he is insisting, not only on a promise to punish the murderers of Mr. Margary, but on the fulfilment of the promise, this last being the novel element in our Chinese diplomacy which is causing all the trouble. Were that adopted as our invariable rule, there would be no longer any temptation to the Chinese to make experiments on our patience or our credulity. No doubt, the murderers must be found before they can be punished, and they will neither be found nor pnnished except under the direction of English officers, as I ventured to point out in your columns three weeks ago. Any settlement of the affair which does not include a strict local investigation into the facts of the massacre will be only one added to the list of shams with which our recent intercourse with China is marked.

THE ATCHIN WAR.

(THE TIMES.)

Exactly two years and a half have elapsed since M. Franse Van de Putte, Minister of the Colonies and one of the leaders of the Liberal Party, communicated to the States-General the fact that war had been proclaimed against the Sultan of Atchin by the Governor-General of the Dutch Indies. The Minister then assured the country that the war would be a mere parade, and that the formidable Mahomedan kingdom in North-Western Sumatra would at the first summons bow its head before the Power which ruled Java and Madura and the Spice Islands, and which had planted its forts and factories along the Sumatran coast as far as the Equator. But not many days had elapsed when the Government at the Hague was compelled to confess to a mortifying disaster: the troops which had been sent against Atchin by the Colonial Government were defeated with a loss of nearly 500 men, and General Kohler, their commander, was left among the dead. Embarrassed by the fatal climate and threatened by the simultaneous rising of all the tribes in the north of the island, the Dutch retreated, but the resolution to humble Atchin was firmly rooted in the hearts of the people of Holland by the shame of Kohler's defeat. The States-General, without delay or questioning, voted a large sum for the prosecution of the enterprise. Preparations for a renewal of the war as soon as the deadly summer had spent its force were instantly set on foot, and in the beginning of the cold season an army of considerable strength under General Van Swieten, advanced againt the Kraton where the councillors of the youthful Sultan had determined to resist to the last. The Atchinese fought bravely, and their valour was quickened by the religious passion of the Moslem revival. They had a strong position, some modern weapons, a few European leaders, and men at least partly disciplined in the European fashion. Pestilence scourged the besiegers, who, on their part, pressed on doggedly. At length, suddenly and almost without resistance, the Kraton fell, in the early days of 1874; and the victorious commander sent home a despatch affirming that the war was practically at an end. It only remained to extinguish in detail the smouldering fires of resistance, and for this necessary complement of the work of conquest money and men were again cheerfully voted by the Chambers at the Hague. Months passed by, however, and in the summer of 1874 it began to become known that the position of the Dutch was by no means assured. They held possession of the Kraton, but of the country around they commanded no more than they might from time to time enclose in their intrenchments or occupy in passing marches. Reinforcements were continually drawn from Holland, but they hardly filled up the gaps left by disease. The resources voted by the States-General melted away without giving the invaders strength enough to break the backbone of the resistance. The courage of the Atchinese was fully matched by their obstinacy, and an observer who had watched the struggle with close interest declared that they were equalled by no fighting race in the East, except the Sikhs. The Dutch Government attempfed to evade the force of this evidence, which appeared in our columns a little more than twelve months ago, but their conduct has since made ample confession of the truth. The barrenness of the achievements of General Van Swieten cannot be denied, and the avowal in the words we have quoted from the King's speech completes the disheartening story.

The Session of the States-General, which was opened last week, can scarcely be allowed to pass without a rigorous investigation of the Government policy. Military operations at the seat of war have never during this year transcended the modest proportions of petty skirmishes, in some of which—as, for instance, the last reported by telegraph some days ago—the success of the Dutch appears to have been very undecided. No attempt has been made to gather the struggle to a head and to strike a final blow. The Batavian journals, indeed, a month or six weeks since were congratulating the country on the reforms introduced into the army of occupation at Atchin, on the evacuation of the Kraton, where pestilence raged horribly, the improvement of the condition of the soldiery, and the hopes held out to them of pensions and other rewards. The new General in command had attempted to mitigate the sufferings of the European troops from the deadly heat by boring artesian wells and setting ice-making machines at work. But all these improvements barely sufficed to enable the Dutch to hold their ground. A new Sultan of Atchin has been raised, it seems, to the throne of the unfortunate boy with whom Holland picked a quarrel three years ago, and immediately after his installation he will lead, as is believed, an attack upon the Dutch positions in which 30,000 Atchinese are to take part. At Batavia there is a strong hope that this rumour, of which the telegraph has yet brought no confirmation may prove true. It is anticipated that if the Atchinese are imprudent enough to engage European soldiers in a pitched battle, their strength may be finally broken. But these Sumatran Mussulmans are by no means devoid of shrewdness, snd they may perceive that their guerilla warfare is tiring out the moral and physical energy of the invasion. Their tactics hitherto do not lead us to suppose that they will risk everything upon a single cast. The Ministers at the Hague evidently do not assume that the crisis has yet come. They wisely decline to purchase a temporary popularity by promising an early reduction of the calls for volunteers and the extraordinary credits demanded from the States-General. Yet these are no light burdens. The finances of Holland, it would appear, are able to bear the burden, but a continuing drain such as this lingering war entails must be felt by even a rich country. Since the beginning of the present year more than 3,500 men have been enlisted for service in the Indies by the Government at the Hague, at a bounty, including a sum granted for outfit, of 400 florins, or about £34 per head. Not a little dissatisfaction has been caused in the neighbouring countries, especially in Belgium, by the enlistments of men for this service; yet it seems the Dutch Government have been careful not to trench on international rights, and have merely accepted those foreigners who voluntarily offered to encounter the risks of a tropical expedition. The process, however, is costly, as the addition we have mentioned to the War Estimates, already swollen by the charges of a complete military reorganisation, is sufficient to prove, and it is doubtful if it procures the sort of soldiers who have either the physical or the moral qualities needed for warfare in the Far East. It is likely that the whole policy of the Government, and especially of the Colonial Minister, will soon be challenged, discussed, and severely investigated at the Hague. The reputation of M. Van de Putte has been gravely assailed by a partisan and former Aide-de-Camp of the Governor-General of the Dutch Indies, M. Loudon. On M. Loudon public opinion has hitherto thrown the blame of the disasters in Sumatra, but it is now alleged that the Colonial Minister is solely or mainly chargeable. It is just to say that M. Van de Putte repudiates the charges brought against his policy, which rests, as he asserts, upon garbled despatches; but he cannot clear himself without an inquiry which must open up all the miserable history of the Atchin war. Let us hope that the exposure of its present failure may spur the Government at the Hague to some decisive resolution. The prolongation of the struggle under its present conditions is an afflicting spectacle to humanity. Holland as well as Atchin suffers painfully, and no end of their suffering is in sight. It is time for Holland, if she respects herself, or regards the future of her great Empire in the Eastern Seas, to make an end of this wretched conflict. We do not counsel retreat; we do not even say that retreat is possible now. For the Dutch Government it remains to choose in what way the end shall be made—whether by a supreme exertion of force, or by a courageous confession of defeat.

Monetary and Commercial.

There is no feature to report regarding the position of the Manchester Market; the tone has been quiet, and the demand generally moderate. Low 8¼ lbs. Shirtings continue in fair demand, and for lighter weights there is some inquiry, but at prices which prevent business. Notwithstanding the absence of animation producers show no desire to tempt business by making concessions, and steadily maintain their quotations.

At the extraordinary general meeting of the Chartered Bank of India, Australia, and China on the 20th inst., the directors will recommend an interim dividend for the half-year ended 30th June last at the rate five per cent. per annum free of income tax.

The directors of the Eastern Extension, Australasia, and China Telegraph Company (Limited) have declared an interim dividend for the quarter ending June 30th, 1875, of 3s. per share, or at the rate of 6 per cent. per annum, free of income tax, payable on the 15th inst.

The Eastern Telegraph Company (Limited) announce the payment, on the 14th inst., of an interim dividend of 2s. 6d. per share for the quarter ended 30th June last, and that the coupons on the Six per Cent. Debenture Bonds will be paid on the 15th inst. at the bank of Messrs. Glyn, Mills, and Co.

The half-yearly report of the Delhi and London Bank shows an available balance of £11,325, out of which the directors pro-

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pose to pay a dividend at the rate of 4½ per cent. per annum, to apply £3,000 to meet deficiencies on realisation of the lock-up account, and carry forward £729 to the next account.

The directors of Reuter's Telegram Company (Limited) have declared the usual interim dividend at the rate of 5 per cent. per annum for the half-year ending 30th June last.

It is announced that the Bank of California will resume business on the 2nd inst., and that all their outstanding drafts on the Oriental Bank Corporation will be paid on presentation.

The deliveries of tea from the bonded warehouses in London during the week ended the 25th ult. amounted to 3,525,514 lb., of which 2,080,422 lb. was for home consumption, 760, 367 lb. was removed coastwise, 566,857 lb. was exported, 112,710 lb. was sent coastwise for export, and 5,158 lb. was for ships' stores. The duty received was £52,011, being about 4½ per cent. less than in the previous week.

It is considered probable that during the next Parliamentary session a Bill will be introduced for the amendment of the Limited Liability Act. The subject is now engaging the attention of the Board of Trade, and it is generally admitted that the existing law requires some amendment, especially in regard to the liability of directors. Of course no attempt will be made to disturb the general principle of limited liability, which has now become too firmly rooted in our commercial policy to be disturbed.

Mr. E. Lentz has become a partner in the firm of Lafreutz and Co., of Cullum Street, which has increased its capital by the amount of £100,000.

Bar silver has been sold at 56 11-16d. per oz., but the Market now looks slightly weaker, the demand for export not being so active. Mexican Dollars remain as last quoted, a small quantity from New York having been sold at 55¼d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8¼ to 8¾
25	Bank of Egypt	All	46 to 48
20	Chartered of India, Aust., and China	All	16 to 17
25	Chartered Merc. of India and China ...	All	20 to 21
20	City	10	13¾ to 13¾
100	Colonial	30	56 to 58
500fr.	Comptoir D'Escompte de Paris	All	600 fr.
Th.200	Deutsche	All	Th.160
£28¾	Hong Kong and Shanghai	All	16 to 18
50	Imperial	15	17 to 18
50	London and County	20	59 to 61
50	London Joint-Stock	15	45 to 47
100	London and Westminster	20	63¾ to 64¼
25	Oriental	All	45 to 46
50	Union of London	15	42 to 43
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7¾ to 7¾
10	Eastern Telegraph	All	7⅝ to 7¾
10	Great Northern	All	9 to 9¼
25	Indo-European	All	20 to 21
10	Mediterranean Extension	All	2¾ to 3¼
12	Telegraph Construction Company ...	All	21 to 22
20	India-rub., Gutta-perc., & Teleg. Works	All	20 to 21
8	Reuter's	All	10 to 10¼
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	6 to 7 pm.
20	Globe Marine	4	1⅛ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¼ to 1 pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6½	36 to 37
25	Ocean Marine	5	3 to 4 pm.
20	Thames and Mersey	2	3¼ to 4 pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	3 to 4 pm.
	TEA COMPANIES.		
50	Assam	20	49 to 51
20	British Indian	All	6 to 7
20	Darjeeling	All	16¼ to 17¼
10	Eastern Assam	All	4¼ to 5
20	Jorehaut, Limited...	All	55 to 60
20	Do.	14	
10	Lebong	All	13¾ to 14¼
10	Upper Assam	All	2¼ to 2⅝
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	5⅜ to 5¼ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	1⅞ to 2
10	General Credit and Discount	7½	7⅞ to 8¾
10	Hong Kong Gas	All	15 to 16
10	International Finance	5	1¼ to 1⅝ dis.
25	National Discount	5	8¾ to 9¼
500fr.	Messageries Maritimes of France ...	All	655 fr.
£50	P. and O. Steam	All	43 to 45
50	Do. Do. 1867	10	7 to 5 dis
100	Royal Mail Steam...	60	64 to 67
409fr.	Suez Canal...	—	738¾ fr.
	Amoor River Navigation Six per Cent...	All	
£98	Japan Loan, 9 per cent.	All	109 to 111
92½	Do. 7 per cent....	All	104 to 106

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Fidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

Few articles of first importance have undergone any improvement, and the general characteristic of the Produce Markets has been continued dullness. The telegrams from China respecting the uncertainty of political affairs, and the probability of a moderate export of Tea for the season has caused importers to be generally firm holders, and in many cases stocks are held for some advance in price. Silk is very quiet. There has been more demand for some kinds of Sugar, chiefly Java, at steady rates. Coffee has fluctuated, closing flatly at lower quotations. Rice has been depressed, resulting in a further decline in value, and prices are now lower than at any previous time this year. Sago has further declined. The recent advance in Pepper has not been sustained. Cassia is higher; Nutmegs lower; Mace rather dearer. Scarcely any alteration has taken place in Cotton. Hemp continues very dull. Cutch is quiet; Gambier dearer.

TEA.

The market rules very firm, as the weak holders have sold off their imports, and the bulk of supplies in first hands is held by firms of stability, with a practical knowledge of the leaf. The political events of the last few days have also tended to give strength, bids in most instances being refused, and many importers have withdrawn their teas. The most marked advance is in medium kinds of Congou from 1s. 3d. to 1s. 7d., which show 1½d. per lb. rise from the lowest point of about a month ago. Scented Caper is also 1d. to 2d. per lb. dearer, making 4d. per lb., from the extreme depression, and there is margin for a still further advance, as the shipments by latest telegraphic accounts give a deficiency of about 2,500,000 lbs. as compared with last season, and the range of prices now current is by no means at a high scale. Though the state of the market is in a much healthier condition than for some time past the value of most kinds of tea is still below import cost; and as the total export is not likely to be over last season owing to the heavy losses being made on good common to fair quality of Congou,

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importers will no doubt continue to give support to the market. One or two dealers seeing the favourable change that has set in are quietly securing all the cheap parcels that are available, notably, old season's good useful teas at 10d. to 11d. per lb., worth during the early part of this year 1s. 1d. to 1s. 2d. per lb. There is now difficulty in buying similar teas on as favourable terms as during the early part of last week, and it is quite certain when buying becomes general during the next few weeks (for the autumn requirements) advanced prices will readily be paid. Green Teas have been freely offered, ex late arrivals, and, quality considered, have, on the whole, realised at public auction excellent prices. It is very satisfactory to note that prices in China are falling to the average current before the Taiping rebellion, and as the districts that were over-run have been brought under cultivation again, full supplies may be looked for, which, if not manufactured into green, will doubtless come forward to imitate Japan or Congou leaf.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 31st August, 1875, was estimated at ...	85,000,000	74,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	20,350,000	19,997,000
Amount on the water advised by telegraph to 16th Sept, against actual shipments to same date last year	24,134,000	48,042,000
	129,484,000	142,539,000

SILK.

The market is quiet, there being little or no demand for export, and only a moderate inquiry for the Home Trade. Prices of Chinas and Japans remain unaltered, but those of Cantons are a shade lower. Deliveries 1st to 29th ult. inclusive; China, 3,080 bales; Canton, 465; Japan, 521; total, 4,066 bales.

LONDON QUOTATIONS—Oct. 1.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
„ No. 2	18s. 6d. to 19s. 6d.
„ No. 3	17s. 0d. to 18s. 6d.
„ Red Peacock	14s. 0d. to 14s. 3d
Yuenfaa and Hainin, Nos. 1, 2, and 3	12s. 0d. to 14s. 0d
Tayuaam Keying, Nos. 2 and 3	13s. 0d. to 15s. 0d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 17s. 6d.
Idah ... ... (none	
Sodai... ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshia ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

COFFEE.

The market has been flat, and the much larger quantities of Plantation Ceylon brought to auction have gone off without competition at continually declining prices, until at the close the whole of the recent advance had been lost, and closing quotations are about equal to those given a fortnight ago. Native Ceylon has sold steadily. The market for foreign descriptions has been dull, and prices are lower. Closing quotations are: Plantation, triage and ordinary 88s. 6d. to 102s. 6d., grey to fine coloury small 104s. 6d. to 110s., fine fine ordinary faded grey 108s. to 109s. 6d., low middling 110s. to 112s., middling 112s. 6d. to 114s., good middling to fine middling 114s. 6d. to 116s., good to fine bold 116s. 6d. to 120s. 6d., one lot 122s. 6d., peaberry 125s. to 131s.; Native, small 86s. 6d. to 87s., good ordinary Galle kind 96s. 6d., fine ordinary even 97s. 6d. to 98s. 6d., good to fine bold 104s. 6d. to 106d., peaberry 104s. to 106s. per cwt. The sales of other East India include 73 bags Singapore mixed brown at 87s. 6d., and 100 bags Indian Manila at 96s. 6d. per cwt.

SUGAR.

The low point to which prices of West India has declined has attracted the attention of exporters, as well as the home trade, and the increased demand being freely met, a larger business has resulted, prices closing firmer. The principal transactions on the spot consist of fine Java, for which very low rates have been accepted, of 2,220 baskets in auction, import 1874, 1,715 baskets sold, good grainy yellow No. 14 and 14½ at 22s. 6d. to 23s., chiefly the latter price, low white grainy at 24s., grey at 22s. Since then there has been more inquiry, and about 2,000 tons have been sold by private contract, chiefly fine No. 14 to 15½ at 23s. to 24s. The demand for Manila has been limited, but prices are without further change. About 22,000 bags good fair clayed have been quitted at 16s. 6d. per cwt.

Cotton.—Little alteration has taken place in this market, and although slight fluctuations have occurred, closing quotations are very similar to those given a fortnight ago. On the spot a somewhat slow, but steady, demand has prevailed, and a fair business has been done. The floating transactions continue limited, consisting chiefly of Tinnivelly, which closes at 5⅜d. for good fair.

China Matting.—At public sale 998 rolls ex Galatea, from Canton, were all sold, fancy size 4/4 and 5/4 at 29s. to 31s. 6d., chiefly red check 6/4 to 4/4 at 23s. 6d. for common to 36s. for fine, white 4/4 to 6/4 at 21s. to 30s. per roll.

Coir Goods.—The public sales of Yarn have gone off slowly, and common dholls were cheaper, good to fine selling rather dearer. Cochin Fibre sold readily at full rates; Ceylon without change. Supplies of Rope continue much in excess of requirements, and prices in most instances are again lower.

Cocoanut Oil.—Cochin has been in only moderate request; 50 hogsheads fine sold at £42, since when 200 tons changed hands at a price kept secret. Ceylon has continued firm, and a fair quantity has found buyers, old in pipes at £38 and in hogsheads at £38 5s., new in pipes at £38 5s. and puncheons and hogsheads at £38 10s.; 25 tons June shipment sold at £38 5s.; of 258 casks offered by auction 38 pipes sold at £38, 28 puncheons at £38, and 69 hogsheads fair to good at £38 to £38 5s. per ton.

Cutch continues very quiet. In auction 800 boxes fine Pegue (Cock Brand) were bought in at 27s. per cwt.

Camphor.—Market firm, but little done; about 200 cases China sold within the past day or two at 70s. per cwt.

Colombo Root has been quiet but steady; of 32 bags offered over two-thirds sold at 22s. to 22s. 6d. for fair quality.

Dragon's-blood steady; at auction 6 cases sold; lump good at £6 10s. to £7 17s. 6d. for fair part dull, to good bright.

Ebony.—At auction 32 tons (80 logs) Ceylon were bought in at £20.

Essential Oils.—*Aniseed* quiet; small sales at previous value; 10 cases at auction retired. *Cassia* easier; about 50 cases sold at 4s. 2d. to 4s. 3d. on spot, and 4s. for arrival. *Nutmeg* steady; 15 cases at auction retired. *Cinnamon* quiet, 3 cases leaf retired. *Citronelle* firm and higher; about 180 cases changed hands at 1¾d. to 1⅞d., and none offered at auction. *Lemon Grass* has been rather more inquired for, and about 70 cases have changed hands at 2¼d.; and of 45 cases at auction 5 cases sold at 2⅜d., at which there are further sellers.

Galls have been very quiet in consequence of the recent advance in price; a few cases have been placed privately at 75s. per cwt.

Galangal Root has slightly declined; 30 bales have been sold by auction at 20s. per cwt. for fair quality.

Guttapercha continues extremely dull.

Gums.—*Benjamin:* Siam steady, and 3 cases offered were retired. *Sumatra* steady; of 21 cases, two-thirds sold at £8 5s. for fair seconds, and £5 good thirds. *Copal* quiet, with scarcely a transaction; 44 cases offered were retired, and of further lots brought forward yesterday 55 cases Manila sold at 29s. for good fair hard, and 49s. to 50s. for fine. *Damar* firmly held and little offering; of 110 cases, one-fourth sold at 50s. for good a little dull; small sales of fine Batavia at 62s. 6d. *Gamboge* quiet but firmly held; 27 cases offered retired.

Gambier.—There has been a good demand for block, and as supplies have been scarce a further advance has been obtained, but transactions both on the spot are unimportant, small lots having been sold at 29s. to 30s. per cwt. For arrival 200 tons (including 50 tons per Lord of the Isles) have been sold, June sailing at 27s. per steamer, at 27s. 4½d. ex-ship. At auction 26 bales block sold at 29s. 6d., and 276 bales cubes rather blocky at 37s. 6d. to 38s.

Hemp.—There is little disposition to buy Manila on previous terms, and as holders are not pressing sellers, business has been unimportant. At auction 13 bales fine quality sold at £39 5s.

Hair, &c.—11 cases drafted China Horse bought in at 4s., except 2 cases, which sold at 2s. to 3s.; 15 cases ditto Tails bought in at 2s. 3d. also 110 cases China bristles at 2s. to 5s. 9d. per lb.

Horns.—The public sales embrace 49 tons Siam Buffalo, which were only partly sold at 42s. 6d. to 43s. per cwt. for Horns averaging 734 to 643 to a ton, being rather over the previous value.

Indiarubber.—The market is dull. Business has been done in Borneo at 1s. 2⅝d.

Japan Wax has been more inquired for, and about 1,200 boxes have changed hands privately at 49s. to 53s. for yellowish to fine; at auction of 100 boxes half sold at 51s. 6d. for good, and at a subsequent sale (yesterday) of 264 cases offered 200 cases good small squares (import 1873) sold at 51s. 6d., landing weights.

Musk.—The sales have embraced 38 caddies Tonquin, of which two-thirds sold, good and fair selected well-shaped pods slightly damp at 42s.; rough and bally, 15s. 6d. to 17s. 6d.; wet pickings, 19s. 6d.; 12 caddies Yunnan sold at 36s. to 37s.; 17 tins, &c., grain, part sold at 45s. to 50s. per oz. for fair and good.

Plumbago.—At auction of 367 barrels Ceylon only 80 barrels sold at former prices, middling lump at 15s., fair chips 10s., dust 8s. 9d. per cwt.

Pepper.—*Black* has been quiet, and is slightly easier, with moderate private business in Singapore at 5⅞d., and Penang at 4⅞d. to 4¾d.; and at auction, of 6,758 bags offered, only about 700 bags sold, Singapore at 5⅞d., West Coast Penang at 4⅝d. to 4⅞d., grey 4⅝d. Afloat, no business of importance. *White* at auction was dull, and lower prices were accepted; of 2,878 bags offered barely one-third sold, Singapore fair at 8½d. down to 7¾d., good 8½d. to 8¾d. per lb.

Rice.—The market has remained depressed, and as the demand for floating cargoes has been languid, a further reduction of about 3d. per cwt. has been established, Rangoon selling at 7s. 10½d., Bassein at 7s. 4½d., and Necransie at 7s. 3d., or lower prices than for many years past. On the spot larger sales of soft grain have been made at a similar decline, but Bengal and Madras are scarce, and prices are steady. The sales on the spot comprise white Bengal at 11s. 3d. new Necransie per Northbrook at 7s. 3d., new Rangoon per John Bertram at 8s. ex quay, ditto per Uncle Toby, in dock, at 7s. 9d. ex ship, and 8,000 bags ditto, being the remainder of that cargo, at 7s. 10½d. quay terms.

Rattans.—At auction 16,000 bundles (47 tons) Penang sold, chiefly damaged at £25 15s. to £30 2s. 6d. Of 6,042 bundles (11 tons) damaged Singapore only partly sold at £15. 1,467 bundles (11 tons) Rangoon damaged all sold at £14 2s. 6d. to £14 5s. per ton.

Rhubarb.—China remains steady but quiet. At public sale 23 cases offered, half sold at 1s. 9d. for fair dull-coated heavy sun-dried root, two-thirds good even pinky fracture, rest dark and spongy.

Sapanwood.—Of 15 tons offered 4 tons damaged Ceylon sold at £12 per ton.

Sago is about 1s. per cwt. lower, and of 2,880 bags brought to public sale over half sold at 17s. 6d. to 18s. 6d. for fair to good small, and 16s. to 16s. 6d. medium and large. *Flour* firm but quiet; 500 bags fine Borneo were bought in at 14s., but partly since sold thereat; 177 bags damaged Singapore withdrawn.

Spices.—*Cassia Lignea:* The demand has been stronger, and prices close 3s. higher, 2,500 cases unworked having been sold at 56s. to 57s. But at auction 720 boxes unworked, imported 1872 and 1873, went off slowly, and only 150 boxes sold at 57s. *Cassia Buds:* 100 boxes China

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bought in at £5 5s. *Cinnamon:* Of 29 bales Ceylon only 8 bales sold, second sort at 2s. 5d., fourth at 1s. 9d., the remainder bought in at 2s. to 2s. 9d. *Chips:* 80 bags Ceylon bought in at 4d. *Cloves:* Of 13 cases Penang 8 cases fine sold at 2s. 2½d. *Nutmegs:* The good supply of 43 cases 102 boxes fresh Penang went off slowly, and 35 cases 50 boxes sold at a decline of 1d. per lb., fine bold average 66 nuts to the lb. at 4s., 70's at 3s. 9d., 77 to 74's at 3s. 5d. to 3s. 7d., 83's at 3s. 6d., 126's at 2s. 8d., limed 164's at 1s. 6d., the remainder bought in, chiefly limed 135 to 160's at 2s. to 2s. 4d; of 17 cases 8 casks limed Java, 6 cases 2 casks sold, 87's at 3s. 2d., 104's at 2s. 8d. to 2s. 9d. Of 25 boxes defective broken Java 6 boxes sold at 10d. *Mace* has been very steady, and of 36 cases offered the bulk sold; middling to good at 2s. 2d. to 2s. 9d.; middling reddish 1s. 11d. to 2s.; pickings 1s. 1d. to 1s. 3d.

Shells.—The periodical sales were held on the 28th ult. *Tortoise:* Large supplies went off flatly, and East India was only partially disposed of at previous rates; 23 cases (about 980lb) Singapore, &c., sold, common shell at 8s. to 11s. 6d., middling to good clean do. 14s. 6d. to 18s. 6d., one lot fine 20s. *Mother-o'-Pearl:* The moderate quantity of Bombay met a good demand, and sold at an advance of 5s. per cwt. All other kinds, however, were unusually difficult of sale, and only a small portion found buyers; of 9 cases Manila 1 case small sold at £10 2s. 6d. *Ear Shells:* There was much less demand, and the large supply offered, consisting of 171 cases 827 bales 177 bags and 20 tons loose Japan Silver was almost all bought in or withdrawn, except about 30 cases 85 bags which found buyers, untrimmed medium £10, inferior trimmed £20, good do. £35 per ton. *Green Snail Shells* met a moderate demand, and of 240 baskets and about 3,000 loose (together 27,750 shells) 140 baskets sold at rather easier prices, very small at 2d., small 2½d. to 3½d., one lot good 4½d., medium 4⅞d., good bold at 8½d. to 9d. each.

Sticklac shows a slight decline; at public sales 211 cases were mostly retired, but the bulk subsequently sold, together with 200 and 300 cases privately, at 95s. per cwt. for good quality.

Star Anniseeds have been steady, small sales of fair quality but broken being effected at £5 16s. per cwt.

Soy has been firm; small business doing in China at 2s. 2d. per gallon.

Tapioca.—Market steady; and of 3,336 bags offered, one-third sold at 2⅜d. to 2½d. for good bold; 2⅜d. to 2¼d. fair and good small Flake, and 20s. 6d. fine small, and 20s. Bullets.

Tin has been irregular; Straits was sold as high as £87 and declined to £85, it is now £86 spot. The sale in Holland 22,900 Slabs, went at an average price of 52¾ guilders, equal to £90 10s., London. As the deliveries from London this month are over 1,200 tons, we shall probably have a firm market. Current quotations:—Straits on the spot £86, afloat £85 to £86; Banca £91; Billiton £86 per ton.

Vermilion has been steady; of 10 boxes China at auction, a few sold at 5s. 6d., also a few cases privately at same figure.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep.21	Cesira	Savignone	Akyab	Havre
21	Lycka Till	Rinesi	Bassein	Bremen
22	Delaide	Capuro	Rangoon	London
22	Guinevere	Keith	Akyab	Do.
22	Wistawarf	Keller	Do.	Falmouth
22	Dora	Niseburg	Rangoon	Hamburg
22	Lofvald	Stephenson	Do.	Rotterdam
22	Gefle	Maxin	Do.	Bremen
23	Proserpina	Ivancich	Singapore	London
23	Dunelm	Phillips	Colombo	Do.
23	Armanella	Garrett	Rangoon	Liverpool
23	Sollicito	Marcone	Akyab	London
23	Mary Ann	Walenius	Rangoon	Falmouth
23	Belle Morse	Whitmore	Do.	Do.
23	Caroline	Calder	Do.	Do.
23	Battistina	Revello	Bassein	Do.
23	Royal Visitor	Roberts	Maulmain, for S'land.	Do.
23	Apeninno	Gorgino	Rangoon	Queenstown
23	Serra ed Elena	Serra	Do.	Do.
23	Idella	Berry	Samarang	Do.
23	Our Annie	Eden	Singapore	New York
23	Johanna Maria	Gustavus	Batavia, for Rotterdam	Deal
24	Amaranth	Hughes	Rangoon	Falmouth
24	Caterina G.	Muggiolo	Bassein	Do.
24	Pride of England	Nash	Rangoon	Liverpool
24	Princess Eugenie	Smith	Do.	Queenstown
24	St. Bartholomew	Schiaffino	Akyab	Do.
24	Gateshead	Evans	Rangoon	Hamburg
24	Peter Rickmers	Jaburg	Akyab	Bremen
25	Jose Maria	Castello	Rangoon	Falmouth
25	Tromp	Hoekstra	Banjoewangie	Amsterdam
26	Martaban (s.)	Barlow	Rangoon	Liverpool
26	Batoe Bassi	Visman	Macassar	Amsterdam
27	Krimpen v.d. Lek	List	Tjilatjap	Rotterdam
27	Liburna	Mosfield	Rangoon	Do.
27	Semantha	Morisey	Do.	Falmouth
27	Syskonen	—	Bassein	Do.
27	Hawkhope	Felt	Java	Greenock
27	W. G. Russel	Owen	Akyab	Falmouth
27	Fede Speranza	Dassa	Rangoon	Do.
27	Argo	Grau	Bassein	Do.
27	Bjorgvin	Olsen	Samarang	Leith
27	Cleopatra	Doane	Manila	New York
28	Wild Duck	Jones	Colombo	London
29	Nor 'Wester	Burgess	Bassein	Liverpool
29	W. D. Seed	Procter	Rangoon	Do.
29	Leon (s.)	Bollequi	Manila	Do.
29	Sea Gull (s.)	Ridge	Foochow	London
29	Glenroy (s.)	Hogg	Hong Kong	Do.
29	Egeria (s.)	Entwistle	Foochow	Do.
30	Glengyle (s.)	Kayle	Shanghai	Do.
30	Boldon	Lashbrooke	Singapore	Do.
30	Hylton Castle	Scott	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep.22	Bay of Bengal	Jones	Rangoon	Glasgow
22	Moltke	Hauck	Do.	Cardiff
22	Lizzie Barry	Claxton	Singapore	Sunderland
23	Venice (s.)	Watson	China and Japan	London
23	Coldinghame	Bice	Colombo	Do.
23	Anna Bertha	Kearn	Singapore	Cardiff
23	Marie	Petersen	Manila	Hamburg
24	Laurens Coster	Marmelstein	Sourabaya	Flushing*
24	Laurens Coster	De Goode	Atchin	Do.
25	Theresa	Taylor	Rangoon	Liverpool
25	Norma	Runge	Singapore	Hamburg
25	Therese	Meyer	Rangoon	Do.
26	Yruruc Bat (s.)	Larrinaga	Manila	Liverpool
27	Noach L.	Kruyt	Batavia	Rotterdam
27	Emma	Wiebenga	Samarang	Do.
27	Glaucus (s.)	Jackson	Shanghai	Liverpool
28	Merkara (s.)	Ballantine	Colombo	London
28	Sir Harry Parkes	Chapman	Hong Kong	Do.

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Montgomeryshire, Burmese. For Singapore, Hong Kong, and Shanghai: Cawdor Castle. For Batavia: Fiery Cross.

Sailing Vessels.—For Yokohama and Hiogo: Ullock, Banda, Tamesa. For Hong Kong: Carricks, Belted Will, Earl Dalhousie. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Felixstowe, Hawk, Persian Empire.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Deucalion (str.), Anchises (str.), Ajax (str.). For Manila: Yruruc Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers, Polynesia.

At Glasgow.—For Hong Kong: Fung-Shui (str.). For Singapore: Ione.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight, 55s meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 60s weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 27s. 6d. weight, 25s. meast. To Hong Kong: 27s. 6d. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 18s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

SPOKEN.

Iphigenia, Hamburg to Hong Kong, Sept. 16, 46 N., 11.30 W.
Jacob Roggeveen, Amsterdam to Batavia, Sept. 22, 49.30 N., 5.53 W.
Laju, Newport to Hong Kong, —, 6.34 N., 24.22 W.
Hopewell, London to Hong Kong, Aug. 21, 8.31 N., 23.59 W.
Y.N.D.R., Bordeaux to Batavia, Aug. 21, 13 N., 27 W.
Golden State, New York to Shanghai, Aug. 6, 8.15 N., 33.27 W.
Marguerite, Newport to Singapore, Aug. 11, 14.50 N., 30.40 W.
Titania, London to Shanghai, Sept. 6, 51 N., 38 W.
Albert Victor, London to Shanghai, Aug. 14, 2,50 N., 23.44 W.
Nahor, Cardiff to Hong Kong, Aug. 16, 9 N., 25 W.

CASUALTIES.

Batavia, Sepe. 28.—The Derwent, from Rio Janeiro to Anjer, in ballast, struck off Java "First Joint," and has become a total wreck. She sunk almost immediately. Nothing has been saved from the wreck, except a boat. Crew all saved.

MISCELLANEOUS.

Suez.—Arrived Sept. 22, Koning der Nederlanden, from Batavia, and left for Nieuwe Diep; 28, Ægean, Ulysses, both from China, and proceeded for London.

Milford, Sept. 27.—The No. 1 (str.), Louga, from Liverpool for Manila, has put in here with compasses and rudder defective, and escapement of steam from tube.

Saigon, Aug. 25.—The master (Thomas Barber) of the Aurora Australis, of Sunderland, died at sea of cholera July 27; and the master (Wm. Brain) of the Argo, of Liverpool, died in hospital here of Java fever, Aug. 11. The mates of the two vessels, possessing masters' certificates, have taken charge.

Antwerp, Sept. 27.—Advices from Samarang state that the Petronelle, from Rotterdam for Samarang, which stranded in Bali Straits, and was afterwards condemned at Banjoewangie, had been sold for 9,950 florins.

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OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Irrawaddy ...	Oct. 10	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct. 24		
Mei Kong ...	Nov. 7		
Amazon ...	Nov. 21		
Anadyr ...	Dec. 5		

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 24th October and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 0 to 2.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on that occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

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82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

Large 8vo., pp. 734, cloth, 8s., post free; or in half morocco, 12s. 6d.,

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By Drs. PULTE and EPPS.

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CONTENTS:—General Diseases—Casual Diseases—Cutaneous Diseases—Fevers—Affections of the Mind—the Head—the Eyes—the Ears—the Nose—the Face, Lips, and Jaws—the Teeth, Gums, and Mouth—the Windpipe and Chest—the Stomach and Bowels—the Urinary and Genital Organs—Diseases of Women—Treatment of Children—Anatomy and Physiology—Hygiene and Hydropathy—Materia Medica—Domestic Surgery—Medical and Surgical Appliances—Dislocations and Luxations—Fractures—Glossary—Index.

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THE EASTERN EXTENSION, AUSTRALASIA, and CHINA TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, That the FOURTH ORDINARY GENERAL MEETING of this Company will be held on MONDAY, the 11th October, at Two o'clock in the Afternoon, at the CITY TERMINUS HOTEL, CANNON-STREET, LONDON, when the Reports and Accounts for the half-year ending 30th June, 1875, will be presented, and the ordinary business of the Company transacted.

And Notice is Also Given, That the Registers of Transfers will be Closed from the 8th to the 14th October, both days inclusive.

By order.
GEORGE LYONS, Secretary.
No. 66, Old Broad-street, London, E.C., 1st Oct., 1875.

EASTERN TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, That an INTERIM DIVIDEND of 2s. 6d. per share, free of income-tax, for the quarter ending the 30th June last, will be PAID on and after the 14th October next.

And Notice is Also Given, That the Register of Transfers will be Closed from the 7th to the 14th October, both days inclusive.

By order of the Board.
GEORGE DRAPER, Sec.
No. 66, Old Broad-street, London, 30th Sept., 1875.

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GLASS CHANDELIERS.
WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
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EAU DE COLOGNE (préparation spéciale).
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This ELIXIR is the **Most Powerful** and valuable of the preparations of **Quinine** as a **strengthening** and **anti-febrile, restorative.** It has a very pleasant taste, and has been employed in the hospitals with immense success in cases of Weakness and General Debility, Loss of Appetite, Indigestion, Changes of Life, Nervousness, Exhaustion, Slow Convalescence, Fevers, and the After Effects of Fevers which have resisted all other preparations of **Quinine.**

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING will be held at the LONDON TAVERN on WEDNESDAY, the 20th day of October proximo, at One o'clock P.M. precisely, for the purpose of declaring an Interim Dividend for the half-year ended on the 30th day of June last.

The Transfer Books will be closed from Wednesday the 13th October, to Wednesday, the 20th October, both days inclusive.

By order of the Court,
WM. CHAS. MULLINS, Secretary.

Hatton-court, Threadneedle-street,
London, Sept. 22, 1875.

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

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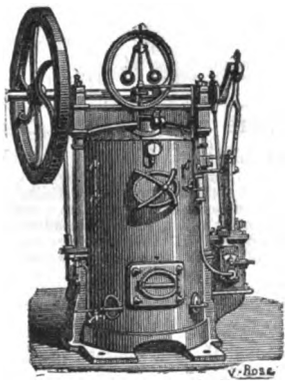

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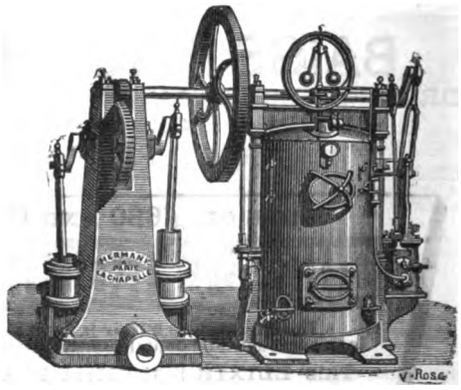

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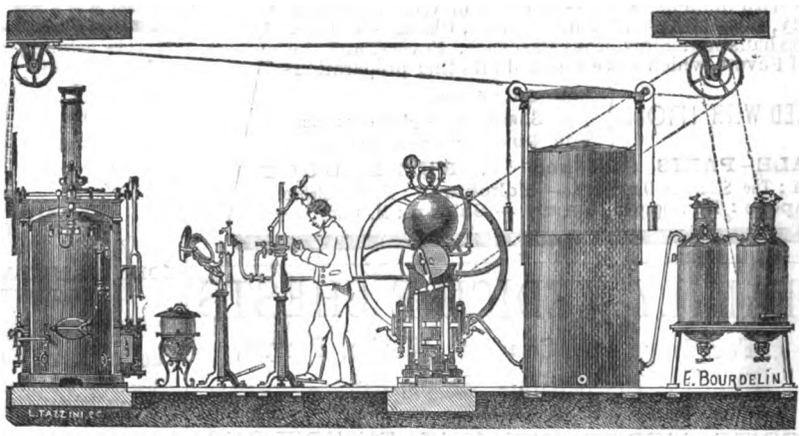

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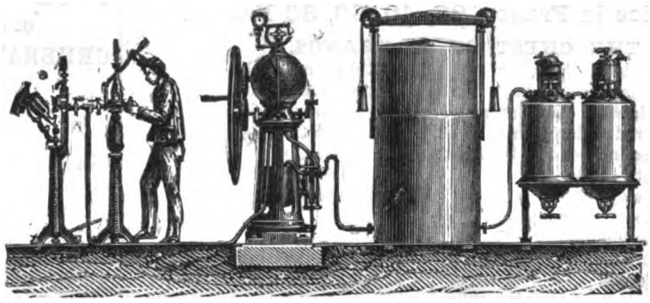

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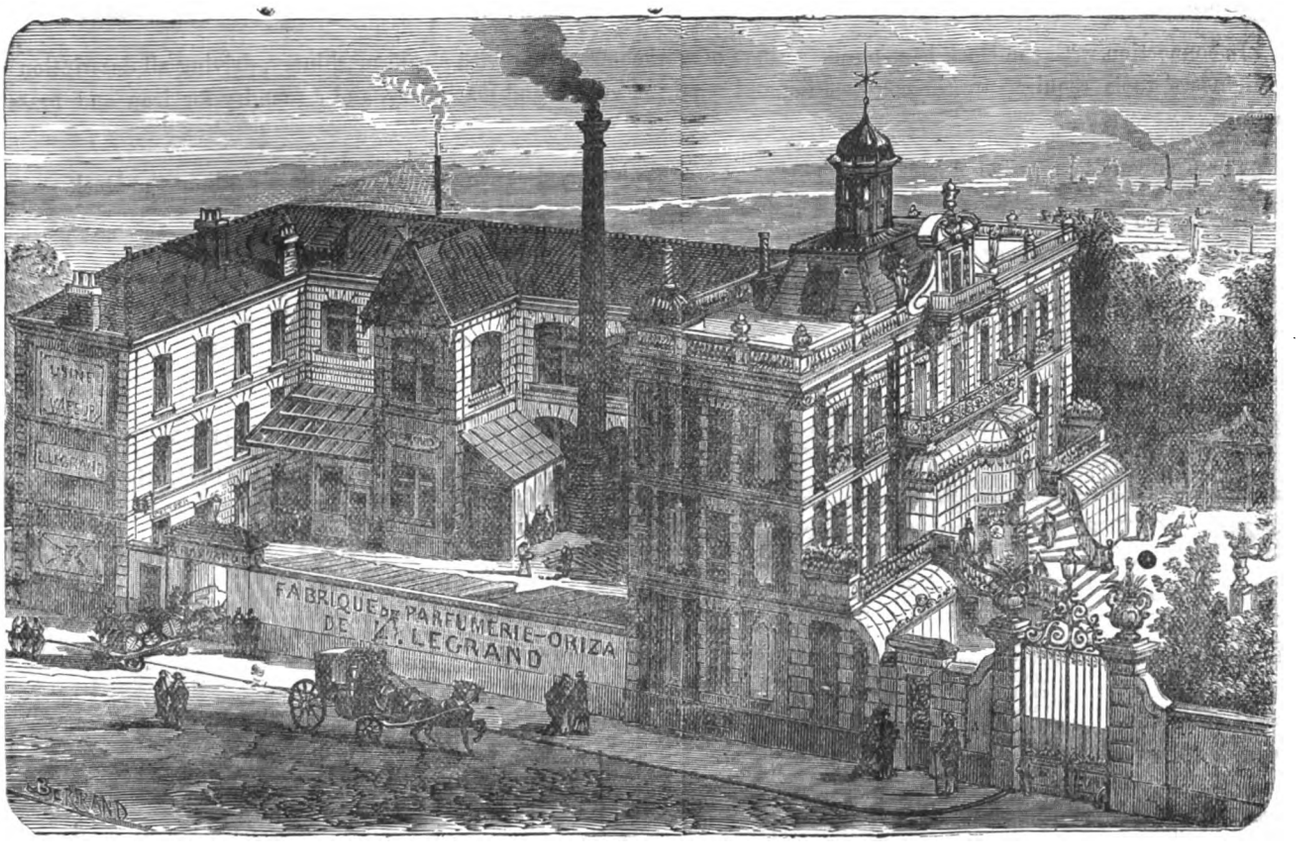
MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



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ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

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L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off.
This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

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Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, FRICKEL, and Co.; Foochow, HEDGE and Co.; Shanghai, FOGG and Co.; Yokohama E. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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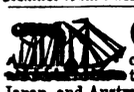
E. M. SM :H, Manager.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
*Hydaspes	2,984	450	Oct.	7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia...	2,726	450	Oct.	14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct.	21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct.	28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.



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The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

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GLEN LINE OF INDIA, CHINA, AND JAPAN STEAMSHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Oct. 15
Glenroy	100 A1	2,121	250	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via Suez Canal. To sail on the 25th Oct.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer CHEOPS, 100 A1, 984 tons register, 150-horse power nominal, S. JARMAN, Commander; South West India Docks. This steamer has had her boilers and machinery thoroughly overhauled; is now in dock ready to receive cargo.

For Freight, apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

FOR HONG KONG, with despatch, the well-known clipper BELTED WILL, A1 15 years, 812 tons register, J. BRANTHWAITE, Commander; South West India Docks.

For Freight apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., Yoko., & Hiogo	Montgomeryshire, s.s. ...	100 A1	S.W.I.D.	Oct. 4
Do. ...	Burmese, s.s.	100 A1	S.W.I.D.	Oct. 23

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 4th Oct.; the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Bengal...	—	2026	V.L.D.	Oct. 10
	Genoa ...	100 A1	1900	V.L.D.	Oct. 25

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

FOR YOKOHAMA and HIOGO calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, BENGAL, 1,303 tons register, 2,036 tons gross register, 275 h. p. nominal, 1,375 h. p. nominal, 1,375 h. p. effective; A. DOUGLAS, Commander; Victoria Docks. This fine steamer has just discharged a cargo of new season's teas from Hankow insplendid order, making one of the fastest passages of the season.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Lea[illegible]all-street, London. E.C.

CASTLE LINE of STEAM PACKETS from LONDON (via the Suez Canal) for SINGAPORE HONG KONG, and SHANGHAI, and taking goods at through rates for Java, Japan, and Eastern Australian Ports. last shipping day 4th Oct., the magnificent Clyde-built steamship CAWDOR CASTLE, 2,173 tons 100 A1, 300-h.p. nominal, J GREIG, Commander, to load in the South West India Docks. The attention of shippers is directed to this splendid steamer.

For Freight apply to THOMAS SKINNER and Co., 5, East India-avenue, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Cawdor Castle, s.s. ...	2,173	Thos. Skinner & Co.	Oct. 4
Galatea, s.s.	1,290	Robertson & Co ..	Oct. 30
Montgomeryshire, s.s.	1,751	Norris & Joyner ...	Oct. 4

LIVERPOOL.

Anchises, s.s. ...	—	Alfred Holt ...	Oct. 7

GLASGOW.

Ione	520	T. Skinner & Co.	Oct. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; ——— Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

With despatch.

FOR YOKOHAMA AND HIOGO DIRECT, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

MACKENZIE & CO.,
COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c.,
SHANGHAI. CHINA.

LONDON AGENCY,
J. MACKENZIE,
4, Great St. Helens, London, E.C.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 632.] LONDON, MONDAY, OCTOBER 11, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 9.
JAPAN—Yokohama	July 9	Aug. 22	Aug. 24*
Yedo			
Osaka and Hiogo	June 25	„ 16	„ 18*
Hakodadi			
Nagasaki	—	—	„ 13
CHINA—Peking	—	—	„ 6
Tien-tsin	—	—	„ 15
Chefoo	—	—	„ 13
New-chwang	—	—	„ 10
Hankow	„ 25	„ 9	„ 18
Kiu-kiang	—	—	„ 17
Chin-kiang	—	—	„ 18
Shanghai	July 9	„ 20	„ 22
Ningpo	—	—	„ 19
Foochow	„ 9	„ 19	„ 21
Formosa	—	—	„ 16
Amoy	—	—	„ 23
Swatow	—	—	„ 24
Hong Kong	„ 23	„ 27	„ 28
Canton	—	—	„ 26
Macao	—	—	„ 27
PHILIPPINES—			
Manila	„ 2	„ 11	„ 18
COCHIN-CHINA			
Saigon	„ 16	„ 20	„ 26
SIAM — Bangkok	—	—	„ 30
BORNEO —			
Labuan	—	—	„ 24
Sarawak	—	—	„ 27
JAVA — Batavia	„ 23	„ 24	„ 30
Samarang	—	—	„ 29
Sourabaya	—	—	„ 26
MALACCA STRAITS—			
Singapore	„ 30	„ 28	Sept. 4
Penang	Aug. 6	Sept. 3	„ 6
CEYLON—			
Galle	„ 20	„ 8	Sept. 16
Colombo	„ 20	„ 10	„ 14

* By Pacific mail *via* San Francisco, received Sept. 29.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, on the 9th inst., being two days in advance of its due date. There are no later Japan advices. The next inward (French) mail, with a week's later dates, viz., Yokohama 25th, Shanghai 29th Aug., Hong Kong 4th, Singapore 11th Sept., which is due on Monday next, the 18th inst., left Galle on the 19th ult., two days early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Oct. 6, and to Southampton, per P. and O. steamer *Malwa*, expected Oct. 17.—Lists not to hand.

PASSENGERS OUTWARD.

Per French steamer *Irawaddy*, from Marseilles, Oct. 10.—To Shanghai Mr. R. H. Artindale, Mr. Edward Meyer. To Hong Kong: Mr. Ross. To Saigon: Mr. Roussel. To Batavia: Mr. Sentius, Mr. Wieseman. To Singapore: Mr. and Mrs. Goldie, Miss Spooner, Mrs. K. B. Spooner, Mr. C. W. Groskamps, Mr. A. van Delden. To Galle: Rev. W. F. Kelly, Mr. R. G. Corbet, Mr. G. Harper, Mr. Bremer, Mr. H. Fraser.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. O'Callaghan, Mr. and Mrs. Coxon. To Batavia: Mr. and Mrs. Greig, Mrs. de Hart, Mr. and Mrs. Van Trist. To Singapore: Mr. W. H. Read. To Galle: Mr. E. Vex, Mr. Pauncefote, Mr. Russel, Capt. Jessop.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Shanghai: Mr. Bavier, Mr. Choppard, Mr. H. Relph. To Batavia: Mrs. Barge and family, Mr. Brink. To Singapore: Mrs. Harvey, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child Miss MacNair, Mr. and Mrs. Buchanan.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Batavia: Mr. and Mrs. J. Wuste. To Singapore: Mr. Baumgarten and family. To Galle: Mr. and Mrs. J. F. Dickson.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Hong Kong: Mr. and Mrs. Pelham Warren.

Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage, Com. H. Salmond, Mr. F. H. Chapman, Major and Mrs. W. H. Burton. To Singapore: Mr. and Mrs. Griffin. To Penang: Mr. J. Wilson. To Ceylon: Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer. To Galle: Mr. W. Scott.

Per P. and O. steamer *Mantua*, from Venice, Oct. 15.—To Yokohama: Mr. H. O. de la Camp.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Pekin*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates. To Shanghai: Mr. W. Lamond. To Hong Kong: Mrs. P. B. C. Ayers. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignon, Mr. R. S. Fraser, Mr. A. C. Williams.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 1.—To Ceylon: Mr. and Mrs. Hutton.

Per steamer *Candor Castle*, from Gravesend, Oct. 8.—For Singapore: Messrs. J. D. Craven, A. Banning, J. Crouk.

Per steamer *Montgomeryshire*, from London, Oct. 6.—For Hong Kong: Mrs. S. Sutton, Mrs. Wright and four children, Mr. John Noon, Lieut.-Col. Shervinton, four daughters, and nurse. For Yokohama: Mr. and Mrs. E. S. Brindley and two children.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 29th ult., and published in our last issue.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

There is every indication of an extensive drought throughout the Eastern portion of this province at present; no rain of any consequence has fallen this month, and the fields and gardens are seared and dry. The rainfall in this district, since September, 1874, is less than has been known before for many years. There is, however, an appearance of general quiet and contentment amongst the people throughout the district. The heat at Tientsin continues unabated—indeed it has advanced two degrees, standing at 95° Far. in the house, on walls unaffected by the sun's rays: no rain has fallen for over two weeks, and the earth is parched. Many cases of sunstroke are reported among the Chinese. At Peking also they are having extraordinary weather; the; thermometer is 100° 5′ in the shade; it is not only a single day, but for a full week the heat has gone on increasing. The Chinese are at their wits' end; nobody seems to move a step if he can help it. The little sheds for retailing ice on the great streets are every morning beset with little crowds of purchasers. The scene at the wholesale ice depots outside the Tartar city is worth going to see. From the city gate to the depot a stream of men come and go for and with ice. The excitement and bustle are immense, and whether the carts ever get supplied or not I don't know. A large trade is done in the city by retail dealers, running about with their two lumps in their baskets and selling one or two cash worth at the doors of poor people's houses, and even to foot passengers; the moat outside the city wall is crowded in places with bathers, quite an unusual thing; while carters drive into the water, bath themselves and their animals, and slowly wash their carts as if they did not care though they never got another hire.

The little "tiff" between Mr. Wade and the Viceroy, of which I gave an account in my last letter, has been productive of some good. At least it has had the wholesome effect of *lim-*

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bering up the stiff hinges of the Viceroy's Yamen doorway. Mr. Wade again visited the Governor-General on the 8th Aug., and was honoured by an *immediate* entrance to the presence of the great man. It is stated on good authority that Mr. Wade is discussing with the Viceroy the terms of settlement of the Margary affair, which have been submitted to the Chinese Government. Very little appears to be known outside of official circles of the conditions upon which Mr. Wade proposes an adjustment. It is, however, safe to say that the Chinese are in a yielding mood, and I shall not be surprised if we receive an official announcement of the final settlement of the whole question within a reasonable time. Mr. Mayers, Chinese Secretary to Her Britannic Majesty's Legation, has left Tientsin for Peking. There can no longer be a reasonable doubt that it is Mr. Wade's intention to remain at Tientsin until a final settlement of the Margary difficulty is arrived at.

A young Chinese bride came to her death a few days since under circumstances of singular and painful interest. It appears that this young woman had long been betrothed to a young Chinese gentleman living in the city, and that owing to the death of the Emperor her wedding had been postponed for several months. On the day fixed for celebrating the nuptials the bride in her wedding dress was sent in grand state to the house of her future husband; the day was intensely hot, and according to the custom in this part of China the bride was placed in a chair, closely veiled, and safely locked up. In due time the joyful procession which accompanied the bride arrived in front of the house of the affianced: the gaudy chair was set down by the bearers, and the would-be mother-in-law unlocked the door, when the bride was found sitting bolt upright, stone dead! It is supposed that the poor girl died of suffocation.

The French gunboat *Surprise* has arrived here from Newchwang. She leaves for Chefoo in a few days, to attend a review of the French Squadron which is to be had at that port on the 20th August, after which she will return to Tientsin for the winter. H.B.M.'s gunboat *Dwarf* and the Russian gunboat *Gornostay* both left on 8th August, for a short cruise in the Gulf.

Governor Li is making his presence felt again; he has recently re-issued an order which was in operation the first winter of his residence in the North, requiring every ten families to keep a watchman. The people say this is *not* for their protection against thieves simply. It is also required that all firearms and ammunitions shall be handed over to the magistrates. Persons found retaining over ten catties of powder are liable to decapitation—a lesser amount involves a lighter punishment.

The Chinese have recently displayed an unusual degree of activity at Taku, in surveying and sounding the Bar, making exact charts, and gathering all information possible to be had on the subject. But with what intention or for what purpose I am unable to say at present.

On the 9th Aug. Mr. Waeber, the Russian Consul at this port, took charge, *pro. tem.*, of the Danish Consulate, which office was rendered vacant by the death of Mr. Meadows.—It may be of interest to note that Li Hung-chang has placed the sum of Tls. 500 in the hands of Mr. Meadows' executors, as a donation for the benefit of the widow and children of the deceased; Dr. Elmore has subscribed a like sum.

Having concluded the negotiations about the Treaty, the Peruvian Chargé d'Affaires leaves in a few days for Peking, where he will take up his residence in Dr. Williams' house, lately occupied by General Raasloff; he is likely to stay in Peking during the winter.

SHANGHAI.

The present mail brings advices from this port to the 22nd August; the P. and O. mail from London July 9 was received on the 20th August. The following summary of news is from the *North China Herald*:—

Several questions of importance were discussed at the meeting of Treaty Consuls on the 5th Aug. It is very disappointing to find that the promised chart of the Bund line has not yet been prepared by the Harbour Master's Department. The best plan would be for the two Councils to draw up a joint plan, and try to get that accepted. The Dutch engineers seem to have been able to come over from Japan after all, and are at work on the Woosung Bar. The question of improving the position of the Mixed Court has been under consideration, but nothing definite has been arrived at. In view of the frequent interference incurred by foreigners going into the interior on pleasure trips, it is proposed to improve the form of passport. The Chinese troops question also came up for discussion, and it was stated that the Taoutai had said the men would be sent away at an early opportunity; and, in fact, a first detachment has already left for Chinkiang, *en route* for Yangchow and Senchow-foo (on the borders of Shantung).

A correspondence has been addressed to the Treaty Consuls on the subject of taxation in the Settlement. The word lekin is a misnomer in the case. It is not only lekin taxation, but taxation of any kind that is illegal. What is really levied is 2½ per cent. transit duty on imports. Grey Shirtings are charged the same for transit to the Maloo as for transit to Soochow; and this is directly in contravention of the treaty. A difference seems to have suggested itself in many people's minds between opium and other goods. A sentimental difference there may be, but legal difference there is none. Imports are freed, by the mere fact of paying import duty, from further taxation within the limits of the port. Whether the article is called Opium or Orleans cannot affect its legal status here. It is only when it gets out side that the first is abandoned to the tender mercies of the Chinese, and the second is protected by a treaty stipulation that it shall not be taxed more than 2½ per cent. in transit to its destination in the interior.

A correspondent criticises very severely the Council's letter to the Foreign Consuls on the subject; and we cannot but agree that their action in the matter has been weak. It is a mistake to be too anxious to forge chains for oneself; and the cry of the Council for instructions is very much of this nature. The Consuls are a responsible body, and very much hampered in their utterances and their actions, accordingly; while the Council is sufficiently irresponsible to be able to act with considerable freedom in a case where uncompromising action is required. Why then cannot it exercise its own discretion, and take some responsibility on its own shoulders, instead of appealing at every step for a definition of its powers? Let it act, and wait for the Consuls' opinion till its action is assailed. If any one of the members found a burglar in his house, would he leave him there to work his will, pending advice from his Consul as to whether he was justified in hindering his proceedings? Well, there are the treaties; and two legal interpretations of the treatiess if the original language is not clear enough. And here are men daily and openly infringing the treaties!

The Quinsan affair has been at last settled, on terms which are likely to prevent any further annoyance to foreigners in that district. The arrest of a certain number of the rioters having been at last effected, H.B.M.'s Vice-Consul, Mr. Davenport, accompanied by Chang as the Taoutai's deputy, went up to Quinsan to be present at the trial. The case was tried before Liu, the new Hsien of the district; Fan, who was displaced for his misconduct in the affair, and who had been ordered to attend, neglecting to put in an appearance. Ten prisoners were produced, besides the wounded man, who was led in looking more ghastly than ever, and supported by two others. How he contrives to keep this appearance is a mystery. The Taoutai's *weiyuens* probably had an inkling, as they appeared amused at his entry. The men produced were identified by Mr. Cooper as having taken part in the riot, and after discussion the following sentences were passed:—1. The old Tepao, in consideration of his age (seventy years), and of his having shown an inclination to behave properly towards the end of the riot, was let off. 2. The ringleader who was captured by Mr. Overbeck, and has undergone a long imprisonment in Shanghai, was flogged. 3. Brother of the wounded man, who has also been imprisoned in Shanghai, was let off in consideration of that imprisonment. 4 and 5. Forty blows and forty-five days' cangue. 6. An old man, let off flogging in consideration of his age, but cangued. 7, 8, and 9. One month's cangue for the riot, and beaten for impertinence to the magistrate. 10. Forty-five days' cangue. Mr. Davenport further arranged that a proclamation should be posted, warning the natives to treat foreigners who go to shoot game with courtesy; they are not to interfere with them, nor to snatch away their game when it is shot. In case such an accident as a foreigner shooting a Chinaman does unfortunately happen, the case is to be reported to the magistrate, who will take the necessary action.

At the U.S. Consulate-General, the adjourned case of "Liu Sun-kee *v.* Cunningham" (Messrs. Russell and Co.), was resumed, and on certain points concluded, before Mr. Seward, and Messrs. J. Rowse and H. B. Endicott. The case had stood adjourned since the 2nd July last, for convenience sake, and publicity had been withheld at the request of both sides. The present plaintiff, who at two different periods was compradore at Tientsin for the defendants—his services extending from 1862 to 1873, with a slight break—was sued by them in the Mixed Court, to recover a large sum alleged to be due from him on the settlement of his accounts at the final severance of the connection. Judgment was given by Chên for Messrs. Russell and Co. for upwards of Tls. 6,000. The present plaintiff, who complains that Chên would not permit him to enter into an explanation of his general transactions with the firm, commenced an action against them to recover Tls. 9,264.97 for wages and disbursements on their behalf, during the two periods abovenamed. The gist of the case turned upon the agreement which he said was made with him by Messrs. Russell and Co., but which they deny.—Judgment was delivered on the two points, as to whether there had been a full and final settlement of accounts between the parties in 1869, and again in 1873. The Court decreed in effect that the settlement of 1869 was full and final, but that there was not sufficient evidence to prove a final settlement in 1873.—The result of this decree is that the whole of the accounts between 1869 and 1873 will have to be investigated if the case is proceeded with. At present it stands adjourned until the 28th September.

The fine weather which we have been enduring for the last fortnight broke up on the 17th August. After a light north-

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easterly breeze during the night, rain began to fall in the morning, and showers continued at intervals through the day. About five P.M. very heavy rain began, and continued at intervals through the night and the following day, with heavy gusts of wind. The barometer fell as low as 29.28. There was every indication of bad weather at sea.

An unusual occurrence took place on the river on the 19th Aug., shortly after noon. The flood tide came in with a "bore," about four feet in height, and some damage was, in consequence, done to various native craft on the river. At the entrance to the Soochow Creek several small junks parted their moorings and came into collision with one of the Astor-house waterboats, doing considerable damage. Another cargo-boat, laden with watermelons, that was being yulohed just clear of the bridge, was capsized. A scene of great confusion ensued on both sides the creek after the bore had passed; adventurers intent upon spoil, putting off in small sampans to fish out the melons floating in the water, some venturing even to swim after them. We learn that damage has been done to the wharves on the Pootung shore, where also several sampans came to grief. It is satisfactory, however, to know that there is no report of loss of life.

We have news from Szechuen which confirms the report from Burmah that the Chinese are assembling troops in Yunnan. The Taoutai and the Chentai had marched from Tali-foo at the head of a large force, for Ten-yi-chow, on the frontiers of Burmah, with the avowed intention of fighting the English in case they dared to enter Yunnan. There was considerable excitement in consequence in the district. Another correspondent writes:—The connivance of the Government of China in the attack on the Yunnan Expedition is now undoubted; it was known here as early as the 10th February that Mr. Margary was to be the victim of some outrage. It is an affair which the English cannot pass over; they will be obliged to have recourse to arms.

While some Chinamen were dragging in the river, near the mouth of Yang-king-pang, to recover the body of a boy who had fallen overboard from a boat and was drowned, they brought up the body of Mr. Wasson, engineer of the tugboat *Fokelin*, who had been missing since the night of the 2nd Aug. On that night he was seen walking on the unprotected pontoon at which the tugboat was moored, and is supposed to have walked accidentally into the water.

The steamer *Flamingo* arrived in port on the 15th Aug., on her third trip from Formosa, with troops, and came to an anchorage in the lower section. On the turn of the flood tide she went up to the Kianguan Arsenal, there to disembark her passengers. She was almost immediately followed by one of the gunboats of the Foochow fleet, with the commander and his staff, and a large number of troops.

The S. S. N. Co.'s steamer *Fusyama* arrived in the river on the 14th Aug., in tow of the *Nanking* and *Honan*, she having been successfully floated. She has been docked in the company's dock. The steamer is, we are told, in better condition than was expected; she has altered her shape very slightly, and it is supposed the repairs required will not be very expensive.

We have to acknowledge the *Customs Gazette* for the second quarter of 1875. The chief features of the Shanghai tables have been already noticed. The total revenue has been Tls. 3,241,741 against Tls. 3,089,536 in the same quarter of 1874. The *Gazette* contains 43 pages of précis of fines and confiscations, but these seem to include two quarters.

On the 20th August the Dutch corvette *Curaçoa* left her anchorage and steamed down the river on her way to Batavia, her ultimate destination.

The schooner *Almatia* has arrived in the river with one of the boilers, &c., of the wrecked steamer *Laptek*.

The new Consul-General for Russia, Mr. C. A. Schatschkoff, has arrived from Europe. Shanghai will be his official place of residence.

The subjoined items of news are from the *Celestial Empire*:—

The telegraph lines have been working very badly lately upon the Southern route, messages taking as long as three days to arrive from London. Considering the critical nature of present relations with China such delays are of considerable importance, apart from business, and what makes the matter more unsatisfactory is that the Telegraph Companies will give no explanation of the cause of the obstruction, although it is hard to suppose that they can be ignorant of it. The reputation of the Companies would not suffer from their being a little more communicative, but their failure to announce interruptions is calculated to destroy the confidence of the public, who have a just cause of complaint if telegrams are taken as is supposed for transmission in one day, whereas they are afterwards found to occupy three days on the journey.

A gang of gamblers appear to have got themselves into rather a mess upon the French concession. Their house having been recently shut up by the French Consul, the two head-men indignantly made an application to the Consulate, setting forth the injustice of depriving them of their little business after they had gone to such expenses in carrying it on—the said expenses, according to their own account, being a regular system of bribery to the French police. This startling statement was illustrated by the production of an elaborate code, which set forth succinctly enough the various sums paid monthly to these officials as hush-money, varying from ten dollars to two. The alleged recipients one and all repudiated the charge; the two principals, natives of Canton and Foochow respectively, insisting that their tale was true and affirming that they were heavily out of pocket and wanted their *quid pro quo*. The dilemma is, we believe, still unsolved.

A man suspected of being one of the chiefs of a large body of outlaws congregated at Chu-lung-shan, being captured by detectives some time ago, was sent off to Suchow the night of the 13th Aug. At his examination before the Che-hsien he denied being one of the band of robbers spoken of, though he acknowledged that he was acquainted with some of their head-men, as formerly he had signed articles of brotherhood with a large number of soldiers under the auspices of Tseng Kuo-fan.

The new hotel upon the Bund bids fair to be an acquisition to Shanghai. The rooms are all lofty, which is a great thing, and those downstairs—presumably the coffee and dining rooms—are spacious and well-proportioned. The single bedrooms are, of course, a trifle small, but even in this respect they compare very favourably with the upper bedrooms in the hotels of London. There is no doubt that when finished the new hotel will prove a very great convenience to both residents and visitors; its situation alone being worth everything, for convenience as well as for the cheerfulness of the constant traffic upon the river and the bund.

HONG KONG.

Our advices by the present mail extend to the 28th Aug.; the French mail from London July 16 arrived out on the 23rd Aug., and the following P. and O. mail of July 23 was received on the 27th August. The following items of news are from the *China Mail*:—

The Financial Statement has been presented by the Administrator to the Legislative Council. The following is a summary of its contents:—

The available funds for 1876 are set down at $960,773.58, and from the Estimates of Expenditure the outlay is calculated as follows:—

Establishments, including Civil List... ...	$556,489.60
Pensions	20,000.00
Charitable Allowances...	3,300.00
Transport	4,500.00
Works and Buildings	135,760.00
Roads, Streets, and Bridges	45,720.00
Lighthouses	500.00
Miscellaneous	36,800.00
Military Contribution...	100,000.00

Assuming that the whole of the $903,069.60 thus particularised will be expended, there will still be an available balance of $57,703.98, and as this will be further supplemented by a loan of $40,000 from the Special Fund to cover the expenditure incurred for Lighthouses, as soon as the total cost is ascertained, there will be a sufficiently wide margin for any exigencies which may arise.

You will observe with much satisfaction, I doubt not, that the cost of the permanent establishments are to be reduced to $556,489.60 in 1876, as against $568,059.60 in the present year, being a saving of $11,570. This is chiefly owing to a diminished expenditure of $7,680 in the police estimate, and the saving of $4,800 consequent on the transfer of the two student interpreters to permanent offices. For works and buildings, roads, streets, and bridges, the proposed outlay amounts to $181,480; and although this is unquestionably heavy, still I have no doubt whatever that you will agree with me that the present defective hospital arrangements should be remedied as soon as possible, and that the site already prepared for the new building should be utilised; that the Central School, the building of which is characterised by Mr. Stewart "as being inadequate in size, insecure as regards its foundations, and unhealthy as regards ventilation," should be rebuilt and enlarged; that the sewerage of the colony, which is dangerous to the health of the community, should be improved; and that it would be extremely unwise to continue to give egress to the mountain torrents through the bye-wash at Pok-foo-lum during the hot and rainy months of the year, whilst through a conduit of ample dimensions they could be diverted for the greatly increased comfort and health of the inhabitants of the city.

The Ordinance embodying the Estimates has been read a first time.

In consequence of frequent difficulty arising from documents being produced at the trial of cases in the Supreme Court without translations, a rule has been made by the Court that in future cases coming before the Supreme Court in original and summary jurisdiction, where advocates are engaged, no foreign documents will be admitted in evidence unless accompanied by a translation, a copy of which should be also served on the other side sufficiently early to allow of an examination being made as to the correctness of the version. In cases in summary jurisdiction, where no advocates are engaged, the plaintiff must deposit the documents on which he intends to rely, with the officer of the Court before the trial comes on, and all documents in a foreign language must be accompanied by a translation.

The *Gazette* notifies the appointment of Mr. W. Keswick to be a member of the Legislative Council, vice the Hon. J. Whittall, resigned. Mr. Whittall has, we believe, left the colony for good, and during his long term of residence was a useful non-official member of the Council; his many acts of private and business generosity gained him much respect and goodwill, and

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in his departure the colony has undoubtedly lost an estimable resident.

The following is the report of the board of directors of the Hong Kong and Whampoa Dock Company, Limited, presented at the ordinary half-yearly meeting of the shareholders, held at the offices of the company, Club Chambers, Hong Kong, on the 21st August :—

The directors have the pleasure to lay before you their report for the past half-year, ending 30th June, 1875. It has been more favourable than several preceding ones, the company having made a net profit of $57.978.66 on a gross earnings of $312,141.54. The amount now available for distribution including $10,654.43 brought forward for the last half-year, is $68,642.09. Of this the directors would recommend a dividend of 2 per cent. for the half-year, $20,000.00 ; bonus to contributing shareholders, $4,000.00, directors' fees, $2,500.00 ; audttors' fees, $250.00. And to write off the value of Whampoa Docks, $30,000.00, leaving to be carried forward to New Account, $11,892.09.

During this half-year the debt due to the Hong Kong Fire Insurance Company has been reduced from $200,000 to $170,000, and the directors would recommend that a further sum of $10,000 be paid off this debt, and this amount be also written off the value of Whampoa property. The Docks have been fully employed since the accounts have been made up, and the directors hope they will continue to be so.

At the meeting the report and accounts were unanimously adopted. Messrs. J. S. Lapraik and the Hon. J. Whittall having resigned their seats at the Board, Messrs. A. T. Manger and W. Keswick were appointed in their stead, and the directors' nomination of Mr. Blakeman as auditor was confirmed.

An amendment has been made in the Charter of the Colony, which places the Colonial Secretary for the time being in the position of administrator of the Government, in the event of the absence on leave or death of the Governor. That such an alteration was to take place has been known for some time, public attention having been called to the matter by the remonstrance addressed to the Home authorities by Major-General Colborne. That it is a wise one, in view of the status of the Colony as the chief commercial centre of British influence, few will deny.

Apropos of rumours from the North, we learn that the British vessels of war now in Japan have all been ordered to China, to support, as we presume. Mr. Wade's ultimatum. This is sensible, and such action will do more good than reams of correspondence or scores of threats. The one difficulty is to persuade China that we are in earnest ; this once realised, the rest is easy.

We learn on very good authority that the Chinese corvette *Yang Woo* will be despatched very soon on a cruise to European countries, if not round the world. She will be placed in charge of Capt. Tracey, R.N., and will proceed first of all to Shanghai to have her bottom surveyed. If nothing proves to be the matter with her she will come down to Hong Kong first, and thence proceed to other places.

A very enjoyable gathering has taken place at St. Paul's College under the auspices of the Hong Kong Christian Association. Over a hundred soldiers, sailors, and policemen—several of the first-named accompanied by their wives—were entertained, first with tea and cakes, and afterwards with singing, games, and addresses.

The German steamer *Vindex*, which arrived here on the 15th August, is, we believe, the smallest steamer that has ventured out from Germany to China ; her length is seventy and her breadth fourteen feet. She is twenty-eight tons in measurement, and has come out from home to run on the Amoor River. She proceeds to Shanghai in two or three days.

It is becoming daily more and more apparent that the native journals are rapidly gaining ground and extending their influence ; and so long as they are fairly well conducted, the fact may be regarded as a healthy sign of the times.

We hear that at Tamsui, after two days' heavy rain, strong freshets occurred in the river, causing the loss of several junks and flooding the European houses at T'wa-ta-tea. The extent of the damage done is unknown.

A few days since H.E. the Adminstrator, the Hon. J. G. Austin, accompanied by the Hon. C. C. Smith, Acting Colonial Secretary, and Mr. M. S. Tonnochy, Acting Registrar-General, paid a visit to the Tung Wah Hospital.

The s.s. *Cybele*, which ran upon a reef near Raffles Island and has consequently been in dock at Singapore for the last month, arrived here on the 21st Aug.

It is rumoured that the Governor-General of Kwangtung has been degraded, in consequence of his action respecting the Waising lotteries.

The Hong Kong death-rate for the quarter ending June 30 was 2.46 per cent. for Europeans and 2.28 for Chinese.

A large matshed opposite the Honan Temple, Canton, caught fire recently, and many lives were lost.

The Provincial Treasurer of Canton died on the 23rd August.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 4th Sept. ; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times* :—

Sir William Jervois left on the 30th Aug. in the *Pluto* on a visit to the Malay States on the West Coast of the Malay Peninsula, where, according to all accounts, matters are not in a wholly satisfactory condition. There has been no disturbance, but the people do not fall readily into the Residential system, which is but imperfectly understood, and the working of which is altogether new both to the chiefs and their subjects. It was naturally to be expected that matters would not go on smoothly at first, and that difficulties would be encountered in endeavouring to introduce order, a systematic collection of the revenue by means of fixed duties, and the engrafting of English law and customs upon those of the country. It would be, indeed, surprising were the Malay rulers and chiefs to unhesitatingly adopt all the changes proposed by the Residents without even a struggle to retain at least the semblance of their former independence ; and probably the difficulties experienced in working the new system of administration may be due to this cause, and may be overcome by firmness and patient perseverance on the part of our Government.

In Perak, ex-Sultan Ismail, who was deposed by the election of the Rajah Mudah, Abdullah, still claims the throne, and refuses to surrender the regalia of Royalty, without which it is impossible to crown the young Sultan ; and it is doubtful if the substitution of a new regalia from Europe would be satisfactory to the Malays themselves. It is said, moreover, that Ismail has with him the sympathies of a large portion of the people, and has in fact the strongest party. Sir William Jervois intends, in the present visit, to go to Laroot, and thence proceed overland to Perak, in order to oscertain the state of the country from personal observation, and be better able to form an opinion as to the proper course to pursue under the circumstances. H.E. expects to be absent only about sixteen days.

The recent visit of Sir William Jervois to the States on the East Coast of the Peninsula has induced the Sultan of Tringanu to pay a visit to Singapore. He having intimated his desire to come, the *Pluto*, which was going to Pahang to meet a surveying party that had been sent across the country, was ordered to proceed on to Tringanu to bring the Sultan down. He arrived on the 29th August last, with all his wives, family, and relations, about 200 in all, and landed next morning under a salute of eighteen guns, and was immediately driven off to Government House, where he held a reception, after which he proceeded to the house that has been provided for the accommodation of himself and family during his stay. The Sultan has attended an entertainment given by Professor Vanek, the wizard, whose performances excited his astonishment and admiration, he having never before seen anything of the kind.

The Singapore Rifle Association has held another spirited competition at the rifle-range on the race-course. There were ninety-one competitors and eighteen prizes, the first prize falling to Sergeant Instructor Tomlinson, of the 1-10th, who was closely matched with Sub.-Lieut. Drennan, of the Singapore Volunteer Corps. The shooting between these two is always very close, and on the present occasion Sergeant Tomlinson only led by one point. The shooting, on the whole, was not so good at this competition as on previous occasions.

A telegram from Hong Kong announces the death of the well-known and much respected Chinese merchant Lim Liack, of the wealthy and leading firm of Liack, Chin Seng, and Co., of this colony. The deceased resided in Singapore for about fifty years, and was a great promoter of tin mining in the peninsula, as well as of the cultivation of tapioca in Malacca, and moreover did a large business with China ; he was always looked up to by his countrymen and others as an upright and honest merchant and a most enterprising man. He died at the age of seventy-one years.

News has been received from the Philippines of the seizure of the British steamer *Sultana* by a Spanish gunboat, for breaking the blockade of Sooloo. The steamer had been landed in and hidden among the bushes, with her funnel taken down, and was deserted by her captain and all the crew, who fled into the jungle. She was taken to Cavite, and the seizure will be inquired into by a Prize Court, when her captain, owners, and all interested in her have been cited to appear and put in their pleas. The steamer, we are informed, was under charter by the Victoria Trading Company.

We are glad to learn that the General Order regarding the appointment of Mr. C. H. Ord as Acting Head Inspector of Police has been rescinded, and that Mr. Ord ranks as Inspector only during his period of probation.

Rapid progress is being made with the Water Works ; the reservoirs are fast approaching completion, and the work of laying the pipes has been begun ; this latter part of the work will, however, take a long time to complete.

Commercial Report.

(For dates see first page.)

IMPORTS.

Tientsin.—Business to a fair extent had been effected at steady rates.

Hankow.—There had been more activity in the market for Grey Shirtings ; otherwise little, if any, change had occurred.

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CHINKIANG.—Messrs. Spencer and Wolff write on the 18th Aug.:—Only a limited business has been done in Piece Goods during the past week, as holders are firm in demanding higher rates than dealers are willing to pay; but as prices continue to harden in Shanghai, they will be compelled to give way soon, stocks in the country not being large.

SHANGHAI.—The *North China Herald's* Report says:—The late excitement has subsided. Coincident almost with the closing of the French mail every symptom of an extraordinary business disappeared; but this, perhaps, is not to be regretted, inasmuch as trade has settled down into a steadier groove, and demand has become more general in its scope. Moreover, a lull was not altogether unlooked for by importers, albeit, they fondly hope the present may prove only a breathing time, and that as soon as the dealers have disposed of their previous heavy engagements they will start again with renewed vigour.

FOOCHOW.—Lead was quoted at $8.50 per picul against Tea.

HONG KONG.—The arrivals during the interval besides the mail steamers had been the s. s. Cybele, Naples and Diomed; there had been considerably more activity in the import market than for some time previously, and although there had been no general advance in prices, certain staples were in a better position. These remarks applied more particularly to the earlier part of the fortnight because the last week had been very much quieter, buyers seemingly having satisfied their wants.

CANTON.—Lead: The market had been quiet and prices had declined to $8.40 to $8.45 for LB and $8.45 to $8.50 for WB. Quicksilver quotations, $102 to $103 per picul nominal.

SINGAPORE.—The fortnight is reported as having been one of extreme stagnation—there has been very little demand, and the amount of business transacted had been small, at unaltered prices.

PENANG.—Business had been very dull; transactions generally had been smaller than those recorded during the previous fortnight; sales were difficult to effect and prices, as a rule, were weak.

EXPORTS.

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TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report says:—We have had a very quiet market, enlivened by the arrival of a few third-crop teas, almost all from Young-low-toong. A few of these are fair Teas and have been taken at Tls. 17½ to 19 per picul. Settlements for the fortnight are: 1,898 chests, 4,689 half-chests, 425 boxes at 1s. 0¾d. to 1s. 2¾d. per lb.; 1,229 chests, 3,515 half-chests, 750 boxes at 10¾d. per lb. Apart from the third-crop teas, of which only seven or eight chops have been settled, business has been chiefly in Oonfar tea at from Tls. 13½ to 16½, same Teas last year commanding Tls. 16 to 20 per picul. Our export still shows an excess of three millions compared with last year, but Tea is coming forward from the country very slowly and the quantity preparing is said to be small, so by the next two or three mails we may see this reduced.

KIUKIANG.—Black Teas: The arrivals for the fortnight had amounted to sixty-eight chops, or 11,180 chests, of which five chops had found purchasers at Tls. 14 to 23 per picul. Total arrivals 156,845 chests. Green Teas: Total arrivals 7,005 half-chests.

SHANGHAI.—The Chamber of Commerce Circular says:—Black: Owing to the firmness of holders, business has been restricted, the settlements for the fortnight are much smaller than for the previous interval. Prices show no quotable change, but are if anything a shade stiffer for all but common descriptions. Common Teas are a little easier, but no weight of Tea could be bought under Tls. 15 a lb. Supplies have been held back, third-crop Teas, which usually come forward freely at this period of the season have not yet been offered in any quantity, and no sales of them have been made on this market. The export figures have fallen to about a par with last season's at this date. Settlements for the fortnight are 24,535 chests; shipments on owners' account, 1,031 chests; stock, 30,100 chests. Quotations: Hohow, common to good, 9½d. to 1s. 3½d.; Oonam, common to fair and good, 10½d. to 1s. 3½d.; Ningchow, fair to good, 1s. 1d. to 1s. 5½d.; Oopack, fair to good 11d. to 1s. 1½d. Green: The purchase on 10th Aug. of two of the standard chops of Tienkai at Tls. 35 and 36 opened the market for these kinds. These prices are about 20 per cent. below last season's opening rates; but, in face of the dull demand, and full stocks on the home markets, a lower commencement might have been looked for. Little business has resulted since, Teamen being unwilling to accept the reduced offers made. In Pingsueys a fair business is doing, at prices, which, taking quality into consideration, are about on a par with those last quoted. The following are about the prices paid:—For Country Tea, 5,611 half-chests, at Tls. 22.5 to 36 per picul; for Pingsuey, 10,268 half-chests, at Tls. 21 to 30 per picul; stock, 57,600 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co. report:—Although during the past week buying has become more general, still the total amount of settlements does not show any increase, and the market closes very quiet. Congou.—The prices of the better kinds costing from Tls. 17 short have been maintained by the operations for the Colonies; but for the commoner grades, teamen have accepted a decided reduction on low rates, and in many cases fully a Tael per picul decline is noticeable. Third crop Teas are arriving very slowly, and those that have been shown are poor in quality and leaf. Souchong.—No alteration to report. Oolong.—One line only has changed hands. Flowery Pekoe.—No transactions. Scented Teas.—Prices remain the same; Scented Orange Pekoes are, as a rule, very inferior and in many cases mixed to a great extent with Formosa Oolong. Quotations are:—Congou: Flavoury to medium, 1s. 3⅛d. to 1s. 6¼d.; good common to flavoury, 1s. 0⅛d. to 1s. 2¼d.; leafy to common, 9⅛d. to 11¼d.; dust to leafy, 7⅛d. to 8⅝d. Souchong.—Fine to finest, 1s. 9d. to 2s. 0¼d.; good to fine, 1s. 3⅛d. to 1s. 6⅛d.; good common to flavoury, 1s. 0⅜d. to 1s. 2½d. Oolong.—Good, 1s. 3½d. Scented O. Pekoe.—Good to fine, 1s. 1⅜d. to 1s. 5d. Scented Caper.—Good, 1s. 1d. to 1s. 1⅝d. The Export to date to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 33,055,193 lbs., against 29,635,742 lbs. last year. To America, 87,555 lbs., against 154,936 lbs. last year; to the Colonies, 8,512,582 lbs., against 7,515,694 lbs. last year.

FORMOSA.—Advices are dated Tamsui, 16th instant, and report Chinese as still the chief buyers in an active market. Arrivals of Ooloongs were larger, but show no improvement in quality. Teas from "Fine" up were inquired for, but teamen demanded high rates. The total export to date amounted to 2,526,912 lbs., against 1,398,147 lbs. at same time last year. Business had been active for native-packed Tamsuis at firmer rates. A small cargo of 4,000 half-chests was eagerly bought up at prices on a basis of $29, duty paid, for superior, $33 to $34 for fine, and $42 to $46 for finest to choice, the last being only in small quantity. This activity was due to the improved advices telegraphed from New York. The British barques Anazi and Miako are on the berth for New York and the Benefactor is shortly expected to load for the same destination.

AMOY.—Congous: A steady business had been passing at about previous rates and 3,058 half-chests had been settled at $15 to $18. Ooloongs: Arrivals continued on a very limited scale and no immediate disposition was shown to commence purchases for the American market. The total supply for the present season was expected to be not more than 80,000 half-chests. Arrivals to date, Congou 58,582 half-chests; Ooloongs 48,026 half-chests.

CANTON.—Messrs. Deacon and Co.'s Report says:—Though we have again to report a generally quiet market, yet settlements for the fortnight have been larger than for some time past, Teamen having displayed more willingness to make some concession in prices. Congous: A small business has been done at rather easier rates. Few market transactions are reported at Macao, the shipments hence being chiefly contract Teas. Scented Teas:—Natives have at last given way in their demands for Capers, and a few settlements have resulted at much lower rates than have been hitherto current. A few small parcels of well-scented Teas have been bought at Tls. 19 to 20, and good common to fair Teas can now be obtained at Tls. 12½ to 15. A fair demand has existed for Pekoes, transactions being confined for the most part to "long leaf" kinds, owing to the very small supply of "new makes." These latter Teas show no change in value, but "long leaf" Teas generally have been bought on easier terms, though at the close Teamen are firmer for the medium grades, the stock of which is now reduced to a small compass. Fine and finest description have been dealt in to some extent at a decline of about one tael on quotations of last fortnight. Canton Greens:—300 boxes is the only settlement reported.

SILK.

SHANGHAI.—A very quiet tone had prevaded the market, Continental orders had not been so urgent, and English advices continued of a gloomy nature. Under such circumstances, it would naturally be expected, that buyers would have obtained some slight advantage, but such had not been the case, and the market sorts of Tsatlees, ranging from Tls. 270 to 290, which were most sought after, actually showed worse value than at date of last report whilst in Kiahings, hardly anything could be bought below Tls. 270. Amongst latest purchases were Kuekee's King-hock, at Tls. 307½; Gold Lion No. 3 and 4, Tls. 330 and 310; Yellow Elephant, Tls. 300; Donkey chop No. 4, 307½; Ching-younng-shing's Kiahings No. 1 and 2 were taken for last mail at Tls. 345 and 310; whilst a few Wooseihs and Laiyangs still found buyers, at Tls 225 to 240; Re-reels continued to be purchased for America. Settlements for the fortnight, Chinas, 2,800 bales. Total settlements since 1st June, 1875, 26,500 bales; against 1874-75, 26,500 bales; 1873-74, 20,500 bales. Comparative unsold stock on this market, at date 1875, 15,000 bales; 1874, 16,000 bales; 1873, 8,500 bales.

CANTON.—Although shipments during the fortnight had been considerable, actual transactions on the market had been only moderate, estimated at 600 bales. Quotations were almost unaltered, and the laying down cost was still 1s. per lb. in excess of rates current in London. Of fourth-crop Silk about 150 bales had arrived from the country, the thread appeared to be of fair quality, but rather full sized, and the natives asserted that about fifty per cent. of the yield was yellow Silk. 2,000 bales were expected to be forthcoming, and probable export for season was generally estimated at a little under 12,000 bales, against 8,900 bales last year.

THE MAILS.

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PRESENT INWARD MAIL.—BRINDISI, OCT. 6.—The P. and O. Company's steamer Malta, with the homeward India and China mails, arrived here at 6, and the mail left at 7.15 A.M. for London

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, OCT. 4.—The P. and O. Company's steamer Malwa left at 1 P.M. for Southampton, where she may be expected about the 17th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, OCT. 3.—The P. and O. steamer Cathay, from China, *viâ* the Suez Canal, arrived at Southampton to-day, bringing the heavy India, China, and Australian mails, 71 passengers, £800,370 in specie, and 18,277 packages of cargo. Her dates were:—Shanghai, Aug. 8; Hong Kong, 14; Singapore, 21; Penang, 23; Galle, Sept. 1; Aden, 11; Suez, 18; Port Said, 20; Malta, 24; and Gibraltar, 28.

INWARD MAIL DUE NOV. 1.—GALLE, OCT. 4.—The Messageries Maritimes steamer Amazone, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF SEPT. 10.—GALLE, OCT. 5.—The Messageries Maritimes steamer Tigre, from Marseilles on the 12th of September, left here to-day for Singapore.

HEAVY PORTION OF NEXT OUTWARD MAIL.—SOUTHAMPTON, OCT 7.—The P. and O. Company's steamship Hydaspes sailed to-day with the heavy India and China mails, a full cargo, and £51,409 in specie and jewelry. The Hydaspes takes 170 passengers, and 82 proceed by the corresponding steamer from Venice and Brindisi, making a total of 252.

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The Hydaspes goes through the Suez Canal to Calcutta, passengers for Bombay changing ships at Suez.

Outward Mail of Sept. 24.—Suez, Oct. 8.—The P. and O. Company's steamers Avoca and Poonah left at 1 P.M. for Bombay and Calcutta respectively.

Dutch Outward Mails.—Southampton, Oct. 6.—The Nederland Company's Royal Mail steamship Prinses Amalia sailed to-day for Padang, Batavia, &c., with Dutch mails, 100 cabin passengers, 540 Dutch troops, and a full cargo of general merchandise.—Batavia, Oct. 1.—The Star Ball Line steamer Acton arrived here yesterday in thirty-nine days from Southampton, including all stoppages.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1½d.	4s. 1½d.	4s. 2d.
Shanghai „	5s. 7⅞d. to 5s. 8d.	5s. 8⅛d. to 5s. 8¼d.	5s. 8⅛d. to 5s. 8⅜d.
Canton „ ...	4s. 1d. to 4s. 1½d.	4s. 1⅝d.	4s. 1⅝d. to 4s. 1¾d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 1½d.	4s. 1½d.	4s. 1⅝d. to 4s. 1¾d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306	220
„ Hong Kong	27⅞ to 28⅛ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls.72.4.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1050 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 23 per cent. discount.
Hong Kong Fire Insurance Company, $292½ premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $37 premium.
Victoria Fire Insurance Company, $168 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 60 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7⅞d. at Hong Kong 4s. 1d., at Singapore 4s. 1½d.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs
June 19 ...	Cutty Sark	Shanghai ...	1,347,699
„ 23 ...	Blackadder	„ ...	1,200,000
July 8 ...	Nyassa	Foochow ...	1,135,188
„ 8 ...	Thermopylæ	Foochow ...	1,413,000
„ 18 ...	Glenlyon (s.)	„ ...	1,297,500
„ 20 ...	Black Prince	„ ...	1,041,420
„ — ...	Forward Ho!	„ ...	1,383,104
„ 26 ...	St. Andrew's Castle ...	Canton ...	366,731
„ — ...	Norman Court	Shanghai ...	1,200,000
Aug. 6 ...	Egean	Amoy	1,250,000
„ — ...	Fiery Cross	Foochow ...	850,000
„ — ...	Osaka	Canton ...	800,000
„ — ...	Undine	Shanghai ...	1,300,000
„ 11 ...	Lord of the Isles (s.) ...	„ ...	2,000,000
„ 22 ...	Tom Morton (s.) ...	Foochow ...	1,500,000
„ 27 ...	Bellona (s.)	Shanghai ...	1,000,000
Sept. 2 ...	Crocus (s.)	Foochow ...	2,000,000

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.

(TIMES' TELEGRAMS.)

Rangoon, Oct. 2.—The Chinese report that Lee-see-te-hai has escaped, disgraced. Officials are, by amputating hands, torturing the inhabitants of Manwyne to discover the assassins of Mr. Margary. An offensive and defensive Treaty is reported to have been concluded between Burmah and China. Trade is reviving.

Shanghai, Oct. 4.—Mr. Wade has not withdrawn from Peking. It is reported that the Hon. T. G. Grosvenor is to go to England with despatches. No details have transpired, but it is not thought that a final settlement has been made.

Shanghai, Oct. 4.—An edict published in the *Peking Gazette* concedes intercourse between the Chiefs of Government Departments and Foreign Ministers.

(MACLEAN'S TELEGRAM.)

Shanghai, Oct. 2.—The latest news received here from Tientsin, dated Sept. 28, announces that the British Minister, Mr. Wade, has satisfactorily settled the difficulties pending with the Chinese Government. The opinion prevails amongst the British community in Shanghai that there is no probability of hostilities with China. The Viceroy of Chihli has been summoned by the Chinese Government to Peking.

(REUTER'S TELEGRAM.)

Shanghai, Oct. 4.—Mr. Wade, the British Minister at Peking, has notified to the other Foreign Legations that the negotiations which have been carried on by him with the Chinese Government have averted immediate war.

BURMAH.

Simla, Oct. 7.—The Burmese Government has unconditionally agreed to the passage of an escort of British troops through Burmese territory, accompanying a fresh expedition to Yunnan, if another expedition should be necessary.

CHINA MARKET REPORT.

Shanghai, Oct. 7.—Grey Shirtings, 8¼lb., Tls. 1.9.0; cotton, Shanghai, Tls. 12. Tea, black, firm; ditto, green, quieter and weaker. Silk quiet, but steady; transactions only in common kinds. No. 3 Tsatlee Koonfongsing, Tls. 400.

Hong Kong, Oct. 7.—Grey Shirtings, 8¼lb., $2 50c.; 16-24 water-twist, $103; cotton, fair medium Bengal, $134.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—None.

At Shanghai.—From London, Oct. 2, Glenearn (str.).

At Hong Kong and Canton.—From London, Aug. 21, Cybele (str.); 23, Naples (str.); from Liverpool, Oct. 2, Beemah; from London, &c., 6, Gordon Castle (str.).

At Manila.—From Mauritius, Oct. 1, Elizabeth Ann.

At Batavia.—From London, Aug. 16, Alcestes; from Shields, Hugh Bourne; from Cardiff, Cedric, William and Anna; from Southampton, Sept. 30, Acton (str.).

At Singapore.—From London, Aug. 29, Excelsior; from Liverpool, Sept. 3, Emilian (str.); from Cardiff, Aug. 29, Louise Marie; 31, Adeline, Chiara; Sept. 2, Freja; from Philadelphia, Aug. 39, Fleetwing; from London, &c., Oct. 4, Glenfalloch (str.); 7, Belle of Southesk, Aurrera (str.), Agamemnon (str.).

At Penang.—None.

DEPARTURES.

From Yokohama.—For New York, Oct. 1, Lothair.

From Shanghai.—None.

From Amoy.—For New York, Oct. 1, Glenartney (str.).

From Hong Kong and Canton.—For London, Aug. 22, Ulysses (str.); for San Francisco, 25, Green Jacket; for New York, 24, Faith.

From Manila.—None.

From Batavia.—None.

From Singapore.—For London, Aug. 27, Edeline, George Watson; Sept. 3, Africa (str.); for Liverpool, 4, Carlotta; from Glasgow, Aug. 31, Princess Louise.

From Penang.—For London, Sept. 3, Antipodes; Oct. 5, Diomed (str.).

VESSELS LOADING.

At Shanghai.—For London, Ascalon, Halloween, Zephyrus, Earl King (st.).

At Foochow.—For London, Endymion, Min, White Adder.

At Hong Kong and Canton.—For London, Ada; for New York, Harriet N. Carleton.

At Singapore.—For London, Sea Star; for Liverpool, Chacma; for Marseilles, Bedfordshire; for New York, Kate Carnie; for Boston, Nehemiah Gioson.

At Penang.—No vessel on the berth.

FREIGHTS AND CHARTERS.

From Shanghai.—To London, £2 15s. to £3 per ton for steamer, and £2 10s. for sailing vessels; by steamer £2; sailing vessel, £1 15s. to £2 per ton (by telegraph).

From Hong Kong and Canton.—To London, by sailing vessel, £2 10s.; steamer, £3 5s. per ton of 40 and 50 cubic feet respectively.

From Singapore.—To London, by steamer, Tin £1 7s. 6d. per sailing vessel, £2 7s. 6d. per ton dead weight; to Liverpool, Gambier, £2 10s.; Sago Flour, £2 12s. 6d.; to Marseilles, £2 10s. for dead weight, £3 for light freight.

From Penang.—To London, by steamer, tin £2, black pepper £4 10s., tapioca £3 15s., measurement goods £4 10s. per ton; sailing vessel, bag sugar £2 12s. 6d., basket £2 15s., black pepper £3 5s., Hides £4.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Aug. 9 ...	Bussorah ...	Sunderland ...	Anjer, f.o.
„ — ...	Tynedale ...	Singapore ...	London
„ — ...	Atma ...	Cardiff ...	Hong Kong
„ — ...	Carl Max ...	Capetown ...	Batavia
„ — ...	Forsacus ...	Shields ...	Anjer, f.o.
„ — ...	Jacques Cartier ...	Bangkok ...	Havre
„ — ...	New Republic ...	New York ...	Yokohama
„ — ...	Johann Lang ...	Samarang ...	Amsterdam
„ 12 ...	T. F. Whitton ...	Buenos Ayres...	Batavia
„ — ...	Pallas ...	London ...	Bangkok
„ 14 ...	Denbighshire ...	Hong Kong ...	London
„ 15 ...	Mogul ...	Singapore ...	Do.
„ 17 ...	Solent ...	London ...	Hong Kong
„ — ...	Jupiter ...	Amsterdam ...	Samarang
„ — ...	Amur ...	Singapore ...	Mauritius
„ 19 ...	Star of Peace ...	Do. ...	Liverpool
„ — ...	Endeavour ...	Manila ...	New York
„ — ...	Julia ...	Mauritius ...	Anjer, f.o.
„ — ...	Ellsworth ...	Manila ...	New York
„ 22 ...	Sally Brown ...	Rio de Janeiro ...	Batavia
„ 24 ...	Gebr van der Beek ...	Liverpool ...	Batavia

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 4, at Amsterdam, from Rangoon, Mary Ann; 6, at New York, from Singapore, Ivalo; at Clyde, from Java, Mutlah; 7, at London, from Bassein, Alpha, Astride, Catherina G; 6, at Antwerp, from Akyab, Andrea Wilhelmina; at Hamburg, from Rangoon, Anna; 8, at Falmouth, from Rangoon, Mountain Ash.

DEPARTURES.—Oct. 6, from Cardiff, for Singapore, Unione S.; for Hong Kong, Hermann; Aug. 28, from Rio Janeiro, for Batavia, C. O. Whitmore; Oct. 6, from Southampton, for Batavia, Prinses Amalia (str.); 7, from London, for Penang, Ocean Rover; 8, for Shanghai, Cawdor Castle (str.); 6, for Yokohama, Ullock; 7, from Newport, for Singapore, Argo; 4, from Bordeaux, for Saigon, Antoinette; 6, from Amsterdam, for Samarang, Graafstroom; 7, from London, for China and Japan, Montgomeryshire (str.).

LAID ON.—At London, for Shanghai, Eliza Shaw; for Colombo, Strathmore.

MISCELLANEOUS.—Malta.—Passed, Oct. 5, from Hankow, for London, Ægean (str.). Suez, Oct. 6.—Arrived, from Foochow, Tom Morton; from Shanghai, Bellona, both for London. Latest advices with regard to the Thomas Sorby (str.), ashore at Oosterbank, state that the vessel is in same position, sea too high for steamboats or lighters to get alongside; captain and crew landed. A telegram received, dated Oct. 8, states that many barges are along the vessel, and the weather is fair.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAIN—On the 2nd Oct., at Hong Kong, the wife of G. M. Bain, of a daughter.
BIRT—On the 20th Aug., at Shanghai, Mrs W. Birt, of a daughter.
COPE—On the 27th Aug., at Hong Kong, the wife of Herbert Cope, of a son.
DUNMAN—On the 19th Aug., at Shanghai, the wife of R. Dunman, of a son.
HOWE—On the 30th July, at Nagasaki, the wife of H. A. Howe, jun., of a daughter.
JOHNSON—On the 15th Aug., at Hankow, the wife of R. M. Johnson, United States Consul, of a son.
MANGER—On the 28th Sept., at West Brompton, the wife of J. E. Manger, late of Hong Kong, of a son.
ROWBAND—On the 31st Aug., at Singapore, the wife of C. F. Rowband, of a daughter
SIDGREAVES—On the 30th Aug., at Wood-Neuk, Singapore, Lady Sidgreaves, of a son.
SMITH—On the 19th Aug., at Shanghai, the wife of D. Wares Smith, of a son.
SMITH—On the 3rd Aug., at Manila, the wife of W. M'Gregor Smith, of a son.
WALKER—On the 22nd Aug., at Rangoon, Burmah, the wife of Lieut.-Colonel G. A. Walker, Asst.-Comsy.-General, of a son.

MARRIAGES.

BEHRENS—FAIRLAND.—On the 7th Oct., Sydney L. Behrens, of Manchester, to Julia Fairland, daughter of the late Mr. Thomas Fairland.
CORNER—CRANE.—On the 14th Aug., at the Cathedral, Shanghai, by the Very Rev. Dean Butcher, Alfred Corner, third son of W. E. Corner, Leadenhall-street and Hackney, to Annie, eldest daughter of Stephen Crane, of Tower-street and Hackney.

DEATHS.

BROWN—On the 11th Aug., at Saigon, Captain William Robert Brown, of the British ship *Argo*, aged 42 years.
DUNDAS—On the 2nd Oct., at Peckham, William Edward Dundas, late Commander in the service of the P. and O. Company, aged 40 years.
HARVEY—On the 15th Aug., at the Civil Hospital, Hong Kong, Walter Harvey, engineer, *Chinkiang*, late of H.I.C.M.'s gunboat *Tulan*.
HEWLETT—At Kings Kerswell, Newton Abbot, Devon, William Strode Hewlett, aged 55 years.
MARSHALL—On the 23rd Aug., at Hong Kong, George Marshall, aged 28.
SAUNDERS—On the 6th Oct., at London, Frederick Saunders, of St. Anna, Aigburth, near Liverpool, aged 63 years.

Miscellaneous.

LORD DERBY ON CHINA.

Lord Derby was present Thursday at a banquet in Liverpool given by the Mayor. In replying to the toast of his health, he dwelt on three topics—the insurrection in Herzegovina, our difficulty with China, and the Admiralty Circular in reference to fugitive slaves. With reference to the difficulty with China Lord Derby said:—In China we have claims of our own to press and interests already extensive, and which may in course of time become almost incalculably great. I had hoped till the last moment that I might be able to come here as a welcome guest, and, bringing the news that our Chinese difficulty was peaceably settled. That is not the case; no decisive intelligence has reached the Foreign-office on the subject. From what we know already I am hopeful that matters will go well, but that is all I can say. I need not enter into the history of the dispute; most of the facts are familiar to you through the newspapers. For years past it has seemed probable to careful observers that some collision of this kind would take place. It has come at last, and we must do our best to turn it to good account, and make it the means of putting our relations on a better footing in future. I need not say that if it could be honourably escaped a war with China is a thing which we should all deprecate. We do not look forward with pleasure to the prospect of sacrificing men and money in a war where climate would be the chief enemy, where our opponent is hopelessly inferior in strength, and where, therefore, there is but little military reputation to be acquired, whatever that may be worth; but more than that, we don't want to break up a vast empire, to have another "sick man" on our hands, and to ruin a people with whom our object in holding intercourse is the development of trade; therefore you need not fear any excess of pugnacity on our part. But it is no use running away from plain duties because they are unpleasant, and temporising with a difficulty is generally the way to make it bigger. Our demands have been moderate and just, and we mean to adhere to them, and if trouble comes we have a good cause, and we can say with truth that the fault has not been with us.

Referring to Lord Derby's remarks *The Times* says:—Lord Derby will command the complete assent of the whole country for what he says of our relations with China. A war with such a State is peculiarly unwelcome to any great nation with a sense of self-respect. We could gain no honour in a contest with a country as weak as it is vain. Nor can we lightly run the risk of having to replace a Government which a short war might destroy. It is, therefore, unwelcome news that the Foreign-office has received no decisive intelligence as to the intentions of Peking, for Lord Derby admits as frankly as the most warlike Minister could that we must insist on the fulfilment of our conditions, be the cost what it may. The lives and the rights of our countrymen in China must be secured, and the Government of that country must give substantial proof of a determination to fulfil its promises. If it will not comply with just and moderate demands, it must take the consequences of its own infatuation. Happily, Burmah has ceased to inspire misgivings, for her readiness to let another expedition to Yunnan be accompanied by an armed escort of British troops, if we should see fit to undertake such an enterprise, is all that we can desire. We have no aggressive designs in seeking to open up an overland trade route with China. To punish the murderers of Mr. Margary is the duty of the Chinese Government, and all we want is to protect an exploring party from treachery. In agreeing to give a passage through his dominions to an escort of our troops the King of Burmah offers a sign of friendship which, in the critical state of our relations with China, may be found serviceable for other ends than those of trade.

THE NEW ADULTERATION ACT.

On the 1st inst. the Act to repeal the former Statutes on adulterations and to make better provision for the sale of food and drugs in a pure and genuine condition came into operation. From and after the 1st of January next tea is to be examined by Customs officers on importation, and if found to be unfit for human food is to be forfeited and destroyed. There are several provisions as to the execution of the Act in England, Scotland, and Ireland.

Success has thus attended the recent crusade against impure tea After much agitation, and very prolonged and careful official consideration, a scheme has been produced by means of which it is hoped and believed that the importation of worthless tea will be very materially checked, if not prevented altogether. An order has been issued by the Board of Customs setting forth the details of the arrangements which have been made, and giving general instructions for the carrying into operation of the scheme resolved upon. To attain the object which they have in view, the Commissioners of Customs have ordered that there shall be three inspectors, two assistant inspectors (who will perform the necessary duty during the absence of the inspectors), and one analyst, to whom will be entrusted the important functions connected with examination. Each of the three inspectors will very properly receive an additional allowance of £50 a year, subject to a proportionate reduction during their absence from duty, while the assistant-inspectors will be paid at the same extra rate when they are acting for the inspectors. The analyst is also to receive an additional allowance of £50 a year. The inspectors who have been appointed are: Mr. C. T. Pickford, surveyor of the first class, and Messrs. C. Bernard and E. P. Le Feusre, surveyors of the second class; while Messrs. W. F. Bramall and T. Satchell, assistant-surveyors, have been appointed assistant inspectors. Mr. J. B. Keene, a gauger of the first class, is to be the analyst. The inspectors will continue to perform the ordinary duties of surveyors, and they will also examine the tea brought to (1) Uptown Station, (2) Upper and Lower Sufferance Wharves, south side, and (3) wharves above London Bridge, north side. The surveyors of the Lower North Sufferance Wharves, London Docks, and Monastery Warehouse, Legal Quays, will examine the tea which may be brought to those stations without additional remuneration, communicating with one or other of the inspectors when necessary. The Surveyors-General will make arrangements for the performance of the necessary duties at the outports, but special arrangements will be made for the port of Liverpool.

THE CHINESE COMMISSIONER.

The subjoined letter has been addressed to *The Times* by Wong-Ching-Yong:—I shall be exceedingly obliged if you will kindly find space for the following observations in your widely circulated newspaper, in order to correct a mistake into which some English newspapers have fallen. Last June, during my sojourn in England, where I had been visiting the mines and the principal manufactories of machinery, the newspapers thought that I had been sent by the Chinese Government, and consequently spoke of me as an Imperial Commissioner. I was not sent by the Chinese Government, but by the authorities of Shanghai, to come to terms with Mr. Henderson; and also by the Director of the Arsenal at Nanking to visit the mines and manufactories of machinery in Europe. I would not have trespassed on your valuable time and space had it not been that I received a letter from Shanghai telling me that the Chinese newspaper *Sing-po*, in its issue of the 14th Aug., accused me of having assumed a false title. I declare that I have never assumed the title of Imperial Commissioner, nor have I given any one to understand that I was sent by the Chinese Imperial Government.

THE Vienna correspondent of the *Daily News* telegraphs that Chinese agents have arrived here for the purpose of purchasing a large number of smooth-bore bronze cannons. The Government possesses a considerable stock, which it is intended gradually to recast, after the system invented by General Uchatius. The correspondent considers it doubtful whether the application of the Chinese will be complied with.

Captain Hugh Campbell, of the Undaunted, 31, flagship of Rear-Admiral R. J. Macdonald (Clanranald), commander-in-chief in the East Indies, has been compelled to resign the command of this ship owing to continued illness. He will be succeeded as flag-captain by Captain Harry W. Brent.

THE Eastern and Australian Company's steamer *Somerset* arrived at Singapore from Brisbane on the 1st inst., with Queensland mails fo London.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E C.

The London & China Telegraph.

LONDON: MONDAY, OCTOBER 11, 1875.

THE AMENDED PRESS LAWS IN JAPAN.

At the conclusion of his valuable and elaborate notes and observations in regard to the then state of education in Japan, which were drawn up some two years ago, Mr. R. G. Watson, at that time Her Majesty's Secretary of Legation at Yedo, pointed out that a great educational influence, which was even then actively at work, and the power of which, in his opinion, might be expected to extend itself from day to day, was to be found in the Native Press that had sprung up in such a remarkable manner thoughout the country. Mr. Watson's prediction has been more than verified, and so great has the power of the Native Press, as well as the determination to wield it, become during the past two years that, after much consideration, the Mikado's Government has deemed it both necessary and advisable to amend, in a somewhat restrictive sense, the regulations issued in 1874 for the publication of newspapers and books. The new Press laws, as they must be termed, which have recently been made public by the *Nisshin Shinjishi*, consist of sixteen articles, with two additional rules appended. Articles 1 and 2 set forth the manner in which authority to print and publish a newspaper is to be applied for, as well as the penalties for the violation of the rules. By Art. 3 it is provided that in the event of the death or dismissal of the Editor, and of any change of proprietors, printers, or editors, notice must be given to the local authority within fifteen days. Art. 4 explicitly states that "the proprietor, the head man of a company of owners, editors, and temporary editors, must be Japanese." This appears to us to be a very salutary and wise regulation, and we think that a great deal of unpleasantness would be avoided if a similar practice obtained in the management of the germs of a native press in China, which from its present small beginnings, may become important before many years have passed. The chief provision of Arts. 5 and 6 is that the names of the editor and printer must be given at the end of each paper; and in the following Article it is laid down that should anything defamatory or slanderous appear, the editor will be held primarily responsible, and after him the writer, but no mention is made of any risks incurred by the printer and publisher. Considered from an English point of view, Art. 8 is foolish and objectionable, for it requires that any person writing on home or foreign matters, the laws or resources of the country, literature, art, religion, &c., &c., *must* sign his name to his articles; and any person, writing under a feigned name, may be imprisoned for thirty days, and fined ten *yen*. It is, however, more fairly provided that any one using the name of another person will be liable to imprisonment for seventy days, and a fine of twenty *yen*. Art. 9 seems unjust, for it orders that writers, translating from foreign papers, must sign their names; but Art. 10 shows a more lenient spirit, for it permits the appointment of a substitute, "under certain circumstances," in case the editor be imprisoned, presumably for infraction of the press laws. Art. 11 is a most extraordinary one, for it ordains that letters sent from people to a newspaper for publication must be published under a penalty of from ten to one hundred *yen!* We pity the unfortunate editor who is compelled to conduct his paper under such an odd regulation as this. Articles 12, 13, and 14 provide for the punishment of offences against the constitution, &c., and seem fair enough, although in most well-regulated countries one would think that the force of public opinion would be sufficient to correct such misdeeds as those defined in these Articles. Articles 15 and 16 are open to serious objections, for they involve a great curtailment of the reasonable privileges of the press: the former ordains that proceedings of the judicial courts and the actions of judicial officers may not be published, unless they are officially notified, and that infringement of this Article shall involve imprisonment from one month to one year, and a fine of from 100 to 500 *yen;* and the latter, that no memorial may be published without previous permission from certain quarters, under similar penalties as those provided in the last case. The two additional rules direct that any person who already has permission to publish a newspaper, must furnish reports, as required by Art. 2, within ten days after receipt of the new regulations, and that in the event of a paper having several editors, the proprietors must appoint a chief editor within two days. Viewed as a whole, these amended press laws do not appear to us to be nearly so harsh as we had been led to expect from the rumours which reached us before their actual publication, though at the same time we think that the Japanese Government will do well to modify and revise at an early date those particular Articles to which we have taken exception, for they may rest assured that they will not find it to their advantage in the long run to hamper the native press with absurd and foolish restrictions.

THE CHINA DIFFICULTY.

The latest telegrams with reference to the negotiations in China are by no means satisfactory. Mr. Wade, it appears, has notified the other Ministers at Peking that immediate war has been averted, and we are further informed that it is announced in the *Peking Gazette* that Foreign Ministers are to have the right of visiting the Heads of Chinese Departments. Although, of course, there is no necessary connection between these two pieces of intelligence, it is impossible not to consider them in conjunction the one with the other. Knowing the usual tactics resorted to by the Chinese we cannot but conclude that the concession with regard to visiting the Heads of Departments has been made as an inducement to Mr. Wade not to press his demands for redress of the Margary murder too strongly at the present moment. In other words, Mr. Wade has been asked to work in with the Chinese policy of temporising and delay, and has consented to do so. No doubt reasons of apparent weight will be given for the course which he has adopted, as Chinese ingenuity would readily lay before him some plausible ground for delay, which is all that they want to carry out their plan of evading the responsibility of punishing the offenders. So the Minister, whose habit of over-estimating the importance attaching to official *status* in China is as well known to the Chinese officials as to foreigners, is dallied with by a concession which will tickle his fancy and flatter his vanity, while further delay is countenanced in hunting out and punishing the men guilty of the murder of a British official six months before. We can only trust that before the matter be done with, Mr. Wade, whose diplomatic talents, when he is determined to exert them are if no mean order, will show that he is not to be caught by the bait which has evidently been thrown out to him. It may be very well to improve our intercourse with Chinese officials as a means of placing our general relations with the country on a more satisfactory basis; but, at the present moment, when so grave a matter is in hand as obtaining reparation for the gross outrage which has been committed in the murder of a gentleman who, as Major-General Margary points out in his letter to *The Times*, was practically in the position of representing the British Government, it seems little short of puerility to be discussing questions of etiquette and official formality. There would surely be time enough to decide a point of this character after the Chinese Government had let Mr. Wade know definitely whether they intended to comply with the demands he made as a basis of maintaining friendly relations.

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THE ROUTE BETWEEN COCHIN CHINA AND YUNNAN.

In a recent issue we noticed the conclusion of a Treaty between France and Annam, by which the King of that country agreed to throw open three ports in Tonquin, and to place his kingdom under French protection. The probable completion of a Treaty of this kind has been long foreshadowed, and the matter is of especial interest and importance at the present time, when the opening up of a trade route with Western China is occupying so much public attention. In the comments which have been made upon the subject, the fact that Russia and Great Britain are approaching their frontiers to those of China, and "claiming the duties of good neighbourhood" has been much dwelt upon, but it has of late been overlooked that France is doing the same thing in a more definite, and what may ultimately prove, a more effectual manner. It is somewhat curious that this fact should seem to be passed over at the present time, seeing that on other occasions, when there would appear to be less reason to notice it, a great deal has been said upon the subject. It has long ago been ascertained that the river San-Kai can be navigated through Tonquin to the capital of Yunnan, and thus the French can actually establish a trade route by water through a territory over which they claim a protectorate, and to the same districts in China to which we are seeking access from India by way of Burmah. That communication could be made to Yunnan *via* Tonquin has been known for many years, as vessels formerly navigated a river to the south of the San-Kai as far as the old Dutch Factories; and it is surmised that there is water communication between them and Han-Hoi, the capital of Tonquin. So far have matters progressed in regard to opening up the new route by the San-Kai River that we understand that a company have undertaken to keep up regular communication between Saigon, Tonquin, and Hong Kong, and so to carry on trade with the rich provinces of Yunnan and Szechuen. How far this fact may have influenced our Government in endeavouring to establish a route *via* Burmah it is, of course, impossible to say; but it is by no means improbable that a knowledge of the preponderating influence which it would give to France to have the sole command of so important an entry into China has had something to do with the interest which has of late been manifested in the subject. The Protectorate which France desires to establish in Tonquin would, there can be little doubt, be only the first step towards conquest of that country and Annam, if, indeed, it would not practically amount to that in itself. It might, of course, be a question whether or not it would be politic to interfere with the action of France to the extent of raising a question as to our trading rights, as France has always shown a disposition to act in a liberal spirit in according trading facilities in her Colonies to other countries. If, however, it were necessary or desirable to raise any such question, it appears that we have very definite grounds for doing so, as permission to trade with Cochin China, which at the time belonged to Annam, has been granted to Great Britain over and over again in the name of the East India Company, the last occasion being in 1821, in which year it is recorded, in an account of Crawford's Embassy, a willingness to trade was expressed by the authorities. At the same time, especially in view of the lengthened period which has elapsed, it might be hardly politic to raise a question on this basis, though it would afford ground for looking for liberal treatment in respect to trading facilities from the French. So far, however, as the matter has a political bearing we are, no doubt, not only justified, but called upon, to see that we be in as good a position towards the South-West of China as other Powers, otherwise we should be permitting them to have a preponderating influence in China which might at a given moment be of great significance, and might lead to political consequences of the most important nature.

An address on the China question was delivered by Lord Derby at Liverpool last week. The speech of the Foreign Minister deals with the question in a masterly manner. He states that no decisive information had reached the Foreign-office on the subject; but that, while we had no desire to enter upon another war with China, and had no wish to have another "sick man" on our hands, we could not flinch from a plain duty because it was unpleasant, and temporising with a difficulty was generally the way to make it bigger. These remarks are a welcome reassurance that the Home Government are not disposed to swerve from the firm attitude originally adopted in this difficult and painful matter; and we may, therefore, hope that the blandishments in respect to visits to Heads of Departments, which, as noticed elsewhere, the Chinese have, with the skill and *finesse* for which they are celebrated, been making to Mr. Wade, will prove futile, and that redress will be unflinchingly demanded; especially as it is now announced that the Burmese Government has agreed to the passage of an escort of our troops through its territory, accompanying a fresh expedition to Yunnan, so that if another expedition should be necessary, it will be easy to organise one and carry it out. The fact that British troops may enter Yunnan will, beyond doubt, have a more powerful effect upon the Chinese than any amount of moral suasion we could bring to bear upon them.

A telegram, dated Rome, October 4, states that a Chinese Embassy was expected at the Holy City to propose the permanent establishment there of a Chinese Legation. Although at first sight the statement appears somewhat improbable, it is not impossible that the Chinese may be desirous of being represented in Rome with the idea of altering the *status* of the Catholic Missionaries in China, who have hitherto been under the protection of France. Should such be the fact, it may be presumed that the Ambassador would meet with a favourable reception, as we read in to-day's papers that his Holiness has just given audience to General Agar, the special Envoy of the Shah of Persia, and that the General was received in the Throne-Room with all the honours paid to an Ambassador. He presented the Pope with an autograph letter from the Shah, thanking his Holiness for his letter and presents, and informing him that orders had been issued to all the authorities throughout Persia, that Roman Catholics are to be protected and respected in the exercise of their religion. His Holiness expressed his thanks to the General for the good news of which he was the bearer.

The appointment of Mr. Herbert Taylor Ussher, C.M.G., to be Consul-General in Borneo, is gazetted.

Literature.

Dr. Anderson, of Calcutta, who was on Colonel Brown's staff, contributes to the current number of *Macmillan's Magazine* an article on "The Exploring Expeditions to Western Yunnan of 1868 and 1875," which, at the present juncture of affairs, will be read with considerable interest. Dr. Anderson warns his readers at starting that they need not dread a discussion of rival trade routes, or an intrusion on the province of diplomacy, his intention being to give briefly an intelligible sketch of Major Sladen's and Colonel Brown's expeditions. This he has done clearly and concisely; but we look in vain for an account or explanation of the crowning catastrophe, the brutal and treacherous outrage on Mr. Margary, which, added to former injuries and insults, heaped one upon another during a long course of years, has at last roused the British Lion, and brought the relations between the two Governments of Great Britain and China to their present critical condition. Oddly enough, too, the language used by Dr. Anderson at the commencement of his paper fully warrants the expectation that some light would be thrown on this sad event. However the King of Burmah, in his heart of hearts, may have been disposed towards us, Dr. Anderson fully exonerates the Burmese guard which accompanied the expedition from all suspicion of treachery or unfriendliness. The Burmese officer, he writes, had been warned of the attack on Colonel Brown's party in letters from Manwyne (which announced Mr. Margary's murder), and advised to keep out of harm's way, but he and his men loyally adhered to their trust, and displayed a cool presence of mind throughout the day. After the conflict was over, the Burmese did all in their power to secure the safety of the expedition. So far as it goes, this is satisfactory enough, but we fail to perceive that this or his previously courteous treatment of the members of the expedition affords the slightest proof that the King of Burmah did not connive at the attack, and was not an accessory before the fact. The Burmese bodyguard were faithful to their trust—that is beyond all doubt—but it does not seem to have occurred to Dr. Anderson that the King of Burmah, with diabolical ingenuity, most probably in-

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tended to sacrifice his subjects in the furtherance of his treacherous designs. This is one of the weak points in the paper, and the other is the attempt to take from Le-see-tai all direct responsibility for the murder of Mr. Margary. Arguing from the fact that at Muangmow Le-see-tai had received Mr. Ney Elias courteously, that he pretended to have expected the whole mission to come by that route, and had apparently gone there to meet it, and that he warned him that it was not safe to proceed as there was fighting on the road, Dr. Anderson maintains that "it is impossible to avoid the reflection that the Chinese officer, had he been so minded, could have let the traveller advance to certain death, and that without any apparent complicity." He also dwells upon Le-see-tai's unusual, and even unnecessary, attention to Mr. Margary when he passed through Manwyne, and appears to think that he clinches his argument by saying that "no authentic or trustworthy account could be obtained whether he (Margary) fell a victim to the robbers or assassins of that turbulent frontier town, who feared interference with their intended plunder, or to the organised hostility of the Chinese merchants." Indeed, Dr. Anderson would seemingly have us believe that Le-see-tai was a guileless and childlike Oriental, who had no other end or object in life save to protect and receive with extraordinary respect all British subjects wandering in his neighbourhood, and to do good to his fellow-creatures in general; although, at the same time, he cannot help admitting that he, "as Governor of the Shan States, could certainly bring to justice the guilty parties, unless they had been instigated and screened by officials superior to himself." We regret that we cannot share Dr. Anderson's estimate of Le-see-tai's character and disposition towards Englishmen; and we remain convinced that, although he may not have been the chief and original instigator of this foul outrage, he was, nevertheless, the prime mover in it, and ought to be punished accordingly at that day of reckoning which is now slowly, but surely, approaching, in spite of all the efforts of Chinese statesmen to stave it off by their usual devices of dilatoriness and obstructiveness. If by the punishment of his murderers, "it be established."—to quote Dr. Anderson's concluding words,—"that a peaceful English traveller or trader shall hereafter pass unmolested through the Shan valleys, though for years the fancied commerce may be still only an unrealised vision, the gallant young Margary will not have died in vain. No towering pagoda or simpler monument may rise on the spot where he fell, to tell the wondering natives that England never forgets her heroes; but, what he would more have desired, the opening to commerce of a secure trade route between Burmah and China, which has now become a national duty, will keep his memory green." We hope that this end may be attained—by peaceable means, if possible—but still, come what may, Mr. Margary's murder must be avenged, and proper reparation must be made for the insult offered to Great Britain in that remote region where the outrage occurred.

Keramic Art of Japan. Part II. By G. A. Audsley, Architect, and J. A. Bowes, President of the Liverpool Art Club. Liverpool: Published by the Authors for the Subscribers. London: Henry Sotheran and Co.

The second part of this superb work now before us is in every particular fully equal to the first instalment, the appearance of which we hailed with pleasure three months ago. The present part contains pp. xiii. to xxxii. of the Introductory Essay on Japanese Art, together with Plates C, E, and G, illustrating the same; pp. 9 to 12 of Keramic Art of Japan; five very magnificent chromolithographic plates with descriptive letter-press; and two autotype plates, also with descriptions in detail.

In continuing their essay on Japanese art, the authors observe that "to so active and clever a craftsman one would naturally surmise that the most beautiful objects and the bright side of nature would alone recommend themselves; such, however, is far from being the case, for one finds every phase and mood, and all classes of objects, furnishing him materials for his art. From magnificent flowers, which the skill and patience of his native gardeners have increased to gigantean proportions, down to the modest daisy in the grass,—from the lofty fir down to the dwarf oak-tree, which can be covered by a man's hand,—from the mythical *Ho-ho*, with its superb tail of waving plumes, down to the tiniest feathered inhabitant of his island home,—everything comes in for an equal share of his careful study, and receives an equally truthful rendering at his hands. The flowers are shown in the bud, in full bloom, and in decay; the trees waving in the summer breeze, in autumn's stripping blasts, and with barren branches weighted down with winter's snows; and the birds in all their varied movements and graceful positions." These remarks naturally lead the writers into some observations upon the peculiarities of Japanese gardening, especially in regard to dwarf pleasure-grounds, the strangely dwarfed trees, ceremonial bouquets, and flowers. Although they intend to avoid in their essay all dissertations on technical and formative processes, they think it only right to allude briefly to the several methods adopted by the Japanese artist in developing or accentuating his floral designs for decorative purposes; and this leads them into furnishing some very interesting notes. Trees next claim their attention, and "as they appear to be more esteemed than flowers, and enter very largely into the ceremonial observances of the Japanese," they consider that they deserve to be rather more fully treated. Next in order they have a few words to say about grasses. "Simplicity of taste," they remark, "is a distinct characteristic of the Japanese artist, and perhaps the most eloquent proof of this is to be found in his tender little sketches of blades of grass. These trifles, as they may be called in comparison with his grand essays of decorative art, are not, however, tender only; they are almost invariably expressive of something beyond themselves." After vegetation Japanese artists are thought to be "most skilled in the representation of birds, and they appear to have an equal love for depicting them, either alone or in conjunction with vegetation . . . . The birds most frequently represented, and consequently the most carefully studied by the Japanese artists, are the crane, tame and wild ducks, wild goose, peacock, pheasant, raven, hawk, falcon, ordinary domestic fowls, and several of the small birds common to the country." In regard to these, again, Messrs. Audsley and Bowes make some interesting observations, indicative of careful study of their subject. Owing to the comparative scarcity of four-footed beasts, wild or tame, in the Japanese islands, it is not surprising "that natural quadrupeds are comparatively seldom depicted" in works of art, the horse being the principal exception. Almost at the conclusion of this instalment, the authors glance at another phase of their essay, which we shall hope to follow out more fully upon a future occasion. "It is absolutely necessary," they write, "for a proper understanding and study of the art of such a thoughtful people as the Japanese, that some knowledge should be obtained of the popular literature of the country." With some sketch of this in its bearing on Art we trust that Messrs. Audsley and Bowes may be enabled to furnish their readers before closing their essay. The illustrations given on the present occasion in this department of the work represent Stencilled Leathers, Wall Papers, and Ceremonial Bouquets.

In the four pages of the "Keramic Art of Japan," given in the part before us, the enumeration of the principal districts in which the art is practised is concluded; and the authors next proceed to give a sketch of the processes of porcelain manufacture in Hizan, their authority being the Japanese work translated by Dr. Hoffmann. This, we feel sure, will be perused with interest. They also touch upon "the ancient blue and white Japanese porcelain, which, doubtless, came over with the blue, red, and gold, or 'Old Japan' ware," and which does not appear very plentiful; but "there are considerable quantities of Japanese blue in Holland, where it appears to have been much appreciated, judging from the copyism indulged in by the Delft manufacturers. There are several good specimens of the old ware preserved in Hampton Court Palace, which were brought over by William and Mary in 1688. . . The quality and tone of the old Japanese porcelain is so much like the Chinese, or so-called 'Nankin' of the same date, that it is a matter of difficulty to individualise the respective wares; the decoration is usually the best guide, although in very many instances that cannot be depended upon." Of the five chromolithographic plates given in this part, four represent Hizen ware and one Awagi faïence. The former comprise, (1) a covered jar in the Imperial Keramic Collection at Dresden; (2) an octagonal covered jar in the same collection; (3) two beakers and a triple gourd-shaped bottle, all at Dresden; and (4) a dish and saucer dish, in the possession of Messrs. Bowes and Audsley respectively; the latter is a flower vase of fine cream-coloured faïence, covered with a thin varnish, minutely crackled, the most striking feature of which is the deep fringe-work which hangs from the rim of the mouth. The two autotype plates represent several objects of Celadon and Kioto ware, some of the latter being tastefully and artistically decorated.

Journal de mon Troisieme Voyage d'Exploration dans l'Empire Chinois. By M. L'Abbé Armand David. Paris: Libraire Hachette and Cie.

We welcome this work as a very valuable contribution to literature relating to China. The Abbé David is well known as an able scientific explorer in China, the present being the third journey which he has made in that country. On the occasion previous to that which forms the subject of the present volume, he returned to Peking, after an absence of two years, only to hear of the Tientsin massacre, which had just occurred. He, indeed, owed his own escape to an accidental delay of the boat in which he was travelling. This lamentable event rendered his further stay in China impossible, and being in bad health, in consequence of his exertions, he returned to France; and in 1872 found his way back to China to complete the voyage of which the volumes before us contain an account as interesting to the general reader as valuable in a scientific point of view. Abbé David writes in an easy, pleasing style, without, however, falling into the trivialities which too often disfigure itineraries. He has a great deal of the dramatic power which gave such popularity to a similar work from the pen of the well-known Abbé Huc; while his scientific remarks upon the natural phenomena, the birds, plants, &c., of the districts which he has passed through, will form a very valuable addition

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to our information on the subject. On his return to China in 1872 Abbé David visited the beautiful province of Chekiang, and then returned to Peking to organise his expedition through Shensi and Honan, and to explore the important mountains known as the Tsing-Ling. The Mahommedan rebellion, however, preventing him from advancing further towards the west, he descended in May, 1873, to Hankow, after a perilous voyage on the Hankiang. The journal thus presented to the public contains much that is entirely new, and gives a good and truthful picture of Chinese life and character.

An interesting paper on the Straits of Malacca, from the pen of Commander W. H. Lewin, appears in the October number of the *Charing Cross Magazine.*

Correspondence.

OFFICIALISM IN THE STRAITS SETTLEMENTS.

(To the Editor of the *London and China Telegraph.*)

Sir,—The Straits newspapers are loud in their complaints of officialdom. The *Penang Gazette* records the proceedings of a public meeting, at which the Lieutenant-Governor, Colonel Anson was boldly taken to task for his "masterly inactivity, and his constant shirking of official responsibility, referring every question, whether of great or minor importance, to the Governor at Singapore." Evidently the "man for Penang" is not to be found in the present occupant of Suffolk-house, and the sooner he bestirs himself or takes his leave of the Settlement the better. This complaint is of old standing, and the late Governor, Sir Harry Ord, is chiefly to blame for the unsatisfactory position of affairs, through his system of centralisation and attempt to do everything himself. It is to be hoped that Sir William Jervois will now insist on the Lieutenant-Governor doing his duty and earning his pay. The *Straits Times* of Singapore is even more irate than its contemporary, as it appears that there are eleven absentees among the officials, and something like seven acting appointments. The former Colonial Secretary, Mr. Birch, is unconfirmed Resident at Perak; the Acting Colonial Secretary, unconfirmed, Mr. Braddell, is at home; the Auditor-General, Mr. C. J. Irving, is acting Colonial Secretary; Mr. E. A. Irving, Assistant Colonial Secretary, is acting Auditor-General; Mr. Knight, Chief Clerk to the Audit Office, is acting Assistant Colonial Secretary; Mr. Phillips, the unconfirmed Attorney-General, is acting Puisne Judge; and Mr. Bond, of the Straits Bar, has been appointed Deputy Attorney-General. Besides these there are an Acting Judge at Penang, and an Acting Lieutenant-Governor at Malacca. Now, I may ask the authorities at the Colonial-office how it is possible that Government can be efficiently carried on by so many round pegs being put into square holes? Are these persons taken from their proper work to act a short time in another position, and before they are well acquainted with their new duties put back again to bring up the arrears which have accumulated whilst their *locum tenens* has been getting into harness? Why are there so many unconfirmed appointments? I hear that the Superintendent-General of Police has been waiting nearly three years for his confirmation, and most of the others named have been performing "unconfirmed" duty for upwards of a year. This must create discontent among the officials and disgust among the governed.

I hear, privately, of a more serious matter, which savours much of a job. Some time past a complaint was made in Council that the Attorney-General, besides his salary of £1,000 a year, received retainers from the Opium and Spirit farmers as well as from certain native chiefs. As this was thought injudicious, the pay was increased to £1,500, on the understanding that he was not to be allowed any private practice. When Mr. Phillips accepted the acting berth of Attorney-General he stepped into the larger salary; and the Acting Puisne Judge, Mr. Vaughan, received £1,200 a year. The latter gentleman having resigned, Mr. Phillips resumed his former position; but it is reported that he retains the salary of the Attorney-General, and that of the Judgeship is given to Mr. Bond, the Deputy Attorney-General—a berth created for the purpose, but ignored by Ordinances V. and VI. of 1873. The Legislative Council was shortly to meet, when it is hoped a question will be asked on this subject, as well as on that of acting appointments and absentees.—I am, &c. X.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph.*)

Sir,—I have read the paragraph in your paper of June 18th on the subject of the "Opium Trade" with some disappointment. 'No doubt," so says the writer, "There is much to be said on both sides of the question." Is this so? Is there any honest doubt in the mind of any honourable thinker as to the character of England's early dealings with China in this Opium business? If not absolutely immoral it was wholly discreditable—bold unblushings muggling under the British flag for many years; and a smuggling trade turned into a legal trade by war alone, by force, and wholly against the wishes of the Government and people of China. These, I submit, are facts of history; and the only way of getting rid of these unpleasant facts is, the sorry expedient of discrediting to the motives of the Chinese.

"Much may be said" in favour of the trade. But all that I can gather from your article on this side of the question is, that the trade is worth nearly eight millions sterling to the Indian Exchequer, and that Mr. Gladstone was opposed in 1871 to taking any steps with regard to its suppression. Which is the most weighty of these two arguments? Especially when we remember that the main argument urged by Mr. Gladstone and his colleagues in favour of the policy of non-interference was that it was a lucrative trade, indispensable for India, and not much worse than the liquor traffic.

The telegraph has informed us that Mr. Disraeli's Government have discovered a few fresh arguments in favour of the trade—"Opium is well suited to Eastern nations." Strange, then, that the vast proportion of the people of India never touch it; strange that before British rule it was death to smoke it in some of the districts of British Burmah. "The evils of Opium, too, have been exaggerated." Strange that the Chinese, who know more probably about the question than the British Parliament, still think Opium immoral, a curse, a plague. But the true argument was reached, I see, before the debate on Mr. Mark Stewart's motion closed—the money argument; and I fear, indeed, that the reasonings of all who defend the trade, even the line of thought of such great debaters as Mr. Gladstone himself, must be summed up in this word, "We make a *virtus* of necessity." For it is of political and national virtue and vice that we speak. What the lovers of England long to hear is not that Opium is not quite so bad as people say, nor that the trade is so very lucrative, but a fair and satisfactory argument to prove that England's honour has not been tarnished by this trade, and that England did no real harm to China in this respect. Prove this, and we are content; fail in this, and no opiates as to expediency and necessity can lull to sleep the uneasy persuasion then. Vengeance, though slow of foot, may fall heavily on a great Christian nation guilty of a great international crime. Will it come in the shape of another Chinese war? The news from Burmah is of the most disquieting character; and Burmah makes scarcely the pretence of concealing her secret understanding with China. News from Peking is of an uneasy character; and should war suddenly break out where would the seventeen British communities on the coast of China be? There are about as many men-of-war as there are communities, but for *defence* they would be hopelessly inadequate; the whole squadron concentrated at Shanghai would find it hard work, and with no land force to defend the scattered settlement, overcrowded by refugees from the Yangtsze and from the coast ports, against the hordes of well-armed and comparatively well-trained troops who could be poured down.

Revenge, if not rescue, would come in time from India or England; but the prospect of a sudden outbreak is simply appalling. Probably these rumours and ominous clouds which the heat of each summer raises like noxious exhalations from the swamps of speculation and intrigue may soon pass and be dissipated. But the very idea should lead to a most earnest consideration of any question which, as in the case of this Opium trade, may affect so vitally the prosperity of a great nation, by calling for that retribution which great national crimes always bring in their train.—I am, &c., E.

Shanghai, August 3, 1875.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Oct. 5.

The last fortnight has been characterised by wet and nasty weather; fearful gales have swept over the North Sea and the Baltic; the telegrams announcing disasters at sea have been coming in by dozens, and the managers of our many insurance companies, after displaying a smiling face all the summer, are now going about with a sorrowful appearance. Only yesterday a very melancholy accident, although not caused by bad weather, was telegraphed from Copenhagen—the loss of the Swedish steamer *L. T. Bayer*. This vessel, while on the voyage from Lubeck to Copenhagen, &c., caught fire in the Kjoge bight, and out of twenty-five passengers twenty-four were lost, besides two-thirds of the crew.

With reference to the East India and China trade there is very little to report. The s.s. *Altona*, which was advertised to leave here on the 15th of Oct. for Singapore has been withdrawn, in consequence of the refitting in London requiring a good deal more time than was anticipated. So the *Egeria*, advertised to leave on the 30th Oct., is the only steamer on the berth now, and a competition which might have arisen between these two vessels is fortunately avoided. Of sailing vessels the *G. H. Wappaus Diedrichsen*, for Penang and Singapore, and the *Condor*, for Chefoo, are still loading and slowly filling up. The *Alcides* and *Gateshead* have arrived from Rangoon, for which port the *Therese* left here on the 25th ult. The *Norma* also sailed from here on the 25th of last month for Singapore, and the *Formosa* for Hong Kong. The *Peri*, hitherto belonging to A. J. Hertz and Sons, and employed in the China coasting trade, has been sold to Blankenese. The *Argogatje*, a new vessel, built at Mr. Dreyer's wharf here, cleared on the 27th ult. from Cardiff for Singapore, and very likely will be employed in the coasting trade in China. The rates of freight for the East are at present very low, sailing vessels 15s. to 20s. for Singapore, and 50s. and 10 to 15 per cent. for steamer, with very little doing.

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The Hamburg American Packet Company has advertised four of its steamers for public sale, on the 14th inst. viz., the *Bavaria*, *Borussia*, *Teutonia*, and *Heligoland*. The *Bavaria* built in 1857, carries 1,448 tons register; the *Borussia*, built 1855, holds 1,335 tons; and the *Teutonia*, built 1856, holds 1,470 tons. These three boats are built after English rules in England, and are all in good condition. The reason of the sale is that this company, in consequence of its amalgamation with the Transatlantic Company, at present owns more boats than it is able to employ, and therefore requires to reduce its fleet. The *Borussia* and *Teutonia* were last year sold for the sum of £56,000 to an English owner, who offered to pay one-half of the above sum on delivery of the vessels. But as the security offered for the other half was considered somewhat doubtful the sale was not accomplished. The above steamers consume about twenty-five tons of coal every twenty-four hours, are well fitted, and in perfect good order. The *Heligoland* was intended for the trade between Hamburg and Heligoland, and is fitted out with splendid saloons, &c., but was found too large for the route. She is a paddle-boat, built of best Swedish iron, and only a few years old.

The *Shakespeare*, Gorgensen, belonging to Robert M. Sloman, will leave here on Thursday for Wellington (New Zealand), with over 400 passengers, and as she is a very good and new vessel and well fitted out, it is to be hoped that she will bring her valuable cargo safely to her destination.

The exertions of your celebrated sailors' friend, Mr. Plimsoll, who has been for some time staying here in Hamburg, have brought forward a good many imitators all through Germany, and the Government, although not exactly of the same opinion as Mr. Plimsoll and his followers, yet has found the necessity of passing a law to prevent unseaworthy English vessels being sailed under the German flag. By this law the German Consuls in all the ports of Great Britain are directed not to allow any strange vessel to be placed under the German flag unless such vessel be provided with a certificate of a Board of Trade surveyor, by which document the seaworthiness of such vessel is officially proved.

The German Bank, which is known in the Far East by her former branches in Shanghai and Yokohama, intends to amalgamate with two similar establishments, viz., the Berliner Bankeverein and the German Union Bank. But a considerable number of shareholders consider the paid-up capital to be too great for present purposes, having regard to the suppression of the Eastern branches, and do not wish an association with any other banking establishment without a reduction of the capital.

Our neighbouring town Altona began in 1873 the erection of mooring-piles in the lower part of the Elbe, thus diminishing the channel to our town. The Hamburg authorities protested against this, and an order has emanated from the Government to stop the work till a thorough survey has taken place.

The Board of Trade of Bremen sent in June last a circular to German Consuls in Transatlantic ports, containing a number of questions concerning the possibility of an export of German coals to those places. Several exhaustive replies are said to have come in, and the tenour of them will be published shortly. Nothing is, however, known as yet about the favourable or unfavourable contents of these reports.

The directors of the Deutsche Transatlantic Steamship Company have been asked by some of their shareholders to publish a balance-sheet, as the shares of this company have suffered such a great reduction in value of late. The directors declare, in plain words, this to be impossible for the moment, but promise to call an extraordinary meeting of shareholders as soon as the association with the Hamburg American Packet Company has been carried out.

The following official statistics concerning the trade of Hamburg with Great Britain and China,&c., may, perhaps, be of some interest :—

IMPORT FROM UNITED KINGDOM.

	M. per 50 kilo.—Nutto.	Value in Marcs.
1872	28,704,078 ...	554,262,645
1873	24,533,233 ...	503,500,330
1874	25,048,233 ...	510,311,990

EXPORT.

	M. per 50 Kilo.—Bantto.	
1872	6,656,702 ...	Duties not payable.
1873	7,181,006 ...	
1874	5,358,635 ...	

In 1874 there arrived at the port of Hamburg from the United Kingdom 2,316 vessels of 1,222,433 tons register, including 1,899 steamers of 1,164,935 tons register; from China, 12 vessels, of 5,825 tons register; from the East Indies, 37 vessels, of 25,722 tons register, including 7 steamers of 6,233 tons register. In 1874 there sailed for the United Kingdom 2,408 vessels of 1,272,634 tons register, including 1,908 steamers of 1,164,116 tons register; for China, 11 vessels of 5,944 tons register; for the East Indies, 29 vessels of 18,594 tons register, including 9 steamers of 8,380 tons register.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Oct. 6.

Although the King refused to accept the resignation of the Ministers for Home and Financial Affairs, which was tendered in consequence of the recent hostile vote of the First Chamber, it seems pretty certain that the Lower House will reject the Budget of Mr. Heemskerk, in which event he, of course, will be compelled to resign, unless he adopts the alternative of dissolving the Chamber.

From the Colonial Budget Report, which is gradually being completed, I learn that as far back as June, 1874, the Director of Finances at Batavia has proposed to the Governor-General, Mr. Loudon, the introduction of two new taxations to be paid by European residents and foreign inhabitants, viz., a house-tax, and a tax upon trade and traffic. The first-named tax it was proposed should be calculated according to, 1st, the rental value of dwelling houses; 2nd, the value of furniture and carriages; and, 3rd, the value of horses. The second tax to be levied according to the net profits derived from trade; this amount to be declared by the parties interested or by governmental valuation. The receipts of the first tax are estimated at 1½ million, and of the second one at 1½ million of guilders, or, deducting the cost of collecting and control, at about two millions for the two taxes. The former Governor General did not approve of the first tax, but the second he considered fair and equitable. The Minister of the Colonial Department has attentively considered the matter, and wrote half a year ago to the present Governor-General that the justice of the proposed taxations could not be denied, as there could not be a single reason why Europeans should be exempted from contributing to the expenses of the Government at the same rate as the native population. The Minister gave it as his opinion that no reasonable objection could be entertained against either of the taxes proposed. The Governor General was therefore invited to make the necessary plans for their introduction. The Chamber of Commerce at Batavia will be first put in acquaintance with these plans. The Minister hopes to be able in the early part of 1875, to request an increase of his Budget, in consideration of the expenses necessary for the introduction of these new taxes. By their introduction several other small imposts will be abolished and others better regulated; for instance, the one on public sales. In conclusion, the Report mentions the well-known petition of European residents in Java, which was addressed to the King, opposing the new taxes, and the answer inserted in the *Java Courant*. The Minister stigmatises the petition as premature, founded on misrepresentation, and therefore having no claim to consideration.

The Roman Catholic papers insert a pastoral letter from the Pope to the Archbishop of Utrecht, by which his Holiness makes known that Johannes Heykamp has been excommunicated for having allowed himself to be elected and ordained as Archbishop of the Jansenists at Utrecht, as also Johannes Rinkel, who calls himself Bishop of Haarlem, and who performed the ordination ceremony; likewise are excommunicated all those who assisted in the ceremonial. The Pope calls this ordination a vile and despicable act, and warns all good Catholics from holding any intercourse with the perpetrators of it, but to pray without ceasing that God may turn their hearts.

I have been favoured with the first copy of a new transatlantic paper, *De Nederlandsche Mail*, a weekly journal for the East and West Indies. The editorship has been entrusted to Mr. C. C. E. d'Engelbronner, a *pursang* Protectionist. On the list of the staff are Joh Gram (arts in Holland), Con Moto (music), Indophulus (India rule). This paper will, of course, have to compete with the Rotterdam mail paper, and this will be a hard task.

The newspapers contain most congratulatory articles to Prince Henry, who celebrates the twenty-fifth anniversary of his Stadtholdership of the Grand Duchy of Luxemburg. The *Amsterdamsche Courant* publishes a telegram from its correspondent at Luxemburg, stating that the Prince is proclaimed Hereditary Grand Duke, so that even the personal bond between that State and Holland will cease to exist. The *Nieuwe Rotterdamsche Courant*, however, contradicts this telegram.

The *Dagblad* says that the Minister of the Financial Department will propose a tax upon tobacco.

The King has conferred the knighthood of the Netherlands Lion on the Regent of Bodjonegro Raden Adhipati Tirto Netta.

A lull prevails on the Bourse, and also in the markets for Colonial Produce.

Monetary and Commercial.

The Board of Trade returns for the month of September issued yesterday show a further falling off in our export trade, the total value of the exports having been £19,853,750, against £21,463,876 for the corresponding month of last year, being a decrease of £1,610,126, or 7½ per cent. In the import trade the total value represented £30,858,909, against £31,142,994 last year, showing a decrease of £284,085, or ⅞ per cent. With regard to the exports, cotton yarn decreased 4¼ per cent. in value, but the quantity was about the same as last year. Cotton piece goods decreased 6¼ per cent. in value and 7 per cent in quantity; linen yarn increased 14 per cent in value and 5½ per cent. in quantity; linen piece goods increased 2 per cent. in value and 3 per cent. in quantity; woollen yarn decreased 17¼ per cent. in value and 19⅞ per cent. in quantity; woollen cloths decreased 8 per cent. in value and 7¾ per cent. in quantity; worsted stuffs decreased 5½ per cent. in value and 1 per cent. in quantity; iron and steel decreased 16 per cent. in value, but increased 4 per cent. in quantity; and coal, fuel, &c., decreased 14 per cent. in value, but increased 3 per cent. in quantity. In the imports the greatest increase was in corn, which has advanced 60¼ per cent. both in quantity and value, the total value being £3,667,282, against £2,283,050 last year. Raw cotton decreased 41½ per cent. in quantity and 44 per cent. in value; flax increased 1½ per cent. in quantity and 8 per cent. in value; raw silk decreased 49 per cent. in quantity and 45½ per cent. in value; wool decreased 18 per cent. in quantity and 20½ per cent. in value. The total value of tea imported increased 21 per cent., and the amount entered for home consumption 1¾ per cent.; but the value of coffee decreased 5½ per cent., and the quantity for home consumption 16½ per cent.

Tenders for £700,000 in bills on India were received at the Bank of England on the 6th inst. The amounts allotted were :—To Calcutta, £663,500; to Bombay, £61,800; and to Madras, £33,000. Tenders on all the Presidencies at 1s. 9 13-16d. will receive about 6 per cent., above in full. The total amount allotted reached £758,300. These figures show a considerable increase in the demand for remittances to the East, the price tendered for being 1-16 higher.

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The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend for the half-year ending 30th June at the rate of 8 per cent. per annum, which will absorb £30,000, leaving a balance of £55,000 to be carried forward to the present half-year. The half-yearly meeting will be held on the 19th inst.

The Directors of the Oriental Bank, at their meeting on the 20th inst., will announce a dividend for the half-year ended 30th June last, at the rate of 12 per cent. per annum.

The directors of the New London and Brazilian Bank (Limited) have decided to recommend the payment of a dividend of 7s. per share, making, with the interim dividend paid in April last, the dividend for the year 12s. per share, or 6 per cent. on the paid-up capital of the Bank.

The directors of the Eastern Extension, Australasian, and China Telegraph Company (Limited) have issued the half-yearly report prior to the meeting of shareholders called for the 11th inst. It states that the gross earnings for the half-year have amounted to £110,754 2s. 3d. The working expenses, cost of repair, and maintenance of cables, payment of income-tax, interest on debentures, &c., amount to £28,473 18s. 9d., leaving a balance of profit of £82,280 3s. 6d. for the half-year. An interim dividend of 1½ per cent., amounting to £29,962 10s. has been paid, and it is now proposed to distribute a further interim dividend of 1½ per cent., leaving the sum of £22,355 3s. 6d. to be carried forward. The debenture debt, taken over by this company from the China Submarine and British Indian Extension Companies, has been reduced by £3,200, leaving a balance of £4,700, of which a further sum of £1,500 has been redeemed since the commencement of the present year. By a resolution passed at the special general meeting, held on June 7, 1875, an issue was authorised of 3,200 debentures of £100 each, bearing interest at the rate of 6 per cent., for the purpose of laying the cable between Sydney and New Zealand, and the greater portion of the same has been taken up and allotted to the shareholders at par.

The Globe Telegraph and Trust Company announce that the interim dividends for the quarter ending the 18th inst. will be 3s. per share on the preference shares and 3s. per share on the ordinary shares, both payments being at the rate of 6 per cent. per annum.

The West India and Panama Telegraph Company will recommend to the shareholders at the approaching meeting a dividend of 7s. 6d. per share, on account of arrears of dividend on the first preference shares to the 30th of June, 1875.

The accounts of the Brazilian Submarine Telegraph Company (Limited) show a profit for the year ending 30th June sufficient to enable the directors to recommend a final dividend of 2s. 6d. per share, making, with previous distributions, 5 per cent. per annum, and carrying to reserve the sum of £40,000.

The Maritime Passengers and Mariners Insurance Company have declared a dividend at the rate of 7½ per cent. per annum.

An extraordinary meeting of the Singapore Gas Company (Limited) will be held on the 26th inst., for the declaration of a dividend.

The liquidator of the City and County Bank (Limited), which went into liquidation in May last, has paid the creditors in full.

The traffic receipts of the Eastern Extension Australasian and China Telegraph Company (Limited) for the month of September, 1875, amounted to £18,080, and to £18,163 for the corresponding period of 1874. The Eastern Telegraph Company's traffic receipts for the month amounted to £30,176, and to £28,208 in the corresponding period of 1874.

The traffic receipts of the Great Northern Telegraph Company for the month of September amounted to f.392,089, against f.425,931, last year. The total receipts from the 1st of January to the 30th September were f.3,186,948, against f.3,328,040 last year.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 2nd inst. was 3,874,191lb., of which 2,232,961lb. was for home consumption, 860,036lb. was removed coastwise, 655,997lb. was exported, 119,035lb. was sent coastwise for export, and 6,162lb. was for ships' stores. The duty received amounted to £55,824, against £52,011 in the previous week, being about 7¼ per cent. more.

Bar silver has been sold at 56 11-16d. per oz. The market is now firmer, in consequence of an increased demand for the East. Mexican dollars have been sold at 55¼d. per oz. for China.

The amount of bullion per P. and O. steamer *Hydaspes*, from Southampton on the 7th inst., was:—In silver, to Penang, £3,300; to Singapore, £4,600; to Shanghai, £3,720;—total, £11,620.

ARTICLES OF IMPORT.

Transactions in the Produce Markets continue upon a moderate scale, and prices have undergone no change of importance. A large business has been transacted in Tea, and for a day or two rather better rates were obtainable, but prices are now much the same as last week, the arrivals having been heavy, and the probabilities of war with China being for a time averted. A steady demand has prevailed for Sugar at present low quotations, but there is an absence of speculation. Coffee has been without material alteration, Plantation Ceylon at the public sales finding buyers at barely last week's rates for pale and grey sorts. The demand for Rice does not improve, although remarkably low rates have been accepted, the sales including a cargo of Necrancie Arracan at 7s. 1½d. per cwt. In the Spice market quietude has been the prevalent feature; Tin is slightly lower, but firm at the close.

TEA.

Messrs. James Goddard, junior, and Co. report that all through the week—with the possibility of hostilities with China—the Tea Market has been very strong, especially for all the medium qualities of Congou, and the new samples showing sold readily in importers' favour. At one time there seemed some disposition to buy speculatively the common grades, but the quantity changing hands was small; and with the more reassuring telegrams from China the market is more quiet, although very steady. Public sales continue small, and prices irregular for Congous. Green Teas have sold fairly well. Indian Teas are largely offered, and have obtained very full prices.

Messrs. Thompson's Circular advises as follows:—*Foochow Congous.*—Siftings and broken leaf remain at late quotation; leafy, comm on to good common, 10½d. to 11½d.; fair, 1s. to 1s. 2d. The chief demand has been for grades from 1s. 2d. to 1s. 6d. per lb. Fine are neglected. *Black Leaf Congous.*—Common to good common flavory kind have been sold at 10½d. to 11½d.; fair, 1s. to 1s. 3½d.; and medium to good, 1s. 4d. to 1s. 8d. per lb. have been in good demand. Fine and finest are still very quiet. *Scented Teas.*—Capers fully maintain the late advance. Foochow Pekoes are in full supply, and medium to good are cheaper at 1s. 4d. to 1s. 7d. per lb. *Green Teas.*—Late arrivals have been forced at auction, and lower prices have ruled for Young Hysons, but Gunpowders have sold rather better. The China sales have been small, the whole quantity only amounting to 6,998 packages, the bulk being Green Teas.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 30th Sept. 1875, was estimated at ...	86,500,000	74,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	2,361,000	10,066,000
Amount on the water advised by telegraph to 30th Sept., against actual shipments to same date last year	26,224,000	53,200,000
	115,085,000	137,266,000

SILK.

Messrs. Durant and Co.'s Circular says:—We have to report a month of small daily doings in Silk—gradually increasing in extent, and possibly even with some little hardening of prices towards the end. Bankrupts' stocks have been a heavy weight upon the market, but these are gradually coming to an end. In Japan Silk the extremely low prices have at last attracted attention, and business has been done to some fair extent, resulting in an improvement of 6d. to 9d. per lb., and reducing the stock to a small point. Canton Silk has been in fair demand, but transactions have not been large, nor has there been any activity of purchase in any particular class. The periodical public sales are fixed to commence on the 20th instant.

Mr. John Kershaw's Circular says:—There has been a steady business throughout the month of September; Chinas have been in most favour, and prices may be quoted a trifle higher than at the date of last circular; Tsatlees from 12s. 9d. to 14s. 6d. have been in good demand, and Kahings of the better qualities (which are scarce) have been readily taken at full rates. Importers are, as a rule, firm holders, and show no disposition to make any concession to buyers; thus prices remain very steady. The assortment in the arrivals of last month has been better, although there is still a marked decline in the quantity of good medium Tsatlees which comes forward this season. Canton Silk has been quiet, and business in Tsatlee reels has been unimportant. Japans are firmly held; the new Silk is beginning to arrive.

Messrs. Waithman, Hogg, and Co.'s Circular says:—During the past month there has been but little change to note in the state of the Silk Market; at one moment, about the middle of the month, there appeared to be an improved demand, and a better tone prevailed for a few days, but it was unsustained, and the market has relapsed into its former inanimate condition. In China Silk some little business has been transacted for daily requirements, at unaltered rates. In Japans an advance of 6d. per lb. was established, and has since been maintained, the dealing being both with Silk on the spot and for arrival. In Cantons a moderate business has been done, and prices are unchanged. The deliveries as compared with the previous month show a slight increase in Chinas and Bengals, but a slight decrease in Cantons and Japans, the figures being Chinas 3,197 bales against 3,064 bales; Bengals, 232 bales against 202 bales; Cantons, 477 bales against 530 bales; Japans, 566 bales against 698 bales.

	Stocks. Sept. 30.		Imports. Jan. 1 to Sept. 30.		Deliveries. Jan. 1 to Sept. 30.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China ...	26,338	17,502	25,651	16,790	27,517	29,989
Canton ...	4,798	5,480	2,210	5,209	5,476	4,854
Japan ...	5,545	3,758	6,329	3,362	6,160	5,124

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug.12	Hindostan	—	Saigon	Valparaiso
Sep.26	Hesperia	Beller	Singapore	Marseilles
26	Alardus	Voss	Rangoon	Hamburg
26	Kate Covert	Daulke	Do	Bremen
26	Tommasseo	Posto	Do.	Do.
26	Venezia	Praeli	Do.	Do.
26	Ydun	Hagemann	Bassein	Do.
28	Vega	Nordvendt	Akyab	Falmouth
28	Famiglia Prima	Negrotto	Rangoon	Do.
28	Cavallo Marino	Magnano	Akyab	Do.
28	Angiolina	Dessare	Rangoon	Do.
28	Wild Deer	Malcolm	Do.	Liverpool
28	Lady Cecilia	Wilkinson	Singapore	Trieste
29	Quattro	Valle	Rangoon	London
29	Nina Sheldon	Sheldon	Do.	Do.
29	Californie	Deinum	Sourabaya	Amsterdam
30	Stavanger	Jorgensen	Akyab	Falmouth
30	Monte Rosa	Carter	Manila	Liverpool
Oct. 1	Angostura	Fremer	Do.	Havre
1	Brisbane	Huddlestone	Penang	London
1	Alpi	Sapelli	Bassein	Plymouth
2	Lota	Brown	Colombo	London
2	Emma	Ives	Akyab	Glasgow
3	Priam (s.)	Seale	Foochow	London
2	Nestor	Grinant	Bassein	Do.
3	Prince Eugene	Smith	Rangoon	Liverpool
3	Ellerslie	Peters	Bassein	Do.
3	Khorassan	Canning	Do.	Do.
4	Dictator	Moller	Akyab	Alloa
4	N. Boynton	Blanchard	Singapore	Boston, U.S.
5	Jason	Rusman	Batavia	Rotterdam
5	La Sofia	Valle	Akyab	London
5	Britomart	Towill	Bassein	Liverpool
5	Lara	Fulton	Akyab	Queenstown
6	Idella Berry	Turner	Samarang	Greenock

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug.21	Hong Kong	Castagnani	China	Callao
26	Trinidad	Weir	Batavia	Rio Janeiro
Sep. 4	Lieutenant	Cooper	Do.	Do.
4	Carolus Magnus	Miles	Hong Kong	Do.*
26	Formosa	Schweer	Do.	Hamburg
27	Charlotte	Stern	Rangoon	Bremen
28	Poseidon	Ellingsen	Singapore	Shields
29	Galatea (s.)	Bohm	Shanghai	London
29	Urania	Kiewit	Batavia	Amsterdam
Oct. 1	Giuseppe Padre	Gotuzzo	Singapore	Cardiff
1	Irrawaddy (s.)	McKirdy	Rangoon	Greenock
2	Serica	—	Anjer	Ardrossan
2	Monarch	Malzard	Bassein	Cardiff
2	Undine	List	Singapore	Do.
2	Tigre	Schiaffino	Do.	Do.
2	Peter Landberg	Alenso	Penang	Do.
4	Carricks	Can	Hong Kong	London
4	Luigia Raffo	Bolasco	Singapore	Cardiff
4	County of Stirling	Delgarno	Batavia	Glasgow
5	D. McB. Park	Woodruff	Singapore	Penarth
5	Felixstowe	Piggot	Colombo	London
5	Montgomeryshire (s.)	Burlin	China and Japan	Do.
5	Ullock	Rennie	Yokahama	Do.
6	Fung-Shui (s.)	Andrews	Shanghai	Falmouth
6	Anchises (s.)	Butler	Do.	Liverpool

* After survey.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Burmese. For Singapore, Hong Kong, and Shanghai: Cawdor Castle, Glengyle, Glenroy, Cheops. For Batavia: Fiery Cross.

Sailing Vessels.—For Yokohama and Hiogo: Banda, Tamesa. For Hong Kong: Belted Will, Earl Dalhousie. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Hawk, Persian Empire.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Deucalion (str.), Ajax (str.), Sarpedon (str.). For Manila: Leon (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Polynesia. For Galle: Slieve.

SPOKEN.

Bastian Pot, Falmouth to Singapore, Sept. 6, 13.1 N., 26.34 W.
Amsterdam, Liverpool to Singapore, Aug. 22, 12 N., 26 W.
Adolph, Hamburg to Batavia, Aug. 5, 10 N., 27 W.
Eve, Bordeaux to Reunion, Sept. 6, 8 N., 25 W.
Berryer, Bordeaux to Reunion, Sept. 1, 18 N., 29 W.
P.M.W.N., Rotterdam to Batavia, Aug. 28, 11.40 N., 26.20 W.
P.W.Q.L., Amsterdam to Java, Aug. 24, 35.7 N., 24.10 W.
Cotherstone, Penang to London, Aug. 23, 19.10 S., 2 W.
Voorlichter, Amsterdam to Java, Aug. 24, 4 N., 24 W.
Carrick Castle, Cardiff to Hong Kong, Aug. 19, 10.15 N., 23.38 W.
America, Cardiff to Hong Kong, Aug. 28, 1 N., 26 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight, 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 18s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

Deal.—Oct. 5, the Laurens Coster, Dutch ship, which left Flushing Sept. 24 for Sourabaya, has put back and anchored here; vessel reported leaky, and crew refusing to proceed.

Brouwershaven.—Oct. 6, the Thomas Sorby (str.), from Java for Rotterdam, has gone ashore at Oosterbank in a very dangerous position; tug gone to her assistance.

St. Helena.—Sept. 12, the Zodiac, from Padang, for New York, whilst beating up for the anchorage here on the 3rd inst., broke her maintopgallantyard, carrying away mizentopmast with it.

The Nieuwland, from Batavia for Rotterdam, arrived here, reports very heavy weather on the 8th, 9th, and 10th August, lat. 35 S., lon. 27 E., was obliged to run back 100 miles to the N.E., under double-reefed topsails and foresail, as the vessel could not withstand the force of the gale; lost bulwarks, &c., and sustained slight damage to bows.

Batavia.—Oct. 6, the Birker, from London to Hong Kong, has put in here from Anjer, owing to contrary currents, and with windlass broken; probable detention three days.

Amoy.—Oct. 5, the Hector, steamer, Shanghai to London (tea), struck a reef six miles from this port, and has broken in two; 1,000 packages saved damaged; crew saved.

MISCELLANEOUS.

At Malta.—Oct. 1, passed, Hampton (str.), from Southampton, for Batavia; 4, Venice (str.), from London, for China and Japan.

Port Said.—Sept. 30, arrived, Ægean, from China for London, and proceeded; Oct. 1, Lord of the Isles, from Shanghai, and left on the 2nd for London; 6, Achilles, from Liverpool for Shanghai; Hampton, from Southampton for Batavia.

Suez.—Arrived, Oct. 4, from Shanghai, for London, Menelaus.

Aden.—Sept. 27, arrived, Tom Morton (str.), from Foochow, and left same day for London; 30, Holland (str.), from Batavia, for Nieuwe Diep, and proceeded; Crocus (str.), from Foochow, and left on the following day for London; Oct. 5, Torrington (str.), from Batavia, for Rotterdam.

The Thingvalla (Danish str.), from Antwerp for Singapore and China, with iron and a general cargo, put back to this port, Sept. 12, with three blades of her propeller gone. It will be necessary to replace the propeller by a spare one on board. When this vessel arrived here originally on the 6th Sept., the master found that two blades or portions of them had been knocked off, but the vessel proceeded, intending to change the screw at Singapore. She, however, fell in with heavy weather off Socotra, and lost the third blade, when it was thought advisable to bear up.

St. Helena.—Arrived, Aug. 22, Mountain Ash, from Rangoon; 24, M. D. Rucker, from Bassein, both for Falmouth; 26, Tage, from Akyab, for Channel, f.o., Whittington; 27, Assaye, both from Bassein, for Liverpool; 29, Wm. Woodbury, from Ilo Ilo, for New York; 31, Isabella Ridley, from Sourabaya, for Gibraltar; Sept. 2, Nieuwland, from Batavia, for Rotterdam; 3, Zodiac, from Padang, for New York, Sei Amici, from Rangoon, for Channel; 5, Marie, from Batavia, for Rotterdam; 9, Illovo, from Colombo, for London, passed Aug. 22, Veloce, from Akyab, for Falmouth; 26, H.R.G.P., from Reunion, for Nantes; 5, Palmyra, from Rangoon, for Channel.

Ascension.—Passed, Aug. 27, Cambay, from Maulmain, for Falmouth; Sept. 1, Petronella, from Macassar, for Amsterdam; Etta Rickmers, from Akyab, for Bremen; Bechardass Ambaidass, from Rangoon, for Falmouth; 2, Bristolian, from Bangkok, for London; 5, Sophia, from Rangoon, for Falmouth.

Cape Town, Aug. 25.—Sailed, for Anjer, Confluentia; for Batavia, Barbadian.

East London, Aug. 25.—Sailed, Sea Foam, for Java.

Port Elizabeth, Aug. 31.—The repairs to the Tecumseh are being rapidly effected. The master is advertising for a loan of £3,000 or £4,000 in bottomry.

Colombo.—Arrived, Scotland (str.), from Shanghai, and left Oct. 5 for London.

Drowned at Sea.—The late master (Lasbrooke) of the Boldon, from Singapore, which arrived at London on the 30th ult., was washed overboard on the 6th July.

Intelligence has been received from Gibraltar by the P. and O. Company that the Deccan, which on the 30th ult. left Southampton for Bombay, lost her screw when forty miles eastward of Gibraltar, and had to be towed back to the last-mentioned place. The Company has despatched another steamer, the Peking, to tow the Deccan to Malta (where her spare screw will be fitted), and take on the passengers, mails, and cargo to Bombay.

The number of ships which have passed through the Suez Canal from the 11th to the 20th September has been 35; from 11th to 20th August, 35; from 1st to 10th September, 37; from 1st to 20th September, 72 ships. Receipts from transit, from 1st to 10th September, 710,000f.; from 11th to 20th August, 760,000f.; from the 1st to 20th September, 1,470,600f.

Trial Trip.—The Pontianak (str.), which was launched from Messrs. Lobnitz, Coulborn, and Co.'s yard at Renfrew on the 7th ult., went on her loaded trial trip on the 1st inst., and attained a speed of 12¾ knots over the guarantee; she will shortly proceed to Singapore.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, to 2.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German. Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

GRAND HOTEL COMPANY YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steam ship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

12, RUE CASTIGLIONE, 12.

FIFTH-AVENUE HOTEL. NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens, The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all othe conveniences.

HOTEL KRON PRINSEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices

VICTORIA HOTEL, ROTTERDAM.

Proprietor, J. TYSSEN.

OPENED in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING will be held at the LONDON TAVERN on WEDNESDAY, the 20th day of October proximo, at One o'clock P.M. precisely, for the purpose of declaring an Interim Dividend for the half-year ended on the 30th day of June last.

The Transfer Books will be closed from Wednesday the 13th October, to Wednesday, the 20th October, both days inclusive.

By order of the Court,
WM. CHAS. MULLINS, Secretary.

Hatton-court, Threadneedle-street,
London, Sept. 22, 1875.

A HAMBURG FIRM, familiar with the Trade to the FAR EAST, and representing Houses at Hong Kong and Manila, wishes to represent Houses of other places.

Address, C. 2,026, care of Mr. Rudolf Mosse, Hamburg.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

AUTOMATICAL PIANOS.

(NEW INVENTION.)

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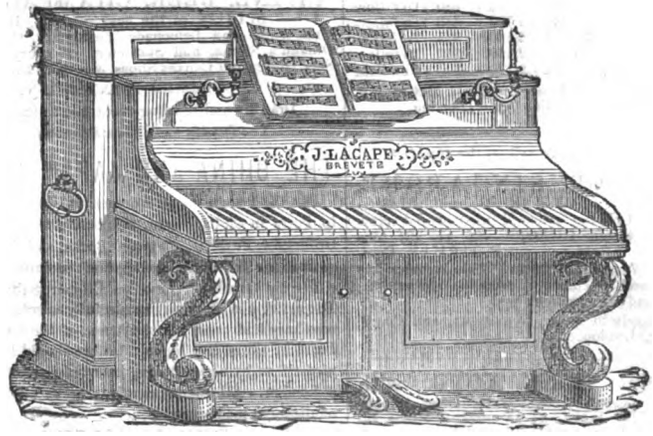
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

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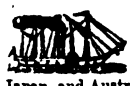

OVERLAND ROUTE and SUEZ CANAL. — Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p	...	...	...
Venetia...	2,726	450	Oct.	14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct.	21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct.	28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL. — MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET. — FRENCH MAIL STEAMERS LEAVE MARSEILLES, (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Iraouaddy ...	Oct. 10	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	Oct. 24		
Meikong ...	Nov. 7		
Amazone ...	Nov. 21		
Anadyr ...	Dec. 5		
Djemnah ...	Dec. 19		

The Steamers of the 24th October, 21st November, and 19th December connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. Fletcher and Co., Liverpool; or to Smith and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undermasted powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Oct. 16
Glengyle	100 A1	1,676	200	Nov. 10
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGregor, Gow, and Co., No. 1, East India-avenue, London.

Steam via Suez Canal. To sail on the 25th Oct.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer CHEOPS, 100 A1, 984 tons register, 150-horse power nominal, S. JARMAN, Commander; South West India Docks. This steamer has had her boilers and machinery thoroughly overhauled; is now in dock ready to receive cargo.

For Freight, apply to Shaw, Williams, and Co., 9, Fenchurch-street, London, E.C.

FOR HONG KONG, with despatch, the well-known clipper BELTED WILL, A1 15 years, 812 tons register, J. BRANTHWAITE, Commander; South West India Docks.

For Freight apply to Shaw, Williams, and Co., 9, Fenchurch-street, London, E.C.

Steam via the Suez Canal. To follow the s.s. "Venice."

FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, GENOA, 100 A1, 1,271 tons register, 1,963 tons gross register, 180-h.p. nominal, 900-h.p. effective; Victoria Docks. This fine new high-classed steamer, just built especially for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., 1, Penwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 23rd Oct.; the favourite full-powered screw steamer BURMESE, 100 A1, 1,269 tons net register, 200-horse power nominal; JAMES J. LUCK, Commander; South West India Docks. This magnificent steamer, built in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to A. Carnegie, Esq., 16, Bishopsgate-street, E.C.; or to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons.	Brokers.	To Sail.
Glenroy, s.s.	2,121	McGregor, Gow, & Co.	Oct. 16
Burmese, s.s. ...	1,269	Norris & Joyner ...	Oct. 23
Genoa, s.s.	1,900	Gellatley, Hankey, Sewell, & Co. ...	Oct. 25
Sir Robert Sale ...	704	Wright Bros. & Co.	Nov. —
LIVERPOOL.			
Ajax, s.s.	—	Alfred Holt ...	Oct. 16
Deucalion, s.s. ...	—	„ ...	Oct. 28
GLASGOW.			
Ione	520	T. Skinner & Co.	Oct. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; —— Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. Willis and Co., 115, Leadenhall-street, London, E.C.

With despatch.

FOR YOKOHAMA AND HIOGO DIRECT, the favourite China clipper TAMESA, A1 16 years, 713 tons register, South West India Docks; F. J. GREEN, Commander.

For Freight or Passage apply to John Williamson York Chambers, 55, King-street, Manchester; or to Robertson and Co., 5, Newman's-court, Cornhill, E.C.

FOR SHANGHAI DIRECT, with immediate despatch, the well-known Clyde-built clipper ELIZA SHAW, A1 17 years, 696 tons register; J. HALL, Commander; East India Docks.

Apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

COWASJEE DINSHAW,

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 633.] LONDON, MONDAY, OCTOBER 18, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 12.
JAPAN—Yokohama	July 9	Aug. 22	Aug. 25
Yedo			
Osaka and Hiogo	June 25	„ 16	„ 18
Hakodadi			
Nagasaki	—	—	„ 24
CHINA—Peking	—	—	„ 13
Tien-tsin	—	—	„ 22
Chefoo	—	—	„ 22
New-chwang	—	—	„ 16
Hankow	—	—	„ 23
Kiu-kiang	—	—	„ 23
Chin-kiang	—	—	„ 25
Shanghai	July 9	„ 20	„ 29
Ningpo	—	—	„ 24
Foochow	„ 9	„ 19	„ 29
Formosa	—	—	„ 23
Amoy	—	—	„ 30
Swatow	—	—	„ 31
Hong Kong	„ 23	„ 27	Sept. 4
Canton	—	—	„ 2
Macao	—	—	„ 3
PHILIPPINES—			
Manila	„ 16	„ 23	„ 1
COCHIN-CHINA			
Saigon	„ 30	„ 31	„ 9
SIAM — Bangkok	—	—	„ 6
BORNEO			
Labuan	—	—	Aug. 30
Sarawak	—	—	Sept. 1
JAVA — Batavia	Aug. 6	Sept. 8	„ 9
Samarang	—	—	„ 5
Sourabaya	—	—	„ 3
MALACCA STRAITS—			
Singapore	„ 6	„ 5	„ 11
Penang	„ 6	„ 3	„ 6
CEYLON—			
Galle	„ 20	„ 8	„ 19
Colombo	„ 20	„ 10	„ 18

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on the 12th inst., being six days in advance of its due date. There are no later Japan advices. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 1st, Shanghai 5th, Hong Kong 11th, Singapore 18th Sept., is due on Monday next, the 25th inst. The Pacific mail, from Yokohama, Sept. 11, may be expected on Tuesday or Wednesday next.

List of Passengers.

PASSENGERS INWARD.

By last mail to Brindisi, per P. and O. steamer *Malta*, arrived Oct. 6.—From Singapore: Capt. Smith.

To Southampton, per P. and O. steamer *Malwa*.—From Shanghai: Mr. Jochumson. From Singapore: Mr. J. Bolt, Mr. and Mrs. R. Coulson and child. From Penang: Capt. and Mrs. Ord.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Oct. 10.—From Yokohama: None. From Shanghai: Mr. and Mrs. Priestly-Tates, Mr. and Mrs. Holdsworth, Mr. Buchan, Mr. Vernet. From Hong Kong: Mr. and Mrs. Howard, Mrs. Schmitz, Messrs. Ewen, Hubbe, Heitmann, Cundall, Brossement, seven Japanese students. From Saigon: Messrs. Norie, Guirard, Howard. From Singapore: Mr. and Mrs. Etty, Messrs. Hoare, Kay, Manifold, Cameron, Harper, Nicaise, Brand, Perez, Mr. and Mrs. Brine, Mr. and Mrs. Poole.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Venice, Oct. 15.—To Yokohama: Mr. H. O. de la Camp.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildarç.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates. To Shanghai: Mr. W. Lamond. To Hong Kong: Mrs. P. B. C. Ayers, Major and Mrs. R. H. Newbolt. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignon, Mr. R. S. Fraser, Mr. A. C. Williams.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 1.—To Ceylon: Mr. and Mrs. Hutton, Mr. F. H. Izard.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. O'Callaghan, Mr. and Mrs. Coxon, Mr. and Mrs. Sunkiewitch To Batavia: Mr. and Mrs. Greig, Mrs. de Hart, Mr. and Mrs. Van Trist. To Singapore: Mr. W. H. Read, Mr. and Mrs. de Rivera and child, Mr. Peyer, Mr. J. F. Torrame. To Galle: Mr. E. Vex, Mr. Pauncefote, Mr. Russel, Capt. Jessop, Miss W. Jones.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Shanghai: Mr. Bavier, Mr. Choppard, Mr. H. Relph. To Batavia: Mrs. Barge and family, Mr. Brink. To Singapore: Mrs. Harvey, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child, Miss MacNair, Mr. and Mrs. Buchanan, Mr. J. Vaughan.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Batavia: Mr. and Mrs. J. Wuste. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome. To Galle: Mr. and Mrs. J. F. Dickson, Mr. A. MacFarlane.

Per French steamer *Djemnak*, from Marseilles, Dec. 19.—To Hong Kong: Mr. and Mrs. Pelham Warren.

To Java, per Nederland Company's steamer *Prinses Amalia*, from Nieuwediep, Oct. 3.—Mr. C. A. Kroesen, Mr. T. Reervnk, Mr. J. B. van Delden, Mr. G. H. Furnee, Mr. and Mrs. C. Muntendam, Mr. G. W. F. Kehrer, Mr. R. S. Metselaar, Mr. and Mrs. B. F. Matthes, Mr. and Mrs. W. F. Bosman, Mrs. E. F. Schenck, Mrs. J. Cramer, Mrs. E. Beuzemaker, Mr. and Mrs. H. Volten and child, Mr. and Mrs L. W. F. Schmidt and three children, Mrs. Hageman, Mrs. Stoelman and two children, Mr. and Mrs. A. de Vulder van Noorden, Mrs. Quartera, Mrs. B. Arendsen, Mrs. M. J. A. Harloff Greve and three children, Mr. and Mrs. B. Bossert, Mr. and Mrs. F. Schenck, Mr. and Mrs. D. Feckema and two children, Mr. and Mrs. A. C. Suyck and eight children, Mrs. Porrey, Mrs. Noordhoven, Mrs. C. H. van Zalingen and three children, Mrs. Dunlop and two children, Mrs. van Oosterzee, Mr. and Mrs. O. Ivan Cattenburgh, Mr. P. Ladage, Mr. C. H. Crone, Mrs. Meyer, Mr. M. Faunay, Mr. W. H. Scheffer, Mr. Klatton Pastoors, Mr. and Mrs. A. P. Smelser, Mr. P. Schrom, Mr. C. Voorhoeve, Mr. J. Wouters, Mr. A. M. van Haeffen, Mr. A. van Stigt, Mr. D. W. Zelisfe, Mr. A. Ch. van Langen, Mr. K. A. van Langen, Mr. Capel, Mr. H. F. Meyer, Mr. W. B. A. A. Baron van Dedem, Mr. C. A. Bekker, Mr. A. J. A. T. Erdmans Mr. J. B. J. H. van der Meusch, Mr. L. Lange, Mr. van Galen and three workmen, Mr. H. Verploegh, Mr. T. P. Lofichius and two children, twelve subaltern officers, 540 soldiers.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 29th ult., and published in our issue of 4th inst. Advices bearing date Yokohama Sept. 11 have been received at San Francisco, but the summary of news telegraphed to New York contains nothing of importance.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

The American steamer *Chihli*, on her outward voyage to Shanghai, on the 18th Aug., while passing the village of Koku, was assaulted with stones and missiles by the Chinese junkmen at the native anchorage in the Koku bend. The affair is to be officially represented to the authorities. The anchorage of the southern junks at Koku is a standing nuisance; hardly a year passes but one or more foreign steamers are assaulted, just as the *Chihli* has been in this instance. I am informed that at present there is barely room left, at this difficult bend, to allow foreign vessels to pass, the junks occupying nearly the whole channel. The native officials appear to have little or no control over these southern junkmen, who are, as a class, notoriously disorderly and dangerous.

Another very sudden death has occurred in our midst; on the 14th Aug. Mr. Horace Farley Lovett, of the Chinese Customs' service, was seized with an apoplectic fit, and died in two hours. Mr. Lovett was thirty-two years old, and had been in China about fifteen years, and in the Customs' service about

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even years—first at Newchwang, then at Shanghai, whence he came here about four months ago. He was a native of Beverly, Mass., U.S.A.

There is the usual amount of speculation and rumour respecting the progress of Mr. Wade's negotiations with the Chinese Government; bnt nothing reliable or definite has been made public.

Two members of the Legation escort arrived here from Peking yesterday. It is surmised that they brought despatches for Mr. Wade. Admiral Ryder is expected to reach here within a week. He will be conveyed from his own ship to Tientsin, in the *Vigilant*.

Highway robberies are said to be of quite frequent occurrence in the country to the S.W., a distance of 300 or 400 *li* from Tientsin. They are purely local affairs. They have not even the old excuse, "poor crops," for the yield in that direction seems to have been fair.

We have had a most agreeable change in the temperature. The thermometer fell suddenly from the nineties to seventy degrees Fahrenheit, where it has steadily remained ever since. We have had a cool breeze and a pleasant shower—enough to make the roads muddy.

CHEFOO.

This port has been visited by an unusually severe gale, which lasted continuously for three days, and has occasioned a serious amount of damage and loss of life, both ashore and afloat. On the 18th Aug. during the whole day a strong wind prevailed from the north-east, and the heavy sea which soon got up stopped all operations in the harbour. At the same time the water rose at high tide to an alarming extent, and the heavy breakers rolling in began to take effect on boundary walls and other outlying property, which is usually well out of the reach of danger. On the following day matters began to look more serious; the gale increased, the sea became more furious, and the tide rose still higher, doing very serious damage along the whole line of shore. The ships in the harbour were anxiously watched, but seemed to hold their positions well except the *Ellon Castle*, which being anchored out in the fairway was exposed to the full force of the waves rolling in from the sea. At four P.M. it was evident that she had parted her last chain, and was drifting helplessly on to the beach. At last she took the ground, having been run nearly stem on by those in charge. Nearly the whole of the Foreign Community turned out, bnt the violence of the waves was such that no assistance could be rendered to the unfortunate crew. These succeeded in launching a small boat, in which four Chinese supercargoes and two native sailors found their way ashore amidst the surf. A rope which had been attached to this craft with a view of hauling it back for another load, unfortunately parted, and from this time till past midnight the remainder of the crew stuck to the vessel, with heavy seas breaking over them all the time. Soon after midnight the vessel began to break up, and in a few minutes became a total wreck; the crew jumped or were thrown into the water, and all with the exception of four Chinese and a Korean boy swam or were washed ashore. Captain Ramsay himself was picked up last of all, clinging to the after-part of the wreck.

On the 20th it was found that the German brig *Peter* had gone ashore during the night; she was lying high and dry at low water, but in a comparatively safe position. The *Catharina*, another German vessel, kept dragging her anchors, and was found touching the ground a few yards in front of the Customs jetty. Numbers of junks are ashore, and it is reported that some twenty or thirty Chinamen have lost their lives. The *Ellon Castle* was laden with beans, bound for Amoy, and the beach presented a curious spectacle of hundreds of coolies with baskets of every description eagerly collecting the cargo as it was thrown up in yellow heaps all over the place. The vessel is said not to be insured, and much sympathy is felt for the owner, Captain Ramsay, who has thus lost his all.

The tide was higher by five feet than has ever been known by the oldest resident; and many of the foreign houses were flooded.

SHANGHAI.

The present mail brings advices from this port to the 29th August; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

The removal of Chinese troops has been going on rapidly. The C.M. steamer *Yungching* passed up the river on the 25th August, bound to the Arsenal for another, and nearly, we believe, the last batch.—The steamer *Leeyuen* arrived on the 27th from Chinkeang, and after a short detention in the lower limits of the harbour, also proceeded towards the Arsenal for the same purpose. The behaviour of the men latterly has been as orderly as it was at first bad; and the near departure of the remainder is regarded with unaffected regret by our native fellow residents. Their martial visitors have so grown upon their affections that a prospect of another Formosan embroglio would throw them into ecstacies. For the first time, perhaps, in Chinese history, the soldiery have been kept well in hand, and no depredations allowed on the citizens. Besides this, the troops have spent a large portion of their pay in buying articles which cost only half as much here as at their homes on the north of the Yangtsze; these commodities not having been li-kinised. Instead of forcibly taking articles from shopkeepers at prices appraised by themselves, as is their wont, they have paid fair prices for them. We would gladly ascribe this change to improved discipline; we did so in fact to a native friend, who evidently comprehended the situation better than we did; it was fear, he said, of our Municipal police that caused such good order to prevail.

A Volunteer parade was held on the 26th August. There was rather a better muster than has been usual lately. Still, with the exception of the Miholoongs—who turned out nearly sixty, and were divided into two companies to equalise them with the others—no company mustered in half its effective strength. The force marched out to the racecourse, where some skirmishing and battalion drill was fairly well gone through; the Miholoongs again certainly deserving credit for their skirmishing practice. On the march home various changes of formation were accomplished, the men improving evidently with each repetition, thus showing that all they want is more drill. We shall be able to have more frequent parades now the weather is getting cooler; and men must turn out more regularly. That even the nominal strength of the corps is less than a half of what it should be we are tired of repeating.

Li-Hun-Chang has started for Yunnan, *via* the Tung-ting lake. He will be able, on arrival, to complete the arrangements which have, of course, been going on all these months, to prove that nobody did it; and to finish promoting any officials about the neighbourhood who may have been so far left in their posts, so that, at any rate, no one may be discoverable who did do it. By the time the British delegates arrive all will be ready; fortunately, it will be difficult to get rid of Li-Se-tai, who is rather too prominent.

Complaints of laxity in the performance of his official duties by the present Chehsien have attracted the attention of the Futai, who is said to have communicated with the Taoutai on the subject generally, but more especially with reference to the recent escapes of criminals from the Shantung-road Hospital and the Yamen Prison. Although not suspended from office, the Chehsien has been compelled to doff his button, pending an inquiry. Crime is said to have increased in the city and neighbourhood, the list including three murders, several burglaries and robberies with violence, and outrages of other descriptions.

A case of systematic squeezing has been brought before the Mixed Court, which we should hardly have thought possible under the eyes of the police. But where so much is knowingly let pass, it is less surprising that smaller matters should be overlooked. A Chinaman seems to have been in the habit of systematically squeezing native boatmen, under pretence that he was authorised to impound their boats for official use. In the case which led to his arrest, he carried off two yulohs in the absence of money; and in a house near the Honkew Creek, which he had told his victims was a tax-office, the police found a number of yulohs that had been apparently stolen from boatmen under similar circumstances. The police seem to have arrested the thief in this case, without reference to the Foreign Consuls; and he was sentenced to a sharp, though scarcely adequate punishment.

There has been another desperate fight in Hongkew; a party of sailors quarrelled in the neighbourhood of the Broadway, knives were drawn, and one man is asserted to have been seriously stabbed. He was, however, taken away by his companions, and the efforts of the police have hitherto failed to trace any of the men concerned.

We hear that, consequent upon the action of the police to suppress annoyances resulting from the present system of hiring jinrikshas to middle men, who in turn sub-let them to others by whom they are let out singly to the coolies, the principal proprietors are conferring, with a view not only to substitute a better plan in that respect, but also to provide a less dirty class of coolies as runners. The latter is a consummation devoutly to be wished.

We are glad to see that a concert is to be given next week by the Amateur Wind Instrument Society, for the benefit of the sufferers by the late floods in the South of France. The concert is to be held in the garden of the French Municipal Hall, which will be illuminated for the occasion, and we trust will bring a handsome contribution for the purpose of the charity.

On the 24th August a cargo boat from the steamer *Quang-se*, having on board fifteen cases of Bryant and May's matches and six cases of clocks, got into the "chow chow" water, where, being overladen, she rocked so much that the upper tier of cases slid off into the river. It was only by a smart chase after the would-be salvors, who evidently considered the strays as their own property, that three cases were recovered by one of the river police officers, who followed the delinquents 300 or 400 yards inland, where one of the cases was found buried under some grass. Three cases of matches are still missing.

The body of a foreigner has been found floating in the river, above the East Gate. There was a severe wound on the head, which leads to the supposition that deceased met his death through violence.

According to a letter from Newchwang the weather, which

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had been usually hot, was cooling, and the thermometer had fallen to sixty-six. Rain was threatening but did not come. Such a dry spring and summer had not been known within the recollection of the oldest resident.

The Municipal Council have, at the written request of twenty-five electors, convened a special meeting of ratepayers for the 7th Sept. The questions to be considered are :—The application of the Hospital Trustees for a loan by the Municipality ; and a motion by the Council in favour of a re-assessment of land and houses within the limits of the Settlement.

H.M.S. *Vigilant* has looked in during the week, but left again for Chefoo, where she will meet the Admiral and take him to Tientsin.

According to the China Coast Meteorological telegram, a short, but rather severe earthquake was experienced in Nagasaki on the 25th Aug. No details are given.

The *Celestial Empire* supplies the subjoined items of news :—

The political situation remains *in statu quo*. We know absolutely nothing more now than we did when rumours that an ultimatum had been presented by Mr. Wade to the Chinese Government first reached us ; nor, in spite of the general feeling of expectation, do we believe there is any immediate chance of our further enlightenment. It is said—although we are unable to trace the statement to any acknowledged authority—that Mr Wade has presented an ultimatum to the Chinese Government' and that he is now at Tientsin awaiting their decision and reply. Meanwhile, however, everything is at a standstill, with the exception that the Chinese are most indisputably making extensive preparations for any contingency that may arise. Troops are being carried about, armaments are being shipped in large quantities to the north, and the Imperial Arsenals are full of work. A rumour is current among the Chinese that the Yamen is divided upon the question of the ultimatum. Prince Kung, Wen-seang and Li-Hung-Chang are in favour of preserving peace with England ; the other party are all for brazening it out. We have no idea as to the source from whence this news is said to come ; but give it in the belief that there is probably as much truth in it as in any other.

Death has been playing sad havoc with the French missionaries at Newchwang ; two sisters and two padri have lately died, three of whom were carried off in as many weeks. There are many stories flying about, of a nature similar to those before the Tientsin massacre ; but whether they have been got up by the literati, or are merely the consequence of some new arrivals —six French nuns have appeared with Monsignor Verrolles—it is not possible to say. Anyhow some of the residents are seriously uneasy, if not thoroughly frightened, and hope that more satisfactory arrangements may be made for next winter. It is lamentable that natives cannot be induced to believe in the purity of those who work for nothing ; and at the same time one is almost tempted to regret that any unnecessary elements of danger should be imported, especially in such very critical times as the present.

The Chehsien of Kwen-shan has issued a proclamation, exhorting all in his jurisdiction to treat foreigners kindly in future, and to look upon them as guests, not intruders. He says that accidents may be forgiven, but organised attacks will be visited with prompt and heavy punishment. The Hsien has evidently had quite enough trouble already, and is anxious to avoid a repetition of the nuisance.

The steamer *Oceanic* has arrived at San Francisco, bringing advices from Shanghai to the 4th Sept., and the subjoined intelligence has been telegraphed to New York :—

While pressing the settlement of the Margary case the British Minister did not remain at Peking, as at first intended, but at Tientsin. The final acquiescence of China to his demands was reluctantly given. All indications point to the certainty that if resistance had been determined on the war would have been far more desperate than ever before. The hostile preparations were more comprehensive than usual, and among the measures contemplated was the burning of the open ports and a general sacrifice of Chinese property for the sake of injuring foreign interests. The counsels of a few high officials, strong in influence though in the minority in number, averted the contest; but preparations for a conflict were still progressing, and the attitude of China was more menacing than at any time since 1861. The terms demanded by Mr. Wade greatly increased the ill-feeling. The claims for punishing the murderers and for the indemnity are recognised as not extraordinary, but the introduction of commercial demands into such a question is bitterly complained of.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald* :—

During some heavy thunder showers on the 18th Aug. the sanitarium of the American Methodist Episcopal Mission at Sharp Peak was struck by lightning. The lightning entered the top of the front wall, near the southwest corner, descending through the bricks to the verandah blinds, one of which was scorched down its whole length and nearly torn from its hinges. From this blind the lightning seems to have descended in several forks to the earth, jagging the bricks in several places and burning two small holes in a zinc water pipe on the ground. Three of the missionaries were studying Chinese at a table not more than four or five feet distant from the corner that was struck, but no one was injured ; one who was seated at the opposite end of the verandah saw what appeared to be a ball of fire as large as his double fist apparently fall from the direction of the blinds on to the floor of the verandah and scatter sparks around freely; a very strong sulphurous odour accompanied the shock. A gentleman and a lady were knocked from their chairs to the floor by the violence of the shock ; but, as we have stated, no person was injured. The damage to the building was trifling.

An International Racquet Match (Irish *versus* Scotch) was played on the 25th August. From the well known skill of the players, it gave rise to considerable interest, and attracted a large number of spectators. The sides were Messrs. Reeves and Dunne (Irish), against Messrs. Saunderson and Walkinshaw (Scotch). The first game resulted in rather an easy victory for Messrs. Reeves and Dunne. The second game, to the surprise of the knowing ones, was won without any difficulty by the opposition ; this gave considerable interest to the deciding game, which, after being for some time evenly contested, was won rather easily by Messrs. Reeves and Dunne. In the first two games the competitors did not quite play up to their usual form, the first half of the deciding game, however, gave rise to some excellent play, and although resulting in an easy win, at one time it looked as if it were anybody's game.

We understand that, as the result of persistent effort on the part of Mr. De Lano, United States Consul, extending over a period of several years, the Committee of Foreign Trade have at last issued a proclamation, to be posted up throughout the province, stating clearly the toleration of Christianity under the treaties, and forbidding all attempts to compel native Christians to contribute to idolatrous ceremonies, or to restrict them in any of their rights or privileges on account of their profession of Christianity.

The Imperial Commissioner for Formosan affairs arrived from Tai-wan-fu on the 24th Aug., in one of the arsenal gunboats. His Excellency was received by the Chinese fleet at the Pagoda Anchorage, in something like the foreign style on such occasions, *i.e.*, there was a great amount of cannonading, a somewhat lavish display of dirty bunting, and manning of yards, &c. The true ring of enthusiasm was conspicuous by its absence, and there was an air of counterfeit about the entire business.

The telegraph seems to be making quiet progress towards Amoy. Occasional indications of opposition are easily managed by the mandarins—now that they really wish to establish the line. Mandarin Fu, the Sub-Director of the Committee of Trade, is at present quartered in the telegraph building as a guest, and has general charge over the construction of the work, so far as native authority is concerned. Several *employés* of the Great Northern Telegraph Company started over the route towards Amoy on the 25th Aug. on business connected with the enterprise.

The annual meeting of subscribers to the Native Hospital and Dispensary was held on the evening of the 20th Aug., Mr. Sheppard in the chair. The financial statement for the year—showing a credit balance to 30th June last of $894.01—was submitted to the meeting, an unimportant discussion ensued, and a new committee was selected. After a formal vote of thanks to the chairman, the proceedings closed.

HONG KONG.

Our advices by the present mail extend to the 4th September ; no later mail had arrived out. The following items of news are from the *Hong Kong Daily Press* :—

A meeting of the Legislative Council was held on the 2nd September, when Ordinances were passed to provide for the more convenient administration of "The Extradition Acts, 1870 and 1873," to consolidate and amend the Ordinances relating to the assessment and collection of rates in the colony, and for compiling a new edition of the Ordinances of the colony. The Administrator moved the second reading of an Ordinance for consolidating the Enactments relating to the speedy recovery of Crown Debts for Rents and for Assessments, Fees, and Forfeitures ; the Ordinance was read a second time, and its further consideration postponed. The Administrator also moved the first reading of an Ordinance to provide a General Register of Marriages in Hong Kong.

We have received a telegram to the effect that Mr. Henderson, the Customs' Engineer in Chief, has been mobbed on the Shantung Promontory. There is nothing very startling about the fact, and certainly nothing very novel ; it is only another example of that ebullition of Chinese hostile feeling which, during the past few months, has been manifesting itself in different localities in the north, and which, moreover, seems to be spreading. As we have only yet received the cable message, we are of course in complete ignorance as to the cause of the disturbance, but the chances are that it has been nothing of very great importance. The native rowdy is essentially rowdy, and he only requires to receive the cue from some one superior in station to himself to go at the individual in question, whoever he may be,

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with all the stubborn ardour and impetuosity of his nature. Mr. Henderson for some reason or other has never been very popular with the natives. If we remember rightly he has been in tronble with them before ; this may very likely be no fault of his personally, but of that we cannot say. The fact is there, however, that he has been mobbed, and it is equally true that many more foreigners in China have recently been treated in a more or less hostile fashion.

Some few days ago a certain travelling trader of Canton bought a small case of matches with the intention of selling them in his native village ; he paid duty at the proper Customs on his merchandise, and then took passage on board a passenger boat, to which he transferred it. When the boat was passing Fatae, a few miles from Canton, it was stopped by the petty officers of the lekin station in order that they might search it for smuggled goods : of course, they spied the matches and eagerly pounced upon them as dutiable goods. The owner protested that he had paid duty on them, but this did not prevent the officers from weighing them again and discovering that the case was two catties over what had been paid duty on. Thereupon they charged the unlucky trader with intending to smuggle, and threatened to put him in irons. Ultimately, by working upon his terrors, they contrived to exact $10 from him, and then permitted him to resume his journey, probably with a resolution to recoup his loss on the earliest opportunity, at the expense of the revenue.

A few days since two European Chinese Custom-house officers presented the colony with an exciting scene. It appears that a case brought before the police-court wherein a man was charged with the unlawful possession of lead used for the purpose of sinking smuggled opium in the Canton River, arrested the attention of the Customs' authorities through the columns of the newspapers, and they at once despatched two European Custom-house officers to Hong Kong, to watch the Canton boats as they left, and discover who were the smugglers. They were lying off in a sampan outside the Ichang, and when the *Kinshan's* whistle blew they pulled alongside of her. Immediately they showed their faces the Chinese on board were struck with consternation, and, thinking that the officers had as much power here as in Canton waters, at once threw their opium overboard. Seeing this, the Custom-house officers refrained from boarding, and assisted to pick up the opium. Small packages and boxes were seen floating about in all directions ; one box buoyed contained a considerable amount of opium, and in hauling it up the rope gave way. Fifty-nine balls, however, were recovered, and the opium was taken to the police-station. It is said the value of the opium recovered is $2,000. Those who sold the unprepared opium to the parties who were taking it up allege that it was not paid for, and have engaged Mr. Brereton to claim its return to the rightful owners. Mr. Brereton has made an application for that purpose, but the necessity for an investigation has caused the inquiry to be adjourned.

As the O. and O. S. N. Company's steamship *Oceanic* left her moorings, and was turning round to steam out through the Ly-ee-moon Pass, Mr. Stuart's pilot boat *Florida*, which was alongside, capsized and sank, in consequence of the Chinese crew allowing the masts to catch the *Oceanic's* gear and outriggers. Their carelessness nearly cost them their lives, as they were only saved by the exertions of Mr. Stuart, who was on board the steamer; he not only rescued them, but succeeded, by diving, in divesting the boat of the weight which kept her at the bottom, and brought her safely to shore.

The Macao Government Estimates for the year 1875-76 have just been published, showing the probable receipts to be 354,831,333 reis and the expenditure 322,702,481 reis, leaving a surplus of 32,128,852 reis. The several items of receipts are thus classified :—

Direct taxes	293,106,333
Indirect	26,991,000
Sundry revenue	34,734,000
Total	354,831,333

The above receipts as compared with those of last year show a decrease of 19,404,667 reis.

We are pleased to state that Mr. C. D. Bottomley, who has retired from the firm of Messrs. Bottomley and Hughes, has been presented with a testimonial by a number of his friends. Mr. Bottomley has been long and favourably known in the colony, and both in his business and private relations is held in universal respect. He is now about to accept a position in the firm of Messrs. D. Lapraik and Co., and he enters upon it with the best wishes of his numerous acquaintances.

SIAM.

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BANGKOK.

The *Siam Advertiser* of the 2nd Sept. contains a return of the imports to Bangkok as declared at the Customs for the month of July last. The return is furnished by Mr. S. Bateman, the Commissioner of Customs, and its figures are of some interest to our merchants and traders. The total value of the imports for July amounted to $497,946, of which sum $395,322 is credited to Singapore, $70,152 to Hong Kong, $23,000 to Europe, and $9,463 to the coast. These figures show the value of the Bangkok trade to Singapore. The following are the principal articles of trade from Singapore in the order of their value :—

Treasure	$108,277	White Shirtings	$27,568
Opium	69,045	Grey Shirtings	24,659
Chowls	31,677	Coloured Piece Goods ...	16,712

From Hong Kong the principal imports consisted of silk piece goods of the value of $20,324, silk chowls $7,452, brass and copper-ware $6,919, silver-ware $4,263, and silk trowsers $3,062. From Europe the list of imports is headed by liquors of the value of $6,131, and next come fancy goods $3,521, glass-ware $3,490, and ship-chandlery $3,284. The coasting trade appears to be very insignificant, consisting almost entirely of tin, which represents $7,878 of the total amount $9,463.

The same paper contains an official return of the exports from Bangkok for the same month, but the quantity only is given without a valuation. Of course the principal article is rice, and the principal market for it is Hong Kong. Of rice there were exported in July month the following quantities :—

To Hong Kong pls.	150,971.66	To Europe, America, and Australia, pls....	18,687.52
To Singapore	81,140.09	To Java	21,202.81
To China	104.06	To Coast	15,261.15

making a grand total of pls. 291,367.29. The following are the other principal articles exported :—

Treasure	$46.478	Cleaned Cotton, pls. ...	6,525
Sapanwood, pls.	11,310.32	Rosswood „ ...	5,353
Sugar „	10,618	Dried Mussels „ ...	5,911.52
Teak planks	8,935	Paddy „ ...	4,472
Uncleaned Cotton ...	8,682	Sticklac „ ...	1,059.44

The bulk of the export trade of Bangkok appears to be with Hong Kong in almost every article.

JAVA.

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BATAVIA.

According to an official telegram from Atchin, dated the 18th August, and published at Batavia on the 27th, the state of health at the seat of war was favourable, and no fresh cholera cases had appeared there since the 16th August. The *Dagblad* of the 28th August states that passengers who arrived at Padang on the 22nd from Atchin in the steamer *Salak*, gave the following information :—The state of health at Atchin was not more unfavourable. A few cases of cholera had, however, appeared. Before the departure of the *Salak* for Padang our troops had for two whole days been in action with the enemy, who suffered heavy loss, while on our side the losses were not slight. A newly constructed fort was wrested from the enemy.

We learn from the *Handelsblad* of the 23rd Aug. that Batavia is at length to have floating dry docks, under the management of private persons, a Mr. A. G. Bosch having obtained from the Government, in 1872, a concession for seventy-five years to establish them in Batavia roadstead, and having formed a company for the purpose.

According to the *Java Bode*, a portion of the cargo of the *Neva*, sold by auction at Batavia on the 25th Aug., brought 30,000 guilders.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 11th Sept. ; the P. and O. mail from London Aug. 6 arrived out on the 5th Sept. We take the following items of intelligence from the *Straits Times* :—

Messrs. Daly and O'Brien, the surveyors sent by Government across the country from the Moar river to Pahang, returned to Singapore on the 9th Sept., in a small native boat from Pahang. It will be remembered that the *Pluto* was sent to meet this party, but after waiting two days proceeded on to Tringanu to bring down the Sultan ; but we now learn that the *Pluto* had only left about two hours when the surveying party arrived. They were, however, very hospitably cared for by the Bandahara of Pahang, though subjected to an irksome delay of several days before they could get a passage to Singapore. We understand the survey has been very successful, and that the watershed whence the Moar and Pahang rivers take their rise was found exactly as it had been described by H.H. the Maharajah of Johore. When going up the Moar river, the party made a detour of some twenty-one miles from the river to the Chindrass Mines, and were thus enabled to connect their survey with the surveys already taken at Malacca. In Rumbowe, they met with very unfriendly treatment from the natives, and two of their Chinese coolies were detained for two days by the Rumbowe people, about thirty of whom, moreover, surrounded the surveyors and attempted to rob them, but were deterred by a determined attitude and the exhibition of a revolver. Owing to this unfriendliness of the Rumbowe people it was impossible to make the intended detour towards Sunghie Ujong. We understand the party crossed the

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track of Mr. Maclay, the Russian traveller, who was going up into a district inhabited by very wild tribes; it is said the Malays consider Mr. Maclay's undertaking hazardous, and believe his destruction almost certain.

We have received a despatch from the Secretary of State for the Colonies to the Governor, announcing the appointment of Major Gray as Superintendent of the Singapore Prison, to which is appended a letter to Major Gray, explaining the nature of the appointment and the conditions attached thereto. It appears that the appointment is provisional for two years, during which the Government may terminate the engagement at any period, and after which, if recommended by the Governor for confirmation, he will be made one of the Civil Servants of the Colony. Major Gray will be required to undergo two months' training in the English convict prisons, and will receive half salary from the date on which he commences his training. With all respect to Earl Carnarvon, we think the two months to be spent in "training" in the English convict prisons both time and money thrown away; the English convict establishments are doubtless model institutions, and their discipline and management well suited to the climate and the character and physique of the prisoners. But when Major Gray arrives here he will find it necessary to begin his training afresh, to learn something of the native character and habits of life, and how to maintain a strict penal discipline and prevent the escape of prisoners in a rambling establishment, never constructed for the purpose of a penal gaol. Against the selection of Major Gray we have no objection to make more than if any other gentleman had been appointed. But failing to find, in England, "an officer conversant with the management of a convict prison," we think the interests involved of such magnitude that a greater effort should have been made to find a man of that description for the office. No one doubts Major Gray's character as a "soldier and a man of business,"—to us the two qualifications appear hardly consonant—but the great want in our prison management is experience and knowledge of the native character; two essentials, the want of which undoubtedly led to the late outbreak and the murder of Mr. Dent, and inattention to which exposes us to the risk of a fresh mutiny.

It has been decided that the prisoners charged with taking part in the coolie mutiny on board the schooner *Hawk* are to be tried by British law, the offence having been committed on board a British vessel and in mid-channel. The question of jurisdiction has taken a long time to settle. The Maharajah of Johore, having some of the prisoners in custody, made application for the extradition of those arrested in Singapore, and the question was referred to the Government law officer for his opinion, which, after a long delay, has been given as above. We trust the great lapse of time between the commission of the crime and the trial may not result in a miscarriage of justice, but fear there is great danger such may be the case.

We are pained to have to record the sudden death of the Rev. B. P. Keasberry, who fell dead while preaching to his congregation in his Mission Chapel in Prinsep-street. Dr. Little was immediately sent for, and hastened to the chapel, but could be of no assistance, as Mr. Keasberry was dead before he had reached the floor, having fallen a victim to disease of the heart, from which he had long been suffering. Mr. Keasberry was highly esteemed by all classes of the community, having incessantly laboured for the past thirty-six years for the religious and secular education of the Malays, and accomplished much good.

It is rumoured that the Netherlands India Steam Navigation Company intend opening a large establishment of their own at Singapore, in fact, making this port their headquarters, and that with this view they have purchased, or are about to purchase, the Bon Accord Dock, where a wharf is to be built, to which all the cargo for their steamers will be conveyed by cargo boats and steam lighters. Their general office here will, it is said, be under the control of one of their old captains, with a competent staff of mercantile assistants.

The pigmy steamer *Sri Malacca* (belonging to Mr. Tan Chin Hoon), which was seized by the steamer *Telegraph* upwards of two years ago for an alleged attempt to force the blockade of Salangore, has at length been restored by Tunku dia Oonin to her rightful owner, and is lying at present in the Malacca River, and looks rather "the worse for wear."

It is noticed in the columns of the *Sarawak Gazette* that the Dutch man-of-war *Onrust* saluted the Sarawak flag with thirteen guns instead of twenty-one. This result, whether intentional or accidental, has occasioned not a little indignation amongst the inhabitants of Sarawak. The Rajah in Council mentions the matter, and promises to write for explanation to the Netherlands Government. If this result was intentional, we think that it is rather late in the day to throw a slur on the Sarawak flag, which has been acknowledged in these waters by England, Italy, and America, and has now been in existence for over thirty years.

The *Sarawak Gazette* calls the attention of capitalists to the capabilities of Sarawak territory for depasturing cattle. There are at present about 800 head of cattle in the country, and there are, says the *Gazette*, many places on the coast with pasturage enough to feed and fatten tens of thousands. The beef that can be produced in Sarawak is excellent in quality, almost if not quite equal to that of Europe, and a great contrast to that with which Singapore is supplied by the badly-fed cattle of Tringanu.

James Nelson Lewis, Cashier in the Sarawak Government Treasury, left Sarawak by the s.s. *Royalist* on the 24th July, for six weeks' sick leave. After his departure it was found that he had embezzled about $5,000 belonging to the Government. He left Singapore by the E. and A. mail steamer *Brisbane* on the 21st Aug., booking for Townsville, Australia.

Mr. Kater, the Resident of Pontianak, accompanied by the Assistant Resident of Sambas, paid a friendly private visit on the 18th Aug. to Kuching on board H.N.M.'s gunboat *Onrust*.

The success of Mr. Salzmann's singing class has been admirably illustrated at the Town Hall, when the full choir met at the close of the second season, before a large and fashionable assemblage of the residents, who were afforded a musical treat such as they seldom have the opportunity of enjoying here. The programme consisted of full choruses, solos, glees, a quartette, and a duett; and the very effective manner in which the various pieces were sung reflects the greatest credit upon Mr. Salzmann's ability as a leader, and upon the proficiency of the choir.

We regret to learn that cholera has again made its appearance in the Criminal prison. The outbreak this time is said to be of a very virulent type. As this is the second time within the past three months that this disease has made its first appearance within the gaol walls, it is evident that a searching investigation into its causes is necessary.

We learn that the Sultan of Tringanu will return to Tringanu by the steamer *Kromatah*, and is expected to embark on the 13th Sept. from Johnston's Pier, under a salute and a guard of honour.

The average note circulation during August of the following Banks was :—

Chartered Mercantile Bank (Singapore)	...	$476,655
Chartered Bank of I. A. and C. (Penang)	...	91,466

The Governor has appointed Captain J. R. Kellock and Captain J. Mackenzie to be members of the Pilot Board at Singapore.

PENANG.

The Penang Association held its monthly meeting on the 1st Sept., and the *Gazette* of the 4th contains a lengthy report of the proceedings. The Chairman (Mr. D. Brown) took exception to the remarks of Lord Stanley of Alderley in the House of Lords on the Indian coolie question, and the ill-treatment of the coolies in Province Wellesley, but quite agreed with the noble lord that the magistrates have deteriorated, especially if that portion of his remarks applied only to Province Wellesley. The Chairman was followed by Mr. Nairne, who in a short but telling speech protested manfully against the class of magistrates appointed in Province Wellesley, saying the inhabitants of the province had been put to great expense and trouble of late, because the office of magistrate had been "filled for the most part by men or youths either practically ignorant of law, or wanting generally in those powers of discrimination, and that calmness and accuracy of judgment so necessary in a judge." The result, said Mr. Nairne, has been a series of such contradictory judgments, one magistrate paying little or no regard to the decisions of his predecessor, that a change of magistrates had come to be looked upon as practically a change of law; and, indeed, instances had occurred where a magistrate had in subsequent cases contradicted his own previous decisions, and a recent case of this sort had necessitated an appeal. After dwelling upon the evils arising from the incompetency of the magistrates, Mr. Nairne proposed the following resolution, which was seconded in an able speech by Mr. J. M. B. Vermont :—

That the Committee of this Association take immediate measures to represent to Government the present unsatisfactory state of the magistracy in Province Wellesley, and to request that a properly qualified magistrate may be appointed in Province Wellesley, who shall have no Executive duties, and whose time shall be wholly devoted to the magisterial office.

The *Penang Gazette* of the 28th August announces that a masonic lodge has been successfully formed, and says:—The lodge is now thoroughly established and in full working order, and though the usual formal ceremony observed in opening new lodges will be deferred for the present, regular masonic business will be proceeded with. It is expected that either in October or November the District and Deputy-District Grand Masters R. W. Bros. W. H. Read and F. H. Gottlieb will visit Penang, when the official opening of the lodge and installation of the W. M. will take place. We subjoin a list of officers for the ensuing year :—Worshipful Master, Bro. R. C. Woods; Senior Warden, Bro. A. Ainslie; Junior Warden, Bro. T. A. Fox; Treasurer, Bro. W. L. Hill; Secretary, Bro. J. Wilkinson; Senior Deacon, Bro. W. Marshall; Junior Deacon, Bro. J. King; Steward, Bro. J. Hewick; Inner Guard, Bro. H. Lloyd; Tyler, Bro. H. Barrow.

The *Penang Gazette* says that affairs in the Native States are by no means satisfactory, and that reports are current that gang robberies are of frequent occurrence in Laroot, in the immediate neighbourhood of the police stations too; and that in Perak Mr. Birch's police body guard are constantly being assaulted and attacked by the followers of the native chiefs. Certainly, if these reports have any foundation in fact, there is a necessity for determined and judicious action by Sir William Jervois.

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The same paper says :—It is reported on good authority from Singapore that Mr. W. E. Maxwell is to cease exercising the function of Assistant Government Agent of Province Wellesley, and will for the future have to limit himself to discharging the duties of Magistrate of that district.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

SHANGHAI.—Black : There had been a large business during the week, and prices were decidedly firmer. Arrivals had come to hand slowly, and the stock on hand was small. Settlements—4,440 chests at Tls. 12 to 25½. Stock—14,900 chests. Green : There was no general demand. Several chops of Teenkai had been purchased but at very irregular rates, and there had been no reduction in values. Pingsueys attracted very little attention. Settlements—Fychow, Teenkai, &c., Tls. 25 to 34; Pingsuey, Tls. 16½ to 32¾.; total settlements, 15,261 half-chests. Stock, 60,660 half-chests. Export to Great Britain to date—

	1875-1876.		1874-1875.
Black	51,863,187 lbs.	against	51,683,973 lbs.
Green	1,592,537 „	„	2,877,713 „
Total	53,460,724 „	„	54,561,686

FOOCHOW.— Messrs. Westall, Galton, and Co.'s Letter says :—During the week there has been a slight increase in business on this market, and some 16,300 chests of Congou have found buyers. Congou : At the commencement of the week prices remained the same as last quoted, but during the past few days teamen have became firmer in their demands, and the market closes strong for all classes. The settlements that have taken place in the third crop teas show very full value for quality. A great quantity of these must be now close at hand, and heavy supplies are daily expected. Souchong : Only a small business has again been passing in this description. Teamen seem now more anxious to quit their stocks, but they are not yet inclined to accept any appreciable decline on late rates. Oolong : No transactions. Flowery Pekoe : 106 chests of very common quality have been settled at extremely full rates. Scented Teas : Prices show no change. Quotations are :—Congou : Flavoury to medium at 1s. 3½d. to 1s. 6⅝d., good common to flavoury at 1s. 0⅛d. to 1s. 2½d., leafy to common at 9⅛d. to 11½d., dust to leafy at 7⅝d. to 8⅝d. Souchong : Choice at 2s. 5⅜d., fair to fine at 1s. 3⅛d. to 1s. 7½d., leafy to fair at 9⅜d. to 1s. 2½d., dust to leafy at 7½d. to 9¼d. The export to date to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 36,146,148 lbs., against 31,654,742 lbs. last year. To America, 87,555 lbs., against 154,936 lbs. last year. To the Colonies, 8,765,943 lbs., against 7,806,894 lbs. last year.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Aug. 27, 1875	50561998	32562867	881495	9074606	93080966	11561
From June 1, 1874, to Aug. 27, 1874	49629759	31803545	338993	10380393	92172690	15749

TO THE CONTINENT.

	Total lbs.	Bls. & Cases.
From June 1, 1875, to Aug. 27, 1875	7119419	19161
Do. do. 1874, to Aug. 27, 1874	3913833	10523

TO UNITED STATES OF AMERICA.

	Total lbs.	Bls. & Cases.
From June 1, 1875, to Aug. 27, 1875	10851921	1394
Do. do. 1874, to Aug. 27, 1874	9685899	1046

TO AUSTRALIA.

From June 1, 1875, to Aug. 27, 1875	8,911,504
Do. do. 1874, to Aug. 27, 1874	8,026,268

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,043	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,690	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7⅞d. at Hong Kong 4s. 1½d., at Singapore 4s. 1⅝d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.210	Tls.20p.sh
Shanghai Gas Company ...	100 ...	100 ...	140	...11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	60	... 7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600	..12 p.c.
French Gas Company	50 ...	50 ..	72	...11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$497½	$51¼ p.sh.
North China Insurance Co.	...Tls.2,000 ...	Tls.600 ...	780	...
Union S.N. Company	100 ...	40 ...	10	...
Yangtaze Ins. Association ...	500 ...	500 ...	$520	...15 p.c
Union Insurance Society ...	$2,500 ...	$500 ...	$500	...
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	1000	...
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.91	
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$167	...12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	136	...12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.86	... 5 p.c.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1½d.	4s. 1½d.	4s. 2d.
Shanghai „	5s. 7⅛d. to 5s. 8d.	5s. 8d. to 5s. 8⅛d.	5s. 8¼d. to 5s. 8⅝d.
Canton „ ...	4s. 1½d.	4s. 1⅝d.	4s. 1½d. to 4s. 1⅝d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 1⅝d.	4s. 1⅝d.	4s. 2d.]
Manila „	4s. 0d.	4s. 0½d. to 4s. 0¾d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304	220
„ Hong Kong	27⅛ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	10¼ prem.
Mexican dollars	Tls. 72.4.5	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 27 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1050 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 22 per cent. discount.
Hong Kong Fire Insurance Company, $292½ premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $37 premium.
Victoria Fire Insurance Company, $168 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 60 per share.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 10, Lorne (str.), Punjaub ; from New York, Ugo.

At SHANGHAI.—From New York, Oct. 9, Taitsing.

At HONG KONG.—From London, Aug. 31, Solent ; Sept. 1, Paraguay (str.) ; from Shields, Pilgrim ; from Cardiff, Atma ; from San Francisco, Weymouth ; from London, Oct. 13, Glenfalloch (str.) ; Agamemnon (str.), Nestor (str.).

At MANILA.—From Liverpool, Aug, 20, Trinidad ; from Barcelona, 18, N. Lautars ; from Mauritius, Jacmel.

At SAIGON.—From Havre, Aug. 12, Jacquiet ; from Bordeaux, 17, Therese et Nelly ; from Mauritius, 11, Guayaquil.

At BATAVIA.—From London, Aug. 27, Annie E. Elliot ; from Liverpool, 25, Gebroeders Van der Beck ; from Holland, 18, Jupiter ; 21, Johannes ; from Cape Town, 14, Carl Max ; from Buenos Ayres, 15, T. F. Whitton ; from Algoa Bay, 23, Helene ; from Rio Janeiro, 25, Sally Brown ; from Holland, Oct. 8, Ottolina.

At SINGAPORE.—From London, Oct. 8, Glenfinlas (str.) ; from Liverpool, 11, Estrella de Chile.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Aug. 21, Menelaus (str.) ; 22, Scotland (str.) ; 23, Undine, for New York, Hermann.

From HONG KONG.—None.

From MANILA.—For Liverpool, Aug. 18, Cilurnum : for Channel, f.o., Berwickshire ; 25, Marte ; 15, Gustav ; 21, Selim ; for New York, 17, Great Admiral ; 28, Melrose.

From SAIGON.—For Valparaiso, Sept. 7, Guayaquil.

From BATAVIA.—For Channel, f.o., Aug. 2, Loch Awe ; 26, Batavia, Christina ; for Holland, 23, A. M. E., Koning der Nederlanden (str.) ; for New York, 27, Jeddah (str.) ; for Marseilles, Oct. 14, John Howard, (str.).

From SINGAPORE.—For Liverpool, Sept. 10, Chacma ; for New York, Oct. 8, Glenartney (str.) ; for London, Oct. 11, Quang-Se (str.).

From PENANG.—For New York, Oct. 15, Orestes (str.).

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TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.—TELEGRAM FROM MR. WADE.

A telegram has been received at the Foreign Office from Mr. Wade, dated Peking, October 7, stating that he had obtained from the Chinese Government the guarantees which he considered necessary, and that Mr. Grosvenor would proceed to Yunnan. Mr. Grosvenor had left for Shanghai to prepare for his journey, and Mr. Wade intended to proceed there also in a few days to give him final instructions.

(REUTER'S TELEGRAM.)

SHANGHAI, OCT. 11.—The *Peking Gazette* publishes an edict enjoining the proper treatment of foreigners in China. The main points of the demands made by Mr. Wade upon the Chinese Government, including the punishment of the murderers of Mr. Margary, have not yet, however, been conceded, and the prospect of a satisfactory settlement still appears doubtful.

(TIMES' TELEGRAM.)

SHANGHAI, OCT. 13.—The aspect of affairs at Peking is more satisfactory. Probably Grosvenor will proceed to Yunnan shortly.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 12, at Marseilles, from Batavia, J. B. Walker (str.); 9, at Amsterdam, from Batavia, Waalstroom; 10, from Rangoon, Gustav Adolph; Sept. 29, at Rio Janeiro, from Saigon, Penseur; Oct. 10, at Flensburg, from Rangoon, Ruhtinas; 15, at London, from Shanghai, Ulysses (str.); 12, at St. Nazaire, from Reunion, G. B. Moyon; at Antwerp, from Rangoon, Matts August; 14, at Falmouth, from Maulmain, Tilde.

DEPARTURES.—Oct. 13, from Liverpool, for Rangoon, Vacni; 8, from Copenhagen, for Akyab, Superb; 9, from Amsterdam, for Macassar, Singapore; 14, from Cardiff, for Singapore, Suscero, Gli Amici, Serafina; for Hong Kong, Esmeralda; for Galle, Giovanni Z., W. E. Gladstone; 13, from London, for Batavia, Professor Van der Boon Mesch; 14, from Newport, for Galle, Alkar; from Deal, for Sourabaya, Laurens Coster; 15, from Cardiff, for Hong Kong, Fanny; for Singapore, P.C. Pederson.

MISCELLANEOUS.—Suez, arrived, 14, Stentor, from Shanghai, for London; Buenaventura, from Manila, for Liverpool; 10, the Nederland Company's steamship Voorwaarts, which arrived here to-day from Batavia, reports that on the 4th inst. she endeavoured to tow the British steamer Medina off the Parkins Rocks, where she was stranded, but after breaking her hawsers and chain cables, she did not succeed, and having stood by her for twenty-six hours, she took off fifty of the crew, and proceeded for Suez.

SPOKEN.—Lizzie Barry, from Sunderland, to Singapore, Oct. 6, 45.58 N., 10 W.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HELME—On the 8th Oct., at Arthur House, North Camp, Aldershot, the wife of G. C. Helme, 10th Regiment, of a son, stillborn.

MILLAR—On the 1st Sept., at Queen's-road East, Hong Kong, Mrs. Andrew Millar, of a son.

SABONADIERE—On Friday, the 15th Oct., at Tonge-house, Lower Norwood, the wife of William Sabonadiere, late of Ceylon, prematurely, of a daughter.

MARRIAGES.

CLARKE—CHRISTIAN.—On the 6th Sept., at the Cathedral, Singapore, by the Rev. W. H. Gomes, Frederic Sydenham Clarke, of Bangkok, son of the Rev. W. J. Clarke, of Swinderby, in the county of Lincoln, to Annie, daughter of Alexander Christian, of Monghyr, India.

MAITLAND—MOUSLEY.—On the 13th Oct., at All Saints' Church, Upper Norwood, by the Rev. J. Watson, M.A., assisted by the Rev. W. Taylor Jones, M.A., Principal of Sydenham College, J. Maitland, of Colombo, Ceylon, to Helen, youngest daughter of the late John and Eliza Mousley, Birmingham.

DEATHS.

CASWELL—On the 7th Oct., at West End, near Southampton, George Caswell, Retired Captain, R.N., in his 82nd year.

DEACON—On the 9th Sept., at Macao, China, sdddenly, Sidney Deacon, aged 30.

DEIGHTON—On the 9th Sept., at Penang, Captain N. T. Deighton.

GOMES—On the 10th Sept., at Singapore, Alfred Lionel, second son of the Rev. W. H. Gomes, aged 15 years and 10 months.

GRIGOR—On the 29th June, at Balclutha, Otago, New Zealand, Eleanor Sophia, wife of Duncan Grigor, late of the P. and O. Company's Service, in the 27th year of her age.

KING—On the 6th Sept., at Singapore, Elizabeth, wife of John King, aged 31.

LOVATT—On the 14th Aug., at Tientsin, Horace Farley Lovatt, of the Imperial Maritime Customs.

OMMANNEY—On the 9th Oct., at Great Yarmouth, Norfolk, Commander Henry Mortlock Ommanney, R.N., aged 35.

SHILLINGFORD—On the 10th Oct., at Folkestone, Alexander Shillingford, Commander R.N., in his 84th year.

Miscellaneous.

THE SOCIAL SCIENCE CONGRESS.—THE OPIUM TRADE.

At the meeting of the Social Science Association at Brighton, on the 12th inst., in the Economy and Trade Department there was a discussion on the Opium Revenue of India, initiated by a paper from the pen of Mr. R. N. Fowler, late M.P. for Falmouth. The essay was read by the Rev. F. S. Turner, secretary of the Anglo-Oriental Society, who explained that Mr. Fowler's absence was occasioned by his having undertaken a journey to China and India for the purpose of collecting information about the opium trade. The hon. gentleman lamented the inattention of Parliament to the affairs of India, to which only few exceptions could be pointed out, such as that of Professor Fawcett, who once declared that "he felt no responsibility weigh so heavily upon him as the responsibility he owed to the people of India." The financial position of India should be a subject of anxious thought to every statesman. The major part of the opium revenue was derived from the provinces of Bahar and Benares, where the poppy was cultivated for the Government by the ryots, who received special licenses and advances of money for the purpose; all the opium produced in these provinces being conveyed to the Government factory, paid for at a fixed price, and sold again for the benefit of Government. The other portion of the revenue was derived from a transit duty of 600 rupees a chest, levied on opium grown in the native States. The revenue was threatened seriously by Chinese competition, and was objectionable on moral grounds. They were sometimes told that they were merely doing in India in regard to opium what they were doing in Great Britain in regard to spirits. As regards the duty from Malwa there might be some truth in this comparison, but the system pursued in Bengal made it altogether inapplicable. Our legislation in regard to alcoholic beverages in England was a legislation of repression. Heavy taxes were placed on the production, and restrictions imposed on the sale. Many persons might think that legislation did not go far enough, but so far as it went its tendency was to decrease the consumption of alcohol. In Bengal, on the other hand, the Government became the cultivators of opium and its manufacturers into a form suited for the Chinese market. They do not act as financiers, but as traders taking every means to enlarge their profits. The parallel between opium and alcohol was not fair. The evils of intoxication were fearful, but most people thought that the moderate use of alcohol was beneficial. It was not so with opium. Who ever heard of a medical man recommending opium-smoking? Mr. C. B. Denison, M.P. for Yorkshire, an advocate of the present system, admitted in Parliament that he could not dispute the deleterious effects of opium. Sir Benjamin Brodie and other eminent medical men had reprobated its use as a luxury. Consul Lay, Mons. Huc, Dr. Medhurst, Mr. Wylie, and others, gave unequivocal testimony to the same effect. A Chinese Mandarin said, "It is not the man who eats the opium, but the opium eats the man." The East India Company said, "Were it possible to prevent the use of the drug altogether, except for the purposes of medicine, we would gladly do it, in compassion to mankind;" and the Select Committee of the House of Commons on our Commercial Relations with China reported that, "They are afraid the demoralising influence on the population of the opium trade is incontestable and inseparable from its existence." It would be easy to multiply evidence, but enough has been said to show the fearful demoralisation which the use of the drug was causing in China. Whatever the advocates of the Indian Government might say of the harmless luxury which opium afforded to the Chinese, the fact remained that they had done what lay in their power to discourage its use among their subjects in India, thus showing their sense that its consumption had at least a doubtful tendency. But how could India dispense with the income? It would be very hard to force India to give it up, and to substitute for it some tax which would press hardly upon the poor and unrepresented population of India; Parliament would never do this. The matter therefore rested with the people of England, who were responsible for permitting the system to grow up. If England was to be freed from her guilt in connection with the traffic, her people must be prepared to pay for the release, as their fathers paid £20,000,000 to abolish slavery. There ensued a most animated discussion. It was begun by Mr. H. Richard, M.P., who contended that the fact that the revenue produced £6,000,000 annually, should not out-weigh the consideration that the traffic was most pernicious and immoral. Sir George Campbell, M.P., said he detested the traffic as much as anybody, but he complained that the people who condemned it had suggested no practical remedy for the evil. Ng-Achoy, a native of China, stated, as the result of personal experience, that the trade in opium produced the most baneful results, and England's honour was involved in its repudiation. Professor Amos contended, in opposition to the views of Sir George Campbell, that the British Government did all they could to push the traffic. Their obligations to China in the matter should be cancelled, and some other staple article cultivated for the sake of the revenue. The Rev. J. Simpson argued that the traffic being morally wrong could not be politically right. Mr. Harrison and other gentlemen having also spoken, Mr. Turner replied, and the Department rose for the day.

THE WESLEYAN MISSION TO THE FAR EAST.—The Wesleyan Conference is sending out the Rev E. E. Jenkins on a special mission to the East. He sails in the *Montgomeryshire*, a ship belonging to his brother, Mr. David Jenkins, M.P. for Falmouth. He will go to Japan, to inspect the Methodist mission there, and then return to China and visit the missions at Shanghai and Hankow, and probably Canton. Then he will go to Madras on the official mission proper which has been entrusted to him. The district meeting at that place will be postponed in order that the ministers on that district may have an opportunity of conferring with the representative of the Missionary Committee. From Madras Mr. Jenkins will go to Bombay, and will return thence to England probably in July.

SEAMEN'S WAGES.—On the 8th inst. Mr. T. Kayle, the captain of the ship *Glengyle*, lying in the East India Dock, was summoned by William Greenwood, able seamen, on board the same vessel, for £13 14s. 6d. wages, alleged to have been earned during a voyage from London to Hong Kong and back. There were three items in dispute, one under the head of "fines and forfeitures," two days' pay for being asleep while on duty, and 35s. for the freightage of a dog which the complainant had brought from China. The magistrate, Mr. Lushington, said he did not think the freightage of the dog came under the Merchant Shipping Act, and should not allow that deduction. It was clear from the evidence that the prosecutor was asleep while on duty, and he should allow that deduction. He made an order for £13 9s. 10d.

THE Messageries Maritimes Company's steamer *Meikong*, with the present inward mail, arrived at Marseilles on the 10th inst. She brings 110 passengers, and a general cargo, including 404 bales of silk, 12,701 packages of tea, 193 sundries, and £76,112 in specie for London, which part of her cargo will be forwarded to its destination per Company's steamer *Indus*, due in London on or about the 20th inst.

MR. WADE is publishing Mr. Augustus Margary's journal for the benefit of his family.

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No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, OCTOBER 18, 1875.

LI-HUNG-CHANG.

We extract in another column the more interesting portions of a letter which has appeared in *The Times*, with reference to Li-Hung-Chang, and which reiterates a great many of the ominous warnings which have of late been so frequently made respecting the increasing forces in China and the dangers which attend a future war with that country. The writer sets forth that the forces of China are habitually underrated, and goes on to say that "in the event of war, we should find that the forts of the "Peiho, Yangtsze, and Pearl River were not simply "mounds of mud and millet stalks, enclosing rusty "ancient guns, and they could not all of them be calmly "taken in the rear, and their wretched garrison impressed "to form a coolie corps." No doubt this is true, but the progress which has been made is habitually over-estimated by those who hold similar views to the writer in *The Times*. It is not at all likely that, in the event of hostilities, we should go to China equipped only to meet such rubbishing forces as those which we encountered in the last war. We should have to do, and should do, precisely what was done on that occasion, and proceed to China with an equipment sufficient to meet a respectable foe; and there cannot be the slightest doubt that the very first action would be sufficient utterly to cow the Chinese. The idea of a protracted war taking place in that country is simply absurd; and the writer of the letter under notice is so far right in saying that it is "impossible to calculate the effect of protracted hostilities." Li-Hung-Chang is no doubt a very formidable Commander-in-Chief—for a Chinaman; but the idea that his genius would enable him to maintain for three months a contest against a power such as Great Britain, can only provoke a smile on the part of those who know what the Chinese are when one gets a little beneath the surface. The arsenals at Nanking and Shanghai seem formidable enough, and no doubt the munitions of war which are to be found there would be dangerous if there were the slightest chance of their ever being used effectively. But Chinese soldiers are utterly lacking in the greatest essential for actual warfare, namely, discipline, and the Chinese nation at large equally lack the great essentials for perpetuating, hostilities, of order, centralisation, and financial prosperity. Any lengthened hostilities would assuredly produce internal rebellion, and of this the officials are fully aware, so that they would be only too anxious to come to terms after the first decisive blow had been struck; and it is scarcely to be imagined that Chinese progress in the art of war has been such that we should not succeed in whatever special operation the commanders of our military and naval forces might think it desirable to commence with. We may, therefore, rest assured, as the writer in *The Times* himself impliedly admits, that a war with China would result in the complete and ignominious defeat of that nation. It is, perhaps, to be regretted that so much is said from time to time with respect to the warlike preparations of the Chinese, which cannot but have the effect of so far flattering their vanity as to be very likely to tempt them, more than anything else, to try their strength again with a European Power. It seems to be overlooked by those who harp so much upon this string that if the Chinese have been making some efforts at military and naval organisation since the last war, we have not ourselves been quite idle in that respect during the past fifteen years; and that during that time we have had both naval and military officers in large numbers in China who have no doubt fully taken the measure of Chinese warlike powers, and will be able, should the necessity arise, to give well considered and reliable advice to the War-office and the Admiralty as to the nature of the forces which will be required.

THE RUSSIANS IN KHOKAND.

Three weeks ago we were enabled to inform our readers of the capture of the town of Khokand, on Sept. 16, by the Russian troops under the command of General Kauffmann, and at that time, from the details before us, it appeared probable that the insurrectionary movement was entirely crushed by that event. Fresh intelligence, however, has reached St. Petersburg from Central Asia, giving some brief particulars respecting further fighting, which has again ended in the complete triumph of the Russian army. The Russian *Invalide*, in its issue of Wednesday last, states that Abduracham Avdobadschi, the leader of the insurrection, collected 10,000 men at a short distance from Marghilan with the avowed object of making a further stand against his victorious opponents. General Kauffmann, hearing of his movements, marched at once on Marghilan, but Avdobadschi again retreated without any collision having occurred. The General despatched Colonel Scobelew in pursuit, and on Sept. 21 his detachment overtook and completely routed the 5,000 men whom Avdobadschi had kept together. Three bronze guns were captured on the occasion. "The retreat of Avdobadschi," we are told, "then became a disorderly rout, and he fled "through Krarassu, accompanied by not more than 100 "men. The Cossacks continued the pursuit as far as "Uscha, but returned to Marghilan after having lost all "trace of Avdobadschi on Sept. 25. When last seen he "had only five followers with him." The Russians have left a small detachment in the district to watch for him, in case he should attempt to create any further trouble. The Russian occupation of the Khanate is seemingly approved of by the inhabitants, who possibly are anxious for some more settled form of government, and we hear that deputations have arrived from all parts offering submission to the Russian authorities. There can be no doubt that General Kauffmann's recent successes are viewed with great approval and interest in the highest quarters, as, in compliance with the expressed wish of the Czar, an aide-de-camp has left Tashkend for Livadia to make a personal report to his Majesty upon the events of the campaign in Khokand.

SEIZURE OF THE BRITISH STEAMER "SULTANA."

The Hong Kong papers contain some notice of the seizure of the British steamer *Sultana* for breaking the blockade of Sooloo. The account given is very brief, and it is evident that there is a great deal more in the matter than appears upon the surface. It is stated that the steamer had been "landed and hidden among the bushes, with her "funnel taken down, and was deserted by the captain and "all the crew, who fled into the jungle." It is evident that the steamer is of very small dimensions, and, if the facts are correctly stated, they look very much as if those concerned in the matter were conscious that they were committing an illegal act. The history of the blockade of Sooloo by the Spaniards is a very long affair, and their right to take up the attitude they have assumed is gravely questioned in some directions; but the fact remains that no exception has been taken to it in official quarters, and that the blockade has been officially announced in Hong Kong, where attention was called to it some two years ago, by the seizure of vessels under circumstances analogous to the present. The matter is to be fully investigated by a Prize Court at Cavite, and we trust that the proceedings will have the effect of setting the matter of the Sooloo blockade in a thoroughly clear light, so that difficulties of this character, which are apt to lead to unpleasant international questions, may be rendered impossible. It would

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be well also if the Home authorities seized the present opportunity of ascertaining generally the rights and pretensions of Spain with reference to Sooloo.

THE official announcement, which is made elsewhere, from the Foreign-office, to the effect that Mr. WADE had telegraphed on Oct. 7 that he had obtained the necessary guarantees from the Chinese Government, and that Mr. GROSVENOR would proceed to Yunnan to investigate with reference to the murder of the late Mr. MARGARY, gives promise that the firm attitude adopted in the matter will be productive of satisfactory results. It had already been announced in unofficial telegrams that the Chinese had issued a proclamation, stating that foreigners were to be well treated, and that the negotiations were proceeding satisfactorily, but nothing was said as to what steps were to be taken for the punishment of the offenders. The last is, of course, the one point upon which the satisfactoriness or otherwise of the result depends, and it is to be hoped the latest news indicates that this fact will not be lost sight of. If the Chinese fail to punish the offenders in so serious a case as the murder of Mr. MARGARY, all that they may do in the form of issuing proclamations will not counterbalance the moral effects of their dereliction of duty. As noticed in last issue, however, Lord DERBY appears to be determined that due punishment shall be inflicted on those implicated in the crime, and a statement, which appears in one of yesterday's papers to the effect that, "owing to the continuance of complications with China," Lord DERBY cannot deliver his rectorial address to the students of the University of Edinburgh till the middle of December, would seem to indicate that the China question is being taken into very serious consideration at head-quarters.

A LETTER has appeared in the *Echo* with reference to "Our Position in China," from the pen of "An Old Colonist," which is interesting as showing the power of hope in the minds of some people. Our exports to China, the writer believes, are to be indefinitely increased by the good will which will result from the labour of medical missionaries. While giving every credit to those gentlemen, we scarcely believe that they will completely succeed in this object, and that guilds, barriers, lekin taxes and monopolies will at once vanish before pills and powders, drugs and diagnosis. As to the Rev. Mr. LO-SAM-QUEN'S allusion to the hospital in Hong Kong, it is notorious that the Tungwha Hospital does scarcely anything towards healing the sick; and that the committee have made use of the powers conferred upon them by the Ordinance for the establishment of the hospital to constitute themselves into an unofficial and unauthorised native protectorate.

THE Japanese Charge d'Affaires, WOOYENO, has left London on a visit to the Continent, and KINZO has been appointed to discharge the duties of the post *ad interim*.

LI-HUNG-CHANG.

A letter signed "Kwang-Tung" appears in *The Times*, in which an account is given of the career and exploits of Li-Hung-Chang. The writer supplements his account with the following observations:—

What progress have the Chinese made during the last ten years? is at the present moment a question worthy of our serious consideration. To the writer of the following notes—who spent some years in travelling through China—it seems that there is a decided tendency to underrate the effect of the recent measures which the Chinese have taken to improve their coast and river defences, and to strengthen their Army and Navy. It is customary to describe the Chinese Army as existing mainly on paper in an imposing position in official documents, or, at best, as an ill-conditioned, badly-armed, undisciplined rabble. In the event of war we would find that the fort on the Peiho, Yangtsze, and Pearl River were not simply mounds of mud and millet stalks, enclosing rusty ancient guns, and that they could not, all of them, be calmly taken in the rear, and their wretched garrisons impressed to form a transport coolie corps. It is quite certain that the Chinese—who have confined their late efforts in the direction of progress to the improvement of their arms and defences—have not altogether failed in their efforts to advance. On the contrary, they have succeeded to a degree that must not be too lightly estimated if we would prepare ourselves to strike sharply and decisively. It is impossible to calculate the effect of protracted hostilities. In the Southern Provinces of China, our troops would be exposed to the dangers contingent on a hot, humid, and unhealthy atmosphere. This would apply with equal certainty to the Northern Provinces during the summer months and early autumn, when large tracts of country are flooded by the overflow of the Yangtsze and Yellow River, when the fevers common to hot and marshy lands might check our progress. Again, during winter, in the North an army campaigning, let us suppose, on the plains of Pe-chihli would be exposed to a rise and fall of temperature during day and night which may at times be compared to the heat of an African sun and the cold of an Arctic winter.

Li Hung Chang, Governor-General of Pe-chihli, is supposed to be the arch-enemy of foreigners and the leading opponent of progress. This estimate of Li's character cannot altogether be borne out by facts. As a soldier, he has done more than any man living in China to improve the weapons of his country and the condition of his Army. If his schemes have miscarried, and his energies have been misdirected, it only proves that he has shot too far ahead of the sluggish Imperial Government and the physically and intellectually low estate of his toiling countrymen to meet with ready and honest co-operation. This remarkable General, whose life has been full of activity, and who has done so much good service for the Imperial Manchu Government, was the first to found an arsenal on the foreign model. This arsenal was built at Nanking after its recapture by the Imperial forces in 1864, and has been kept steadily at work in the manufacture of guns and munitions of war under able European direction. The buildings, which are on a most extensive scale, were partly constructed out of the ruins of the great Porcelain Tower and Monastery of Gratitude. They consist of a gun, small arms, and carriage factory, where caps and cartridges are also manufactured in enormous quantities. At some distance from this factory there is another, entirely devoted to the preparation of combustible material, and filling of shells, torpedoes, and rockets. The workmen employed in the arsenal are all of them Chinese; the inspectors of departments only are Europeans. Nothing surprises one more in such a place than the solid beauty of the steel and iron castings which are turned out without flaw or blemish. For some years guns have been cast there under pressure, and with unvarying success, save, perhaps, on one occasion only, when, in the absence of the superintendent, the mandarin left in charge was experimenting on his own account. Not less remarkable are the finished guns, torpedoes, rocket-stands, and tubes, which are all proved for service before leaving the arsenal. There are other arsenals besides this in China, at Shanghai, Foochow, and Tientsin, and schools for the instruction of naval and military cadets in the modern art of war. Enormous stores of war material have been produced at these arsenals, and are now ready for any sudden or unforeseen emergency. It is by no means a soothing reflection to think that these arsenals have, for the most part, been maintained by the revenue accruing from foreign commerce. It would almost seem that the increased facilities for trade granted by the last Treaty have only contributed the means to place the Chinese on what they conceive to be a formidable war footing; to place in their hands the weapons that will, they probably dream, enable them to defend and fall back upon their ancient policy. The proper lighting of the coast, dredging of harbours, and removal of sandbars have been studiously neglected, while no pause has been made, and no cost spared, by the Chinese Government in surveying the river approaches, in laying torpedoes, in constructing new forts, and in repairing the old ones, in erecting batteries of Krupp and Armstrong guns, in arming their soldiers and maturing their plans for defence. It cannot be doubted that the Chinese have for years past been (long before the Japanese difficulty had to be dealt with) making progress in the direction mainly of preparing for war, and should our Government tide over the present difficulty with China it is much to be feared that the Chinese will neither rest nor reform until they have tested their prowess with the weapons we have placed in their hands and tasted the bitterness of another defeat.

EASTERN EXTENSION AUSTRALASIAN AND CHINA TELEGRAPH COMPANY (LIMITED).

The fourth ordinary general meeting of this Company was held on the 12th inst. in the Cannon-street Hotel. The chair was occupied by Mr. John Pender, M.P.

The Chairman having alluded to the figures given in the report, said the earnings showed a falling off of about £4,999 as compared with the corresponding half of the previous year, but this was fully accounted for by the depressed state of trade in India. The expenses were rather less than in the previous half-year, and included an amount of £3,000 which the company had lost from dishonesty at Shanghai. He went on to say that the board were strongly in favour of the policy (which had been advocated at some of the company's meetings) of adding to the reserve fund, and he hoped they would be able to do this, and also maintain the present rate of dividend. Having referred to the reduction in the debenture debt, he expressed a hope that the balance of £3,200 would be paid by March next year. The repairs to the cable for the half-year amounted to £2,751 19s. 2d., as against £3,099 8s. 7d. in the corresponding half of last year. The faults in the Batavian cables, which were in shallow water, had been easily repaired—a fact which ought to strengthen confidence in telegraph property. As regarded the New Zealand cable, a portion had been shipped on board the steamship *Edinburgh*, and he believed the whole cable would be laid by February next year. He congratulated the shareholders on the fact that the shareholders had taken about two-thirds of the debentures authorised at the special meeting, and said the directors would have no difficulty in placing the remainder on a small premium. He said the joint purse agreement with the Northern of China had been renewed; it had worked well hitherto, and would no doubt do the same in future. At the St. Petersburg Conference considerable attention was given to the subject of submarine cables, which, he believed, would result in benefit to those undertakings. Having expressed his belief that the word "tariff" would become general on submarine lines, he concluded by moving the adoption of the report.

The Hon. Mr. Massey, M.P., seconded the resolution, which was put and carried without any discussion. A vote of thanks to the chairman and directors closed the proceedings.

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THE SCHOOLS OF JAPAN.

Writing from Tokio, under date of August 24, an occasional correspondent of the *Daily News* contributes a letter on this subject, which is especially interesting from the fact of its showing that, by a late decision of the Department of Education, the English language is to take the most prominent place in the future instruction of the youth of Japan. The writer sketches briefly the course of events, from a scholastic point of view, since the Imperial Government took over the territories of the old feudal princes, and resolved upon making Tokio the great centre of education for the empire. From the statements which he makes, the fees charged are exceedingly moderate, and it is also remarkable that the schools are conducted with a comparatively small staff of foreign teachers. Besides the youths under instruction in the ordinary educational establishments of the city, there are also about two hundred pupils under the care of the English and French missionaries, most of them paying from two to three shillings per month. As its name implies, the Eigo Gakko, the writer remarks in his concluding paragraph, is emphatically a language school; and although arithmetic, history, and geography are also taught, the great aim is to turn out students capable of speaking and writing English with fluency and correctness. Half-yearly examinations are held, and the best pupils are promoted, either to higher classes or to the Imperial College. At the beginning of the next half-year another hundred and fifty scholars will be admitted, and an addition made to the foreign teachers. The Ko Gakko Riyo and Imperial Naval College Preparatory Schools are also English schools, and the course of study is the same as in the Eigo Gakko. The first contains one hundred and fifty scholars and four teachers. The pupils on finishing their course enter the Imperial College of Engineering. The Naval College Preparatory School contains ninety scholars and two teachers; the pupils in this are intended to enter the Naval College. The Guwai Koku Go Gakko (foreign language school) contains four divisions; first, the German, with two hundred pupils and five teachers: second, the French, with one hundred and fifty pupils and four teachers; third, the Russian, with seventy pupils and two teachers; fourth, the Chinese, with forty pupils and one teacher. The students in the French department are eligible for admission to the Imperial Military, those in the German to the Medical School. Up to the present time instruction has been given in the Kaiser Gakko (Imperial College) in English, French, and German; but, as we have observed above, English is to be *the* language of the future. The number of students in the Government and private schools together is estimated at eight thousand, of whom about one-half may be reckoned as French and German students, and the remainder, of course, almost entirely English.

Literature.

Notice sur le Cambodge. Par E. Aymonier, Lieutenant de Vaisseau, Professor de Cambodgien au Collége des Administrateurs Stagiaires à Saigon. Paris: E. Leroux. 1875.

In the volume before us M. Aymonier treats his subject in considerable detail, though at the same time with brevity, and all who desire to obtain any information respecting Cambodia will peruse it with profit, and will hardly fail to find what they are in search of in its pages. He commences with a general survey of the country, and a sketch of its history in legendary as well as historical times. In his fourth chapter he makes a few remarks on the present state of the country and the different races inhabiting it, of which he refers to four classes besides the indigenous Khmers, &c. First come the Malays (Chvéa) and the Chams, the latter of whom are gradually being absorbed by the former. Next are the Chinese, in number somewhat over a hundred thousand, whom M. Aymonier evidently does not hold in high esteem; and more numerous even than these are the Annamites, who make their way in by every channel of communication, and who are largely increasing in number. The fourth class consists of cross-breeds, chiefly between Chinese and Cambodians, and between Cambodians and Annamites. Chapters 5 to 10 are devoted to the King and the various dignitaries and functionaries of all grades. The "Bakou" and "Prea Vongsa" castes next claim our attention. The former are descended from the Brahmin caste, and number from eight hundred to a million men; while under the latter designation come the descendants, male and female, of the Royal family, who, after the lapse of several generations, are considered to have lost all possible claim to the Throne. In the following chapter a curious ceremony is described, viz., that of drinking "oath-water," which takes place twice a year. Chapters on Revenue, Impost on Rice, &c., are next in order; after which M. Aymonier discourses briefly on the Religion of the Cambodians, adding, in an ensuing chapter, a few notes on the three distinct classes of slaves existing among them. The longest chapter in the volume, and probably the most generally interesting one, is that descriptive of the manners and customs of this little known people, upon whose affairs some light is gradually being thrown by the persevering industry of French writers. His last chapter M. Aymonier entitles "Fêtes et Rejouissances." According to ancient usages, he writes, the Cambodians have a fête for every month in the year, the name of which is often borrowed from the old language. The late King, who was much attached to the traditions of his country, scrupulously observed these fêtes, which hold an important place among the customs of the kingdom. A paragraph is devoted to each of the twelve fêtes, and briefly describes their peculiarities. In an Appendix some particulars are given on the subject of Weights and Measures, Money, the Cycle, &c. In a concluding note, headed "Art Cambodgien," M. Aymonier refers his readers for information on that point to the Comte de Croizier's "L'Art Khmer," recently noticed in these columns.

In a paper entitled "Audi Alteram Partem," the *Friend of China* expresses its views on the China question, which, we suspect, will hardly be relished by European communities in that country, nor yet by those at home who desire its rapid commercial development. Mr. Nang Choy's letter to *The Times* of July 6th on the Opium question is reprinted in its entirety, and is followed by a communication from Dr. S. Wells Williams to the editor, generally approving its gist. Sir W. Lawson's speech in the House of Commons on the Indian Budget is also reprinted, on account of its bearing on the Opium question. Next, we have some remarks on the Birmingham Committee of the Society, and the Commercial Reports from H.M.'s. Consuls in China, 1873, are then finally disposed of. The rest of the number is occupied with "Communications from China," "Gleanings from the Newspapers," and "Notes of the Summer."

The *Geographical Magazine* for October opens with an appreciative notice of the late Commodore Goodenough, R.N., who was murdered on the 20th of last August, and who at all times took a great interest in the success of that journal. This is followed by two instalments of the promised papers on the Arctic Expedition, and Major Herbert Wood's Observations on the Attrek bed of the Oxus. Mr. E. Delmar Morgan contributes a sketch of Mongolia and the country of the Tangutans; and the editor furnishes some extracts from a letter of Mr. Ney Elias, written on the 4th of last January, but which "through an accident were not inserted" at the time of their receipt, some months ago. Mr. Keith Johnston continues his notes of recent journeys in Paraguay, and the editor promises in the next number to give some account of the recent Russian Expedition to the Khanate of Hissar. Several reviews appear in this month's issue, as well as the usual amount of information under the headings of Cartography, Log-book, and Correspondence. The "Proceedings of Geographical Societies" include a somewhat lengthy report of the recent meeting of the British Association, and the June and July bulletins of the Paris Geographical Society. The latter concludes with a summary of the account of a journey made by Père Dubernard, "with the object of conciliating some savage tribes named Lissu, who had made a raid on the inhabitants of Tse-ko (in Western China), where some of the fathers resided."

Many of our readers will, we think, peruse with much pleasure a paper, entitled "The Zuider Zee," in the current part of *Chambers' Journal*. The writer bases his observations on M. H. Havard's "Voyage au Villas Mortes du Zuiderzée," a work which gives an interesting account of many places, which are now considered out-of-the-way towns, but which were once well-known to fame. In the frequently inundated island of Marken, which is entirely occupied by fishermen, and is remarkable for some strange customs and practices, it is curious to note that the walls of the bedrooms are covered with blue china, Japanese porcelain, &c. Perhaps in some of these old-world towns and villages Messrs. Audsley and Bowes might find some specimens of the latter which would be of use in illustrating their "Keramic Art of Japan"? At any rate, the idea is worth a passing consideration.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Amsterdam, Oct. 13.

We are threatened with being involved in another war. Whilst we need all our forces to subdue the Atchinese we are obliged to send some men-of-war to the Caribbean sea. The small Republic, Venezuela, with which we have been involved several times in difficulties, claims concessions which we cannot grant. But let me sketch the history in a few lines. The man who rules at this moment in the Republic is General Guzman, an inveterate enemy of the Dutch; some years ago he was a resident in the island of Curaçao, and there he conspired against the established Government of Venezuela. Our authorities, of course, let him know that he was dangerous to good order, and he had to leave our possessions; his plans, however, were ripe, and without much difficulty he overturned the Government. As President of the Republic he reciprocated Dutch hospitality with injuries and Mr. Rolandus, our *chargé d'affaires*, was unceremoniously sent home. Our vessels had to struggle with many difficulties, and some time ago the *Mida*, a merchantman of Curaçao, was captured as a prize ship; the crew were thrown into prison and tortured, with the aim that they should avow that the vessel was loaded with contraband of war; and last, but not least, the principal harbours were closed to our trade. Since the expulsion of Mr. Rolandus Mr. Brakel was sent to Caracas as our representative, and he obtained as a compensation for the damage done to our traders a certain sum of money. Two claims, how-

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ever, remained unsettled, viz., the question of the *Midas* and the closing of the harbours. Our Government was surprised on a certain day by the arrival of a Venezuelan ambassador, who came to settle the difficulties. Our Government claimed, of course, reopening of the harbours and indemnification for the *Midas*. Dr. Josa, the ambassador, was not inclined to grant these demands, but, on the contrary, he brought forward the claims of his Government, which consisted of an indemnification for the very extensive smuggling trade alleged to exist between Curaçoa and the Republic by which the insurgents of his State were aided. To check this it was asserted that the Republican Government had been obliged to spend a good deal of money, and this ought to be paid back. None of the parties would hear of concessions. Our Minister of Foreign Affairs was inclined to negotiate if our claims were granted, and promised that if it were proved afterwards that we were in the wrong an indemnification would be given. The Venezuelan ambassador at last submitted an ultimatum, and left the Residency. Thus diplomatic relations are brought to an end, and the question now is, what will happen? Yesterday the minister was interpellated thereabout, and he said that for the moment the affair was limited to a rupture of our diplomatic relations. Of course, Mr. Brakel will be recalled; but what will next happen? It is quite true that the army of the Republic is small, but, nevertheless, this affair may create much trouble. The best course would, I think, be that the question should be brought to an end by arbitration, because there is, no doubt, right and wrong on both sides. The President knows very well what he has to hope and what he has to fear from the residents of Curaçao, and it seems that too much importance by our Government was set upon the question of closing the harbours. The port of Laguayra remained open because it was under the control of the Government. This, of course, was a burden to our colonists, but no other nation protested against this measure. We rest in hope that this affair will be definitively settled in the sense expressed in the letter of the Ambassador, *d'une manière pacifique et mutuellement satisfaisante.*

This interpellation excepted, the business of the Second Chamber has not been very interesting, and I only need state that a second address of Mr. de Rochemont, claiming a rehabilitation, was put aside without taking any notice of it, and that the election of Baron Heemstra as M.P. for the district Haarlemmermeer was annulled because several informalities were discovered. The section report upon the Budget for Foreign Affairs has been published. Several members urged the necessity that measures ought to be taken in order to prevent "English floating coffins" being allowed to adopt the Dutch flag; that gunboats should be sent to protect our fishing-boats against the brutalities of English fishermen on the high seas; and that the scandals which have taken place with regard to the enrolment of foreigners for our East India Army should henceforth be prevented. I may add to this last remark that several foreigners who offer themselves are refused, because they do not possess the necessary documents to prove that they are fit for service in our colonies. It is said that the depôt will be removed to a town which is situated more in the neighbourhood of our frontiers than Harderwyk. The question, however, is whether in that case more desertions may not take place than now occur.

The festivals in Luxemburg in honour of Prince Henry, who has been for twenty-five years Stadtholder of that Grand Duchy, have come to an end. They were, the correspondents say, most splendid and most cordial, and proved that the Prince is held in great esteem by the Luxemburg people. The *fêtes* had, of course, rather, an *intime* character. The important news of which I spoke in my last, and which was derived from the *Amsterdamsche Courant*, has been proved to be a *canard.*

The King has granted permission to Mr. J. A. Dieduksman at Djohjocarta, to accept the Knighthood of the Fourth Class of the Crown conferred upon him by the German Emperor.

Mr. J. N. Anslyn, H.M.'s Consul in Egypt, arrived some days ago at the Hague.

I regret that I have to state that the steamer *Thomas Sorby*, bound from Batavia to Rotterdam, has stranded in the neighbourhood of Brouwershaven. Thé crew were saved, but the valuable cargo, estimated at one million and a half, is for the most part lost. It included 10,000 bales of coffee, 250 chests of indigo, and some lots of tobacco.

The greatest dulness still prevails on the Bourse. There is plenty of money seeking employment, but there is great want of confidence. Our Home funds are not in the least affected by the Venezuelan question, and even the nominal quotation of the fund of that Republic on our Exchange remains as it was.

PRODUCE MARKETS.

The transactions in Colonial Produce have been very limited, which is partly due to the extensive public sales and the lots offered by tenders. Prices are in general very firm, and holders not much inclined to operate.

Coffee.—The market is rather dull, but the quantity which has been offered is small, last auction prices being maintained. The private parcels brought into the market were eagerly taken.

Tea.—Since the auction the greatest dullness prevails.

Sugar.—The market has remained unaltered. Superior quality is held too high to make operations possible. Inferior quality has been sold at f.1¼ under July.

Rice.—Uncleaned firm in price, but dull. Prices are nominal.

Spices do not meet with much demand, but only trifling lots are offered. 278 c. Amboina Cloves found buyers at prices that did not transpire.

Tobacco (Java).—Important loss of sundry marks were sold at satisfactory prices. The stock includes 1,835 bales Sumatra and 45,910 Java. A company has been established here to cultivate tobacco at the Cape of Good Hope, under the style of the Transvaal Tobacco Company.

Cotton.—Without any particulars; prices are too high in America, to make any speculation possible.

Rattans.—A couple of hundred bales found buyers.

Java Indigo.—Unaltered and only some trifling lots have changed hands.

Hides.—The stock is very large, and includes about 7,000 ps. E. I. In other articles there have been no transactions worth notice.

SHIPPING.

Arrivals.—Oct. 5, at Brouwershaven, from Rangoon, Angiolina; at Tessel, from Akyab, Stavanger; at Flushing, from Akyab, Andrea Wilh; 6, at Tessel, from Batavia, Waalstroom; 9, at Flushing, from Tjilatjap, Samarang.

Departures.—Oct. 9, from Maassluis to Batavia, Noach I.; from Tessel to Akyab, Marathon.

Naval and Military.

The Himalaya, troopship, is expected to arrive at Hong Kong from Malta on the 31st of January next. She will leave Hong Kong on the 14th of February, arriving at Singapore on the 20th, and leaving on the 27th for Portsmouth. Notice has been given that letters, &c., for the Himalaya should be posted to go by the mails leaving on the following dates:—For Hong Kong, December 24th, *viâ* Brindisi; December 30th, *viâ* Southampton; and January 7th, *viâ* Brindisi. For Singapore: January 13th, *viâ* Southampton; January 28th, *viâ* Brindisi.

The *Broad Arrow* says:—"There is little glory for anyone from the Burton court-martial. There have, in fact, been many wrong, and only one right, while even he has not escaped censure; the true moral to be drawn from the whole affair is that women are the very devil, unless, as is usually the case, they are 'angels and ministers of grace,' instead of disgrace." The *Army and Navy Gazette* says:—"We believe that in the opinion of the Lords of the Admiralty there has been a miscarriage of justice in the late trial, as they have not only written to Lieut.-Colonel Burton expressing the high sense which they entertain of his character and of his conduct during the most trying circumstances, but at the same time they have administered a rebuke to all concerned in this most disgraceful attempt to traduce the character and ruin the professional reputation of an able officer and a high-minded gentleman."

A correspondent at Hong Kong writes under date September 4:—"Her Majesty's ships of war in harbour are the Modeste (senior officer's ship), Midge, and Ringdove; the flagship Audacious, Kestrel, and Thalia are at Shanghai, the Egeria, Frolic, and Sylvia at Nagasaki, the Charybdis at Yokohama, the Hart at Amoy, the Hornet at Foochow, the Mosquito at Hankow, the Swinger at Kiukiang, the Fly, Lapwing, and Thistle at Singapore. The Growler left here on the 2nd of September for Chefoo. The Dutch corvette Curaçoa arrived here on the 29th of August (Sunday), and the following day exchanged the customary salutes, which were returned by the garrison battery. Captain Brooke, Brigade Major, proceeds to England by mail steamer of 2nd of October to take up the appointment of Brigade Major at Shorncliffe."

Mr. W. A. M. Gordon, of the Survey Department; who had been at home on leave, and had come up to London to embark for Ceylon on board the Hankow, died suddenly the day before the departure of the vessel. Mr. Gordon was well known as an able and most zealous officer of the Survey Department, and one who had undergone much "roughing it" in the jungle. Previous to his arrival in Ceylon he had served in the Royal Artillery, of which his father, the late General Gordon of Culdrain, Aberdeenshire, was a distinguished officer. General Gordon served in Ceylon nearly half a century ago, and his name is still connected with several public works in the island.

The Rosario, 3, screw-sloop, Commander Arthur E. Dupuis, was paid out of commission on the 12th inst. at Sheerness Dockyard. She was commissioned on the 12th October, 1871, at Sydney, Australia, it being her second commission on that station. She left England 2nd November, 1867. Her crew were granted the usual seven weeks' leave on being paid off, and the ship herself was placed in the fourth division of the steam reserve at Sheerness until her services are again required, which is very unlikely, as she is very defective and unsound.

Captain John Ommaney Hopkins will be flag-captain to Admiral Sir Thomas Symonds, K.C.B., who will succeed Admiral the Hon. Sir Henry Keppel, G.C.B., at Plymouth, at the end of this month, as commander-in-chief. The last appointment held by Captain Hopkins was as flag-captain to the late Rear-Admiral F. Campbell, commanding the flying squadron.

The Diamond, 14, screw corvette, Captain George S. Bosanquet, which sailed on the 14th Aug. last from England for the East Indian station, will relieve the Briton, and the latter will come home *via* Suez Canal to be paid off; she was commissioned 28th Nov., 1871.

Captain Arthur Hill, of the Royal Marines, who served with the battalion recently stationed in Japan, has, at his own request, been placed on the Retired List, and has been recommended for a step of honorary rank.

The Teazer, 4, double-screw composite gun-vessel, has been commissioned at Sheerness for service on the East Indian station by Com. Capel Wodehouse, with a complement of seventy-two officers and men.

The Sirius, screw sloop, Captain Charles Pringle, sailed on the 11th inst. from Plymouth Sound for the Cape of Good Hope and West Coast of Africa Station. She will call at Madeira and Ascension.

Major G. Bertie B. Hobart, Royal Artillery, has been appointed Military Secretary to his Grace the Duke of Buckingham and Chandos, Governor of Madras.

The Lily, 3, composite sloop, Commander Basil E. Cochrane, arrived at Port Said on the 8th inst. from Plymouth and Malta, *en route* to the China Station.

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Monetary and Commercial.

The Manchester Market has been very steady, though without any marked increase in the daily transactions, which have been carried through at full prices which show an upward tendency, notwithstanding the check this evidently places upon the operations of buyers.

The directors of the West India and Panama Telegraph Company have issued their report for the six months ending the 30th June last. An available balance is shown of £10,981 15s. 7d., and out of this sum it is proposed to pay 7s. 6d. per share on account of arrears of dividend on the first preference shares, and carry forward £1,606 15s. 7d. to the new account. The increase in the traffic receipts is £9,308, or 67 per cent. in excess of the receipts for the corresponding period of 1874.

The directors of the Royal Mail Steam Packet Company have decided to recommend to the shareholders at the meeting to be held on the 27th inst. a dividend of £1 10s. per share for the half-year ended the 30th June last, free of income-tax, which is equal to £5 per cent. per annum.

At the meeting of the Eastern Extension, Australasia, and China Telegraph Company (Limited) the directors' report for the half-year, which recommended the payment of an interim dividend of 1½ per cent., in addition to a similar distribution previously paid, was adopted.

We learn that an enterprising firm has hit upon the idea of re-exporting tea to China. Of course the idea can be only to have it repacked and sold again as new season's tea, when the rush usual at the opening of the season comes on. Apart from the very questionable morality involved in the proceeding, it is interesting as showing the uncalled-for character of the enhanced prices paid in China for new season's cargo, and the absurdity of the competition which has for years past characterised the trade.

The rails for the first line of railway to be laid in China are in course of manufacture at the Cleveland Works, Stockton.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 9th inst. was 4,017,534 lb., of which 2,355,743 lb. was for home consumption, 1,053,528 lb. was removed coastwise, 562,708 lb. was exported, 42,124 lb. was sent coastwise for export, and 3,431 lb. was for ships' stores. The duty received amounted to £58,894 against £55,824 of the previous week, showing an advance of about 5½ per cent.

The market for Bar Silver has been firm throughout the week, and the supply limited; prices ranged from 56¾d. to 56⅞d. per oz. standard, until a special demand for immediate delivery caused a rise to 57⅛d. The closing price is 57d. per oz. standard. Mexican dollars are quoted 55¼d. per oz., but any arrivals would realise more, owing to the rise in Bar Silver.

THE BOARD OF TRADE RETURNS.

The following is an extract from the Board of Trade Returns for September of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th September. 1873.	1874.	1875.
China and Hong Kong	lbs.	670,600	1,507,100	1,588,700
Japan	,,	435,730	432,800	1,552,000
Straits Settlements	,,	127,170	237,900	231,100
Ceylon	,,	28,000	25,800	5,000
		For the Nine Months ended 30th September.		
China and Hong Kong	lbs.	8,178,680	10,928,000	11,192,700
Japan	,,	6,017,150	4,398,700	11,361,700
Straits Settlements	,,	1,623,930	1,791,960	1,580,300
Ceylon	,,	161,100	306,100	106,000

COTTON MANUFACTURES.

To		For the Month ended 30th September. 1873.	1874.	1875.
China and Hong Kong	yds.	21,073,000	27,128,700	43,231,300
Japan	,,	538,600	1,906,200	6,632,900
Philippine Islands	,,	166,300	1,132,100	2,901,600
Java	,,	1,069,600	4,808,700	3,615,500
Straits Settlements	,,	5,853,350	7,269,900	7,530,600
Ceylon	,,	4,331,000	2,368,100	2,521,900
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	251,868,200	287,127,440	313,411,500
Japan	,,	15,947,447	15,271,600	31,905,400
Philippine Islands	,,	6,374,940	8,332,840	23,585,800
Java	,,	13,856,350	28,941,300	45,098,100
Straits Settlements	,,	51,033,450	72,984,620	64,398,900
Ceylon	,,	26,882,600	28,262,900	23,949,000

WORSTED STUFFS.

To		For the Month ended 30th September. 1873.	1874.	1875.
China and Hong Kong	yds.	790,890	1,598,516	1,425,100
Japan	,,	26,210	209,230	1,045,500
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	12,573,460	9,848,550	11,775,100
Japan	,,	2,271,820	1,106,080	7,386,800

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th September. 1873.	1874.	1875.
China and Hong Kong	yds.	126,120	83,180	186,400
Japan	,,	98,230	24,620	39,800
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	1,678,260	699,370	1,321,600
Japan	,,	846,520	123,340	212,700

LEAD TO CHINA AND HONG KONG.

For the month	tons	324	80	788
For the nine months	,,	2,479	6,667	7,839

ARTICLES OF IMPORT.

Although several leading articles have recovered from the recent depression, there has been a general absence of activity. Tea has been steady, and the attention of the Trade has been chiefly directed to the medium to good classes of Congou. Silk has been quiet at unaltered quotations. The business in East Indian Sugar continues limited; a slight decline has occurred it Cutch, Gambier, Pepper, Rice, Sago, and Tapioca. Tin is firm at an advance of 20s. per ton.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market has been rather quieter during the past week, the more peaceful accounts from China having partially checked the demand from the country. Importers, however, do not press sales, and we have therefore little if any alteration to notice in prices generally. Public sales have again been small, comprising only 12,942 packages, the whole of which have been sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,366,931	2,113,791
Coastwise	1,014,308	785,471
Exports	741,614	769,744
	4,122,853	3,669,006

Congous.—Red-leaf kinds: Siftings have sold at about previous prices. Old season's common have sold at auction from 9½d. to 10¼d. per lb.; new broken-leaf 10¼d. to 10½d. per lb.; fair from 1s. to 1s. 1¼d. per lb., being about private contract rates. Fair to good Kaisows have met with but little inquiry, but the few sales made have been at former prices. Good to fine and finest remain firm. Pak Lin kinds show no material alteration, the demand being chiefly for good qualities from 1s. 8d. to 1s. 10d. per lb. Black-leaf kinds: Old season's common to fair remain steady at previous prices; new sell with difficulty at from 10½d. to 11d. per lb., quotations being hardly so firm; fair, at auction, have sold from 1s. 0¼d. to 1s. 1¾d. per lb., fair to good medium from 1s. 2½d. to 1s. 4½d., being a shade under recent private contract rates. Privately the few sales made show no alteration in prices. Good to fine have been well maintained. A few parcels finest have been sold from 2s. 3d. to 2s. 7d. per lb. New-make kinds have been firm, and those per Euphrates found a ready sale. Oolongs still remain difficult of sale privately. At auction good quality was sold from 1s. 4d. to 1s. 4½d. per lb. Souchongs sold at public sale from 1s. 6½d. to 1s. 7¼d. per lb., showing no change. A few fine have been sold at about previous prices. *Scented Teas:* The demand for Canton Capers remains steady, and previous rates have been maintained. Orange Pekoes have been saleable at last week's prices. Foochow Capers sell only slowly, whilst the demand for Orange Pekoes has also been small, the trade having bought rather freely. *Green Teas:* There has been rather more demand, and for the better kinds of Ping Suey Gunpowder full prices have been paid, Young Hysons still selling at comparatively low rates. Teen Kai kinds show no change in the week. Privately it is somewhat difficult to effect sales in the face of frequent public auctions without reserve.

SILK.

The market is without animation, business in most descriptions being restricted to small daily operations, but as importers are firm holders, full rates are obtained for the few parcels that change hands. Deliveries 1st to 13th inst. inclusive: China 1,253 bales, Canton 203, Japan 196; total, 1,652 bales.

Messrs. Arles, Dufour, and Co.'s Lyons Circular says:—In European Silk a moderate business only has been done in September, and prices have weekly given way. We notice since a few days, a little more active demand, and prices seem better maintained. It is to be hoped that consumption of China Thrown Silk will remain as large as for some time past. Unfortunately low prices lately obtained even for some important contracts, with late deliveries in second class works, show that holders apprehend the competition of European and Japan Silks. Under such circumstances, and notwithstanding strong telegrams from Shanghai reporting higher prices and a probable reduced export, the demand for raws remained limited, and prices have been hardly maintained.

COFFEE.

As the export deliveries have continued exceptionally small, the demand has been languid, and prices of Plantation Ceylon have gradually given way until towards the close, when there has been more competition and the downward movement has been arrested. Closing quotations show a decline of about 1s. 6d. per cwt. upon the prices ruling a fortnight since. The demand for Native Ceylon has been been well sustained, and prices are steady, fine ordinary selling at 97s. 6d. to 98s. 6d. The closing quotations are:—Plantation triage and ordinary at 88s. to 99s., good ordinary 101s. 6d., common to coloury small 101s. 6d. to 108s. 6d., fine fine ordinary grey 105s. 6d. to 108s. low

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middling grey 108s. 6d. to 110s. 6d., middling 111s. to 113s., good middling to fine middling bright coloury 113s. 6d. to 116s. 6d., good to fine bold bright 117s. to 121s,, pea-berry 124s. to 128s. 6d. Native, small 83s. 6d. to 84s. 6d., fine ordinary even pale 97s. 6d. to 98s. 6d., yellowish 99s., good to fine bold 102s. to 105s., pea-berry 101s. to 105s. per cwt. The only sale of other East India has been 199 bags Singapore at 91s. 6d. to 93s. 6d. for mixed brown.

The Dutch Trading Company have announced their next sale for the 20th inst., when 96,625 bags Java, &c., will be offered.

SUGAR.

The tone of the market has been quiet throughout; at the same time a good steady demand has prevailed for refining West India, at the value of 18s. 6d. to 21s. per cwt., and the bulk of the entire business consists of those descriptions, prices being firmer but not decidedly dearer. Common brown Eastern descriptions continue abundant, and the demand is still limited.

Penang continues very dull of sale, and in auction 4,776 bags 322 Native were bought in at 15s. 6d. to 16s. 6d. The demand for *Manila* is without improvement, and only small sales have taken place, chiefly in unclayed at about previous rates. The sales comprise 3,000 bags fine clayed Manila at 17s. 6d., 8,500 bags superior unclayed Zebu at 15s. 6d., 15,000 bags unclayed Ilo Ilo at 15s. 3d., and 4,000 bags low to ordinary Cane China at 15s. to 15s. 6d. per cwt.

Cocoanut Oil.—Ceylon has remained in good demand, prices have further advanced, and a large business has been done, puncheons on the spot at £39 5s., and in pipes at £38 10s. to £39 10s. For arrival 200 tons May-June-July shipment sold at £39, 50 tons September-October ditto at £38 5s., 100 tons ditto at £38 10s., and 200 tons October-November at £38 10s. to £39. Cochin has also been rather firmer, having changed hands, pipes at £41 5s. to £42, and hogsheads at £42 per ton.

Camphor has been steady, with sales of 200 cases new China at 69s. 6d. to 70s. landing weights, and about 120 cases old Japan at 72s. 6d. landing ditto.

Cutch.—Small sales have been made at barely former rates, including 100 boxes fine Elephant at 26s. 3d. Landings, Deliveries and Stocks for the first nine months of the three years—

		1875.	1874.	1873.
Landed	tons	2,369	351	3,426
Delivered	...	2,277	2,555	3,032
Stock, Sept. 30 ...	...	3,006	2,639	4,399

Cotton.—This market has undergone a gradual improvement, but notwitstanding the activity, and advance in value, in Liverpool, the demand here has at no time become animated; transactions therefore are not extensive, although larger than for some past. Prices on the spot have slightly fluctuated, and at the close show little variation. For arrival an advance of 1-16d. has been paid, but this is not quite maintained at the close, good fair Tinnivelly has been sold at 5 7-16d. to 5½d.

Galls.—China have further advanced, small sales having been made at 80s. per cwt. Statement of the movements of China and Japan Galls for the first nine months of the three years:—

		1875.	1874.	1873.
Landed	boxes	5,076	5,150	6,588
Delivered	...	4,696	5,531	5,232
Stock, Sept. 30 ...	...	797	1,280	3,329

Gambier has been quiet throughout, and only limited transactions have occurred. On the spot small sales have been effected in whole bales at 28s. 6d. Imports, &c., in the first nine months of the three years:—

		1875.	1874.	1873.
Landed	tons	3,833	2,939	4,929
Delivered	...	3,736	3,988	4,191
Stock, Sept. 30 ...	...	409	27	1,277

Hemp.—The demand for Manila is without improvement, and only about 500 bales have been sold, chiefly good roping at £32. The small supply at auction, consisting chiefly of damaged, was mostly sold at steady rates. Of 530 bales offered 452 bales sold, sound at £28 5s. for mixed below fair, the bulk (360 bales) consisted of damaged, which sold as follows: for first classes, good roping at £32 5s., mixed to fair at £28 to £29 10s., brown at £27 5s. to £27 15s. per ton.

Hair.—Nine packages China and Japan sold, stump tails, &c., 9d. to 1s. 10d., mixed and brown 7¼d. to 7½d., white 1s. to 4s. 5d., black 2s. 6d. per lb.; Human (sea-damaged) at £7 15s. per case.

Hides.—At the periodical public sales the competition for East India kinds in the hair was not animated, and of the moderate quantity offered a little over half was sold; the value, however, remains unchanged. Singapore, Penang, and Rangoon Ox and Cow were only partly sold at about late rates. Buffalo, Singapore, &c., were in small supply, and recovered the slight decline of last sales; in Batavia there was almost nothing done.

India-rubber.—No business effected during the week.

Japan Wax has been in moderately active demand at steady prices. About 150 boxes have been sold during the week, square cakes common to middling bold at 47s. 6d. to 50s., including slightly sea-damaged, of which a good part consisted, good yellow and pale at 50s. to 51s., one lot fine bold 52s. 6d. per cwt., middling small saucer 47s. to 47s. 6d., large ditto 49s. to 50s., fine 51s. per cwt.

Pepper.—*Black*: A dull tone has prevailed, and only moderate sales have been made; prices of Penang are rather cheaper, but Singapore is steady. Privately about 3,000 bags have been sold, chiefly Penang at 4¾d., Singapore at 5¼d.; and for arrival 650 bags Singapore, chiefly August sailing *via* Cape, have been sold at 5¼d. At public sale only a few lots have been disposed of; of Penang, good West Coast at 4¾d., Trang at 5⅛d. to 5¼d. *White*: The market has been quiet, and prices are again slightly easier, at auction, of 1,492 bags Singapore about 650 bags sold chiefly fair to good fair at 7⅞d. to 7⅞d., good at 8d., fine bold 8½d. to 8 d.; 135 bags Penang sold, brown at 7½d., good bold at 8d. per lb.

Rhubarb.—Of 55 chests China 27 chests sold, fair to good fair rather mixed at 2s. 3d. to 2s. 5d., ordinary wormy to middling at 4½d. to 1s. 4d.

Rice.—The market has remained in a dull state, but after a further slight decline had been accepted for floating cargoes, there has been rather more demand, and prices have slightly recovered. On the spot there has been very little demand, and only small sales have been mads at easier rates. The sales on the spot comprise fine white Bengal at 12s. 9d., Ballam at 11s. 3d., Madras at 9s. 3d. to 10s., and Rangoon, old at 7s. 3d. to 7s. 4½d., damaged new at 7s. 9d. for first-class. The business afloat includes five cargoes of Rangoon, partly off the coast, at 7s. 9d. to 8s. 4½d., one Bassein at 8s., Liverpool quay terms, and two Necransie Arracan at 7s. 3d., open charter.

Spices.—*Nutmegs*: 36 packages Penang, mostly small and wormy, sold at 2s. 8d. to 2s. 10d. for 120 to 116's, one case 72's at 3s. 10d.; and a few low limed Penang at 2s. 1d. to 2s. 2d. per lb. *Mace*: The sales have been upon a very small scale. *Cloves*: Good qualities are firm; Zanzibar have sold at 1s. 5⅞d. to 1s. 5½d., and one lot at 1s. 6⅛d.; 18 cases Amboyna were chiefly withdrawn; 69 bales Cloves Stems sold at 3⅝d. per lb. *Cinnamon*: At public sale 112 bales Ceylon partly met with buyers, 1st sort 2s. 10d., 2nd 2s. 7d., 3rd 2s. 1d. to 2s. 3d, 4th 1s. 8d. to 1s. 11d.; 100 boxes China, in bundles, withdrawn at 1s. 1d. per lb.; 90 bags Chips bought in at 5½d. for the sound; 35 bags Bark sold at 2⅞d. per lb. *Cassia Lignea*: 1,281 cases were taken in at further advanced rates, chiefly at 60s. for recent import, and 58s. to 59s. per cwt. for a few old landed parcels. *Ginger*: 18 cases Japan sold at 46s. to 47s. 6d. per cwt.

Sticklac has been in limited request, and at auction of 206 boxes Siam 40 boxes sold at and previously, good free at 95s. Landings, &c., of Sticklac for the first nine months of the three years:—

		1875.	1874.	1873.
Landed	boxes	3,257	6,721	3,109
Delivered	,,	3,348	4,581	2,992
Stock, Sept. 30 ...	,,	3,080	3,536	1,205

Sapanwood continues quiet, and supplies are more liberal, and at auction of 87 tons 9 tons sold, the remainder bought in, sound Ceylon, &c., £12 to £12 10s., sea-damaged £9 10s. to £10 5s. per ton; 14 tons new Ceylon slightly damaged at £12 5s. to £12 7s. 6d.

Sago.—Large supplies offered at auction, amounting to 4,332 bags, consisted almost entirely of small Pearl, which met only a limited demand, and about 1,500 bags sold at about previous rates, fine small at 17s. 6d. to 18s., the bulk fair to good at 17s. to 17s. 6d., grey and ordinary at 16s. to 16s. 6d., one lot heated at 15s. Privately 300 bags large have been sold at 16s. 6d., and 300 bags small at 17s. to 17s. 6d. *Flour*: In auction 1,135 bags Singapore were offered on account of whom it may concern, and all sold at 12s. 6d. to 13s.

Tapioca.—989 bags Singapore went off flatly, and 600 bags sold at easier rates, good white at 2⅛d., a few lots fine at 2¼d. to 2⅜d., and fine bold 2⅛d. to 2⅜d. Of 535 bags Alma Penang 220 bags sold, superior sifted white at 3d., small at 2⅛d., the remainder fine bought in at 2⅜d. *Pearl*: 1,052 bags went off slowly at barely former rates for medium, and 6d. cheaper for bullets; but 700 bags sold, chiefly medium, at 18s. to 18s. 6d., two lots at 19s.; bullets at 19s. *Flour* continues dull of sale, and prices close ⅛d. lower; in auction of 1,273 bags Penang and Singapore 600 bags sold at 2d. to 2¼d., closing at 2d. to 2⅛d.

Tin has been steady, and with the exception of an occasional small parcel sold below current quotation the price is firm. Straits is quoted £86 to £86 10s. on the spot, and £85 to £85 10s. afloat; Banca £92, Billiton £86 per ton.

Tobacco.—123 bales Japan chiefly sold at 7d. to 7¼d., 49 ditto Japan damaged 5½d. to 5⅝d. per lb.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug.28	C. O. Whitmore	—	Batavia	Rio Janeiro
Sep.24	Garabaldi	Noyes	Hong Kong	Portland, O.
Oct. 3	Oberon	Schmidt	Amoor	Cronstadt
4	Antoinette	Bailloux	Saigon	Bordeaux
6	Unione S.	Schiaffino	Singapore	Cardiff
6	Hermann	Bimbach	Hong Kong	Do.
6	Princes Amalia (s.)	Fabritius	Batavia	Southampton
6	Ullock	Rennie	Yokohama	London
6	Graafstroom	Pott	Samarang	Amsterdam
6	S. D. Carleton	—	Singapore	Penarth
7	Ocean Rover	Wilkinson	Penang	London
7	Argo	Gatje	Singapore	Newport
7	Montgomeryshire (s.)	Butlin	China and Japan	London
8	Cawdor Castle (s.)	Greig	Shanghai	Do.
8	Fortuna	Strohshal	Rangoon	Hamburg
9	Omega	Bruce	Do.	London
10	Mallard	Duncan	Singapore	Do.
10	Deutschland	Kuhn	Rangoon	Hamburg
12	Thomas Dryden	Wallace	Penang	Portsmouth
12	Virginia	Minnemann	Singapore	Cardiff
12	Kate	Rothfuss	Do.	Do.
12	Leicester	Caddy	Yokohama	Do.
12	Pontianak (s.)	Lyon	Singapore	Holyhead
12	Jungfrau	Jones	Do.	Cardiff
13	Loch Doon	Conning	Batavia	Liverpool
13	Willy Rickmers	Rehm	Singapore	Do.
13	Ferdinand	Holler	Hong Kong	Cardiff
13	Herald of the Morning	—	Singapore	Do.
13	St. Aubin	Metaire	Do.	Do.
13	Cervantes	—	Rangoon	Do.
13	California	Rosendahl	Galle	Do.

See Shipping Postscript and Correspondents' Letters.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 4	Mary Ann	Wallerius	Rangoon	Amsterdam
6	Ivalo	Spolander	Singapore	New York
6	Mutlah	Farquhar	Java	Clyde
6	Andrea Wilhelmina	Wilquist	Akyab	Antwerp
6	Anna	Wittneben	Rangoon	Hamburg
7	Alpi	Sapelli	Bassein	London
7	Astuda	McGregor	Do.	Do.
7	Catherina G.	Maggiolo	Do.	Do.
7	Rygdoe	Christensen	Akyab	Copenhagen
8	Mountain Ash	Cure	Rangoon	Falmouth
8	Justitia	Nicjahr	Batavia	New York
9	Semantha	Morissey	Rangoon	London
9	Dorothea	Seemann	Do.	Hamburg
9	Elgin (s.)	Millar	Do.	Marseilles
10	Blair Drummond	Baikie	Do.	Liverpool
10	Samarang	Lehmann	Tjilatjap	Antwerp
11	Emma F. Secor	Moore	Akyab, for Antwerp	Falmouth
11	Lara	Fulton	Akyab	Liverpool
11	Veloce	Mirandi	Akyab, for Rotterdam.	Falmouth
12	Lyra	—	Manila, for London	Prawle Point
12	Oxfordshire (s.)	Jones	Amoy	New York

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Burmese. For Singapore, Hong Kong, and Shanghai: Glengyle, Glenroy, Cheops.

Sailing Vessels.—For Yokohama and Hiogo: Banda, Tamesa. For Hong Kong: Belted Will. For Batavia, Samarang, and Sourabaya: Fiery Cross. For Singapore: Sir Robert Sale, Shand. For Colombo: Hawk, Persian Empire, Strathmore.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Deucalion (str.), Ajax (str.), Sarpedon (str.), Priam (str.). For Manila: Leon (str.). For Batavia: La Gaul. For Singapore: Batrak (str.), Polynesia. For Galle: Slieve.

SPOKEN.

P.V.L.N., Amsterdam to Samarang, Aug. 31, 7 N., 24 W.
Amstel, Cardiff to Singapore, Aug. 31, 13.42 N., 28.4 W.
Jorgen Bruhn, Sourabaya to Falmouth, Aug. 29, 34.24 S., 26.52 E.
Cutty Sark, Shanghai to London, Aug. 28, 34.40 S., 24.12 E.
Nettie Merryman, New York to Yokohama, Sept. 8, 8.4 S., 34.10 W.
Queen of the North, Colombo to London, Aug. 19, 25 S., 49 E.
P.M.W.N., Rotterdam to Batavia, Sept. 2, 5.35 N., 21.50 W.
N.H.G.C., London to Amoy, Oct. 3, 24.45 N., 21.32 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight, 55s. meast. To Hiogo: 55s. weight, 60s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 28s. To Manila: 24s. To Singapore: 20s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

Copenhagen, Oct. 11.—The Oberon, from Cronstadt, Oct. 3, for the Amoor (rye meal), has put in here, having been fouled by the Ganymed, Danish schooner, which carried away jibboom, bowsprit, and all the forerigging. Both vessels will be repaired here.

Suez, Oct. 11.—The Medina (str.), from Singapore, for Jeddah, stranded on Parkin Rock, Harnist Island. Pilgrims taken on by Timor; agreement, £4,000.

St. Helena, Sept. 21.—The Goodell, from Sourabaya, for Falmouth, reports:—Left Bali Straits July 10; on Aug. 22, lat. 34.44 S., lon. 26.33 E., experienced a series of heavy gales from the westward with a sharp cross sea from the southward, ship labouring hard and shipping much water on deck, split topsails, &c.; 2 A.M., shipped a heavy sea over the starboard quarter, carrying away the gig, rails, topgallant bulwarks, and filling cabins; same day, a tremendous heavy sea boarded on the starboard bow, sweeping everything before it, stove open the fore hatch, filled the forward house, and flooded the decks. Aug. 23, found the cutwater and knighthead badly started, head rails gone, buffalo split and part gone, jibboom carried away, maintopsailyard and spankerboom badly sprung. Examined cargo and found the decks had leaked in a few places, and by the staving of forehatch some water had got down between decks.

Shanghai, Oct. 9.—The Taitsing, arrived here from New York, experienced a heavy typhoon, during which she lost overboard three men.

MISCELLANEOUS.

Gibraltar.—Passed, Oct. 11, Prinses Amalia (str.) from Southampton, for Batavia.

Malta.—Oct. 5, passed, from Hankow, for London, Ægean (str.).

Port Said.—Arrived, Oct. 8, Tom Morton; 12, Crocus, both from Foochow, and left for London; 10, Venice, from London, for Shanghai; 14, Galatea, from London, Glaucus, from Liverpool, both for Shanghai.

Suez.—Oct. 6, arrived, Bellona, from Shanghai; 10, Africa, from Hong Kong, both for London, and proceeded; 12, Torrington, Holland, both from Batavia, for Rotterdam.

St. Helena.—Arrived, Sept. 12, Evelyn, from Nagasaki, for London; 13, Goodell, Sourabaya, for Falmouth; 14, Robertus Hendrikus, Batavia, for Marseilles, Elvezia, Rangoon; 15, Prince Victor, Bassein, both for Falmouth; Aldebaran, Rangoon, for Channel; 18, Penmore, Colombo, 20, Banquereau, Ilo Ilo, both for London; 21, Regent, Manila, for New York. Passed, 19, Hendrik Fish, from Manila, for New York.

The Regent, from Manila, with hemp and sugar, arrived here on the 21st inst. with rudder damaged; a survey has been held and the surveyors recommend the vessel to be lightened in order that the rudder may be unshipped and landed for further examination; the vessel was otherwise apparently in good order; upon sounding the pump well, 14 inches of water was found, and after standing an hour 14½ inches.

Port Elizabeth.—Sept. 10, the Tecumseh, from Singapore for Liverpool, has shipped a new rudder, and completed her repairs, and will sail in a day or two. The master has raised £3,500 at 9½ pr. on bottomry.

Mauritius.—Sept. 16, the Annie, from London, for Colombo, short of water, put in here Aug. 26, and sailed on the following day; the Sir Humphrey Davy, from Colombo, for New York, arrived on the 28th, short of water and provisions, and left again on the 3rd inst. Arrived, Sept. 4, Julia H, from Singapore; 7, Amur; 11, Eliza Queirolo, from Maulmain, for Falmouth; sailed, Aug. 21, for Rangoon, Indus; 24, for Maulmain, Empress of India, for Reunion, Rene d'Anjou; 27, for Batavia, San Giovanni; Sept. 9, for Anjer, Formosa; 10, for Galle, Sydney, Eggers.

The Straatsraad v. Ewyck, from Batavia for Amsterdam, which put in here Aug. 14, with damage, has discharged all her cargo and gone into dry dock, where she will be stripped, caulked, and remetalled; about 570 bags of coffee have been sold as damaged.

Rotterdam, Oct. 10.—Sixty cases of indigo, also a quantity of damaged coffee, tobacco, tin, &c., have been taken into Goedereede ex Thomas Sorby (str.); and 281 bags of coffee, 110 cases indigo, 150 piculs tin, 3 bales tobacco, and 1 bale ditto, much damaged, have been taken to Helvoet; some damaged coffee, tobacco, indigo, and tea, and some provisions and materials, have been taken to Brouwershaven; 240 blocks tin, 59 cases undamaged and 50 cases damaged indigo, and 70 cases damaged coffee, have been taken into Ouddrop. The vessel is a total wreck. Oct. 11.—A small boat has arrived at Brouwershaven with tobacco; also 11 cases indigo, some copper pipes from the machinery, 120 fathoms chain, three anchors, a cannon, and 15 hides, have been landed at Ouddrop from the wreck.

Liverpool, Oct. 11.—The No 1 (str.) which left here on the 15th ult. for Manila, has put back to this port from Milford, and has been placed on the gridiron, having sprung a leak in dock.

The Suez Canal.—From the 1st to the 10th October, 38 vessels passed through the Suez Canal, the receipts on the same period being 680,000 francs.

The Hector (str.).—This fine vessel, recently lost near Amoy, was built in Hebburn in 1871 for the Ocean Steam Shipping Company (Mr. Alfred Holt's); her tonnage was 1,956 and 228-horse power, and was employed exclusively in the China trade. This is, we believe, the first of their large fleet which has ever been lost.

NOTICE TO MARINERS.

Malacca Strait—North Entrance—Revolving Light Near Atchin Head.—With reference to Notice to Mariners No. 115, dated Aug. 12, 1875, on the intended establishment of a light on the north point of Pulo Brasse, near Atchin Head, at the north-west end of Sumatra Island:—The Netherlands Government has given further notice that the light is now exhibited. The light is a *revolving* white light, attaining its greatest brilliancy *every minute*, and so continuing *nine seconds*. It is visible between the bearings of E. § N. (through south and west) and N.W. ½ W., elevated 525 feet above the level of high water, and in clear weather should be seen from a distance of thirty miles. Within the distance of twelve miles a faint light appears between that of the greatest brilliancy. The illuminating apparatus is of the first order. The tower, 120 feet high, is painted white to a height of 98 feet, and above that height, red. Position, lat 5° 44′ 20″ N., lon. 95° 9′ 10″ E. Also, that within a few months it is intended to exhibit a *fixed red* light of the fourth order from the above light tower on Pulo Brasse, at a height of 26 feet above the ground. This light will be visible through an arc of 90°, its central part crossing over the north-west islet. The light is intended to warn vessels of their approach to this outlying islet. In clear weather it should be seen from a distance of twelve miles. And, that further notice will be given of the exhibition of this auxiliary light.—Hydrographic-office, Oct., 1875.

SUNDRIES PER "SURPRISE," FROM NEW YORK, FOR YOKOHAMA, Sept. 24.

947 pkgs. glassware		7 pkgs. fixtures	
998 cs. slate		53 cs. copper	69,059 lbs.
100 do. crayons		3 do. books	
41 pkgs. manufactured iron		5 pkgs. furniture	
10 cs. rubber boots	120 pairs	2 do. stoves and fixtures	
62 pkgs. manufactured brass		123 tons coal	
225 cs. milk	850 doz.	40 yellow pine planks	[3,980 feet
2 pkgs. printed matter			
8 refrigerators		16500 cs. oil	165,000 gls.
3 bxs. scales			

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 30th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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Reserved Fund ... ... f.20,000,000 ... £800,000.

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MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Office hours, 10 to 4; Saturdays, to 2.

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Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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J. THOMSON, Chairman.

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Cathay ...	2,982	500	Oct.	28	Mediterranean, Aden, Bombay.
*Assam ...	3,027	450	Nov.	4	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bangalore	2,063	450	Nov.	11	Mediterranean, Aden, Bombay.
*Khedive..	3,742	600	Nov.	18	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

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Sindh ... Oct. 24	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.	
Meikong ... Nov. 7			
Amazone ... Nov. 21			
Anadyr ... Dec. 5			
Djemnah ... Dec. 19			

The Steamers of the 24th October, 21st November, and 19th December connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

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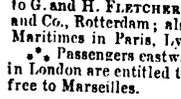
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



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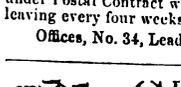

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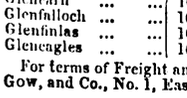
Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	Oct. 19
Glengyle	100 A1	1,676	200	Nov. 10
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,016	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenogles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGregor Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. To sail Oct. 28.



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Do.	Lord of the Isles, s.s.	100 A1	1846	S.W.I.	To follow
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

Apply to Shaw, Williams, and Co., 9, Fenchurch-street, E.C.

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Do. ...	Scotland.....	100 A1	S.W.I.D.	To follow

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TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 23rd Oct.; the favourite full-powered screw steamer BURMESE, 100 A1, 1,269 tons net register, 200-horse power nominal; JAMES J. LUCK, Commander; South West India Docks. This magnificent steamer, built in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

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Burmese, s.s.	1,269	Norris & Joyner...	Oct. 23
Genoa, s.s. ...	1,900	Gellatley, Hankey, Sewell, & Co. ...	Oct. 25
Sir Robert Sale	704	Wright Bros. & Co.	Nov. —

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Deucalion, s.s. ...	—	Alfred Holt ...	Oct. 28

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Ione	520	T. Skinner & Co.	Oct. —

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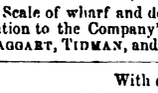

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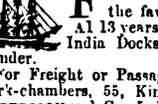

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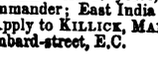

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Hamburg	R. Carl (for Subscriptions.)
„	Rudolph Mosse (for Advertisements).
Bremen...	G. Steinmeyer.
Holland—Rotterdam..	H. A. Kramers.
„ Amsterdam...	Mackay, Boomkamp, and Co.
Berlin	Asher and Co.
Vienna...	G. Schonberger.
Trieste...	Perco and Co., Corso.
Venice	Gaetano Ferri, Piazza Leoni, 316.
Rome	Piale, Piazza di Spagna.
Brindisi	G. Rivelli.
Lisbon	Auguste Pedro Carlho, Rua dos Poyaes d'S. Bento 20.
New York	Wm. H. Fogg and Co., 32, Burling Slip.
San Francisco... ...	Wm. E. Loomis, Washington-street.
Port Said	Zannos and Broadbent.
Aden	Cowasjee Dinshaw.
Point de Galle ...	T. M. Barker, Oriental Hotel.
Colombo	J. Maitland and Co.
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Penang...	Sandilands, Buttery, and Co.
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Samarang	Jacobson, van den Berg & Co
Sourabaya	Houghton and Co.
Anjer—Straits of Sunda	G. Schuit, Anjer Hotel.
Manila	Loyzaga and Co.
Hong Kong, Canton, Macao, and Swatow	MacEwen, Frickel, and Co.
Amoy	Brown and Co.
Foo-Chow	Hedge and Co
Shanghai	Kelly and Co.
Hankow	
Tientsin	James Henderson.
Nagasaki—Japan ...	Pignatel and Co.
Osaka and Hiogo ...	K. de Piotrowski.
Yokohama	E. L. B. McMahon.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 634.] LONDON, MONDAY, OCTOBER 25, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.

79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 25.
JAPAN—Yokohama	July 23	Sept. 4	Sept. 11*
Yedo			
Osaka and Hiogo	—	—	„ 3*
Hakodadi			
Nagasaki	—	—	Aug. 24
CHINA—Peking	—	—	„ 22
Tien-tsin	—	—	„ 28
Chefoo	—	—	„ 30
New-chwang	—	—	„ 28
Hankow	„ 9	Aug. 24	„ 30
Kiu-kiang	—	—	„ 31
Chin-kiang	—	—	Sept. 1
Shanghai	„ 23	Sept. 1	„ 5
Ningpo	—	—	„ 1
Foochow	„ 23	„ 2	„ 4
Formosa	—	—	Aug. 30
Amoy	—	—	Sept. 6
Swatow	—	—	„ 7
Hong Kong	„ 30	„ 4	„ 11
Canton	—	—	„ 9
Macao	—	—	„ 10
PHILIPPINES—Manila	„ 16	Aug. 28	„ 5
COCHIN-CHINA—Saigon	„ 30	„ 31	„ 9
SIAM—Bangkok	—	—	„ 11
BORNEO—Labuan	—	—	„ 13
Sarawak	—	—	„ 15
JAVA—Batavia	Aug. 6	Sept. 9	„ 13
Samarang	—	—	„ 14
Sourabaya	—	—	„ 14
MALACCA STRAITS—Singapore	„ 20	„ 18	„ 18
Penang	„ 20	„ 16	„ 20
CEYLON—Galle	Sept. 3	„ 23	„ 29
Colombo	„ 3	„ 24	„ 28

* By Pacific mail *via* San Francisco, received Oct. 13.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail, with the Japan advices, reached London, *via* San Francisco, on the 18th inst. The next inward (French) mail, with a week's later dates, viz., Shanghai 12th, Hong Kong 18th, Singapore 25th Sept., which is due on Monday next, arrived at Marseilles yesterday, and will be delivered to-morrow (Tuesday), six days in advance of its due date. The Pacific mail, from Yokohama Sept. 17, may be looked for about the 1st or 2nd proximo.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Oct. 21.—From Galle: Mr. Kendrew, Mr. S. Fernando. To Venice.—From Shanghai: Mr. A. White. From Hong Kong: Mr. H. F. Holt.

To Southampton, per P. and O. steamer *Surat*, expected to arrive Oct. 31.—From Yokohama: Mr. and Mrs. Levey and child, Mr. J. Smith, Mr. J. Rogers. From Shanghai: Mr. Mitchell. From Hong Kong: Captain Stewart, Mr. C. F. M. Atherley, Mr. E. A. Atherley. From Singapore: Miss E. Kersey, the Ven. Archdeacon and Mrs. Hose and child. From Galle: Mr. Bain, Mr. and Mrs. Burton and family, Mrs. S. Fernando.

PASSENGERS OUTWARD.

Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Shanghai: Mr. Lang, Mr. Eeillot, Mr. Howard, Mr. Ponchet, Mr. Courmade, Mr. Le Bailly, Mr. Mouton, Mr. Brouwten, Mr. Easton. To Hong Kong: Sir Arthur and Miss Kennedy, Mr. and Mrs. Coxon, Mrs. Batten, Mrs. Constantin. To Saigon: Mr. Houdinet, Mr. Henze, Mr. Millot, Mr. Nausot. To Batavia: Mr. and Mrs. Greig, Mrs. de Hart, Mr. and Mrs. Van Trist, Mr. Valkenberg. To Singapore: Mr. W. H. Read, Mr. and Mrs. de Rivera and child, Mr. Waith, Mrs. Loney, Mr. Moore, Miss Adelina. To Galle: Mr. E. Vex, Mr. Pauncefote, Mr. Russel, Capt. Jessop, Miss W. Jones.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Yokohama: Mr. Bartrum To Shanghai: Mr. Bavier, Mr. Choppard, Mr. H. Relph. To Kong Kong: Mr. and Mrs. Sienkevitch. To Batavia: Mrs. Barge and family, Mr. Brink, Mr. Norden. To Singapore: Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child, Miss MacNair, Mr. and Mrs. Buchanan, Mr. J. Vaughan., Master Brooks and governess.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Batavia: Mr. and Mrs. J. Wuste, Mr. Voute. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome, Mr. Himekind and family, Mr. Sohst and family. To Galle: Mr. A. MacFarlane, Mr. E. G. von Glehn.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Batavia: Mr. van Lawick. To Galle: Mr. Boustead.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Hong Kong: Mr. and Mrs. Pelham Warren.

Per P. and O. steamer *Gwalior*, from Southampton, Oct. 19.—To Yokohama (*via* Bombay): Capt. Saunders, Marquis of Kildare.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 21.—To Yokohama: Mr. W. F. H. Garratt. To Shanghai: Mr. W. Lamond, Rev. and Mrs. J. Bates. To Hong Kong: Mrs. P. B. C. Ayers, Major and Mrs. R. H. Newbolt. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignon, Mr. R. S. Fraser, Mr. A. C. Williams.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 1.—To Ceylon: Mr. and Mrs. Hutton, Mr. F. H. Izard.

Per P. and O. steamer *Assam*, from Southampton, Nov. 4.—To Yokohama: Mr. C. G. Dunlop. To Shanghai: Mrs. G. T. Baillie. To Singapore: Messrs. R. W. G. R. and F. A. Gow, Mrs. Gow, Mr. S. B. Kennard. To Ceylon: Mr. Houstoun. To Galle: Mr. A. J. Seaton.

Per P. and O. steamer *Hindostan*, from Venice, Nov. 12.—To Ceylon: Mr. H. S. Saunders, Mr. H. C. Bury.

Per P. and O. steamer *Hindostan*, from Brindisi, Nov. 15.—To Batavia: Mr. Lorraine. To Ceylon: Mr. T. Steele.

Per steamer *Ajax* (Holt's line), from Liverpool, Oct. 18.—To Port Said: Mr. and Mrs. Stapledon, Mr. and Mrs. Perceval and family. To Singapore: Mrs. Marshall and child. To Shanghai: Mr. Rae.

Per steamer *Glenroy*, from London Oct. 21.—To Singapore: Dr. and Mrs. Simon, Mr. H. M. Beecher. To Hong Kong: Mr. J. S. Hook.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 1st Sept., and by the Pacific mail we have news to the 11th Sept.; the French mail from London, July 16, arrived out on the 1st Sept., and the following P. and O. mail of July 23 was received on the 4th Sept. The *Japan Herald* supplies the following items of news:—

The Press laws still continue to be the principal topic of interest discussed by the Japanese papers. The Government continues to summons newspaper editors to answer for supposed infractions of them. The sentences recently inflicted have, however, been (probably in consequence of orders from the authorities) of a milder type than the earlier ones.

The Japanese Government has tendered an apology to Captain Lewis and Judge Richardson for the arrest of those gentleman at Hachoji, which has been accepted; but some surprise has been expressed at there not having been any public inquiry into the circumstances of the case. We hear that, in view of the trouble caused by the arrest, the Government are about to issue a stringent proclamation on the subject. When issued we can only hope that it will be enforced, and that police officers may be made acquainted with its purport.

A case which threatens to last over a considerable period has been commenced in the U.S. Consular Court. The plaintiff, a Japanese named Ito Hachibei, claims a sum of over $100,000 from the firm of Walsh, Hall, and Co., being, as he claims, a balance due to him on exchange and rice speculations. On the other hand, the defendants reply that they owe nothing to the plaintiff, and that he is considerably in their debt.

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On the 1st Sept. an inquiry was held at the British Consulate into the circumstances attending the loss of the British barque *James Paton* on the 10th August at Tukusima. The finding of the Court was that every exertion was made to save the ship and cargo prior to and subsequent to the stranding, and that no blame attaches either to the master or to the officers and crew. The certificate of Captain Cotter was therefore returned to him.

With the exception of some swimming and canoe races, we have nothing to chronicle in the way of amusements. The programme for the autumn races has been published, and it apparently gives general satisfaction. A cricket match, Scotchmen *v.* The World, is being arranged. Since the departure of the Marines and the fleet there has not been much rivalry in the cricketing world, and we are therefore glad to see that the members of the club have woke up. The secretary should be able to muster two very evenly-matched elevens, but although the respective sides are not finally chosen, we believe the North Britons are the favourites.

We notice the arrival by the steamer *Tokio Maru*, from Shanghai, of Signora Maria Palmieri, Signora Alice Persiani, and Signor Palmieri, who have been giving a series of concerts in Hong Kong and Shanghai, with the most brilliant success. It is intended, we understand, to give three concerts in Yokohama before the departure of these accomplished singers for America.

With a view apparently of affording some outlet for the thoughts of the nation, the Government have issued a revised set of regulations on the subject of books, and these may now be published after application to the *Naimusho* (Home Department). The subject of trial by jury, as a security against the arbitrary or corrupt decisions of judges, who hold their office at the pleasure of the Government, has also been mooted.

Steps are about being taken, certainly not before time, to abate the dog nuisance in Yokohama, the Consular Board having under consideration a proposition from the Municipal Director to that end.

Our weather has been much more agreeable lately, being cooler; the summer heats may now be considered as past. The settlement is very healthy.

The Russian and Japanese Commissions for the transfer of Saghalien and the Kurile Islands left here on the 28th August.

The stoppage of the Bank of California was announced here on the 28th August, and occasioned much surprise.

NAGASAKI.

The only items of interest in the *Rising Sun* are the following:—

As the British Admiral's yacht *Vigilant* was leaving the harbour on the night of the 18th Aug., she ran foul of the Mitsu Bishi s.s. *Tokio Maru*. Though only proceeding at quarter speed she managed to stave in three planks on the steamer's port quarter. Not content with this performance, she served a sampan in much the same manner as Hans Breitman's velocipede is said to have served that notable personage when it ran away with him down the hill, viz., "Slished him up de middle." The sampan was fairly cut in two, and the occupant swam ashore more frightened than he had been for many a day.

A seaman of the Russian man-of-war *Beyau* was accidentally shot by the explosion of a revolver while it was being cleaned by a young lad on board; the poor fellow died next day.

A young seaman of H.M.S. *Audacious* died about the time of the vessel's arrival at Nagasaki, on the 14th Aug. The body was interred next morning in the cemetery, with military honours, the band leading the procession playing the "Dead March in Saul," and the officers of the ship bringing up the rear.

CHINA.

PEKING.

A Peking correspondent of the *North China Herald* says that Mr. Mayers, who arrived from Tientsin on the 14th August, brought the first communication from Mr. Wade to the Tsung-li-yamen that he has sent since his arrival from the South. He declares he has it on good authority. But that Mr. Wade should have condescended to negotiate all this time with Li-Hung-Chang, instead of addressing his demands directly to the Central Government, is incredible. The correspondent also affirms that those who inferred from the memorials lately published that the Chinese are at once going to send out Chinese Ambassadors and Consuls were very premature. There is no likelihood of any being sent for a long time yet.

The *Peking Gazette* of August 13 contains a memorial from the Governor of Shantung, which shows that the capacity of the Chinese for carrying out great works is not yet quite extinct. The repairs executed to the south bank of the Yellow River, at a cost of nearly half-a-million taels, do credit to their industry. Some of the difficulties encountered are set forth in the memorial. The stretch of embankment repaired seems to have extended over sixty miles, and upwards of 100,000 men were employed.

The *Peking Gazette* of the 11th August contains an edict severely reprimanding the Governor-General of Kwangtung for re-establishing the Wei-ang Lotteries. Our readers may have noticed various memorials and edicts on this subject that have appeared in the *Peking Gazette*, and frequent reference in our Canton news to local excitement on the subject. In defiance of the orders from Peking, and in opposition to the wish of the Governor, the Viceroy reinstituted these lotteries directly on his arrival in the spring—the bait of $800,000, which the managers were content to pay for the privilege, being altogether too tempting. The Governor has not been content to allow the wrong; he has memorialised the Government, and we have now an edict severely blaming the Viceroy and handing him over to the proper Board for punishment.

CHEFOO.

There has been another outbreak at the Shantung Promontory. Mr. Henderson, the chief engineer of the lighthouse department, and the assistant light-keeper of the place, accompanied by a Chinese servant and a boatman, were attacked in the neighbourhood of the lighthouse by a mob of about forty Chinese. The Chinese servant was knocked down and beaten; Mr. Henderson was seized by three men and beaten, and the assistant light-keeper also received some blows. The Chinese were armed with hoes and grass-cutting knives, and one of these knives was thrown at the assistant and hit him with the butt-end; if the blade had struck him it would have inflicted a severe wound. Mr. Henderson and his companion only managed to extricate themselves by defending themselves as well as they could with their sticks, and then taking to their heels; but they were pursued, and while leaping a ditch Mr. Henderson was struck two blows by the Chinamen, one of which drew blood. Two of the Chinese were sent back a couple of days later, from the district magistrate's yamen, and the appearance they presented showed they had been rather more than half murdered at the hands of the mob. The chief instigator of this disturbance was a Chinese retired literary man, or mandarin, named Lee-woo, who has frequently been the cause of a great deal of trouble.

A Naval Court was held at H.B.M.'s Consulate on the 28th Aug., to inquire into the causes of the loss of the *Ellon Castle*, which went to pieces on the beach during the gale of the 18th and 19th Aug. It appeared that the vessel was on a voyage from Newchwang to Amoy, and had put in here in order to repair a hawsepipe, which had been carried away in Newchwang. The story of the loss was brief enough: moored, as all thought, in perfect safety, with 120 fathoms of chain, she parted first one cable and then the other; even then she all but succeeded in getting under sail, but most unfortunately one of the cables, when in the act of being slipped, got jammed round the windlass, and before the crew could clear it the dead weight at the bows brought the vessel's head back into the wind, and then all hope was over. The utmost that could be done was done, and that was to keep clear of the rocks, and run her on to the sandy beach. The finding of the Court was that the vessel was lost through sheer stress of weather, and no blame whatever attaches to Captain Ramsey, who received back his certificate.

Admiral Ryder arrived at this port on the 27th Aug., and hoisted his flag on board the *Audacious*. It seems uncertain whether he proceeds north or not. Mr. Grosvenor has arrived, bearing despatches from Mr. Wade, and has left again in the *Kestrel*.

SHANGHAI.

The present mail brings advices from this port to the 5th September; the French mail from London July 16 was received on the 29th August, and the following P. and O. mail of July 23 arrived out on the 1st September. The following summary of news is from the *North China Herald*:—

We are indebted to Her Majesty's Consul for a copy of the New Order in Council, constituting Shanghai a port of registry. After the usual verbiage at the commencement, the title of the document is fixed as the "China and Japan Maritime Order in Council, 1874." Under it Shanghai is constituted a port of registry. A Registrar is to be appointed by the Home Government, but the British Minister in China may appoint an Acting-Registrar, in case of the absence or illness of the genuine one. The Registrar has the same powers as any registrar of shipping appointed under the Merchant Shipping Acts; and Her Majesty's Minister is, with regard to the performance of any act relating to the registry of a ship, to be considered as occupying the place of the Board of Trade. Detailed instructions are given as to the mode of transfer of a ship under certificate of sale from one British subject to another at a consular port, the mode of transfer from a foreign to a British subject, the mode of registry of a ship provided with a sailing letter, &c. Passes may be granted pending the delivery of certificate of registry. A scale of fees is fixed, and printed copies of the Order are to be "provided and sold at such reasonable price as Her Majesty's Minister in China directs." It is a matter for congratulation that this Order, the necessity for which has been so long felt, has been at last obtained and put in force.

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The only point of interest in the Minutes of the last Council meeting is the Bund line correspondence. We gladly infer, from the Consuls' inquiry whether the plan proposed by the French Council accords with the interests of the English and American Settlements, that there is a prospect of getting the approval of the Chinese to the whole scheme. The English Council point out that the French plan is a copy, so far as these Settlements are concerned, of the one laid before the Consular body some years since, and which appears to have dropped out of sight. The three Settlements are therefore in accord; and we sincerely trust some authoritative limit to wharf encroachment will be at last laid down. No one will regret to see the pontoon bridge over the Soochow Creek disappear; to say it is the ugliest structure over any creek in the neighbourhood is to use a mild term. However, it was not meant to be handsome, but to serve a purpose; it has done this, though not so effectually as it might have been made to do, and may now well be removed.

The quarters of the Settlement inhabited by Chinese presented a singular appearance between the hours of 7.30 and 9 on the evening of the 30th Aug., consequent upon a general illumination in honour of Tso Tsan Wang, one of the deities of the earth presiding over the crops, and especially that of rice—he being, apparently, a sort of male Ceres. He was of Japanese descent, being the son of Sin-ho, and eventually settled in China. He is said to have wrought so much good for the people in respect of improvements in agriculture, that posthumous honours of a divine nature were awarded him, and the 30th of the seventh moon in each year set apart as his day of observance throughout the Empire. In the native city and suburbs the ceremonial was also generally carried out, and the reflection of the fires was seen far and wide, while the sky was all aglow. This effect was in a great measure to be accounted for by the combustibles employed on the occasion; for alas! the spirit of innovation, consequent upon the corrupting influences of Western civilisation, was abroad; and, instead of the ordinary joss-paper, kerosine and other oils were used, which, poured upon some material built up in little circles, and set on fire, gave an intense glare, the appearance of which seemed to please the assembled crowds as much as the object for which it was lighted. Others, again, set up a row of common tallow candles, while the more orthodox confined themselves exclusively to joss-paper. The ceremonial has probably dwindled down very much to the simple observance of an annual custom—like, for instance, the exploded gunpowder-plot bonfires, or the custom still observed in some places in the West of England of dancing round twelve fires on twelfth night. Chinese of respectable position at any rate laugh and turn away with a negative shrug if they are asked whether they believe in the efficacy of the proceedings towards really improving the crops.

A meeting of the English members of the Rowing Club has been held to discuss the desirability of challenging the Scotch members to an eight-oar match at the forthcoming Autumn Regatta, about one-third of the number of English members attended. After some discussion, Mr. Westall proposed, and Mr. Haslewood seconded, that a challenge should be sent to the Scotch members. An amendment, proposed by Mr. George Lewis, and seconded by Mr. Dowdall, that it be left to the Scotch to challenge the English if they chose, was lost, and the original motion carried. Mr. Westall and Mr. Haslewood were successfully proposed as captain of the English eight, to select and train the crew, but declined on account of pressure of business. Mr. George Lewis was then proposed, and accepted the post, and this terminated the business.

A special meeting of the Mi-he-loong Hook and Ladder Company has been held to elect a second assistant foreman, and for other business. Captain Rice occupied the chair, and the minutes of the last general meeting having been read by Mr. M. Hawtrey, hon. sec., were passed and signed. Four new members were then elected. Mr. Pryer and Mr. Westall having been proposed and seconded for the vacant office above-named, the former gentleman offered to withdraw, but it was decided to ballot in the usual way, the result being that Mr. Westall was elected by nine to seven.

A very heavy rainfall occurred during the night and morning of the 31st August and 1st September. The streets were flooded, 10.85 inches fell in about eighteen hours, which gives a rough average of 2,000,000 gallons to each block in the Settlement. The *Herald* supplies the subjoined account of the storm:—

The rain, which began to fall gently about mid-day on the 31st, gradually increased as night approached, and at seven o'clock descended in torrents, and continued with almost unabated violence until some time after midnight. A cessation then took place, but at about 4.30 next morning there commenced a downfall unparalleled in the memory of the most ancient settler. The water fell with the noise of a cataract, and it soon became apparent that the sewers were incapable of carrying off so great a volume. Hour after hour the downpour continued, until all the low-lying streets and alleys of the Settlement were submerged—in some places to the depth of a foot, fifteen, and even eighteen inches. The rain continued in undiminished quantity for some time longer, but there did not seem to be any further rise of water in the flooded districts; and when an abatement commenced the sewers quickly carried off the deluge. The district that suffered most from this unwonted visitation was of course that of Hongkew, Seward-road and its neighbourhood being covered to a depth reaching nearly to the axle-box of the carriages which some of the residents were obliged to obtain in order to leave their homes; while the fields at the back of the houses, nearly as far as the eye could see, were converted into a lake, doubtless to the great damage of the crops. But the district generally was, so to speak, under water, causing much inconvenience and annoyance to the residents by the flooding of the lower apartments of their houses. The Chinese in particular suffered greatly in this way. In the English Settlement, the Honan, Foochow and Shantung-roads, and a portion of the Hankow-road, appear to have suffered most. In many native houses the water rose to the height of over a foot, and in several opposite the German Club, in the Foochow road, the furniture in the lower rooms was set afloat. The Honan-road between the Municipal offices, and extending for a long distance in both directions, was at least ten inches under water at the sides, the crown also being invisible.

Through an alley leading from the Hoopeh to the Fohkien-road the flood ran like a mill-race, filling the houses and driving out the inhabitants, who with usual Chinese thoughtlessness stood in the main road, laughing and shouting at what might have proved the destruction of their homes. That this was not at all unlikely was proved by the fact that in the Louza district seven Chinese houses, in different streets, fell in consequence of the soaking they received, fortunately causing only slight injury to person in one instance. A godown of the Shanghai and Hongkew Wharf Company also collapsed; it had, however, previously been condemned, and was to have been pulled down. The Consular compound and the interior of the racecourse were also transformed for the time into lakes of considerable extent, and we believe some parts of the public garden were also submerged, but fortunately without damage being done. The French Settlement does not appear to have been so sorely visited, although several of the thoroughfares were flooded more or less. In the Native City matters were much worse, in consequence of the narrowness of the streets and the almost total lack of sewerage. The Chehsien's Yamen and other public buildings were washed out, as were hundreds of shops and private houses; and although a considerable amount of floatable property was carried away by the flood and destroyed, the city cannot fail to be benefited by the unusual cleansing it has received. That the rain extended for a long distance in the country was evidenced by the volume of water which poured down the creeks into the Hwangpoo; in the Soochow Creek the current ran at over six miles an hour, and the discoloration of the water showed that vast quantities of soil must have been washed away. Fortunately it was ebb tide during the flood, or the effects would probably have been disastrous.

Arrangements were made to launch a small iron-clad gunboat which has been built at the Kiangnan Arsenal on the 1st Sept.; but she stuck on the ways, and, despite the united efforts of two gunboats and two tugs, still remains fast in the cradle. We are informed that, in consequence of the falling tides, no further attempt will be made to get her into the water, probably for a fortnight. It is satisfactory to know that her position is as secure as skill can make it, and that there is little fear of danger from straining.

The steamer *Chihli* has returned to port with the veritable junk in tow that was abandoned last week by the *Howsang*. Another junk disabled at sea has been picked up and brought safely into port by the pilot sloop *Ruby*. Captain Brand states the cruise from which he has just returned has been the hardest, in point of weather, that he has had during many years' experience as a pilot.

The Race Course was opened for training for the ensuing Autumn Races on the 1st Sept. The Rifle Range is also open for practice, preparatory to the Autumn competition of the S. V. C.

A cricket match has been played at Chinkiang, between eleven of H.M.S. *Mosquito* and eleven of the Chinkiang Cricket Club; the latter won, after a most exciting struggle, by two runs.

All the troops who were in the neighbourhood of the south gate have left; the deserted enclosures of their camps are the only remaining traces of their occupation.

The American ship *Charter Oak* has arrived from New York, with the new boilers intended for the use of the U.S. gunboats *Palos* and *Monocacy*.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

We learn with much pleasure that the Imperial Commissioner for Formosan affairs has approved of a scheme put forward by Mr. H. E. Hobson, the Commissioner of Customs at Tamsui, for the working of the Kelung coal seams on the European system, and that Mr. Tyzack, a mining engineer engaged last winter by the Inspector General of Customs, is to proceed to England to select the necessary machinery. We also understand that the export duty on Formosan coals has been reduced to one mace per ton, with the usual liability to pay half that amount at the port of destination.

The annual meeting of subscribers to the Native Hospital and Dispensary has been held, Mr. Sheppard in the chair. The financial statement for the year—showing a credit balance to 30th June last of $894.01 was submitted to the meeting; an unimportant discussion ensued, and a new committee was elected. After a formal vote of thanks to the chairman the proceedings closed.

There is a strong probability that the rumoured visit to this port of Signor and Signora Palmiera and Signorina Persiani will

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become an accomplished fact ere long. Efforts are being made by several gentlemen of the community to organise a guarantee fund, and we understand that rather more than $500 has been subscribed thereto.

The newly-organised local Amateur Dramatic Corps is, we understand, making great way. The community will, we are sure, unite with us in wishing every success to the efforts of the gentlemen who have kindly undertaken to serve as a provisional committee.

H.B.M.'s ship *Egeria* arrived on the 31st August from Hong Kong, bringing despatches for the *Hornet*. She left again on the 1st September. It is rumoured that the fleet has received orders to assemble at Chefoo, but that one gunboat will remain at each treaty port.

A few days since an alarm of fire occurred at the Torpedo College, but owing to the early stage at which it was discovered, and the prompt measures taken to extinguish it, but little damage was done. The *extincteurs* with which the college is supplied were found very serviceable, and the fire was confined to the cookhouse in which it originated.

We learn of a disturbance at Kwang Tou, about thirty miles from this place, between the villagers and the Great Northern Telegraph Company's people. The riot was, however, promptly suppressed by the native authorities, and no further interference with the line has taken place.

HONG KONG.

Our advices by the present mail extend to the 11th September; the French mail from London July 30 arrived out on the 4th September. The following items of news are from the *China Mail*:—

We hear on the best authority that the negotiations of Her Majesty's Minister with the Peking Government, in regard to the Margary murder and the breaking up of Colonel Horace Browne's expedition, have come to a termination, and it is satisfactory to know that peace will be maintained. The intelligence was received from the North on the 4th Sept., but nothing is known as to the nature of the arrangement. Doubtless the ultimatum has been complied with, as, from the last telegram on the subject received from England, Mr. Wade seemed determined that his demands should be complied with, and the affront offered our Minister by Li-Hung-Chang would not tend to make him suggest any modification. Our information is necessarily scanty at present, but our readers will be glad to have the earliest knowledge that our relations of peace are to be maintained; and we only hope that they have not been maintained at too great a sacrifice.

The Times correspondent at Shanghai has, it appears, been telegraphing home that the Chinese Government intends to send an embassy to England "in reference to the murder of the late Mr. Margary." That such an idea never had any existence save in the brain of the correspondent may safely be asserted. But the mischief which so ill-considered a message may do is none the less obvious. China has for a long period been subjected to considerable pressure in order to induce her to establish Legations in foreign countries, and after a long course of hesitation has resolved to act upon the advice given to her. No sooner do indications of her giving way in this direction become public than straightway the very sensible concession to foreign feeling thereby evidenced becomes the basis of a canard, which is calculated to materially damage any action taken by China in British eyes. The Chinese know perfectly well that the position of the British Government is very different to that in which the Executive Power of France found itself shortly after the Tientsin massacre; the French Minister then at Peking was absolutely helpless to threaten or even to engage to accept the terms offered in satisfaction. Mr. Wade occupies a very different position, and there is no more likelihood of an attempt being made to give him the go-by than of China declaring war against us on her own account. It is to be hoped the correspondent has since telegraphed that his first message was a mistake.

We understand that the leading members of the so-called Hospital Committee have resolved to form a Local Anti-Opium Association. For this purpose they have put themselves into direct communication with the London Society, and are only awaiting the suggestions of the latter as to detailed rules, to begin their operations. We have no idea what line of action they intend to adopt as to the connection of the English Government with the opium trade; but though we do not presume that they will be able materially to influence the policy of the Imperial Government, it is nevertheless gratifying to see natives of this Colony alive to and taking active interest in questions so closely bearing on the financial interests of two great Empires.

We understand that the following are the regulations which Mr. Bailey, the U.S. Consul here, has framed for the conduct, in accordance with the new Act of Congress, of Chinese female emigration to the United States of America:—

1. Any proper Chinese female going to the United States for reputable purposes, whether she resides in Hong Kong or comes from other places, and not having relatives at this place, must put down in the declaration the name of some Hong or Shop with which she may be acquainted, and who are willing to be surety for her, to enable inquiries to be made without difficulty.

2. Seven days before the steamer, or vessel, sails she must submit the declaration and her photographs in triplicate to the U.S. Consul for inquiries and examination. One photograph will be handed back to her on the arrival of the steamer, or vessel, at her destination, one will be filed with the Collector in San Francisco, and one retained for file in the Consulate.

3. Should there be any doubt as to the character of the applicant she must be seen by the examiners. It will therefore be necessary that she should state in her declaration whether she is willing to be seen, and at what time and place.

An exciting occurrence took place on the 9th September on board the steamer *Teviot*, Captain Nisbet. It appears that while Captain Vickory was on board making some inquiries about certain machinery consigned to the Dock Company, and he and the chief officer (Mr. Hunt) were examining the bills of lading for the goods, the Malay lamp-trimmer rushed behind and plunged a knife into the chief mate's shoulder. Mr. Hunt staggered under the blow, and Mr. Vickory appears to have got away. The excited lamp-trimmer upon this appears to have taken charge of the ship for a short time, so sudden was the attack; and he was allowed to career round the deck, on sanguinary deeds intent, until the arrival of the second officer. The latter immediately seized a marline-spike, and felled the rampant rascal to the deck. We are glad to learn that the wound, though serious, is not mortal, and that a day or two will possibly suffice to dissipate all fears of a fatal result. Mr. Hunt was formerly in command of the *Cheops*, and of the tea clipper *Titania*; and there is not the slightest reason to suppose that the native had any provocation whatever. The only explanation seems to be that he must have been inflamed by drink, and ran "amok" after the Malay fashion at the first man he saw. At the magistracy the case was brought up and remanded.

On the 30th August the Spanish steamer *Panay* caught fire It appears that the fire originated in spontaneous combustion of the rice cargo, which was damp; the men from the Police Chop were quickly on board, and soon extinguished it. Messrs. May and Creagh went off, but their direction was fortunately not required. The police sent a fire-engine off in a cargo boat, but the fire had been put out before it reached the vessel. Altogether, great promptness was shown by every one concerned, and the owners may be congratulated that matters were no worse. But little damage was done, and that chiefly to the cargo by water.

The steamer *Formosa* came off the West Point Slip on the 8th Sept. She has changed hands and hoisted the Spanish flag she is now called the *Zamboanga*, and is commanded by Captain Arrecharala. She will run between Amoy, Hong Kong and Manila. We hear she is partly owned by Remedois, and Co, of Hong Kong.

A general meeting was held at the Amoy Club on the 4th, to discuss two questions of some importance to the community. The first subject under consideration was the Recreation-ground, better known as the Cricket-field; 1,700 dollars are wanted for it, and though it would be immensely to the interest of several members of the community to keep the ground clear of buildings, it is considered very doubtful whether the amount will be subscribed. The matter was therefore allowed to be in abeyance for some time, in order to see if the amount will be forthcoming. The next matter was the final decision whether or not a new Club should be built; this question was decided in the affirmative, and the works will be commenced almost immediately.

Our Manila advices inform us that a Court of Inquiry will be held on the 15th September, at Cavite, for the purpose of investigating into the circumstances connected with the lately reported seizure of the steamer *Sultana*, Captain J. R. Howard, by one of the Spanish men-of-war on the South Coast of Sooloo, on the 21st of June last. The question of nationality may have prompted this action on the part of the authorities, and some consideration may yet be given to the flag of Borneo after all.

At a meeting of the Legislative Council on the 7th September the Ordinance to provide a General Register of Marriages in Hong Kong was passed, and the discussion of the Companies' Ordinance was postponed *sine die*.

In the Supreme Court on the 31st August Sorabjee Rustomjee, a broker, was adjudged a bankrupt, and in consequence a claim preferred against him by Mr. Algar for $610.50 in the Summary Jurisdiction Court had to be withdrawn.

The British brig *Pelham*, which arrived here on the 4th September, reports that her captain (Till) died of *delirium tremens* on the voyage, after having tried to kill the boatswain.

The opposition on the Canton river is now an established fact, the steamer *Ichang* running both ways within the twenty-four hours. The *Yotsai* (Kwok Acheong's steamer) is to run to Macao in opposition to the *Spark*.

Captain Sands advertises for sale his Patent Slip and Foundry, &c., at West Point, which he has been carrying on for some time back.

CANTON.

On the 27th Aug. a fire broke out in the Tartar quarter of Canton city. The scene of conflagration was a matshed built specially for the purpose of holding cricket-fights. Suddenly an

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alarm was raised, and it was discovered that the shed was on fire, and in a very short time the structure was burnt to the ground. As to the cause of the fire, some ascribed it to the careless throwing of the end of a cigar on the floor; another account put it that the Tartars who took part in the game had lost a good deal of money by the result, and became so exasperated that they set the tenement on fire. There is yet another story which asserts that some of those who took an interest in the fight became so elated at the victory of the insects on which they had staked their money that they burnt a large quantity of fire-crackers, and this set fire to the place. Which of these accounts is correct it is impossible to say, and one is about as likely to be so as the other.

A robbery almost as daring as that perpetrated on the Min Shun Bank in Tah Toong-street, Canton, last year, occurred on the 28th Aug. upon a shop in the same neighbourhood. The shop victimised on this occasion is the Yik Sow Loong, which deals in retailed opium, and is situated in the Upper Ninth Ward. This shop, as a sort of inducement to purchasers, allows its customers to smoke on the premises, providing them with necessary apparatus, and the oil which feeds their tiny lamps. On the night in question, some ten men went to the shop to smoke, and when an opportunity offered, they suddenly rose *en masse*, and kept the shop-people at bay with the weapons they carried with them, while some of their number ransacked the house, carrying away some 300 taels of silver. Another account placed the sum at about 1,000 taels, but allowing for the usual exaggeration of Oriental arithmetic it is thought that the former sum is nearer the truth.

There has been a riot in a theatre at Kong Moon. It appears that it is a common custom with the people of Kong Moon to engage the services of one of the first-class companies of play-actors to perform before the Joss-house of their popular god on the anniversary of the birthday of this diety, and on this occasion the Joss-house Committee engaged the Poo Tin Lok Company. In one of the plays some omissions on the part of the actors were observed by the spectators, and the latter, regarding the omissions as wilful and conveying a slight to them, commenced to hoot. The hooting spread like wild-fire, and was taken up by that portion of the audience who stood in the pit. This lasted for a few moments, when stones were hurled on to the stage. The actors then, in self-defence, turned out with weapons, for they could not say to what extent the infuriated mob below might go. Fighting then took place between the two parties, and was not stopped until several men on each side were wounded.

Sundry members of the Canton guild lately challenged the compradore of an old established foreign firm to a cockroach fight, for the sum of $1,000. The said amount was distributed over a large circle of friends, the proportionate amounts being various, ranging from $10 to $100. The victory resulted with the compradore and his friends. A singular fact is that only the Cantonese indulge in this sport.

The heat in Canton has been very great, and much sickness is prevalent, especially in the city itself.

PHILIPPINE ISLANDS.

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MANILA.

The *Straits Times* gives the following translations:—

According to official statistics published last month at Manila, the value of imports into the Philippines during 1874 is estimated at $13,704,254, and the exports from the same at $17,302,977, forming a total of $31,007,231. For 1873 the figures are respectively $13,217,836, $23,522,529, and $36,740,365.

In reply to inquiries, the translator regrets to say that the Manila papers give no further particulars so far regarding the blockade of Sooloo, or how the war goes on in that quarter; or of the *Sultana* and cargo seized in the Sooloo Sea; or what became of the renowned Captain Hayes, whom the Spanish authorities caught hold of at the Marianne Islands, and whose future progress would be rather interesting to traders and others in these parts.

SIAM.

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Advices by this mail report some excitement at Bangkok in reference to the advance of a body of Chinese marauders, supposed to be from Yunnan. They appear to have worked down from the northern frontier of Lugang Prahang without opposition, to within two hundred miles of Bangkok, but preparations were being made for despatching a disciplined military force, with European arms, &c., to meet and dispose of the invaders. The first instalment was to leave on the 22nd Sept. Another matter was causing some talk, viz., the visit of Sir William Jervois, Governor of Singapore, to the Siamese town of Singora and the dependency of Tringanu, without any previous intimation to the Siamese Government. When the officers of the Sultan of Tringanu were appointed, a few years ago, it was understood that his position as tributary to Siam should be recognised, and Singora is an absolute Siamese town.

The *Siam Advertiser* of the 9th Sept. states that the Government is making all preparations for sending the expedition to quell the disturbances in the Northern Provinces, and put a stop to the depredations of the Cheen Haus, and that the expedition was to leave Bangkok in a few days. H.R.H. Somdetch Chowfa, and other Siamese nobles, were to be the leading Generals. The Government had also requested the French Consul at Bangkok to officially notify the Saigon Government of the sending of the expedition, and entreat the Saigon authorities to prohibit the supply of arms, ammunition, and supplies to the insurgents from French Cochin China.

The new bronze coins struck off at the Siamese Mint have been put into circulation, and the gambling farms had been notified to redeem their porcelain currency and use the new coins instead. These bronze coins are of very small value, and are estimated by their fractional value a "fuang," or one eighth of a tical, equal in our currency to 7½ cents. The new pieces are valued respectively at a quarter, eighth, and a sixteenth of a fuang.

JAVA.

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The *Straits Times* gives the following on Atchin and Java affairs:—

The Batavia *Dagblad* publishes a letter from a correspondent at Atchin regarding the state of affairs. The following is a translated extract therefrom:—

"We at present hear little of the West Coast; the West monsoon is now prevailing there, during which shipping, particularly on the more northerly portion of it, encounters great difficulties. Trading craft come there very seldom, so that the blockade is now somewhat easier to maintain than during the East monsoon. The roadstead of Great Atchin, or rather Olehleh, continues to be lively. Steam vessels are almost always in view there, busily discharging cargo; there are also to be seen men-of-war departing or arriving, receiving fresh orders, or coming to give in their reports to the naval commanding officer, and steam launches moving to and fro, &c.

"As to the blockading squadron, very little of a remarkable nature has happened since the bombardment of Sambelangan. With reference to the States which are still persistently hostile to us, their fisheries are interrupted as much as possible by firing upon fishing prahus which venture out to sea, which firing is, at Sambelangan, always returned from the shore. Notwithstanding their chastisement, the Sambelangers do not generally await our fire, but fire upon every man-of-war which steams past that petty State. Fortunately, however, their firearms are of such a nature as to do us but little harm so far. Along with Simpang Olim, Sambelangan is certainly at this moment our most obstinate enemy on the coast. In other respects the squadron continues to perform the same service; blockading, blockading again, and always blockading; that is to say, looking sharply, by day and by night, towards all points of the compass for any vessel in sight, so as to stop her if she come inside the blockade line, examine her papers and cargo, which are generally found to be in order. In the night time armed boats are also despatched from the men-of-war to cruise close to the shore to prevent small prahus from taking advantage of the darkness to bring contraband articles ashore. Prizes, however, are at present rarities, and are made more frequently on the East Coast only, although there they are usually small native prahus."

The same journal also contains the following nautical intelligence:—

"A correspondent writes to us as follows from Anjer, under date the 26th Aug.:—'Captain Warland, of the American ship *Endeavour*, reports that in 5 deg. 50 min. N., and 119 deg. 13 min. E., his vessel sailed over a bank not marked on his English chart; the soundings were from eight to ten fathoms, while coloured water was visible at a short distance; at the same time he ascertained that Hog Point, twenty-seven miles off, bore south.' When the foregoing intelligence was previously published a couple of errors crept into the same, which we have corrected on this republication."

The Batavia *Handelsblad* states as follows:—

"The wreck of the *Neva* has again exchanged hands; this time, less cargo, it has been sold for 10,000 guilders.

"At Batavia the state of health is in a sad condition. Cholera is daily carrying off victims even from amongst the well-to-do classes; in one family five children died in a few days. A young actress lately arrived, who had performed successfully here on her first appearance before the public, was a corpse a couple of days afterwards, owing to this disease."

On the same subject the *Dagblad* says:—

"Cholera at Batavia is again increasing frightfully amongst the European population. Of late the death-rate has been made double what it had been under ordinary circumstance by this terrible disease."

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STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 18th Sept.; the French mail from London Aug. 13 arrived out on the 11th Sept., and the following P. and O. mail of Aug. 20 was received on the 18th Sept. We take the following items of intelligence from the *Straits Times*:—

His Excellency the Governor has been absent from the Settlement on a visit to Laroot and Perak, returning on the 18th Sept. Nothing has yet been made public regarding this visit, but his Excellency's object was to go into the interior of Perak, and ascertain for himself the state of the country and the best course to pursue in dealing with the difficulties that naturally arise in the working of the new system. The information thus gained will, it is believed, enable him to estimate at their true value the character of the rival claimants of the throne of Perak, and their influence over the people.

The Sultan of Tringanu, after a stay here of about sixteen days, left for home in the steamer *Kromatah*, which would call in at Tringanu to land him and his party on her way to Bangkok. The Sultan's party included a body guard and about forty of his wives, with a great many of his children and grandchildren, the whole numbering about 200 persons. While here the Sultan visited every place of public interest, but was best pleased with his visits to the European stores.

At last, the Supreme Court has taken possession of the new Court House, which is a handsome and commodious structure. The internal decorations are in accordance with the substantial character of the building itself, and the structure reflects great credit upon the architect who designed and so well carried out the incorporation of the old and new buildings. We trust, now that the Court is a second time domiciled in a house of its own, that its days of shifting about are over, and that no encroachments will be made upon the accommodation that, after so much delay, has been provided for it.

The project for a railway in Singapore may be premature and financially unsound; but there are indications that one of these days a tramway from one end of the town to the other will be an absolute necessity to accommodate the passenger traffic. Hack gharries are getting to be expensive luxuries, and are hard to find whenever particularly wanted—though usually they are as thick as bees, and very anxious for one's custom just when he don't require them. The omnibus proprietors are temporarily supplying that great want of the native population—cheap conveyance—by running their 'busses at night from the neighbourhood of Circular-road to Campong Glam and back, stopping at any part of the route, at a uniform fare of three cents per head; —and the 'busses appear to go full too. It is rumoured, also, that shortly there will be a fresh line to and from Tanjong Pagar.

This morning the racecourse opened for training for the Autumn Race Meeting. Great results come occasionally of small beginnings, and it is to be hoped the measure of our actual sport on the race days will be in this relationship to the display of the first training morning. Three horses—evidently intended for racing work—were taken round; there was a very promising looking black mare, and a bay gelding of good form, neither of which had been on the course before; and Bar One, an old friend, made the third. So much for the horses. The attendance of the members of the Club was a fair average for the beginning of the season, and we were glad to see a number of old faces present. The coffee and tea were unexceptionable, and the appointments connected therewith showed an improvement upon former arrangements. The ordinary amount of gossip was got through, and the gathering dispersed about half-past six.

The steamer *Benmore* brought down from Malacca nine European gold miners from the Chindrass mine, who had asked to be released from completing their engagements, preferring to return to Australia, and we learn that the underground manager has tendered his resignation. We understand that only four European working miners now remain at the mine, who, with the manager and coolies, will carry on the future operations of the company. The greatest piece of news is that Chindrass has been altogether abandoned, and the machinery is being taken down and operations begun on another hill called Tahan, some twenty miles distant from the late expensive and profitless workings, where there are prospects of at last obtaining the coveted gold, in pursuit of which the shareholders have spent so much money.

At one of the meetings of Council last year there was a Committee appointed, or a proposal made for one, to revise and consolidate the numerous Ordinances with which the Settlements have been blessed or burdened by the labours of the Legislative Council since 1867. We do not know whether any action has been taken in this important matter, but whether or no, we would suggest, as a very desirable pendant to the motion, the propriety of steps being taken to have the digest, when finished, translated into Chinese, Tamil, and Malay, or at all events into the first-named language, as being that of the most numerous, if not most important section of the community. We observe that in Hong Kong the local Ordinances are to be translated as soon as possible into Chinese, and the same step is quite as necessary here in regard to the three Settlements.

The hack-gharry strike has come to an ignominious end. A crowd of unruly Klings in Commercial-square forcibly stopped a hack carriage with two gentlemen in it; an hour or two afterwards the sycees had all voluntarily resumed work, and there being no rain are over-anxious for custom.

PENANG.

At a meeting of the Municipal Commissioners, the following was agreed to in regard to Mr. Carrington's Scheme for water works:—

Resolved, 1st. That the larger of the two schemes be adopted, and that the sixteen inch iron main required for the first division of the new line be ordered from the Commissioners' manufacturers by the next homeward mail, and that at the same time inquiries be made regarding the services of a fitter.

2nd. That the Secretary be directed to consider the best means of raising the necessary funds, with a view to determining what proportion can be met out of current revenue, and making application to Government for the necessary borrowing powers.

3rd. That one-half of the borrowed money shall be paid by instalments within a limited period, and the remainder to be a debt on the Municipality.

4th. That the thanks of the Commissioners be conveyed to Mr Carrington for his report, and to the Commissioners of Singapore for their courtesy in permitting them to avail themselves of Mr Carrington's services.

5. Read a letter from the Lieut.-Governor requesting, on the part of Government, to know what may be the amount of the Commissioners' contribution towards the cost of building the Town Hall.

Resolved, that Government be informed that the Commissioners will be prepared to participate in the expense of the building to the extent of $10,000, provided the premises when completed are vested in them according to their original proposition.

The *Gazette* says:—The colony is spending nearly $100,000, as we have often pointed out, on the Prye and Duroo bridges. Surely it is very false economy to begrudge the salary of an officer of the P. W. Department here in Penang to see that the money is properly spent. The colony has lost $10,000 over the Duroo bridge already, owing to the indifference of the heads of the department in Singapore, and we have no guarantee that the $100,000 about to be spent now will not be thrown away in a like manner. We hope to see this matter taken up at the next Penang Association meeting.

Malacca, according to the latest accounts, has got its *full* meed of acting appointments at present. The Hon. C. B. Plunket is Acting Lieutenant-Governor, Magistrate, and Coroner, vice Captain Shaw and Mr. Isemonger, who are both absent on leave; Mr. Magalhaens, the Colonial Engineer of the Settlement, is Acting Collector of Land Revenue as well, vice Captain Ord, who has just gone to England; and the military Doctor attached to the detachment of 16th Regiment is Acting Colonial Surgeon, while an Acting Chaplain has to go up periodically from Singapore to attend to the spiritual welfare of the Protestant members of the community, and the Superintendent of Police has been "Acting" for nearly two years. It will thus be seen that out of the seven officials that Malacca has to pay for she has at the present moment the services of three only in reality, viz., Messrs. Plunket, Malgalhaens, and the Superintendent of Police, and the Engineer is the only officer who is not acting. We are told that Mr. Plunket has to hold Court till midnight frequently owing to the pressure of his other duties during the day. We can only ask the Government whether, in allowing the existence of such a state of affairs, it is doing justice to either the public or its servants.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—For some little time the demand for most goods continued, but during the closing week rather less inquiry had been apparent for Grey Shirtings, also for 16/24 Yarn, but good 28/32's were still saleable. In Velvets a considerable advance had been established; and for Indigo Shirtings, Cotton Sateens, Turkey Reds and Taffachelass, a fair current demand existed. Woollens were generally in better inquiry, and an advance had been obtained on Black Lustres. There had been little change, and no improvement, in Metals; sales had been confined to a few lots of Nail-rod Iron, at prices under previous quotations.

HANKOW.—During the fortnight sales of Grey Cottons had only amounted to 1,800 pieces. There had been more inquiry for Fancy Goods, however, than for some time previously.

CHINKIANG.—Messrs. Spencer and Wolff write:—We have again to report a dull week in all Grey Goods, with the exception of English Drills, which have been moved off somewhat freely. A few bales of Shirtings and T-Cloths have been taken to supply immediate requirements; but dealers refrain from purchasing to any extent, as, owing to the weak state of the Shanghai market, they anticipate a decline in rates.

SHANGHAI.—The week had been a cheerless one to the majority of holders. The dulness had continued throughout, unbroken saving by an inquiry for low priced Turkey Red Shirtings, and a renewal of the demand for 14 lbs. Drills—in godown.

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FOOCHOW.—Five hundred pieces 8.4 lbs. Grey Shirtings had been sold at $2.80 per picul. Lead: Small sales at $8.50 per picul against Tea.

HONG KONG.—There had been little if any alteration in prices during the interval. Business had been moderate, but a tendency towards improvement was exhibited at the close.

CANTON.—Lead: The market had been very dull, and prices had declined to $8.30 to 8.35 for LB; quotations were nominal. Quicksilver was quoted $102 to 103.

BATAVIA.—There had been scarcely any change in the position of our market for Cotton Manufactures. The demand for nearly all descriptions of goods continued on the most limited scale, and sales of any importance were as a rule impossible, unless long credit be given. Prices generally had a downward tendency, and were only maintained where there was scarcity of stock.

SINGAPORE.—The arrivals with general cargoes had been the steamers Feronia from Hamburg, Emiliano and Patroclus from Liverpool, Lorne, Fleurs Castle, and Glenearn from London. The market had continued extremely dull during the whole of the fortnight. Advices from the outports were unsatisfactory, and importers having shown more anxiety to press sales prices were weaker.

PENANG.—There had been no improvement to report in the demand for imports; if anything the market during the fortnight had been duller, and only retail sales had been practicable. For a wholesale quantity there were sellers at a reduction on current rates, but demand was wanting.

EXPORTS.

TEA.

YOKOHAMA.—After departure of the last Pacific mail steamer a current business continued to be done at full rates, whereupon Teamen endeavoured to force up prices, and for a short time were successful; this had the effect of curtailing business, and arrivals still coming forward freely, they had again to give way, and prices closed about on a par with those ruling at the date of last report, with an easier tendency. Settlements during the fortnight amounted to 7,000 piculs, making total to date about 94,000 piculs, against 78,000 piculs at same time last year. The Ukraine not meeting with sufficient encouragement had been withdrawn, leaving the H. A. Litchfield and Lothair on the berth for New York, and the Hants County for San Francisco. The Oleander and Mercury sailed for New York on the 28th and 29th Aug. respectively, the former with 459,886 lbs., and the latter with 301,854 lbs., making an export of 1,598,357 lbs. Quotations: Common $20 to 23, good common $24 to 26, medium $27 to 30, good medium $32 to 34, fine $36 to 38, finest $39 to 42, choice $45 per picul.

HANKOW.—Messrs. Evans, Pugh, and Co.'s Report says:—A moderate amount of business has been transacted during the past fortnight, settlements amounting to about 13,500 chests having been reported, while shipments to Shanghai for sale on that market have been limited to about 6,000 chests. During the corresponding period last season settlements were about 10,000 chests, a similar amount being forwarded to the Shanghai market. The arrivals have been very moderate, say about 18,000 chests, against 28,000 chests during the same time in 1874. There appears to be every prospect of a short supply of third crop teas. Prices of the better classes that have been offered, which are of fair quality, have advanced from Tls. 1 to 2 per picul from opening rates, owing to competition between Russian and English buyers. The commoner kinds, however, show little change in value. The export of Hankow Teas per Customs Returns is now 49,341,967 lbs., against 48,212,807 lbs. in 1874. Quotations are:—For second and third crop Oopacks, Tls. 13.00 to 18.75, against Tls. 16.00 to 19.00 at same date last season; ditto Oanfas, Tls. 11.25 to 13.50, against Tls. 16.25 to 17.00; ditto Oonahms, Tls. 10.00 to 13.75, against Tls. 13.50 to 17.75. The following is a comparative statement of the export hence:—1875-76, 58,364,327 lbs.; 1874-75, 56,520,383 lbs.; 1873-74, 54,732,720 lbs.; 1872-73, 52,634,163 lbs.; 1871-72, 52,866,378 lbs.; 1870-71 41,614,185 lbs.

SHANGHAI.—*Black:* A very fair amount of tea had been settled during the fortnight, and prices for all Congous were decidedly firmer. Supplies were still kept back, and there was only a small stock affording a poor selection. **Settlements, 28,**487 chests. Stock, (against 32,000 chests last year), 12,180 chests. The following prices had been paid:—Oopacks, 10½d. to 1s. 1½d.; Oonahms and Oonfaas, 9¾d. to 1s. 1¾d.; Hohows and Ningchows, 8½d. to 1s. 6d. *Green:* There had been a somewhat strong demand for Country Teas, the finer kinds of which were dearer. Lower classes showed no change in value, nor had there been any alteration in Pingsueys, the business done in them having been small.

FOOCHOW.—There had been considerable improvement during the fortnight in the amount of business in progress, as will be observed from the settlements given below. Congou: Settlements had amounted to 36,190 chests, at Tls. 6½ to 25½. The better grades had been in demand, and prices had steadily advanced until they were quoted Tls. 2 over the lowest point reached. Common kinds were about one-half a tael higher. Arrivals had amounted to 38,400 chests. Quotations: Siftings to broken leaf, 7½d. to 9½d.; broken leaf to ordinary, 9½d. to 11½d.; fair to good common, 11½d. to 1s. 0½d.; flavoury to medium, 1s. 0½d. to 1s. 5½d. Souchong: Settlements 2,427 chests, at Tls. 14 to 44, showing slightly easier rates; arrivals 5,500 chests. Oolong: Settlements 1,348 half-chests, at Tls. 13½ to 28; arrivals 200 half-chests. Scented Teas: Settlements 6,289 boxes, at Tls. 16 to 26; arrivals 7,000 boxes. Flowery Pekoe: Settlements 106 chests, at Tls. 33, being full prices; arrivals 100 chests.

AMOY AND TAMSUI.—Congou: A moderate business had been in progress at Amoy during the fortnight, transactions being principally for the London market. Prices showed a slight decline all round. The third crop was expected in about ten days or a fortnight. Quotations were:—Common to fair, $15.00 to 17.00; good, $18.00 to 19.00; superior, $23.00 to 25.00. Oolong: Small purchases for the London market continued to be made, but nothing had been done for America, prices being still about $3 to 4 over quotations received from New York by telegraph. Arrivals to date—54,226 half-chests, against 136,129 half-chests at same date last year. Formosa Oolongs had come to hand during the fortnight to the extent of 8,000 half-chests, all of which had met with ready sale at rates which show some improvement. Quotations: Good cargo, $26.00 to 27.00; superior, $29.00 to 30.00; fine, $33.00 to 36.00; fine to choice, $42.00 to 46.00.

CANTON.—Messrs. Deacon and Co.'s Report says:—The past fortnight's business has been on a more extensive scale than for any similar period during the past three months, and it would have assumed larger proportions had not operations been checked by the endeavours of Teamen to obtain advanced rates. Congous.—Rather better value has been obtained in these, and settlements have been chiefly of the better teas offered; the bulk of the stock being of an unattractive character. Business at Macao is again chiefly confined to the shipment of contract teas. Scented Teas.—A demand for Capers sprung up early in the fortnight, and a large business has resulted; at one time it appeared as if buying would be checked entirely by teamen advancing their ideas Tls. 1 to 2; they have succeeded partially in their attempts to raise prices, but only for fine and finest which must be quoted about one tael higher than last mail; transactions in other gardes have been made on much the same basis as the business of last fortnight. Quotations are good common to fair Tls. 13 to 15; medium to good Tls. 17 to 20; and fine to finest Tls. 22 to 24. Though there is a considerable quantity of leaf held by natives, yet the teamen who manipulate the Tea have only small stocks, and therefore firm in their demands. A large portion of the unprepared leaf held over during the past two months has suffered from damp, and the presence of damage is markedly evident in many of the musters shown. Pekoes have been in less demand, and fewer purchases have to be recorded. Prices as a rule have ranged much the same as last mail for long leaf kinds, while new makes have advanced one tael. Canton Greens.—No settlements are reported. The following is a summary of the fortnight's business:—Congou, 2,000 boxes at Tls. 15 to 22 per picul, Scented Caper 25,000 boxes at Tls. 13 to 24 per picul, Orange Pekoe 7,000 boxes at Tls. 14 to 31 per picul.

SILK.

YOKOHAMA.—Since the date of last report a considerable business had been done. Arrivals of Hanks had been very large, and dealers had shown some anxiety to realise these classes, more especially the lower qualities, for which a slight decline has occurred. Oshius and Kadidas had met with ready sale at previous quotations. Stocks had further increased.

SHANGHAI.—An attempt made by the Chinese to force up prices had resulted in a small business for the mail (prices paid showing an advance of fully Tls. 5 per picul. all round), and settlements had not exceeded 1,500 bales, giving a total of 30,000 bales since 1st June, against 32,000 at same date last year. Some of the silkmen, however, seemed apparently very confident that later on in the season would be a more general demand, in anticipation of which they were purchasing to fair extent on this market, rather than pay the reported higher prices up-country.

CANTON.—Messrs. Deacon's Circular says:—We have had another fairly active fortnight in this article. 800 to 900 bales of Tsatlee reel have been taken, and with the exception of finest thread, all classes have more or less been dealt in; the demand, however, has been mostly for No. 4 and common descriptions. The fact of fourth crop being rather an improvement, as regards general quality on previous yields this season, has induced a slightly firmer tone of late, although there is little quotable difference in prices. No. 4 has been in at $325 and $327½ per picul, and up to $330 per picul is asked for good Kowkong. Loong-kongs have not been wanted, and no transactions have taken place. Long-reels: Settlements are put in at 180 piculs and 40 bales Cumchuck, Seulem, Kowkong, &c. Re-reels have been in limited demand, and only one contract of 300 boxes is reported. Stock has received considerable addition, and is estimated as follows, viz.:—1,400 to 1,500 bales Tsatlee, 100 bales Loong-koong, 200 bales Cumchuck and Lackl ow, 50 bales Kowkong, and about 200 bales of inferior sorts.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1½d. to 4s. 1¾d	4s. 1¾d.	4s. 1¾d.
Shanghai ,,	5s. 7¾d.	5s. 8d. to 5s. 8¼d.	5s. 8¾d. to 5s. 8¼d
Canton ,,	4s. 1d.	4s. 1¾d.	4s. 1¾d. to 4s. 1¢d.
Hong Kong ,,			
Macao ,,			
Singapore ,,	4s. 1¾d.	4s. 1¾d.	4s. 2d.
Manila ,,	4s. 0d.	4s. 0¼d. to 4s. 0¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304½ to 305½	220
,, Hong Kong	27¾ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 72.8.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 27 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1050 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 22 per cent. discount.
Hong Kong Fire Insurance Company, $292½ premium.
Union Insurance Society, $500 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 8d. at Hong Kong 4s. 1¢d., at Singapore 4s. 1¾d.

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Shipping Intelligence.

ARRIVALS.

At Yokohama.—From Philadelphia, Aug. 27, Rainb

At Shanghai.—From London, Aug. 29, Ambassador, Cybele (str.); 31, Naples (str.); from New York, Charter Oak; from London, &c., Oct. 16, Gordon Castle (str.); 21, Nestor (str.), Agamemnon (str.).

At Hong Kong.—From London, Sept. 7, Teviot (str.); Oct. 20, Glenfinlas (str.), Chusan.

At Batavia.—From Cardiff, Oct. 20, Cape Horn, from Nieuwe Diep; 13, Conrad (str.) from Glasgow Sept. 9, County of Lancaster; 12, Berbice, from Holland; 7, Johanna and Margaretha, Madura (str.); from New York, Aug. 29, Humboldt, from Cape Town; Sept. 9, Vanadis, 12, Heidi.

At Singapore.—From Cardiff, Sept. 13, Akyab, from Algoa Bay; 17, Helene, from Cardiff; Oct. 13, Queen of the Age; 20, G. F. Muntz, from London, Braemar Castle (str.).

DEPARTURES.

From Yokohama.—For New York, Aug. 28, Oleander, 29, Mercury.

From Shanghai.—For London, Sept. 2, Norman Court.

From Hong Kong.—None.

From Batavia.—For Channel, f.o., Sept. 3, Kalaya; 5, Charlotte Lange; 8, Tarquin; for Holland, Aug. 29, Friesland (str.); 31, Minister Fransen van de Putte; Sept. 2, Nieuwe Waterweg II; 5, Nieuwe Waterweg I.; 9, Holland (str.), for New York; 5, Evening Star.

From Singapore.—For London, Sept. 4, John George; 15, Lea Star; for Marseilles, 15, Bedfordshire.

VESSELS LOADING.

At Yokohama.—For New York, H. A. Litchfield; for San Francisco, Hants County.

At Shanghai.—For London, Flamingo (st.), Ascalon Halloween, Tamerlane.

At Foochow.—For London, White Adder, Fiery Crossa, Endymion, Min.

At Hong Kong and Canton.—For London, Ada, England's Glory; for New York, Harriet N. Carleton.

At Batavia.—For Holland, County of Sutherland (str.), County of Bute, Kortenaer, Johanna and Willem, Madura (str.), Johanna and Margaretha, Mrs. J. Van Lennep.

At Singapore.—For Channel, f.o., Adeline; for Marseilles, Chiara, Batavia (str.); for New York, Kate Carnie; for Boston, Nehemiah Gibson.

At Penang.—For London, Bristow.

FREIGHTS AND CHARTERS.

From Yokohama.—To London, by steamer, £4 15s. per ton of 40 cubic feet; sailing vessel, £2 10s. per 40 feet; $4.50 per bale; to New York, by sailing vessel, £2 5s. to £2 15s., per ton; to San Francisco, $8 per ton.

From Shanghai.—To London, by steamer, £2 10s. to £3 per 40 feet; sailing vessel, £2 10s. per 50 feet; to New York, by steamer, £4; sailing vessel, £1 10s. per 40 feet. The rate reported by telegraph is £2 5s.

From Foochow.—To London, by steamer, £3 per 40 cubic feet; sailing vessel, £2 10s. per 50 cubic feet.

From Hong Kong and Canton.—To London, per steamer, £3 5s. per ton of 40cubic feet; sailing vessel, £2 10s. per ton of 50 cubic feet; to New York, sailing vessel, £2 10s. per ton of 40 cubic feet.

From Batavia.—To Channel, f.o., £3 5s.; to Holland, sugar, f.70; coffee, f.77.50; tea, f85 to f.90; tin, f.50 per ton.

From Singapore.—To Liverpool, by steamer, gambier, £3,; sago flour, £2 10s.; to Channel f.o., sailing vessel, gambier, £2 7s. 6d.; sago, £2 12s. 6d.; pepper, £3 5s. per ton.

From Penang.—To London, by steamer, tapioca flour £3 10s.; tin, £1 5s.; pepper, £4; sailing vessel, bag sugar, £2 12s.; pepper, £3 5s.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Allen—On the 16th Sept., at Singapore, the wife of George Allen, of a daughter.

Layard—On the 13th Oct., at 19, Saumarez-street, Guernsey, the wife of Henry W. Layard, of Ceylon, of a son.

Quelch—On the 6th Sept., at Swatow, the wife of C. B. Quelch, of a daughter.

Reynvann—On the 4th Sept., at Yokohama, the wife of J. M. Reynvann, of a son.

Winter—On the 6th Sept., at Hiogo, Japan, the wife of John Jamieson Winter, of the Hong Kong and Shanghai Bank, of a daughter.

Yorme—On the 17th Oct., at Balham, London, the wife of John Stow Yorme, of a son

MARRIAGES.

Hance—Kneebone.—On the 7th Sept., at St. John's Cathedral, Hong Kong, by the Right Rev. Bishop Burdon, D.D., assisted by the Rev. R. Hayward Kidd, M.A., Colonial Chaplain, Dr. H. F. Hance, H.B.M.'s Vice-Consul at Whampoa, to Charlotte Page, eldest daughter of G. A. Kneebone.

Turnbull—Hardy.—On the 13th Oct., at Oatlands Church, Surrey, by the Rev. J. Corbett Turnbull, M.A., of Cheltenham, father of the bridegroom, assisted by the Rev. R. C. Meade, M.A., Vicar of St. Neot's, Hunts, William Abbott Turnbull, of Shanghai, to Amy Harriet, widow of Harcourt W. Hardy, late of Shanghai, and elder daughter of the late John Henry Kolle, of Park House, Upper Tooting.

DEATHS.

Birley—On the 13th Oct., at Hillside, Kirkham, Lancashire, Alice Constance, infant daughter of Hutton Birley, aged two months.

Fearon—On the 28th Sept., in the Red Sea, on the voyage to Penang, Roger Grey, son of the Rev. Arthur and Lilla Fearon, aged seven months.

Fitzgerald—On the 24th Aug., at Hiogo, Maurice Fitzgerald, aged 43 years.

Sheppard—On the 23rd Aug., at Osaka, Charles Sheppard, C.E., of the Imperial Government Railways, aged 45 years.

In reference to the complaints of the Singapore community as to the despatch of the P. and O. Company's steamers, we understand that instructions have been sent to the agent at that port authorising him to extend the time.

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.

(Reuter's Telegrams.)

Shanghai, Oct. 18.—The difficulty with China has been diplomatically settled, and Mr. Wade has left Peking.

Shanghai, Oct. 20.—Mr. Wade, in notifying to the Foreign Legations that Mr. Grosvenor proceeds to Yunnan, informs them that while negotiating on this subject at Peking he took the opportunity of insisting upon a better observance of Treaty obligations, especially with regard to the taxation on trade. The Chinese Government agreed, to institute an inquiry and have a report prepared on the subject as a basis for further negotiations. Mr. Wade, however, stated that no new trade convention was contemplated, and that no convention could be operative if negotiated by any one Minister single-handed. It must be accepted by all the foreign representatives alike. The latter announcement has caused some surprise here. No other stipulations have been notified. Mr. Wade and Admiral Ryder have arrived at Shanghai. Mr. Wade is expected to return shortly to Peking.

Shanghai, Oct. 23.—Mr. Grosvenor and Mr. Baber, the British members of the commission of inquiry into Mr. Margary's murder, to be sent to Yunnan, accompanied by Mr. Davenport, will start on their journey to-morrow morning.

(Times' Telegram.)

Shanghai, Oct. 18.—The negotiations are going on satisfactorily The *Gazette* contains an edict referring to Mr. Margary's murder, and declaring the right of foreigners to travel in the interior, and requiring the officials to take cognisance of Treaties. Mr. Grosvenor and Mr. Baker start for Yunan overland. Mr. Wade has arrived at Shanghai.

FOREIGN OFFICE DESPATCH.

A telegram has been received at the Foreign-office from Mr. Wade, dated Shanghai, October 18, reporting that the guarantees which he required and obtained from the Chinese Government before leaving Peking included the despatch of a Mission to England with a letter of apology for the Yunnan outrage, and a safe passage to the frontier of Burmah and across it for the Mission of Inquiry to be sent to Yunnan.

A decree was issued on the 28th September directing the Yamên of Foreign Affairs to consider, with the other Departments of the Government, the question of personal intercourse with the Foreign Representatives at Peking.

Instructions have been issued to Mr. Hart, the Inspector-General of Customs, to report fully on the taxation of foreign trade; and the Chinese Government have engaged that when the inquiry is concluded a competent Chinese officer shall be appointed to confer with a British official on the regulation of the frontier trade between Burmah and China.

A decree was issued on the 10th of October calling the attention of the Provincial Governments to the passport clause in the Treaties, and alluding to the murder of Mr. Margary and the consequent appointment of a High Commission.

Mr. Wade will return to Peking in about a week, after having despatched Messrs. Grosvenor and Baber to Yunnan.

REPORTED LANDING OF WAR MATERIAL AT SHANGHAI.

Hong Kong, Oct. 18.—It is reported that the *Gordon Castle* has landed at Shanghai sixty tons of Henry-Martini ammunition for the Chinese Government, which had been shipped in London as merchandise. The Government is investigating the affair.

Hong Kong, Oct. 21.—The report that the Gordon Castle had landed at Shanghai 60 tons of Henry-Martini amunition for the Chinese Government is confirmed.

SHIPPING POSTSCRIPT.

Arrivals Not in the Tables.—Oct. 22, at London, from Singapore, Empress; from Shanghai, Cutty Sark; October 16, at Amsterdam, from Akyab, Stavanger; 20, at Antwerp, Malleville; 21, at Queenstown, from Rangoon, Pater; 22, at London, from Penang, Cotherstone; 21, at Liverpool, from Rangoon, Savernake; at Marseilles, from Singapore, Emilienne; 22, at Falmouth, from Rangoon, Battistina Madre; Palmyra, from Akyab, Nereid; at Queenstown, from Bassein, for Liverpool, Prince Patrick; 21, at St. Nazaire, from Reunion, Chittagong; 23, at London, from Colombo, Kent; from Shanghai, Menelaus (str.); 25, from Nagasaki, E. Selyn.

Departures.—Oct. 14, from Nantes, for Reunion, Volta; 20, from Southampton, for Batavia, Celebes (str.); 21, from London, for Shanghai, Glenroy (str.).

Spoken.—Gryfe, from London to Hong Kong, Sept. 2, 10 N., 27.35 W.; Cannanore, from Bordeaux to Batavia, Sept. 7, 7 N.. 26 W.

Miscellaneous.—Gibraltar, Oct. 20, passed from Greenock, for Singapore, Pontianak (str.). Table Bay.—Sailed, Sept. 24, Franziska, for Batavia.

Casualty.—Manila: By telegram, dated Hong Kong Oct. 23, Rooda (ship), for London, with sugar and hemp, took fire here, and was scuttled to save her hull; extent of damage not yet ascertained. She is discharging her cargo, all of which is damaged, for survey.

THE MAILS.

Present Inward Mail.—Brindisi, Oct. 21.—The P. and O. Company's steamer Baroda, with the homeward India and China mails, arrived here at 7.30, and the mail left at 9.40 P.M. for London

Heavy Portion of Present Inward Mail.—Port Said, Oct. 18.—The P. and O. Company's steamer Surat left for Southampton at 9 A.M. to-day, where she may be expected to arrive about the 1st proximo.

Next Inward Mail.—Marseilles, Oct. 24.—The Messageries Maritimes steamer Amazone, with the China and Japan mails, arrived here to-day at 2 P.M. Her cargo includes 443 bales of Silk, and 6,600 pac

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ages of tea, for London, which will be forwarded by the Company's steamer Gange, due about the 9th proximo.

Inward Mail due Nov. 15.—Galle, Oct. 16.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, left here to-day for Aden.

Heavy Portion of Last Inward P. and O. Mail.—Southampton, Oct. 18.—The P. and O. steamer Malwa, from Port Said 4th inst., arrived this evening with the heavy India, and China mails, 206 passengers, £41,956 specie, and a large cargo, including 18, 610 chests of tea and 832 bales of silk. She left Shanghai on the 23rd August; Hong Kong, 28th; Galle, 16th September; Aden, 24th; Suez 2nd Oct.; Malta, 8th; and Gibraltar, 13th.

Last Outward P. and O. Mail.—Suez, Oct. 22.—The P. and O. Company's steamer Hydaspes, with the outward China mail of October 7-15, left at 11 A.M. for Calcutta.

Outward Mail of Sept. 24.—Galle, Oct. 18.—The Messageries Maritimes steamer Hoogly, from Marseilles on the 26th of September, left here to-day for Singapore.

Miscellaneous.

THE RUSSIAN EXPEDITION TO CHINA.

The *Russian Invalide* gives details of the Russian expedition to China, under the command of Colonel Sosnovski. It says that the intelligence it gives acquires special importance from the fact that it has been brought from the town of Larng-tjen-fow, in the upper part of the Yellow River (Hang-Hay), *vid* the towns of Harni, Barkul, and Gutchen to the Zaisang Post, in the province of Semipeletinsk, that is, through the whole of Western China. This circuit has been made by Sub-Lieutenant Pavloff, of the Siberian Cossacks, who was entrusted by Colonel Sosnovski with some despatches. The distance from Lang-tjen to the Zaisang Post is more than six thousand li (more than three thousand versts), and Pavloff accomplished it in eighty days, going alone through the district which had been the principal scene of the Dungan rebellion. During his journey Pavloff everywhere met with protection from the local authorities. The despatches which he brought give an account of the journey of the expedition from Hang-kow, *vid* Hang-chung-foo, to Lang-tjen. The expedition left Hang-kow on the 23rd of January, and, attended by Chinese river gun-boats, steamed along the River Hang-tsjan to the town of Hang-chjung-fow. In that town the Russians remained for more than a month, and left it on the 1st of June. On the 26th of June they arrived at Lang-tjen-fow, where the powerful General Tzo-Tzun-Tang, Lieutenant of Hang-see, Chjungeria and of the Eastern Turkestan, received them very kindly. He lodged Colonel Sosnovski in his own palace, and was very well disposed towards the expedition, looking on it, as he told Colonel Sosnovski, as "dear to his heart."

A CHINESE VISITOR IN 1687.

A news-letter from London, dated July 19, 1687, among some seventeenth century documents acquired lately by the MS. department of the British Museum, contains the following account of a remarkable visitor at that time:—

I have been somewhat busy in showing the civilities of the Coart city & Country to a chinese lately come over who is the first man of learning of that country that ever was known to have come into Europe. His Majesty was pleased to be very civil to him himself, & did not only give me his Royal exemple, but did lay his commands on me to do so & do all the friendly offices I could by letting him see what was most proper to satisfy his curiosity by. He came out of China about 6 years ago in the company of some of the missionary Jesuits, and stay'd 4 of them in Italy, the other two in France and Flanders. The occasion of his coming into England was to have the convenience of embarking on one of our East ships and of returning into his own country, with a Genovese Jesuit who goes an apostolique missionair into China to further the conversion of that great people. Our Chinese is a christian by birth his parents having been so befor him, is about thirty-two years of age, of the great town of Nanquin, where the Emperours of China had their palace and residence befor the first Invasion of the Tartars. By profession he is to be a Jesuit and to enter into orders befor he leaves England. The best European language he speakes is latin, tho' he understands french, portuguese, and Italian. Of his own language he understands 14,000 characters, which is a great deal, if compared to the paucity of our characters & words, but if you consider that they have upwards of 50,000 characters in their alfabet it will not appear so much as is necessary to attain to the exact knowledge of the language in all its extension. I sent him about ten days ago to Oxford, where the ingenious men there had a mind to see him & show him some Chinese MSS. of which they have a considerable number in the anniversary Library. Mr. Hide the Bibliothecarian writt to him to favour them with a visit; and tho' he went thither with a design of staying only 4 days, yet he is not yet returnd, this being the 11th day.

THE FOREIGN OFFICE TELEGRAMS.

(Pall Mall Gazette.)

Mr. Wade's telegram just received at the Foreign Office announces the close of what may be called the "acute stage" of our difficulty with China. Besides the guarantees secured by him from the Chinese Government for the due punishment of the murderers of Mr. Margary, he has also required and obtained from them an undertaking "to despatch a mission to England with a letter of apology for the Yunnan outrage," and to ensure "a safe passage to the frontier of Burmah, and across it, for the mission of inquiry to be sent to Yunnan." All this news is as satisfactory as any intelligence of the kind can be, only we must not forget what kind of intelligence it is. Its real value can only be declared by the event. The concessions which it announces are still in the region of promise; and although of course performance cannot in affairs of this kind follow instantaneously upon promise, yet this is rather an argument against undue impatience than in favour of relaxed effort. In short, we must not too hastily infer that our Chinese difficulty is entirely at an end, and that we may now turn away from the subject with a feeling of complete relief. On the contrary, a continued exercise of vigilance and firmness will be requisite to keep the Chinese Government up to their word, and the same sort of pressure which had to be employed to extort the promise must, if necessary, be again resorted to to secure its performance.

So much as regards the gravest and most peremptory of the demands made by us upon China. As regards the others and the concessions accorded to us in respect of them, we shall be wise in assuming a very different attitude. Mr. Wade's telegram contains some important news on this head also. "Instructions," we are told, "have been issued to Mr. Hart, the Inspector-General of Customs, to report fully on the taxation of foreign trade; and the Chinese Government have engaged that when the inquiry is concluded a competent officer shall be appointed to confer with a British official on the regulation of the frontier trade between Burmah and China." It will be observed that Mr. Wade has been satisfied with the undertaking of the Chinese Government merely to take these subjects into consideration, without pledging themselves to any definite concessions; and it must be allowed that, as regards one of these points at least, it would have been unreasonable to ask more than this. The regulation of the frontier trade between Burmah and China would no doubt be attended with serious difficulties of the nature we pointed out the other day; but nevertheless there is no reason to doubt that, if the Chinese Government were really willing to abandon their obstructive policy, they might keep in check the hostility sure to be provoked among the border tribes and the Burmese, as well as their own people, by the opening of this trade route. So far, at least, we are demanding of China something which, though difficult, is possible, and which in existing circumstances it is of high importance to us to obtain. But the question of the taxation of foreign trade is of a very different kind. In pressing for the reform of our principal grievance on this head, we may be demanding something of China which it is not possible for her to perform. Those who have most studied the subject of the Lekin taxation, and have had the longest practical experience of the working of the system, have grave doubts as to the practicability of immediately reforming it. We pointed out the other day the serious difficulties in the way of a step which would amount in effect to the reconstruction of the entire fiscal administration of the whole empire; and, what is more, to its reconstruction out of materials the most inadequate to such an undertaking. For not only is the system of internal taxation under which foreign trade has so long suffered in China a radically vicious system in itself, but it is made worse in operation by the character of the officials who administer it; and to introduce any change in this latter respect assumes the possibility—which, as matters stand, does not exist—of purifying the public service of China. Obviously, no trade can flourish when it is impossible to make any accurate estimate of the amount that will be levied on foreign goods before they reach the place of consumption; but when this uncertainty is due not only to the arbitrary variation of tariffs in the different provinces, according to the particular exigencies of their governors, but to the general corruption of the officials themselves, it is obvious that reform may in certain conditions of a society be impossible. To replace official corruption by official integrity it is necessary that there shall be a sufficient supply of the latter quality to be obtained; and in China, where no public servant can live upon his salary, and where bribery and corruption have become the recognised means of eking out starvation stipends, the supply in question is not to be found. Under such circumstances it is impossible to insist upon immediate reform. A Government cannot be called upon to develop public virtue without a moment's delay, under pain of creating a new international difficulty if it fails to do so. A generation, at least, would be required to make honesty and conscientiousness the habit of Government employés, while even then a first step to reform must be the payment to them of adequate salaries; and to the Chinese Government it would not be very clear where the money was to come from during the process of moral education. On the whole, the difficulties in the way of our claims upon China for internal fiscal reform are serious indeed, if not absolutely insurmountable, and we should in fairness abstain from pressing them to the extent and by the same sort of means in and with which we have pressed our claims for the redress of our other grievances.

OUR RELATIONS WITH CHINA.

(The Times.)

The telegram from our Correspondent at Shanghai gives us at length some definite assurance that, at least for the present, our difficulties with the Chinese Government have been satisfactorily arranged. Upon the whole, the result of these negotiations up to the present time must be deemed the most satisfactory incident in our relations with the Chinese Empire. We endeavoured some years ago, from a sense of justice and from a desire to deal equitably with the Government of a great Empire, to place our relations with China upon a diplomatic footing similar in principle to that on which we stand towards other States. It was, no doubt, an experiment; and there were not wanting those who would have abandoned it on the first occasion of difficulty, and have resorted to our old rough methods of menace and of force. Had such advice been followed, we should probably have been by this time engaged in another miserable war with the Chinese—a war pregnant only with inglorious sacrifices and incalculable responsibilities. A combination of patience and firmness in the assertion, by the usual diplomatic methods, of just demands has vindicated the wisdom of our recent policy. It has been proved, so far, that though the Chinese are more addicted to evasion than the Governments of European States, and are less easily convinced of the necessity of concession, they are open to persuasion, and are capable of realising the

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necessities of their position. The value of diplomacy is to give time for explanations, and to insure that rash resolutions are not taken in ignorance of the real facts. It was equally just and wise that we should bind ourselves to this method of dealing with so important an Empire, and, having bound ourselves to it, we were as much under an obligation to observe it as the Chinese are under an obligation to satisfy the claims which the same Treaties impose on them. Even if, at the last moment, the Chinese should recoil from the full meaning of their own acts, and if such importations of arms as are reported from Shanghai this week should indicate a disposition to resist, in the last resort, giving full satisfaction to our demands, we shall none the less be clear gainers by our previous patience and moderation. We have already obtained admissions and concessions which will furnish us with a valuable vantage-ground for the future, and to have gained them without war may fairly be regarded as an achievement in the difficult task of dealing with this extraordinary Empire.

(PALL MALL GAZETTE.)

One commentator dilates with pride on the lesson the Chinese are about to receive "respecting both our rights and our power," and thus concludes:—"Mr. Wade has done well at the same time to allow the Chinese themselves to conduct the inquiry, although Mr. Grosvenor is to see that justice is done." But the Chinese will not consider that they are allowed to conduct the inquiry if they are to be controlled in the use of such forms of procedure as law prescribes. As the administration of an oath was imperative in our Courts before the passing of the Declaratory Act, so in certain cases is the application of torture to criminals in China. But can an English official sit in Court and sanction by his presence the application of torture? And if he be not present, where is the security for justice? The first attempt ever made to hold a "Mixed Court" of British and Chinese officials, after the signing of the Pottinger Treaty, came to a deadlock on the ground thus indicated. It appears therefore that, unless it has been determined by previous agreement to override legal forms of procedure established in China by statute and immemorial custom, no judicial inquiry can be conducted by a joint commission of Chinese and English officials; and, if conducted by the Chinese judicial authorities or by Chinese Commissioners alone, there is not much security for justice perhaps. In that case our only hope should be that the real criminals would be induced to confess their guilt, and that Mr. Grosvenor and Mr. Baber, satisfied with such corroborative evidence as they may be able to obtain that the self-accused men were the only guilty parties, would feel justified in accepting a verdict for conviction. But only a sanguine temper can indulge in such anticipations; and, failing a solution of this kind, we are by no means hopeful that the satisfaction we have demanded on this important point—the punishment of the guilty—will in fact be rendered. No doubt it is well within the power of the Chinese Government to give us this satisfaction, if they desire to do so; what we question is, whether it is attainable through a judicial inquiry in violation of all their own established laws of evidence. In minor offences, such as are dealt with by summary process in our own police-courts, both the confession of the offender and the application of torture to extort it may, we believe, be dispensed with at the magistrate's discretion, when other evidence of a conclusive nature is forthcoming. Taking advantage of this, a "Mixed Court" for the trial of minor delinquencies has for some years been established at Shanghai, where a Consular officer sits as assessor, with a deputy of the Che Hien or City magistrate; but in graver charges, involving capital punishment, the duty of the presiding judge, in default of a confession of guilt, is to apply torture in order to elicit the truth, not only from the accused but from the witnesses if necessary. The law in such cases made and provided is held to be barbarous here: but England is not China. Chinese officials declare, as the result of a large experience, that without torture, or the fear of it, neither accused nor witnesses in their country can be expected to speak the truth; and in the administration of their own laws they must have their own way, we suppose.

(ECONOMIST.)

The principal difficulties with China have been these:—1. The unsettled character of most of the districts through which any of the routes would have to pass. The Siamese Peninsula, in almost every part of it, contains the *débris* of numerous races, but more especially towards the north, in the region intervening between the Gulf of Bengal and China. What civilisation there is in this region is of a Chinese type, though China, it was understood, claimed no political sovereignty over Burmah, or what are known as the Shan States lying south-east of it; and it is only recently that the King of Burmah is reported to have made himself a feudatory of China. But, from whatever cause, the whole region, excepting what is under our rule, or forms the centre of the King of Burmah's power, is in a state of more or less complete anarchy. There are numerous hill-tribes—Karens, Khakyens, and others—all split up into many sub-tribes, mutually independent, and ever ready for robbery and brigandage. Western China itself was the scene, for many years, of a great insurrection against Chinese authority, and its frontier to Burmah and the Shan States has been partly, for that reason, peculiarly unsettled. 2. The latent hostility of the King of Burmah, which we became acquainted with at a very early stage of Captain Sladen's mission, was a formidable difficulty. The Burmese monarch, justly or unjustly, seems to have got the notion that our prosecution of trade routes was not favourable to his authority, and, it is also stated, would destroy a monopoly of international trade which he possesses in his own dominions, and which he greatly cherishes. With natural cunning, he did not avow his hostility, but in dealing with such semi-civilised sovereigns, the concealment should not have blinded us to the risk of entanglement we ran in pressing for any route through his territory. 3. There were great physical obstacles to be overcome, even with the best and most favourably-disposed Governments. The region between the Irrawaddi and Western China is singularly mountainous—a wilderness of hills, where the natural engineering difficulties are of a formidable kind. Only a great trade could have paid for the construction of a costly route, and a great trade after all is a speculation—our whole trade with China being last year under twenty millions sterling, notwithstanding the fair number of Treaty ports now open, and their facilities of communication with the interior of China by its great rivers.

(STANDARD.)

We ought not, perhaps, to be surprised to hear that considerable interest has been felt in St. Petersburg in the prospect of hostilities between England and China. There has been a lull in the process of Eastern conquest since General Kauffmann quelled his last insurrection in Central Asia, and the public mind has been exercised by the reports of the British demands upon China and upon Burmah. The prevailing opinion in the Russian capital, as we learn from our Correspondent there is, that any serious collision between England and China cannot have a solution favourable to the interests of Russia, it being feared that Russian trade will be injured by England's obtaining access to other ports and rivers than those which are now open to her. Even if it could be supposed that England entertained any ambition so extravagant as that of obtaining a footing on the Chinese mainland, it would be difficult to show how this could be any menace to Siberia, or to any part of the Russian Empire. We would not, if we could, advance in this direction; nor is there any conceivable object to be gained by such an advance. But we have no such security in the case of Russia in Central Asia. She has advanced, she is advancing, she claims the right to advance. Every step forward is so much added to Russian territory, and a stage towards a country infinitely richer and more valuable—a country on which for generations the eyes of Russia have been notoriously set, and which must be her objective point in all that series of conquests which have marked her presence in Central Asia. If it is nothing else, such an advance is a direct source of anxiety and trouble to our subjects in India, whereas it is ridiculous to pretend that if we conquered the whole of the maritime provinces of China our presence there could possibly be any cause of disquietude to the Russian Government in Asia. There is finally another consideration which we beg to commend to the notice of our friends at St. Petersburg who affect to be uneasy at the prospect of a conflict between England and China. The rights which we have been lately maintaining at Peking are the rights not only of England, but of all European nations. We have not been negotiating, as we did not fight in 1860, for our own interest alone, but for the interest of all other Powers as well. The commercial privileges we are protecting in China are the privileges which we expressly stipulated, with a magnanimity of which, we regret to say, we see no example whatever in Central Asia or elsewhere, should be open to all the European Powers. It would be, therefore, especially unreasonable in Russia to be jealous of what we have done in China, nor is there the smallest parallel between our Chinese policy and that which we find pursued with regard to the independent countries in Central Asia.

We cordially welcome the promise of the continuance of peace between England and China. We have not entertained the alarm which has been expressed by some of our contemporaries at the prospect of another war with China, but we have felt the greatest anxiety that such a struggle should be avoided. Apart from the natural and necessary objections to all wars of this kind, wars in which after all little honour is to be won, and the position of England, however inevitable, can hardly be a proud one, it is on every ground our interest to keep as far as possible on friendly terms with the Chinese people. We go to China not to conquer but to trade, not to seize provinces or batter down cities, but to exchange commodities. We want to secure, if only in that mercantile interest, the goodwill of the industrious people of that vast Empire. We want to close the period of wars, which can profit nobody but just those classes in China whose influence has hitherto been most pernicious to their country. We trust we may hail what we venture to consider the complete compliance by the Chinese Government with Mr. Wade's demands as an assurance that the difficulties we have hitherto had to contend with are removed, that the governing classes understand that we are not to be trifled with when we make serious demands, that the idea of a new war to undo the work of the last thirty-five years is given up, and that the Chinese Government will fulfil, perhaps with some temporary signs of ill-will here and there, the engagements it has entered into with England, and we may add, for the benefit of M. John Lemoinne, with France, Germany, Russia, and the United States.

(DAILY TELEGRAPH.)

The visit of Mr. Grosvenor to Yunnan will place the country folk and officials in the situation of witnesses to the surrender of their Government; just as Lord Elgin's voyage up the Yangtse Kiang was a visible demonstration of our right and power to navigate the inland waters of the Empire. So far, therefore, the Chinese will have in Mr. Grosvenor a palpable proof that the exclusive system has been broken down for good and all. In a political point of view a frank admission of its duties towards foreigners on the part of Imperial China is not less important than the adoption of adequate measures expressly designed and loyally executed to redress the heinous wrong committed in Yunnan. In the memorials addressed to the Emperor counselling extended and continuous relations with foreign courts and nations, especial stress was laid upon the need for machinery, knowledge of processes, and not least upon the want of some acquaintance with science. None of these desirable commodities can be had if the barbarian is jealously shut out, or maltreated when allowed to step over the Imperial threshold. The more enlightened mandarins are plainly hungry for what the outside world alone can supply, and they are as ready to visit as we are to sojourn among them. The foreigner comes, says one of the memorialists, but "we do not go;" yet the intruders will not enter Flowery Land in large numbers, or risk their capital in its soil or mines, unless they are certain of safety to life, limb, and property. If Mr. Wade has finally vanquished the evil spirit of exclusion, and so far overcome Chinese pride as to have won an unequivocal admission that the land is free to alien feet, then he will have performed a service of great magnitude, not only to England, his first care, and to Europe and America, but he

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will have conferred a genuine blessing upon an Empire which must gain, and cannot lose, by being brought into the community of peoples.

A letter in *The Times*, signed by "A Chinese," says:—It cannot be too generally known that there is a large party in China who, from selfish motives, are ever crying out for war against China. They know full well that one of the immediate consequences of a war with China will be the enhanced value of tea and other articles. They understand perfectly well, as no sensible man can doubt, on which side victory will be should a war be waged between two nations of such a totally different character, and that besides a large amount of indemnity for war expenses to be paid by the defeated nation more privileges and greater concessions for inland trade will be exacted. With such notions in their heads they will ever be glad of any opportunity for picking up a quarrel with China. If they hear of a slight unintentional discourtesy on the part of a mandarin shown to an English official, they put it down as a manifestation of the hatred of all mandarins for all foreigners; if a local disturbance should occur between a foreigner and some natives in some district, they attribute it to official instigation and encouragement. In fact, they will blacken every case so much against my nation as to render it a fit occasion for national vengeance, totally regardless of the bloodshed and horrors of war. It cannot be strongly urged that information coming from such a source, unless confirmed by official despatches, should be received with extreme caution, and the fact that all news from China proceeds from European sources, while nothing emanates from the Chinese themselves, whose interests are unrepresented in Europe and whose views are not known, adds an additional reason that the Press and public should be very careful in dealing with Chinese questions, and should judge such questions on fair and unbiassed grounds.

In reply to this letter Mr. D. C. Boulger writes:—As your correspondent, "A Chinese," says, it is a pity "that Chinese interests are unrepresented in Europe, and that their views are not known," and undoubtedly there is no inconsiderable advantage in having their point of view submitted to us, as in his letter. It is no less to be regretted that the English point of view is not appreciated in China. Chinese can come here with perfect impunity to understand us; can English go with safety beyond Hong Kong or Shanghai? It may or may not be that there is a large party in China—of our merchants—who desire war from selfish motives; but even if such is the fact, it is an idle protest to deduce therefrom a predisposition to war on our part, while it is really quite beside the present discussion. Our demands are founded simply on "official despatches," and chiefly consist of reparation for the murder of a Government official, with whose fate—no matter how they personally may sympathise—merchants' interests have nothing whatever to do. The "slight, unintentional discourtesy" seemed so flagrant to Mr. Wade, who all Englishmen must now admit thoroughly comprehends the Chinese character, that he departed the moment etiquette required, and declined to return even at the earnest solicitations of the Mandarin. As to our being "totally regardless of the bloodshed and horrors of a war," our whole attitude throughout this crisis belies such an insinuation, and indeed this assertion is another proof that your correspondent labours under a complete misapprehension of the state of affairs. His appeal is ill-timed, because unnecessary, and seems to be attempting to put China in the light of the injured party.

The Times of Friday publishes another letter from "A Chinese," in which he says:—I have noticed in *The Times* the letter of Mr. D. C. Boulger, who animadverted on that of mine to which you kindly gave insertion on the previous day, and who appears to have entirely misunderstood the drift of my note. I made no allusion whatever to the lamentable case of Mr. Margary, whose murder I deplore as much as his friends and relatives do, and I did not in the least attempt to justify or palliate the crime of that murder. Neither did I attribute a "predisposition to war" to the people in England as interpreted by Mr. Boulger, and if he peruses my letter again calmly and impartially, he will find that it could not bear that construction. What I protested against is the habit of circulating exaggerated reports concerning China affairs by some people in China, with a view to serve their selfish ends. I do not wonder that great agitation and excitement are often unnecessarily raised in England over any difficulty or misunderstanding with China; my wonder is that a fourth war had not long before been declared against that country.

"An Englishman" also writes to the *The Times*, and says:—The letter of "A Chinese" must only be accepted as the expression of opinion of a native of China influenced, naturally and honourably, by patriotic feeling, and probably possessing very limited opportunities of studying British sentiments and politics. Permit me to offer to your readers an extract from the letter of a fair specimen of the British merchant, long resident in China—no mere shipper or speculator, but the head of a respected firm of long standing:—"There is a very uneasy feeling about our relations with this Government, the murder of Margary being, of course, the main point, which we most anxiously desire to know the intentions of our own Government about; but there are numerous other matters continually cropping up that show, I think, beyond a doubt that the Chinese are falling back into the old hostile and contemptuous position towards foreigners which, in my opinion—and I have said and written it dozens of times in past years—dates distinctly from the Tientsin Massacre, an awful and almost unheard-of outrage, fully equalling, if not surpassing in terror, the Cawnpore murders, and which, from the terrible events then passing in France, excited but little notice, and was not followed, and never has been visited, with the slightest punishment or reparation. A few coolies had their heads cut off, and their families were compensated by money and grand funerals. No doubt there is a tendency, in dealing with barbarous nations, to sit upon them, and, as in India, to talk about thrashing the 'niggers' for their impudence, but I really do not think this is the case with merchants in China. We are grossly misrepresented occasionally, and strong efforts have, I know, been made to represent us generally as bold smugglers, determined to thrust opium down the Chinaman's throat, or perish in the attempt. Now remember, if you ever hear the subject spoken of, that nowadays there is only one house in China which can be said to have any trade in opium at all, and many of the largest houses never had an interest in a chest of opium in their lives. But I believe myself that as reasonable men and as friendly disposed to the Chinese Government are living in China as can be found anywhere; and more than that, some of the most influential men here have strong tendencies towards the native; and, indeed, if people could only use their commonsense, it must be so. War and commotions cannot improve our trade, and it must be a very short-sighted man who could think that a stoppage of the tea or silk trade, which might temporarily enhance the price of these things, could really be of any general advantage. The loss to the producers would react upon us, and our imports would suffer to as great, if not a far greater, extent. However, so it is—a very uneasy feeling exists; there is a general unfriendliness that I hardly think I ever saw before—certainly not when we took Peking; and as a small but significant evidence I have heard several old experienced hands, among whom I may, I think, count myself, speak doubtfully about going on our shooting excursions next winter. And this in the districts we have been in the habit of looking on as our own particular friends—the country we rescued from the hands of the rebels, and restored from a howling wilderness to a state of great prosperity and comfort. I think almost everything depends now on whether we exact and insist on a most signal reparation for Margary's murder. If this be done—and no humbug, like the Tientsin Massacre business—we may disregard the smaller causes of irritation, which are perhaps only signs of the times and the growing arrogance of the Chinese. If not, I am afraid before long we shall have some great trouble; and if both people get their blood up, the consequences will be fearful."

The subjoined letter appears in the *Pall Mall Gazette*, with the signature "D.":—I had hoped that your remarks on the "hobgoblin of Chinese anarchy" which has been so frequently of late held out as an inevitable result of a war with China would have set the bogie at rest; but since it has been again stalked out, sheet and all, in a leading article in *The Times*, will you allow me to emphasise your observations by showing from recent history how baseless is the superstition? The hobgoblin was coined in the first instance out of the fertile brains of Chinese mandarins. It has been used with more or less effect on numerous occasions when treaties and international rights have been subjects of discussion between Chinese officials and the Foreign Ministers, and never has it been more successfully employed than since the conclusion of the last treaty. But how has the belief been justified by events? The last war, which, according to these prophets of evil, was to shake the empire to pieces, did not give rise to a single disturbance or rebellion through all the length and breadth of China. It is true that the withdrawal of troops from the central provinces to oppose us in the north gave fresh vigour to the Taeping rebellion, but no new outbreak occurred anywhere, nor was any fresh attempt made to overthrow the existing Government. On the death of the Emperor Hien-fung in the following year, the *coup d'état* effected by Prince Kung, by which he overthrew the Council of Regency appointed by the Emperor and put the two leading members to death, and which in any Western land would have produced divisions and disorders at Court and throughout the country, gave rise to no commotion of any kind either at Peking or in the provinces. And when, again, on the decease of the late boy-Emperor, the Dowager Empresses seized the reins of power and arbitrarily appointed a child to succeed who was by no means the nearest heir to the throne, their decree was carried into effect without any outward sign of disturbance or dissatisfaction. And if the three events I have mentioned—a disastrous foreign war, followed almost immediately by a revolutionary *coup d'état*, and later by a violent suspension of the laws of succession—have not only not "shaken the empire to pieces," but have not for a moment disturbed her equilibrium, is it reasonable to insist that another war would inevitably bring about all the disasters which these alarmists are for ever picturing in their imaginations? The Chinese are the most easily governed people in the world, and China is consequently less liable to prolonged revolutionary movements than almost any other country. This is sufficiently proved by the one broad fact that the system of government which was established more than 2,000 years ago has survived the overthrow of dynasties and all the vicissitudes of fortune to which the Empire has been exposed during those many centuries.

The Times has the following on the Foreign Office Despatch:—

It is satisfactory that the Foreign Office should publish the official information it has received of the result of Mr. Wade's negotiations at Peking, even though the intelligence arrives three days later than that which we received from our own Correspondent at Shanghai. The substance of his communication was contained in the telegram we published on Tuesday, coupled with the subsequent telegrams through Reuter's Agency; but it is well to be assured, by further details, that the result of the negotiations as understood at Shanghai corresponds with the interpretation placed upon it by our own Minister and announced to our own Government. The additional details thus made known will enhance, in most respects, the favourable impression already created, and it is at least evident that the Chinese Government has been made to feel the necessity, not only of making amends for Mr. Margary's murder, but of treating foreigners and foreign trade for the future in a more just and friendly spirit. Mr. Wade has not been contented with simply demanding reparation for the particular outrage in question; he has taken the opportunity to obtain valuable concessions on the principal points of importance in our relations with China, and he has sought these concessions, not as special favours to Great Britain, but as a just recognition of the rights of all foreign Powers. His vigilance will still be needed in order to see that the promises of the Chinese Government are not rendered nugatory by delay or evasion; but in procuring a reconsideration of the manner in which our official relations with the Empire are conducted, of the taxation of foreign trade, and of the general treatment of foreigners in the interior, he must certainly be allowed to have made good use of his opportunity.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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THE CONGRESS OF FRENCH ORIENTALISTS.

To the regret of all who take an interest in the promotion of Oriental studies, it was found impossible to arrange for a meeting of the International Congress this autumn, as had been proposed, and its next session has consequently been deferred for a year; but the friends of the movement in France, who have from the first shown themselves most zealous in the furtherance of its objects, are evidently not content to remain idle in the meantime. For a long time past they have set a good example to other European nations by the activity which they have displayed in the cultivation of the study of the languages, literature, &c., of the Far East—an activity to which it has given us much pleasure to draw attention from time to time in our columns, and which we trust that our own students will emulate before long. Taking the lead, again, in the matter, the French Committee of the International Congress of Orientalists has, by a recent resolution, decided to transform itself into a permanent institution, under a distinctively national title. This new association, we are informed, has it in contemplation to prepare works for the periodical meetings of the International Congress, and generally to promote, by all the means in its power, the study of Oriental languages in the French department, following in this respect the example which has for some years been set by Germany. With the view of carrying out this idea effectually, the Committee in a recent Inaugural Session resolved that the first Provincial Session should be held in Saint Etienne, Loire, on the 19th inst. The Proceedings of the Inaugural Session referred to have been published in an octavo volume, containing numerous plates; and, among other important contributions to it, we may mention "An Address on the Decentralization of Oriental Studies in France," by the President, Professor Leon de Rosny; "A Vocabulary of European Words derived from the Malay Language," by Aristide Marre; a curious Japanese poem on Charlotte Corday, translated by Nomura Noakagu; a paper on the Japanese poetess Komati, by Baron de Ravisi, with seven coloured portraits of the poetess; a translation by Emile Burnouf of a book of the ancient Chinese Geography, "Shan-hai-king," a compilation which, by the way, some scholars look upon with distrust; a translation by M. Leon de Rosny of the Japanese History of Taikosama; a translation by Paul Ory of the notice on Kiao-che (Cochin-China) in the "Tung-se-yang-kao;" "The Women of Central Asia," by Leon Cahan, a learned traveller in Turkestan; and "A Journal of a Residence in Japan," by M. Madier de Montjau. The meeting appointed for the 19th instant has been organised under the auspices of the Municipal Council of the Department of the Loire, and is expected to be an attractive one to all who are interested in Oriental studies. During the session of the Congress it would appear that the town of Saint Etienne will be *en fête;* and among other matters of interest it is intended to open an exhibition of Oriental industries, and some performances of Oriental dramas will take place at the theatre. In a future issue we shall hope, by the courtesy of the same correspondent to whom we are indebted for most of the foregoing information, to be able to give our readers some account of the work done at this session of the Congress of French Orientalists, which has our best wishes for its success.

THE LATEST TELEGRAMS FROM CHINA.

The telegrams forwarded by Reuter and from the Foreign-office, which are given further on, lifts at last the veil from over the proceedings of the British Minister at Peking, and show how far he has succeeded in his endeavours to bring the Chinese officials to reason, and to induce them to institute a proper inquiry, and to afford the reparation due for the murder of Mr. Margary. We are told that "while negotiating "upon the subject at Peking he took the opportunity of "insisting upon a better observance of Treaty obligations, "especially with regard to taxation on trade." We can only say that, while the object is a most desirable one, the opportunity is a very bad one. It would no doubt have been extremely desirable, after the affair with reference to Mr. Margary was settled, for the Minister to insist generally upon better observance of the Treaty, especially with reference to the protection of foreigners, and the securing their commercial rights in China; but to raise any side issue pending the negotiations with reference to so serious a matter, was a mistake of such a character as we should scarcely have expected to find a Minister of Mr. Wade's experience falling into. It was, in fact, precisely to play into the hands of the Chinese, who would only be too glad of anything which would divert the negotiations from their direct object, and would afford them a chance of bartering the promise of future concessions against their failure to act up to present responsibility. No step could tend more clearly to weaken Mr. Wade's position than swerving either to the right or the left from the immediate matter in hand. If anything were wanting to show this, it is the simple fact that it is necessary to notify the other Foreign Legations at Peking with regard to any steps taken to alter our Treaty relations would open a question in which the representatives of other nations would be entitled at least by courtesy to be consulted, whereas the matter actually in hand was one which concerned the British Government alone, and in regard to which we were entitled to act by ourselves. It is surprising to read that Mr. Wade has declared that no new Trade Convention can be operative if negotiated by any one Minister single-handed. The doctrine is new and incomprehensible, and if it indicates the existing diplomatic rule at Peking, it promises badly for the hope of any future revision of our Treaties. But if there is any understanding at all of this character, it is a most serious mistake for Mr. Wade to take the question of obtaining reparation for the murder of Mr. Margary out of the category of matters in which he had to be guided alone by his own judgment and his instructions from the Foreign-office, and, by mixing it up with negotiations of a general character, to place it in the category of matters in which he is compelled to consult the other Ministers, and to some extent also Mr. Hart, the Inspector-General of Customs, and so of necessity weaken at once the dignity of his position and the force of his representations.

AWARDS BY THE JURY OF THE GEOGRAPHICAL CONGRESS, PARIS.

The list of prizes and honourable mention at the second sitting of the *Congrès International des Sciences Geographiques* contains the following awards for works connected with the Far East:—To the Geographical Office of the Government of Yedo, a medal of the first-class for a collection of maps of the different provinces of Japan together and in detail; to M. Dumas Vorzet, medal of first-class, for his map of the basin of the Nile; to the Japanese Legation at Paris, honourable mention for maps of the Court of Japan; to the *Compagnie de Chemin de Fer entre la France et l'Angleterre*, letters of distinction for the services which the work they have undertaken with so much enterprise and resolution is destined to render not only to the countries bordering on the Channel, but also on the larger portion of the transit from the extreme East, or from Central Europe to England or the United States; to the Great Northern Telegraph Company at Copenhagen, letters of distinction for (*inter alia*) establishing communication between Siberia, China, and Japan, but, above all, the laying the line between Amoy, Hong Kong, Shanghai, Nagasaki, and Wladiwostock, to Mr. Thompson, medal of the second-class for his Journey

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in China; to Mr. VENIOUKOFF, medal of the second-class for Explorations in Asia, and Voyages in Siberia, China, and Jadan; and to Lieutenant-Colonel GORDON and Captain CHAPMAN, medals of the second-class for their works on Central Asia. The distribution of distinctions has evidently been made in a thoroughly cosmopolitan spirit, each nation being rewarded strictly according to its merits. It is gratifying under the circumstances to find that Japan, in whose progress all must take interest, receives so much honourable notice. We observe that the jury gives the credit of first devising a plan of sending telegrams in Chinese to the Great Northern Telegraph Company. We believe, however, that this credit is due to Dr. MACGOWAN, of Shanghai, who was the first to hit upon the idea. The system consists, we believe, in registering the characters and telegraphing the registered number of those it is desired to transmit, a matter which is not difficult, as about 3,000 Chinese characters suffice for all ordinary purposes of writing or business. The idea, however, though simple, is undoubtedly ingenious, and we think the credit of its first conception ought to be given in the right direction.

THE address which was made by Governor GREGORY to the Legislative Council at Ceylon has attracted some attention here. On the whole it is considered satisfactory, but some disappointment has been expressed at the protracted delay in extending the railway into Dimbulla after its necessity, feasibility, and its advantageous character as an investment have been demonstrated. The construction of only seventeen miles of railway in a colony so prosperous as Ceylon, and so progressive in other respects, is certainly not much to boast of. We are informed that Mr. BATEMAN'S scheme for a water supply for Colombo, to cost over £200,000, is still under consideration at the Colonial-office; but it is stated that Lord CARNARVON is inclined to consider it too large a work for such a colony as Ceylon. No appointment has yet been made of a successor to Sir EDWARD CREASY, the late Chief Justice of Ceylon; and we believe that, notwithstanding the great outcry on the part of the colonists on his retiring pension, no alteration in the amount will be made. We quite agree with the Colonists that they should have been consulted in the matter before such an enormous tax had been settled upon them.

AS may naturally be expected, some surprise has been expressed by the appearance in all the daily papers of a telegram sent through REUTER to mention that the steamer *Gordon Castle* had landed a large quantity of arms for the Chinese Government. The announcement, however, does not afford any special, or, at all events, any new ground for alarm, as it is well known that for a long time past the Chinese authorities have been receiving consignments of arms, and have at the present moment agents purchasing munitions of war in large quantities both in England and on the Continent. It seems rather strange, therefore, that an individual consignment should have been thought worthy of a special telegram, unless there be something connected with the matter which has not yet leaked out.

WE understand that the Japanese Minister in Paris, SAMESHIMA, will return to his post in May next. Mr. MEURICE BLOCH, the well-known statistician, is appointed to represent the Japanese Government at the Congress to be held at Pesth next March.

JAPONISM.

At the beginning of August we drew our readers' attention to an interesting letter on this subject from M. Philippe Burty, one of the *Academy's* Fine Art correspondents at Paris, who is a devoted admirer of all that relates to Japan. In its last issue our contemporary has published another communication from him, in which he "glances at the translations and books which have lately appeared to improve our acquaintance with that charming land." We subjoin a brief abstract of this paper:—

M. François Turretini, already known in connection with the "Heike Monogatari," and his translation of the novel "Komats et Sakitsi," is now publishing at Geneva two collections of articles by himself and other Japanese and Chinese scholars; they are coming out irregularly in numbers. One (quarto) is called "Atsumi Gusa," another (octavo) "Ban-zai-sau;" the last number contains "l'Histoire de Taira," taken from the "Nit-pon Gwai-si," a popular story of the beginning of this century. This number "explains many of those scenes made so familiar by those works which are the glory of Japanese art,—porcelain, albums, ivory, iron, lacquer-work, and the rest." Mdme. Judith Gautier, the eldest daughter of Théophile Gautier, who has already published a "book of Chinese poetry, called 'Livre de Jade," and an extremely original Chinese novel, "Le Dragon Impérial," has just issued a two-volume novel, entitled "L'Usurpateur," and founded on a Japanese subject. "Japan," says M. Burty, "suits her natural genius as well as China, and gives her the same opportunity of displaying a thoroughly artistic learning. In some respects the personages are rather French. . . . . But the scenery in which she places them is worthy of the beautiful albums whence she draws her inspirations." We hope we are not wronging Mdme. Judith Gautier, but we have an uncomfortable sort of idea that her Chinese "literary adviser" was not exactly a member of the Han-lin-yüan! M. Burty next devotes a couple of paragraphs to the Provincial Congress of French Orientalists and its recently-published report, with regard to which we have already ourselves been able to furnish our readers with fuller particulars. M. Madier de Montjau's pamphlet, "Extérieur Comparé des Chinois et des Japonais," is afterwards briefly alluded to. "Japonism," continues M. Burty, "is beginning to be everywhere in the ascendant." M. L. Serrurier, of Leyden, has just sent us a translation and exact reproduction of the chapter on Quadrupeds, and of the first part of the chapter on Birds, in the popular Japanese Encyclopædia, called "Kasira Gaki."

The translation is published in two numbers (in quarto, E. I. Brill, Leyden), and presents a most attractive appearance, both as regards the letter-press and facsimile engravings . . . . M. L. Serrurier dedicates his admirable translation to his master, Dr. Hoffmann, who may be said to be the father of Japanese studies in Europe. In completing his list of the works on Japan lately published in France, M. Burty devotes some space to "Les Quatres Campagnes Militaires de 1874," by Edmond Planchet (Michel Lévy, 1 vol.). The first four campaigns are the French expedition to Tonkin, the English to the Gold Coast, the Dutch to Sumatra, and, finally, that of the Japanese to Formosa. In conclusion, M. Burty expresses an opinion that it "looks very much as if the active part reserved for the Japanese to play in the destinies of the extreme East would begin with an expedition into Korea, an expedition which, it would seem, is already on the eve of being undertaken." M. Burty writes pleasantly and amusingly on Japanese matters, and though he does not always adhere very closely to his text, we shall be very sorry if his attention be too "completely engrossed by exhibitions and public sales" to admit of his having any spare time to devote to further contributions on Japonism.

A NEW USE OF STEAM LAUNCHES.

We all know the great importance which the Chinese attach to the due performance of their old-world superstitious, and that for generation after generation they have always observed them in the same manner as did their forefathers hundreds of years ago. Knowing this, it is very amusing,—and indicative, perhaps, of the coming era of changes, when China shall be transformed into a progressive empire,—to see how one of the appliances introduced by the outer barbarian has suddenly made its appearance at one of their festivals. The occurrence we allude to is mentioned by a correspondent of the *North China Herald* as having come under his notice at Shanghai last August. About that time the Chinese celebrate what they call the "Shao-i-chieh" or "Feng-shui-têng"; "this is a yearly observance, and priests and other officials go afloat in boats, accompanied by the relatives of the drowned persons, beating gongs and burning incense paper, which is thrown into the water. The boats have hitherto been separately yulohed, but at the performance of the rite on Wednesday evening last they were towed in line by a steam launch." This is certainly a very remarkable innovation on "old custom," and shows that at last the Chinese are beginning to appreciate labour-saving apparatus. After this we may not improbably hear of the festival of Dragon Boats being done by steam, unless indeed "Fêng-shui," comes to the rescue, and puts a stop to it as being too perfunctory a way of observing the feast.

JAPAN.

(REPORT OF THE POSTMASTER-GENERAL.)

We have received a report of the Postmaster-General of Japan for the year 1874, from which we find that the total revenue was 352,244.89 yen, and the total expenditure 502,190.71 yen, making a deficit of 149,945,82 yen. We extract the following from the report:—

In the gross estimate of the revenues and expenditures for the eighth year of Meiji (1875), the estimated deficiency is 90,000 yen. The deficiency for the ninth year of Meiji (1876) will be probably much greater for the following reasons:—

1. The postal routes to be hereafter established will extend through the remotest and most uncivilised portions of the

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Empire, where the routes will be the longest and the mails the smallest; such, for example, as the routes to the Loochoo Islands. The expense of transmitting mails over such routes will be very considerable, while the postages collected will be very inconsiderable.

2. The Post-offices in all Provinces are owned by the Postmasters, whose salaries are very small, and entirely insufficient to compensate them for their services alone. For the present, however, they are satisfied with the small payments made them, because they are proud of being employed in the service of the Government, and, understanding the true object of the establishment of the Postal System, they deem it honourable to voluntarily perform such duties as tend to benefit and promote the welfare of the public. It is to be expected, however, that the spirit of our people will change, and they will become more mercenary. For this reason the Department will doubtless find it necessary to erect its own Post-offices, as well as to increase the salaries of the officials connected therewith.

3. The issues of newspapers are continually increasing, but the expense attending their transportation amounts to more than the postages collected thereon, the general average being five times the postage. For example: the cost of transporting a packet of newspapers from Tokio to Osaka overland averages fourteen yen, while the postage is between two and three yen. It therefore appears that the expenditures of this Department will increase as the mail increases, and as the Postal Service becomes more extended.

Table showing the number of letters, newspapers, books, patterns, &c., transmitted in the mails during the seventh year of Meiji (1874).:—

Letters ordinary	16,728,025
Do. registered	268,577
Newspapers	2,629,648
Books and Patterns	33,824
Free Mails	178,109
Letters containing valuables	95,235
Dead Letters	3,227
" " returned to writers...	778

During the year money belonging to the Government to the amount of yen 562.37, and stamps to the value of yen 770.42 were stolen from post-offices, and the mails were robbed of yen 1,085.13. The persons who robbed the post-office of yen 557 of Government money and the mails of yen 1,035.50, and all the stamps mentioned above, having given themselves up and confessed, a request has been made to the Judicial Department for the reimbursement of the said amounts, but no answer has as yet been received. Another person, who had stolen 27 yen, voluntarily confessed and paid back the money to this Department. The number of letters stolen during the seventh year of Meiji was 540; of these 366 were regained and have been delivered intact, 14 are not yet delivered, and 160 are lost; 24 letters were lost in consequence of the carriers having been threatened by robbers, and in other ways.

CUSTOMS' REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending June, 1875, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1874:—

NEWCHWANG.—The tonnage figures entered and cleared show a large increase; the imports of cotton goods, metals and native sundries are also much higher; the exports have advanced considerably; the revenue figures are Tls. 81,033.0.9.1 against Tls. 73,818.0.4.8.

TIENTSIN.—The tonnage figures entered and cleared are higher; the imports of cotton goods have decreased, while metals and native sundries have advanced; the exports are lower; the revenue figures show a falling off, being Tls. 84,541.2.6.5, against Tls. 104,026.9.1.5.

CHEFOO.—The tonnage both entered and cleared has slightly increased; the imports of cotton goods and metals have decreased; native sundries are in advance; the exports are also higher; the revenue figures show a decrease, being Tls. 69,960.8.7.8, against Tls. 80,378.2.9.9.

HANKOW.—The tonnage figures entered and cleared are much lower; the imports of cotton goods have decreased, while metals and native sundries have both advanced; the exports have increased considerably; the revenue has also increased, the figures are Tls. 711,417.1.6.7, against Tls. 588,540.1.4.7.

KIUKIANG.—The tonnage entered and cleared has decreased; the imports of cotton goods and native sundries are less, metals show an increase; the exports are in advance; the revenue figures are also higher, being Tls. 276,161.6.3.3, against Tls. 244,451.1.0.7

CHINKIANG.—The tonnage figures entered and cleared are much less; the imports of cotton goods have also decreased, metals and native sundries have both slightly increased; the exports are in advance; the revenue figures are Tls. 40,049.0.2.5, against Tls. 32,187.9.4.

SHANGHAI.—The tonnage entered and cleared has considerably increased; the imports of cotton goods, metals, and native sundries have also increased; the exports are very much in advance; the revenue figures are less, being Tls. 788,628.8.6.4, against Tls. 825,264.2.7.7.

NINGPO.—The tonnage entered and cleared is much higher; the imports of cotton goods and native sundries have decreased, while metals are in advance; the exports are also higher; the revenue shows an increase, the figures being Tls. 114,683.8.2.1, against Tls. 104,844.2.5.0.

FOOCHOW.—The tonnage figures entered and cleared are in advance; the imports of cotton goods and native sundries are also higher, while metals show a decrease: the exports have increased; the revenue figures are Tls. 473,205.2.3.0, against Tls. 422,015.3.7.4.

TAMSUI (FORMOSA).—The tonnage entered and cleared is less; the imports of cotton goods and native sundries show a decrease, metals are somewhat higher; the exports are also in advance; the revenue is less, being Tls. 30,972.5.5.0, against Tls. 33,283.8.2.7.

TAKOW (FORMOSA).—The tonnage figures entered and cleared are much lower; the imports of cotton goods and native sundries are also less, while metals are in advance; the exports have decreased; the revenue figures are Tls. 37,551.5.4.5, against Tls. 51,183.0.8.0.

AMOY.—The tonnage entered and cleared has slightly increased; the imports of cotton goods and native sundries are also in advance, while metals are lower; the exports are very much less; the revenue figures are not so high, being Tls. 102,729.3.0.1, against Tls. 107,932.8.1.3.

SWATOW.—The tonnage figures entered and cleared are higher; the imports of cotton goods and native sundries have increased; metals show a slight decrease; the exports are in advance; the revenue is Tls. 193,750,1.2.6, against Tls. 193,679.8.6.3.

CANTON.—The tonnage figures entered and cleared have increased; the imports of cotton goods and native sundries are much in advance, while metals have decreased; the exports are also very much lower; the revenue figures are higher, being Tls. 232,057.4.8.7, against Tls. 227,930,2.7.4.

Literature.

The Map of Europe by Treaty; showing the Various Political and Territorial Changes which have taken place since the General Peace of 1814. With numerous Maps and Notes. Three Vols. By EDWARD HERTSLET, C.B., Librarian and Keeper of the Papers, Foreign-office. London: Butterworths; and Harrison. 1875.

The object at which Mr. Hertslet aims in this important work is to enable the statesman and the student, and more especially the English statesman and the English student, to ascertain accurately the changes that have taken place, by Treaty, in Europe since 1814, and how these changes have been brought about, and with this view he has classified all the necessary documents in a complete and connected form. This work is comprised in three thick octavo volumes, containing upwards of 2,400 pages, so that it will readily be seen how impossible it is for us to do full justice to a work of such magnitude within the limits of a necessarily brief notice. We can only pretend to indicate its scope and the vast amount of labour which has been expended on it.

The documents brought under our notice in these volumes, which, in defining the landmarks of Europe, constitute the title-deeds of the European family, are entirely arranged in chronological order; "each Paper has a distinctive number, and where references are made in one document to a previous one, the number is referred to, and not the date, but where subsequent documents are referred to in the notes, the dates are given, and not the numbers." The latter is a slight drawback, perhaps, but it was found impracticable to attempt to number the Papers beforehand. "Each Treaty is preceded by a Table of Contents of the subjects contained therein, and each Article has a descriptive heading, whilst a sub-heading at the top of each page is given to denote the subject of the document, or the name by which the Treaty is generally known."

Vol. I. embraces the period from 1814 to 1827, and contains among other important documents, the first and second Treaties of Peace of Paris, signed in 1814 and 1815; the Vienna Congress Treaty; the General Treaty of Frankfort of 1819; the Treaties of 1825 to 1827 relating to the separation of Greece from Turkey, &c. Vol. II. embraces the period from 1828 to 1863, and contains, amongst others, the following important Documents: The Treaties, &c., relating to the Turco-Russian war of 1828; the separation of Belgium from Holland in 1831; the incorporation of Poland with Russia in 1832; the Pacification of Spain and Portugal in the same year; the Convention respecting the Straits of the Dardanelles and Bosphorus of 1841; the Territorial arrangements of Italy in 1841 and 1847; the war between Turkey and Russia in 1853; the Crimean War, 1854 to 1856; the Conference of Paris of 1856; the General Treaty of Peace with Russia of March 30, 1856; the Redemption of the Sound Dues in 1857; the organisation of the Principalities of Moldavia and Wallachia in 1858; the war between Austria, France, and Sardinia in 1859; the Treaties of Villafranca and

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Zurich of the same year, by which Lombardy was ceded to Sardinia; the annexation of Savoy and Nice to France, and of Tuscany, Modena, Naples, Sicily, &c., to Sardinia in 1860; the withdrawal of the British Protectorate over the Ionian Islands in 1863, &c. Volume III. embraces the period from 1864 to 1875, and contains the Treaties and other documents relating to the Amelioration of the Condition of the Wounded in War (1864); the Conference in London relative to the War between Austria, Prussia, and Denmark (1864); the Schleswig-Holstein Conventions of 1864 and 1865; the Austro-Prussian War of 1866; the Treaty of Prague and of Vienna (1866), by which the Lombardo-Venetian Kingdom was ceded to Italy; the Annexation of Hanover, Hesse-Cassel, &c., to Prussia in 1866; the Dissolution of the Germanic Confederation (1866), the Formation of the North German Confederation (1867), and of the German Empire in 1871; the Luxemburg Treaty of 1867; the Franco-German War of 1870-71, and the Treaties ceding Alsace and Lorraine; the Abrogation in 1871 of the Black Sea clauses of the Treaty of Paris of 1856; the Final Protocol of the Brussels Conference of 1874; and the Proposals for reopening the Conferences in 1875, which were declined by the British Government.

In order that his volumes might be as useful as possible, and that some of the Treaties might be made more intelligible, Mr. Hertslet has inserted a number of maps, which are remarkable for their clearness and general excellence. Special maps, too, have been added, showing the status of Europe in 1815 and 1875. The whole work is in English throughout, all Treaties originally signed in foreign languages having been carefully translated, where this had not been previously done in presenting the papers to Parliament. In an Appendix Mr. Hertslet furnishes copies of or extracts from Treaties concluded before 1814, but alluded to in this work as being still in force, "as well as a reference to the volumes of State Papers, in which will be found extracts from and references to other documents which it was not thought necessary to insert in the body of the work in their order of date." Immediately following the Appendix is a List of Treaties, &c., between Great Britain and Foreign Powers for the Maintenance of the Peace of Europe, and for the Settlement of European Questions.

The Index, which extends to some 300 pages, and appears to be complete in every possible particular, will be found most useful to students of the book. Mr. Hertslet himself looks upon it as forming an important feature in his work, and tells us that it has been prepared on an entirely new plan, giving full reference to every *name* as well as to every *subject* mentioned in the several Treaties, and other documents contained in the three volumes.

Mr. Hertslet's name and reputation in connection with other works of a similar nature will be ample guarantee that "no pains have been spared to ensure accuracy," and that long and patient labour have been bestowed upon the volumes before us in order "to make 'The Map of Europe by Treaty' a complete and satisfactory work." He desires it to be understood that he himself is solely responsible for the selection of the papers, the correctness of the translations, and the accuracy of the maps and notes. For our own part, we have no hesitation in expressing our conviction that Mr. Hertslet's elaborate and carefully digested work will be found of the utmost value by, and ought to be in the hands of, not only every statesman, but every individual—be his nationality what it may—who desires to obtain a clear conception of the political and territorial changes of Europe during the past sixty years.

We hear that the Rev. Thomas M'Clatchie, M.A., of Shanghai, has in the press, and hopes to publish next month, a translation of the "Yih King," or Book of Changes, which, as Mr. Wylie tells us, in his "Notes on Chinese Literature," is regarded with almost universal reverence, both on account of its antiquity and also the unfathomable wisdom which is supposed to lie concealed under its mysterious symbols. We think Canon M'Clatchie will probably avail himself of the opportunity thus afforded him to reply to Mr. Chalmers' remarks in the May-June num- of the *China Review* on the explanatory notes attached to his translation of the "Forty-ninth Section of the Complete Works of Choo Foo-tsze," published last spring.

As evidence of the much greater interest taken now-a-days throughout Europe generally in matters relating to the Far East, we may mention that in the current number of the Danish periodical, *Det nittende Aarhundrede*, Lieutenant Wolff illustrates with what are considered able translations, a long paper on the "She-King," the Book of Odes or Songs, which are said to have been selected and arranged by Confucius.

The proprietors of the *Graphic* and the *Illustrated London News* have both issued special numbers, containing illustrations of the chief places of interest which will be visited by the Prince of Wales during his Indian tour, with descriptive letterpress.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Oct. 19.

I have again to report a fortnight very destructive to shipping. A fearful gale from the eastward, almost increasing to a hurricane, raged on the 13th and 14th inst. over the whole of the Baltic. An inundation, only little less severe to that of the melancholy 13th of November, 1872, has visited the eastern shores of Schleswig-Holstein and Denmark, and many reports of shipwrecks are filling the papers. Especially has the vicinity of the town of Schleswig suffered, where, by the breaking of the dike, the waters forced their way into the fields, and by sweeping away the newly-sown seed spoiled the hopes for a good next year's crop of many a farmer. Copenhagen and other ports are filled with distressed vessels, and it is feared that many a good vessel will be reported in the shipping papers as "not having since been heard of."

With regard to shipping in the Elbe there is very little to report. Business goes on on a moderate scale, and the prospects for the approaching winter on the whole are not very brilliant. Regarding East India and China I have to report the arrivals of the *Anna*, from Rangoon, the *Egeria*, s.s., from China, &c., and the *Dorothea*, also from Rangoon. The departures comprise the *Deutschland* and the *Fortuna*, both to Rangoon, and the *Denderah*, s.s., to Valparaiso and Callao. The *Egeria*, s.s., advertised to leave here on November 1, is fast filling up, and no doubt will obtain a full cargo. The *Altona*, s.s., arrived from London, has also taken the berth, to leave here on October 25. This vessel will be commanded by Mr. A. Muller, her former chief officer, a young but intelligent and active sailor, and will again be employed in the China coasting trade. The *G. H. Wappœus*, for Penang and Singapore, as well as the *Condor*, for Chefoo, are still loading; the *Fylland* has taken the berth for Hong Kong, and the *Candare*, for Yokohama and Hiogo. The barque *Henriette Bohn*, belonging to Hamburg, has arrived at Cronstadt, to take in a cargo of general goods to the Amoor River, and very likely on her way out may call at some port in China, especially so if she should arrive in the China waters somewhat early for the reopening of the shipping trade on the Amoor.

The advertised sales of the *Borussia* s.s., *Bavaria* s.s., *Teutonia* s.s., and *Heligoland* p.s., belonging to the Hamburg American Steam Packet Company, has not led to any result. The boats were put in at very moderate prices, but no offer was made for either one of them, and the company have to keep their vessels.

Rates of freight to East India and China have not fluctuated since my last report; cargo is scarce for sailing vessels, especially now as two steamers are laid on, although the s.s. *Altona's* cargo for the most part is shipped on owners' account.

On the 14th inst. at Berlin, there was a meeting of shareholders of the Cuxhaven Harbour and Railway Company (Limited), and a resolution was passed to raise additional capital to the amount of 18,000,000 marks for building purposes. German capital will hardly be found for this subscription, and English markets will probably be invited to contribute.

A number of shareholders of the Commerce and Discounting Bank in Hamburg are urging a reduction of the paid-up capital, and ask the directors to call an extraordinary meeting of shareholders in order to adopt the necessary resolutions. The proposed reduction of about 20 per cent. is intended to take place from the 1st of Jan., 1877.

The mails which leave London early each morning for Hamburg are at present distributed here the second day; but the Post-office announces a change in the traffic, which is to take effect from the 15th of Oct., by which letters and newspapers forwarded from London early in the morning will reach their address the afternoon of the next day about 5 P.M. Merchants here will thus be enabled to answer their letters the same day, and London correspondents may have their replies by return of post on the evening of the third day, or early on the fourth day.

An interesting fact is the great fluctuation in the average tonnage of those ships trading between here and Great Britain. As you will see from the official statistics below the number of vessels trading between Hamburg and the United Kingdom has almost continually decreased, while the average tonnage of these ships, and especially during the year 1874, has largely increased.

Arrived in Hamburg from the United Kingdom:—

			Tons register.	Average tons register
1871	...	2,525 vessels with	1,132,880	449
1872	...	2,631 " "	1,207,182	458
1873	...	2,387 " "	1,060,540	444
1874	...	2,316 " "	1,222,433	528

Sailed for Great Britain:—

1871	...	2,770 vessels with	1,236,743	446
1872	...	2,929 " "	1,347,108	459
1873	...	2,512 " "	1,116,944	441
1874	...	2,408 " "	1,272,634	529

I subjoin statistics of the imports of coals and coke in Hamburg, and, as you will see, the tonnage of the trading ships has nearly been stationary, while the proportion of sailing vessels and steamers used in this branch has undergone a considerable change.

In Hamburg arrived in—

			Tons register.	
1871	354 sailing vessels, with ...	...	77,891	556,044
	918 steamers, with ...	...	478,153	
1872	208 sailing vessels, with ...	...	53,813	538,490
	899 steamers, with ...	...	484,677	
1873	152 sailing vessels, with ...	...	29,905	399,927
	716 steamers, with ...	...	370,022	
1874	121 sailing vessels, with ...	...	25,716	513,401
	755 steamers, with ...	...	487,685	

PRODUCE MARKETS.

COTTON has moved slowly; quotations for Surats nominal, Bengal m.0.76 to 0.46 per kilo.

SPICES.—Mace and Nutmegs quiet; Mace m.6.40 to 6.60 per kilo; Nutmegs, m.6.40 to 7.00 per kilo.

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CLOVES firm; Pepper in good demand, m.110 to 111 per 100 kilo. for Singapore quality, m.100 to 102 for Penang.

RICE.—Demand for cleaned well maintained, uncleaned in very little demand. A cargo of 15,000 sacks per Dorothea, from Rangoon, has changed hands; afloat, quotations are per 50 kilo, Bengal m.11 to 15½; Rangoon 9 to 9¼; Bassein 9; Arracan 8½ to 8¾; Moulmain 8¾ to 9¼; Saigon 8 to 8½.

TEA.—Firm, with much inclination to buy; arrived per s.s. Egeria, Glenlyon, and Priam, from Foochow, 389/4, 3,638/8, 1,543/16 boxes Congou; 1,577/8, 707/16 boxes Souchong; 166/4 boxes Pecco. Quotations are: Congou, ordinary to good ordinary, 1.00 to 1.15 marks per half kilo.; ditto middling to fine, 1.35 to 4.00; Souchong, ordinary to good middling, 1.20 to 1.70; ditto fine, 2.60 to 4.00; Caper, 1.50 to 2.00; Souchong, 0.90 to 3.00; Pecco, ordinary to good middling, 1.80 to 2.40; ditto fine, 3.80 to 5.00; ditto orange, 1.25 to 3.40; Haysanschin, 0.90 to 1.80; Tonkay, 0.90 to 1.80; Younghaysan, 1.10 to 2.70; Haysan, 1.70 to 3.60; Imperial, country, 1.50 to 3.60; ditto, Canton made, 0.90 to 1.70; Gunpowder, country, —; ditto, Canton made, 0.85 to 2.60.

EXCHANGE.—London: 3 months, m. 20.13 to 20.07 per £.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, OCT. 20

The Second Chamber has done good work since last week. The Minister of the Department of Justice has laid before the members three Bills to reorganise a branch of our judicial institutions and to introduce, by means of simplifying, the necessary improvements. This is most certainly the first step in the right road. There was of course a good deal of opposition, because local interests are much concerned with this question. But Mr. Van Lynden obtained a victory, which is of still more importance, because some of his predecessors endeavoured in vain to introduce these measures, which will, it is said, be followed very soon by further legislation. The members are now discussing the Railway Bill, and I think that the Liberal party, especially the Rotterdam coterie, will give Mr. Heemskerk hard nuts to crack. The leading paper of that town has opened a heavy fire on the Minister, and I think with but small reason. It seems that this journal is of opinion that the right moment has arrived to harass the Premier, but this conviction is by no means generally supported. It is quite true that Mr. Heemskerk has not effected much during his second term of Government, and that many blunders have been made by him, but this does not prove in the least that the Liberal party in the Chamber is strong enough and sufficiently united to take the reins of Government in hand. It is possible, now that the election for the district Haarlemmermeer is annulled, that their number may be increased by one; so much is certain that all that is possible is done to beat the candidate of the Conservatives and Anti-Revolutionists, and to secure the victory to Mr. Rutgers. I think, however, that he has but little chance.

The amount of worthless stocks on our market increases so enormously that a few of the large number of victims, who have lost a good deal if not the whole of their capital, have addressed themselves to the Second Chamber, in order that an *enquête* might be opened, to inquire into the doings of those who brought the loans in question into the market. The sufferers are of opinion that the measure, which was applied by the British Parliament, has given satisfactory results. If the Second Chamber agrees to the demand, we shall, undoubtedly, hear that Messrs. So-and-So are scoundrels and pickpockets, but the victims, who were caught by false promises and figures, will remain as poor as they are now. Indeed, I cannot see how our Government can protect people from the effects of their own folly; the sound-minded know that they run a high risk when they lend their money for extravagant interest, and the ignorant people must learn experience, if they won't listen, as the Dutch proverb says. This was amply proved a few days ago, when a meeting of shareholders in the St. Paul's and Pacific Railway took place. We are still suffering enormously under that American railway fever, which has already cost our national fortune about 500 millions. The Turkish repudiation has not caused any exorbitant loss on our Bourse, but we are, of course, interested enough in the financial household of the "sick man" that our Government will join the collective protest, pointing out the necessity of giving the ill-treated creditors some re-assurance. Perhaps the Porte may learn from this note what the world thinks of its honesty, but this is the only success that can be hoped for. A real remedy is only to be effected by a political and moral revolution. The strangest fact is that there is now much speculation in this fund; the declared reason is that at the current quotation the interest is very high. But for how many years is payment guaranteed? *C'est le premier pas qui coute*, and the Turkish Government has just learned that it can do with its creditors just what it likes.

Some members of the Second Chamber will propose, when the Java Budget is discussed, to raise the wages for the natives for planting coffee from f.14 to f.20 per picul. As the yearly crop is on the average 100,000 piculs, this measure will cost our treasury five or six millions. It is, however, demonstrated that such an augmentation of the wages for planting is not necessary as a general measure to promote the private cultivation. In some districts this amount of f.20 will be too large, in some others too small. Instead of increasing these wages it would be preferred to improve and extend education, and to abolish slavery, which still exists under the form of "heerediensten" and "pantjensdiensten," and which abolition was decreed in 1866 without, however, the least effect. It is further asserted that measures such as those to increase wages afford another proof that it is not wise to rule the Colonies from the Hague.

Nothing is heard any more about our difficulty with Venezuela. Some of the papers treat it *en bagatelle*, while others regard it as a very serious matter. Rumours are current that a *questionnaire* has been forwarded to Curaçao, as a result of the very voluminous correspondence which was laid before the Minister by the Venezuelan Ambassador, Mr. Rojas. No further information will be given to Parliament until the Minister has received further advices.

Mr. Auslyn, our Consul in Egypt, has arrived at the Hague, and has had several conferences with the Minister for Foreign Affairs. It is said that this gentleman will be promoted to the post of Diplomatic Agent and Consul-General in the place of Mr. Ruyssenaers, who wishes to resign.

Our principal shipowners and traders intend to forward an address to the Second Chamber of the States-General, in order to urge the necessity that the plan of the Government to construct a harbour at Batavia should have the support of Parliament.

The Prince of Orange has at last returned from his trip to Paris. Some strange rumours are current about his stay in the French capital. I, however, do not think that they are trustworthy enough to be worth repeating.

The Java Steamship Company has resolved, by way of experiment, to fix the freight by the two next steamers at the same rate for the goods destined for Padang as for Samarang and Sourabaya. The steamer *Celebes* has left for Java with a detachment to reinforce our Colonial army.

Miss Mina Kruseman, who is now residing in Brussels, will next winter make another appearance on our stage in a play written by herself.

The Money Market is well provided, and large amounts can be obtained at 3 per cent. The Bank rate remains unaltered.

The management of the establishment of Prince Henry at Port Said has been entrusted to the *chef de cuisine* from Brach's Doelen Hotel in this town.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An extraordinary general meeting of this Bank was held on the 20th inst. at the London Tavern, Mr. W. Paterson in the chair. Mr. William Charles Mullins (the Secretary) having read the notice convening the meeting,

The Chairman said: Gentlemen, there is no report to be read, and I am glad that on this occasion we have nothing of importance to bring before you. Considering the troublous times through which we have passed I think we may congratulate ourselves that such is the case. You have all heard and read so much of the numerous commercial disasters which have occurred since we last met in this room that it would be superfluous for me to say anything on the subject further than to state what, of course, interests all of us, that this Bank has sustained no loss by those failures. (Cheers.) It will also be satisfactory for you to know that the Bank is doing a steady, quiet, safe business, and we are progressing more than might be expected in such times. Our deposits have been increased; but we could employ a larger amount advantageously; and, perhaps, now the foreign loans and many other investments are out of favour, probably more depositors will be disposed to come to this Bank, where they would have ample security, and get a fair rate of interest on fixed deposits. This half-yearly meeting although called for a special purpose gives you the opportunity of putting any questions you think desirable to the directors, and we shall be prepared to answer any. I do not think that I have anything further to say, and I, therefore, would proceed to propose the resolution for which you have been specially called, namely, that an interim dividend for the half-year ended the 30th June, at the rate of 5 per cent. per annum, free of income-tax, be now declared payable on and after the 27th inst.—Mr. John Jones seconded the motion.

Mr. J. R. Morrison said that, like most other Indian banks, the dividend was not quite so large as they could wish, but he inferred from the Chairman's remarks that next April a considerable sum would be added to the reserve fund. As none of them wished to have any more bad accounts, he asked the Chairman to say whether the policy of silence or suppression was not likely to perpetuate rather than do away with that skeleton in their cupboard, the six months' usance. (A laugh.) He asked the question because, now that the Suez Canal was in full work, it enabled the millionaires to make what they liked out of trade with the East, and occasionally men of the Collie stamp achieved the *éclat* of a national calamity whereas moderate and right-minded men were shunted aside and held of little or no account. No doubt, if banks were free to serve the public more generally, instead of being wrapped up in a few over-rated firms, shareholders generally would be less likely to complain of light dividends.

The Chairman replied that he could only repeat, with respect to the prospects of the Bank what he had already said, and that was that the Bank was doing very fairly indeed, and the directors expected at the end of the year to do probably better than they did last year. They did not think it advisable to add to the dividend, the policy of the directors being rather in the direction of an increased reserve fund. (Cheers.) A good deal had been said on many occasions with regard to the long usance of bills. That was a matter which could not be forced in any way. It would require a combination amongst the different banks and firms issuing letters of credit. But the fact of the matter was this, that the managers of this bank did not buy all the bills that were offered; they only took such as were approved of, and they all knew it was more the character and position of the drawers and drawees of the bills and the operations which they represent than the mere dates at which they were drawn that had to be looked at. Of course, they would rather have a good substantial six months' bill than a "kite" at three months, although they would rather not have a kite at all. Being however only one of many Indian Banks they could not further the matter more than they were doing, but it was satisfactory to know that Suez Canal shipments were very frequently drawn against at three months' sight.

The motion was then put to the meeting and carried unanimously. A vote of thanks to the chairman and directors terminated the proceedings.

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ORIENTAL BANK CORPORATION.

The half-yearly meeting of the Oriental Bank Corporation was held on the 21st inst. at the offices, Threadneedle-street, Mr. Arbuthnot in the chair. Mr. Stuart, the chief manager, read the notice calling the meeting.

The Chairman said they had met for the usual purpose of declaring an interim dividend, which they were able to give for the operations of the Corporation for the half year ending 30th of June last, and he thought it would be a source of satisfaction to them that he was able to announce that they could give them the dividend they had been accustomed to receive for some time past, viz., at the rate of 12 per cent. for the year. Lately there had been some heavy failures in houses connected with the East, but he was happy to say their bank had not suffered from them, though they had received—as they must expect to do—blows from other parts of the world. In Australia there had been the failure of not one, but several houses, a large house having fallen, and several others had followed. They had, however, provided for those losses—sufficiently provided for them—and still had enough left to pay the shareholders a dividend of 6 per cent. for the half year. They had been interested in the Bank of California, with which they had had very large transactions, and if its suspension had been permanent they would have had a very small claim against it, which, he believed, would have been paid in full. It was, however, a great satisfaction to the directors that it had resumed payment, and he hoped the important relations they had had with it in times past would be continued.

Dr. Thom said that he had found in the case of Gledstanes that remarks left until the April meeting had lost their zest. He then alluded to the examples set by the prosecutions of Lizardi and Collie, which had broken down through the imperfect state of our bail laws, and stated that there was another mode of swindling by means of overvaluing invoices, in which cases the banks were the sufferers, and he alluded to a case which had occurred in Ceylon, that of Brodie and Co., and he asked the bank to prosecute, as a gentleman, whose name he withheld, was prepared to find every shilling of the expenses of the prosecution.

The Chief Manager said that in the Ceylon case, in which, however, they were not greatly interested, one of their officers had been made official liquidator, and he had been requested to take the proper steps to punish the guilty. With regard to the losses from the failure of large houses in London, he believed the losses would be confined to £1,000. The customary vote of thanks to the chairman and his colleagues closed the proceedings.

BALANCE-SHEET FOR THE HALF-YEAR ENDING JUNE 30, 1875.

LIABILITIES.

To Promissory Notes in circulation not bearing interest			£657,375	0 0
„ Bills of Exchange in circulation not bearing interest			6,563,079	0 0
„ Balances due to other banks			93,998	0 0
„ Cash deposited not bearing interest			3,985,648	0 0
„ Cash deposited bearing interest			7,012,498	0 0
Total due to the public			£18,312,593	0 0
„ Capital paid up	£1,500,000	0 0		
„ Reserved surplus fund £450,000) Insurance fund 50,000)	500,000	0 0		
„ Dividends remaining unpaid	3,286	0 0		
„ Balance of profit and loss after defraying all current charges	95,754	0 0		
Due to shareholders			£2,099,040	0 0
			£20,411,638	0 0

ASSETS.

By Coin and bullion		£2,405,262	0 0
„ Balances due from other banks		683,399	0 0
„ Promissory notes or bills of other banks		48,780	0 0
		£3,137,441	0 0
„ Government securities		1,986,225	0 0
„ Landed or other property of the Corporation		254,708	0 0
„ Debts secured by landed or other property		67,959	0 0
„ Notes and bills discounted, or other debts due to the Corporation, not included under the foregoing heads, and exclusive of debts abandoned as bad		14,965,305	0 0
		£20,411,638	0 0

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The half-yearly general meeting of the shareholders in this bank has been held at the Banking-house, 65, Old Broad-street. Mr. G. G. Nicol, Chairman, presided. The half-yearly statement of accounts to the 30th of June last showed a net profit of £85,115 7s. An interim dividend at the rate of 8 per cent. per annum was proposed, leaving a balance of £55,115 7s., carried forward to the next account.

The Chairman, in moving the adoption of the accounts, said the present was an interim meeting, and he had not therefore much to say. He hoped, however, that the shareholders, looking at the results of the working of the past six months, and remembering the many failures which had taken place, would consider the report satisfactory. There had been many failures in India and China houses, due to that abuse of trade which he had so frequently condemned, and he thought they had reason to congratulate themselves on coming out so well. Of course, the bank never had any connection with Collie, but it had dealt with firms who were mixed up with Collie, and it was therefore matter of congratulation that their losses had been unusually small. After careful examination of the accounts, he thought all they would lose would be under £15,000. It had been said that the bank lost heavily by the failure of Messrs. Shand and Co., who were connected with Collie, and had long been customers of the Corporation. So far from that being the case, although the accounts were not finally closed, he believed he might say that they would sustain no loss at all. This was proof of the care and prudence with which the bank was conducted, and was besides very creditable to Messrs. Shand. They could only regret what had happened, as through it they had lost a very valuable account. They must also allow for the losses by Joshua, of Singapore. As he told them at the last meeting, they had possession of some property, but in the present state of affairs in Asia Minor they were unwilling to realise. There were hopes of recovering something from the man, but they had determined to appropriate from the balance a sum sufficient to meet that loss, amounting, probably, to £8,000 or £10,000. Allowing for all these losses, however, their reserve would stand at between £80,000 and £85,000. The directors felt it was all-important to increase this reserve fund, and on the other hand they had to consider the claims of the shareholders. Still, if they could pay the dividend at present declared, and increase the reserve as well, they would do so. It was the special object of the directors to increase the reserve to £250,000. The board had discussed whether the dividend declared should be three or four per cent., but considering the satisfactory result of the half-year, and that at the higher rate they would still be able to add a considerable sum to the reserve, they felt they were not justified in dividing less than four per cent. They must bear in mind, however, that to increase the reserve was their paramount object. The business of the bank was progressing in a most satisfactory way, the branches were conducted with great efficiency, and considering the troubled period through which they had passed, their business, on the whole, was in a more healthy state than he had known it for some time. Prices were now at a level beneficial for banking interests, although, perhaps, mercantile interests did not benefit. The directors, he could only say in conclusion, would do their best to keep the bank clear from the unfortunate and exceptional losses it had sustained for some time past. The chief inspector (Mr. Jackson) had now returned from a visit to all the branches, and had been appointed assistant-manager in London, and another inspector was now examining the branches. On his return another gentleman would be sent out, and they would thus have a continuous and regular inspection of all the branches.

In answer to questions, the Chairman said the bullion at the branches was counted every fortnight; they were obliged to keep large amounts on hand ready to meet any emergency that might arise. A large amount of money was deposited with them at fixed rates, varying from 4 to 5 per cent. They were endeavouring to reduce these rates as much as possible; but although at present prices they were rather a dead weight upon them, he did not think it would be wise to interfere very much with the matter at present. On the 31st December their reserve fund would, he estimated, stand at from £80,000 to £85,000, independent of what they might earn during the coming half-year. They did not expect a half-year so good as the last; still he had every reason to believe it would be a very fair account.

Mr. Richardson proposed a vote of thanks to the directors and managers, praising the ability and energy with which the bank was carried on; and the Chairman having briefly responded, the meeting terminated.

Monetary and Commercial.

The quiet feeling in the Manchester Market has continued to prevail; and though producers have, as a rule, maintained their demands, those who did not participate in last week's activity have not been so firm. Diminished sales of Cotton have caused this market to close rather tamely: the demand for both Yarns and Goods being moderate, though prices are quotably unaltered.

The remittances for the payment of the Bonds of the Seven per Cent. Japan Loan, which are to be drawn in January at the Oriental Bank, are now on their way.

The meeting of the Chartered Mercantile Bank of India, London, and China was held on the 19th inst., when the directors' report was adopted, and a dividend at the rate of 8 per cent. per annum was declared. A report of the proceedings is given in another column. The subjoined statement of accounts was presented:—

DR. LIABILITIES.

Capital paid up	£750,000	0	0
Current and fixed deposits	3,355,046	3	2
Bills payable, notes in circulation, and other sums due to the public	5,114,821	18	4
Reserve Fund	51,100	0	0
Profit and Loss Account— Balance at 30th June, 1875, as undernoted	85,115	7	0
	£9,356,083	8	6

CR. ASSETS.

Coin and bullion	£1,417,431	14	4
Cash with bankers and money at call	388,826	4	9
Government securities	185,581	10	8
Landed and house property at head office and branches	220,974	16	3
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	7,143,269	2	6
	£9,356,083	8	6

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Dr.	Profit and Loss Account.	
To Expenses of management at head office, eleven branches, and five sub-agencies	£56,806	4 11
„ Balance carried down	85,115	7 0
	£141,921	11 11
Cr.		
By gross profit for the half-year ended 30th June, 1875	£141,921	11 11
1874, July 1st. By Balance brought down... ...	£85,115	7 0

Dr.	Reserve Fund.	
To Balance carried down	£51,100	0 0
Cr.		
By Balance on 31st December, 1874...	£51,100	0 0
1875, July 1st. By Balance brought down ...	£51,100	0 0

At the meeting on the 20th inst. of the Chartered Bank of India, Australia, and China the directors' report was adopted, and an interim dividend for the past half-year at the rate of 5 per cent. per annum was declared.

The half-yearly meeting of the shareholders of the Oriental Bank Corporation was held on the 21st at the offices, Mr. Arbuthnot in the chair, when an interim dividend at the rate of 12 per cent. per annum, or £1 10s. per share, was declared, carrying forward a balance of £5,745.

The report of the Bank of Alexandria states the profit for the past year at £229,461, and recommends the payment of a dividend and bonus of £1 per share, making, with the interim dividend, 15 per cent. per annum. It is also proposed to add £30,000 to the reserve fund, and to carry forward £11,816.

The report of the Standard Bank of British South Africa (Limited) has been issued for the half-year ended the 30th of June. It states the profit at £76,922, but from this £27,099 has to be deducted for rebate. Of the £50,000 odd left £25,000 is devoted to a dividend at the rate of 10 per cent per annum £20,000 is added to reserve, raising it to £120,000, and the balance carried to the new account.

The directors of the Australian Mortgage Land and Finance Company (Limited) have declared the usual interim dividend for the half-year ended 30th June last at the rate of 10 per cent. per annum.

The report of the Singapore Gas Company (Limited), to be presented to the shareholders at the meeting of the 26th inst., says:—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report from their engineer and manager, Mr. E. J. Wells, dated August 26th, 1875. The balance-sheet to June 30th, 1875, shows the financial position of the company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance-sheet, at the rate of one-half per cent. per annum. The profit for the half-year, after writing off these sums, amounts to £2,033 12s. 3d., which, together with £38 2s. 7d., the unappropriated profit of the preceding half-year, makes the available balance £2,071 14s. 10d.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income tax, on the amounts paid up on the preference and original capital; the balance of £27 1s. 1d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on November 20th.

In the Bankruptcy Court a first meeting for proof of debt and appointment of trustee has been held under the adjudication of Charles Carnie, merchant, of New Broad-street. The adjudication was made on the petition of the London and Westminster Bank, creditors for £18,000, the act of bankruptcy being the filing of statutory declaration of inability to pay his debts. The statement of affairs was produced, but the debts are stated at upwards of £56,000. Debts to the amount of £42,140 were proved, but in consequence of the parties not being in a position to appoint a committee of inspection, the meeting was adjourned.

The failure is announced of Messrs. G. D. Neroutsos and Co., merchants, of London and Manchester, with liabilities amounting to between £40,000 and £50,000, of which about £25,000 is expected to be covered. The suspension is ascribed to recent heavy losses in trade.

The National Safe Deposit Company (Limited) is now in thorough working order, and offers every facility to depositors of valuables, &c. The rents of the safes are small considering the immense advantages, as no insurance is necessary, and a conflagration is next to impossible; and even should one occur it would not be attended with any loss such as was sustained at the recent fire at Mr. Hankey's residence.

We have received the third annual report of the Silk Association of America. It contains an elaborate exposition of the proceedings of the Association during the year, and special reference is made to the frauds which have been committed upon the revenue in connection with the Silk trade. A general reform in the administration of the Customs service is urged as a means for the prevention of these frauds for the future.

The amount of bullion per P. and O. steamer *Mirzapore*, from Southampton, on the 21st inst. was:—In gold, to Galle, £215; in silver, to Shanghai, £1,200.

Bar Silver has been active at 57d. per oz. during the week, the demand being for India and Spain. The Council drafts having gone somewhat cheaper, the price (although without actual alteration) is not quite so firm at the close. Mexican Dollars, about £50,000 in value, have been sold at 55 9-16d. per oz., showing a rise of 5-16d. per oz. They have been taken principally for China.

ARTICLES OF IMPORT.

TEA.

Since the more peaceful intelligence from China the market has relapsed into a very quiet state, as dealers hold large stocks bought during the temporary excitement. Prices are not quite so firm, and in some instances may be quoted about ¼d. per lb. lower; the feeling, however, seems pretty general that a steady market will rule to the end of the season, as the total yield from China will not be more, if as much as last season; importers, too, are firm holders, and do not sell, except at paying prices. The unsatisfactory business that had been going on in Canton Teas for the past year or two appears to have had the desired effect by considerably curtailing shipments this season, both of Tayshan Congou and Scented Caper, and the relief afforded to this market has caused a great rally, and they now rule at a standard of prices that will admit of imports being renewed. Green Teas will apparently have to go through the same ordeal before it becomes a paying business to import.

Messrs. Capel and Co.'s Circular says:—*Congous.*—Red-leaf kinds: Siftings have been inquired for at previous prices. Old season's red-leaf remain firm at 9¾d. to 10d. per lb. for common; new have sold at 11d. to 1s. at public sale for common to good common. Fair to good Kaisow kinds have been rather more saleable at last week's prices; fine have been firm; finest only in limited request. Pak Lin kinds have been wanted from 1s. 7d. to 1s. 9d. per lb.; fine to finest are slow of sale in the absence of export demand. Black-leaf kinds: Old season's common to fair show no change. In new: Common have sold from 10d. to 11d. per lb., fair from 1s. to 1s. 2d. per lb., fair to good medium have been firm from 1s. 2¼d. to 1s. 5d. per lb. Good and fine have been saleable at previous rates. A few finest have also been taken for export at last week's rates. New-make kinds: Common to fair have sold from 10½d. to 1s. per lb., some in half-chests have sold from 1s. 2½d. to 1s. 3¼d per lb., showing fair prices as compared with other kinds. Ooloongs remain difficult of sale, but there is no further change in prices to report. Souchongs have sold without alteration in prices. Flowery Pekoes have sold at higher prices. *Scented Teas.*—Canton Capers remain very firm, and new arrivals have found a ready sale at full prices. Orange Pekoes show no material change. Foo Chow Capers have been dull of sale. There has been rather more inquiry for Orange Pekoes at the decline recently established. *Green Teas.*—The better kinds of Gunpowder have been well maintained. Young Hysons are still comparatively cheap. In other kinds there is no alteration to notice. The Deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.		1874. lbs.
Home Consumption	2,369,755	...	2,152,825
Coastwise	838,452	...	867,805
Exports	413,337	...	951,676
	3,621,524	...	3,972,306

SILK.

Messrs. Durant and Co.'s Circular says:—The periodical public sales commenced on the 20th inst. and are concluded. The quantity offered was rather less than usual—about 400 bales Bengal silk, 3,700 bales China, 600 bales Japan, and 800 bales Canton silk, and about 40,000lbs. English thrown silk—this last, with about one-third of the China, half the Japan, and two-thirds of the Canton raw silk, was printed to be sold "without reserve." The result is fully as favourable as might have been expected. The China silk sold generally at about previous prices—the Canton rather under market quotations, but a large portion was heavily damaged, and another large portion was in very small fragmentary parcels, and some very old silk. The Japan silk also showed some little weakness upon extreme prices. The general market is much as it has been for some weeks—fair daily doings. Deliveries show the effect of the absence of foreign buyers.

Coffee.—The unfavourable result of the Dutch sale has depressed this market, and small quantities of Plantation Ceylon at auction have been sold at a reduction of about 1s. per cwt. upon last mail's quotations. The closing prices are, triage 88s. to 95s. 6d., small 103s. 6d. to 107s. 6d., low middling 108s. 6d. to 110s., middling 111s., peaberry 124s. to 125s. 6d. The Dutch Trading Company's public sale of 96,625 bags Java held on the 20th inst. in Rotterdam went off flatly at 1c. to 1½c. below valuation for good ordinary, and 1½c. to 2½c. lower for yellow and good sorts; good ordinary Java closing at 58½c. against 60½c. to 61c. at the September sales.

Cocoanut Oil has been steady, fine Cochin at £42, Ceylon in pipes at £39 per ton.

Cutch.—10 boxes Elephant Pegue, of old import, sold at 26s. per cwt.

Gambier continues in steady demand, and 400 bales have been sold at 28s. 6d. ex quay; at auction 947 mats pressed cubes were bought in at 38s. per cwt.

Galls.—In public sale 165 cases China were bought in at 82s. 6d. 85s.

Hemp.—By private contract the following sales of Manila have been made: 400 bales superior roping Zebu at £36, 400 bales ditto at £35, and 10 bales fine white Quilot at £48.

India-rubber.—At auction, of 259 cases old Borneo offered, 20 cases sold at 1s. 2½d. per lb.

Isinglass.—Large supplies of Brazil at the periodical auctions went

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off slowly, and prices underwent a further general decline of 2d. to 3d. for good, and more for other kinds. East India descriptions, being in moderate supply, met a steady demand, Penang tongue selling rather dearer, but leaf 1d. cheaper, good cake dearer, common unchanged; 31 cases 4 bags Penang sold, fine pale tongue at 4s. 2d. to 4s. 3d., ordinary to middling at 3s. 3d. to 3s. 8d., good leaf 4s. 10d., thick 3s. 6d., middling to fine cake at 1s. 4d. to 1s. 9d. Of 2 cases Saigon cake offered 1 case sold at 1s. 1d. per lb.

Japan Wax.—In auction 224 cases (import 1873 and 1874) were all sold at a further decline, viz., good saucer 48s. to 48s. 6d., fine bold ditto 49s. 6d. to 50s. 6d. per cwt., also 118 cases of recent importation at 50s. for very good bold squares.

Pepper.—*Black:* Only a moderate supply was offered by auction, and partly sold at steady rates; 552 bags Singapore sold at 5½d.; 979 bags Penang were bought in at 4⅝d., excepting 55 bags damaged, which sold at 5⅝d. for first class. *White:* The public sales were restricted to 75 bags Singapore, of which 43 bags sold steadily, good fair at 7¾d. Privately fully 200 bags Singapore have been sold at 7⅞d. per lb.

Rice.—Early in the week the demand for floating cargoes improved, more especially for distant, which realised an advance of 3d. per cwt., but Thursday the demand had subsided, and the recovery is not now obtainable. On the spot 3,000 bags new Rangoon have been sold at 8s. 3d., 3,000 bags ditto at 8s. 6d., also 3,500 bags new Necransie at 7s. 6d.

Sugar.—The market has exhibited a quiet tone, but there has been a steady demand from the trade at previous rates, and a good business has resulted, consisting chiefly of Barbados, prices showing no alteration. No business has occurred in East India.

Sticklac.—At public sale 94 boxes Siam were bought in at 95s., and 93 cases at 92s. 6d. per cwt.

Tobacco.—In public sale 168 bales Japan leaf sold at 5⅞d. to 7½d., 444 bales ditto 4d. to 6¾d., 35 bales Sumatra 10d. to 3s. 7d., and one bale Manila 9⅝d.

Tin.—The market has been quieter, and prices at the close show a slight decline upon last mail's rates. Straits is quoted £85 10s. to £86 on the spot, and £85 afloat; Banca £92, Billiton £86 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 9	Penseur	Gandeau	Saigon	Rio Janeiro
Oct. 3	Countess of Erroll	Taylor	Hong Kong	New York
9	Waalstroom	Manje	Batavia	Amsterdam
10	Gustav Adolph	—	Rangoon	Do.
10	Ruhtinas	Dahlberg	Do.	Flensburg
12	J. B. Walker (s.)	—	Batavia	Marseilles
12	G. B. Moyon	—	Reunion	St. Nazaire
12	Matts August	Tham	Rangoon	Antwerp
14	Tilde	Percich	Maulmain	Falmouth
15	Ulysses (s.)	Byrne	Shanghai	London
16	Ajace	Morice	Rangoon	Falmouth
16	Creswell	Smith	Maulmain	Do.
18	Mountain Ash	Care	Rangoon	London
18	Lady Lisgar	Hughes	Do.	Liverpool
18	Ellina	Terraro	Do.	Queenstown
18	Madeline	Equilbec	Akyab	Falmouth
18	Eliza A. Kenney	Pitman	Rangoon	Do.
18	Emma F. Secor	Moore	Akyab	Antwerp
18	Tage	Mestayer	Do.	Do.
19	Galatea	Teesdale	Ilo Ilo	New York
19	Benledi (s.)	Buchanan	Maulmain	London
19	Clytie	Pottinger	Rangoon, for Liverpool	Queenstown
19	Jason	Bulke	Akyab	Do.
19	Revenna	Bevaldo	Do.	Antwerp
19	Adelina	Mazzano	Bassein	Liverpool
19	Comet	Bray	Manila	Boston, U.S.
19	Wm. Woodbury	Curtis	Ilo Ilo	New York
21	Ægean (s.)	Spowart	Hankow	London
21	Lord of the Isles (s.)	Cowie	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 8	Superb	Nielsen	Akyab	Copenhagen
9	Singapore	Geldorp	Macassar	Amsterdam
13	Vaeni	Larsen	Rangoon	Liverpool
13	Prof. v.d. Boon Mesch	Schneider	Batavia	London
14	Suocero	—	Singapore	Cardiff
14	Gli Amici	—	Do.	Do.
14	Serafina	Gulino	Do.	Do.
14	Esmeralda	Hansen	Hong Kong	Do.
14	Giovanni Z.	—	Galle	Do.
14	W. E. Gladstone	—	Do.	Do.
14	Alkar	—	Do.	Newport
14	Laurens Coster	Marmelstein	Sourabaya	Deal*
14	Hindostan	Renauland	Batavia	Bordeaux
14	Sophie D.	Jacob	Sourabaya	Marseilles
15	Fanny	Bower	Hong Kong	Cardiff
15	P. C. Pedersen	Kish	Singapore	Do.
15	Luce	Demarchi	Do.	Do.
15	Zio Battista	Olivari	Do.	Do.
15	Batrak (s.)	Zotoff	Do.	Liverpool
15	Patrician	Ditchburn	Rangoon	Do.
15	J. Elizabetta	Hreglich	Singapore	Penarth
15	Ajax (s.)	Kidd	Shanghai	Liverpool
15	Drot	Bertage	Rangoon	Antwerp
16	Elmiranda	Staples	Singapore	Cardiff
16	Casper	Soderholm	Do.	Penarth
16	Rockwood	Jewell	Hong Kong	Cardiff
17	Rangoon	—	Rangoon	London
17	Condor	Steffans	Chefoo	Hamburg
18	Pegasus	Owen	Rangoon	Cardiff
19	Farsund	—	Sarawak	London
19	Europa	Wyberg	Rangoon	Cardiff

* After stopping leak.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Burmese. For Singapore, Hong Kong, and Shanghai: Glengyle, Cheops.

Sailing Vessels.—For Yokohama and Hiogo: Banda, Tamesa. For Hong Kong: Belted Will. For Batavia, Samarang, and Sourabaya: Fiery Cross. For Singapore: Sir Robert Sale, Shand. For Colombo: Hawk, Persian Empire, Strathmore.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Deucalion (str.), Sarpedon (str.), Priam (str.). For Manila: Leon (str.). For Batavia: La Gaul. For Singapore: Polynesia, Wm. D. Seed.

At Glasgow.—For Batavia: Gouverneur General Loudon. For Singapore: Mutlah, Ione.

SPOKEN.

Lizzie Barry, Sunderland to Singapore, Oct. 6, 45.58 N., 10 W.
Ocean Rover, London to Penang, Oct. 15, 47.21 N., 9.1 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 50s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 28s. To Manila: 24s. To Singapore: 20s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

The St. Aubyn, Metaire, from Cardiff for Singapore (coal), put into Falmouth on the 17th inst., leaky.

MISCELLANEOUS.

Rotterdam, Oct. 17.—The masts of the Thomas Sorby (str.) have disappeared, and the wreck is now quite covered at low water, the boats that went out to her on the 16th have all returned empty.

Malta.—Arrived Oct. 16, Holland (str.), from Batavia, for Nieuwe Diep; 17, Crocus (str.), from Foochow, and proceeded for London; Montgomeryshire (str.), from London, for China and Japan; 19, Torrington (str.), from Batavia, for Rotterdam.

Port Said.—Arrived, Oct. 18, from Glasgow, for Hong Kong, Fung-Shui; from Liverpool, for Manila, Yrurac Bat; 20, for Shanghai, Anchises; 21, from London, for Shanghai, Cawdor Castle; 22, for China and Japan, Montgomeryshire; from Southampton, for Batavia, Prinses Amalia.

Suez.—Arrived Oct. 14, Stentor, from Shanghai, for London; Buenaventura, from Manila, for Liverpool; 22, Galley of Lorne, from Yokohama, for New York; Scotland, from Shanghai, for London.

The Nederland Company's steamship Voorwaarts, which arrived here on the 10th inst. from Batavia, reports that on the 4th she endeavoured to tow the British steamer Medina off the Parkins Rocks, where she was stranded, but after breaking her hawsers and chain cables, she did not succeed, and having stood by her for twenty-six hours, she took off fifty of the crew, who have been landed here.

Mauritius.—The surveyors of the Staatsraad v. Ewyck, from Batavia, for Amsterdam, which arrived here Aug. 14, report two between deck beams, one upper deck beam, and three iron knees broken, and that the deck had worked upon.

Hong Kong, Oct. 18.—The P. and O. Company's steamer Sunda, which struck upon a rock in the China Sea on the 14th Sept., and was afterwards beached near Amoy, has been successfully floated.

Yokohama, Sept. 7.—The wreck of the James Paton, with two anchors, was sold at public auction yesterday for $600.

Gunboat for Rajah Brooke.—The Aline, built and engined by Messrs. Blackwood and Gordon, Port Glasgow, and launched Aug. 23, had her trial trip on the 16th inst.; the measured mile was run at the rate of ten knots per hour, being one knot above her contracted speed. This vessel, which looks more like a combined yacht and gunboat, is most handsomely fitted up. The saloon, which is placed on the under deck forward for the convenience of the Rajah, is most tastefully decorated in white and gold. On the upper deck, forward and aft, will be placed two 32-pounder guns. She will also be supplied with four 9-pounders. After the trial her course was changed for Loch Long, when a select company of ladies and gentlemen who were on board sat down to an excellent dinner. After her fittings are completed, she will proceed to Borneo under the command of Lieut. Gladstone Scott, of the Royal Navy.

The P. and O. Steamer Bangalore.—This fine vessel, which has been for some time on the Clyde under repair, left on the 20th inst. for London, where she will load in the Victoria Docks; she has received new boilers, and her engines have been converted to the compound system a poop has also been added; and the ship generally has undergone a thorough refit. She will leave Southampton on Nov. 11, taking out the Bombay Mail.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.— £22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,900,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, to 2.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

BANK OF CALIFORNIA.—THE ORIENTAL BANK CORPORATION

are prepared to ISSUE DRAFTS at sight on the Bank of California, San Francisco, the terms for which may be ascertained at their Office.
Threadneedle-street, 1875.

THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.
Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar-proof Vaults, at rents from £2 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

The loss of many kinds of securities is irreparable, the loser having no recourse against the Government or other party issuing them. A constant watch is kept both inside and outside the building. There is a room especially adapted and reserved for ladies. The premises can be inspected, and further particulars obtained on application. HENRY WEST, Manager.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on that occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

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1862.

1873.

(No previous knowledge of the business required)
FOR THE MANUFACTURE OF
Soda, Potass, Seltzer, Carrara, Lithia, Magnesia, and Tonic Waters, Lemonade, Ginger Beer, Orangeade, Gingerade, Nectar, Champagne Cider, &c. &c

SOLE AGENTS FOR

CODD'S PATENT

GLOBE-STOPPERED BOTTLE.

ONLY PRIZE MEDAL, VIENNA, 1873.
Entirely dispensing with Corks, Wire, String, &c.

Makers of every appliance connected with the business. Illustrated Catalogue of sixty pages, descriptive of all the Soda Water Machinery now in use, with *"Advice before Purchasing,"* forwarded free to any part of the world.

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OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR
CHANDELIERS IN BRONZE AND ORMOLU
KEROSENE, MODERATOR, AND OTHER LAMPS
FOR INDIA AND HOME USE.
TABLE GLASS OF ALL KINDS.
ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German. Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

GUERLAIN,

15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

NERVA, MARCHAND, & Cº.

GENERAL COMMISSION MERCHANTS
MILITARY EQUIPMENTS, &c.
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PARIS.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT
HIOGO-KOBE.
JAPAN.
Agent for the *London and China Express*.

J. H. VAN HULST'S DUTCH SEGARS MANUFACTORY,

WHOLESALE EXPORT,
KAMPEN, HOLLAND.
Manufacturer of all sorts of Dutch Segars for Exportation in all prices and forms.
ALSO FINE HAVANNAH SEGARS.
Price Currents are sent post free.
Agents asked in all principal towns of England, Egypt, India, &c.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

THE FRIEND OF ALL!!

HOLLOWAY'S PILLS

These famous Pills PURIFY the BLOOD, and act most powerfully, yet soothingly on the LIVER, STOMACH, KIDNEYS, and BOWELS, giving TONE, ENERGY, and VIGOR to the whole system. They are wonderfully efficacious in all ailments incidental to FEMALES, Young or Old, and as a general FAMILY MEDICINE, for the cure of most complaints they are unequalled.

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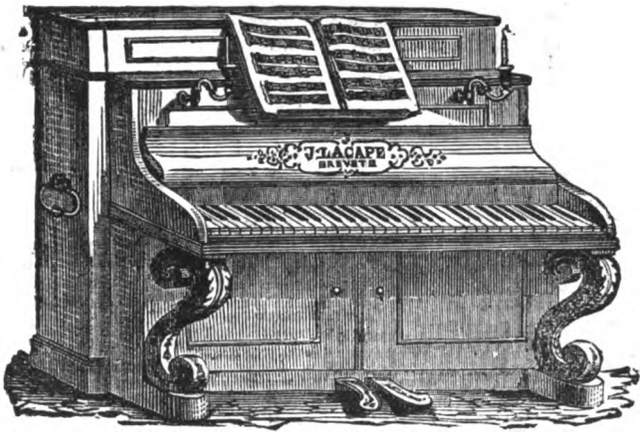
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29. BOULEVARD ST. MARTIN. PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear thi most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

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HOTEL DU RHIN,

OPPOSITE THE

BERLIN RAILWAY TERMINUS,

AND NEAR TO THE OTHER CHIEF STATIONS.

Sixty Apartments, replete with every Modern Convenience.

CAFE, RESTAURANT, AND BATHS.

Table d'Hote at 3 p.m. Terms moderate.

W. GOBERT, Proprietor.

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CHOICEST MIXTURE

TO PROMOTE A

LONG AND HEALTHY LIFE.

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VERLEE & GUY DE CORAL.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See artucle in the *Civil Service Gazette.*

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,

HOMŒOPATHIC CHEMISTS,

48, Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day, Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

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FIFTH-AVENUE HOTEL.
NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

VICTORIA HOTEL, ROTTERDAM.

Proprietor, J. TYSSEN.

OPENED in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express*. Omnibus attends the trains.

CHARGES MODERATE.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens, The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL KRON PRINSEN,
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SITUATED on the Alster. A first-class House, at moderate prices

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description, Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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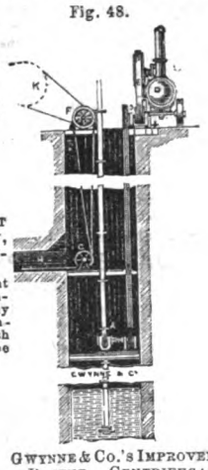
GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.

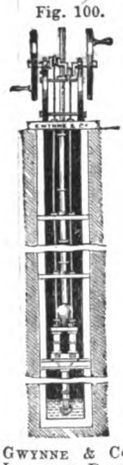
GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given

Fig. 48.



GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of Water

Fig. 100.

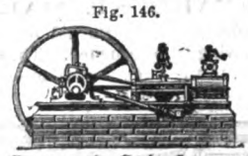


GWYNNE & CO.'S IMPROVED DOUBLE BARREL DEEP-WELL PUMP,
For Hand-power, adapted for ordinary wells of any depth, of most careful construction, and on the most approved system

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without valves or packing, and raise a considerable quantity of mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.



GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working.
From 4 to 100-horse power

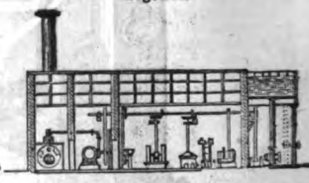
Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first-class materials are used in their construction. Estimates given for any size or shape of boiler

Fig. 142.

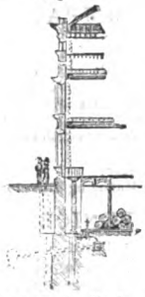
GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction durable, and economical, and very superior to "Agricultural" Engines.
From 2½ to 30-horse power

Fig. 192.



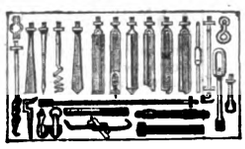
GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES FAT, &C., &C.
The above shows an arrangement for a seed oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purpose required.

Fig. 193.



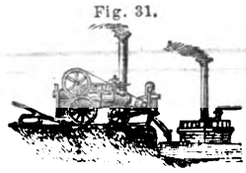
GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.
Prices on application.

Fig. 121.



GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole.
G. & Co. can confidently recommend these as the best in the market.

Fig. 31.



GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. In all sizes.

Fig. 105.

GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper piston rods, and brass valves. The workmanship and materials throughout are of the very best class, and compare on with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

Large Illustrated Catalogue with many Estimates, and upwards of 200 Engravings, postfree for Twenty-four Stamps to any part of the world.

BROWN AND POLSON'S CORN FLOUR

HAS THE HIGHEST REPUTATION,

AND

GIVES THE GREATEST SATISFACTION.

NONE IS GENUINE WHICH DOES NOT BEAR THE FAC-SIMILE SIGNATURES,

John Brown *John Polson*

SOLE LONDON ADDRESS—101, QUEEN VICTORIA STREET, E.C.

PETROLEUM, KEROSENE, AND PARAFFIN

OIL LAMPS,

TO BURN WITHOUT A CHIMNEY.

ROWATT'S PATENT ANUCAPNIC LAMP,

FLAT WICK, FOUR SIZES;

ROWATT'S PATENT RADIATOR LAMP,

CIRCULAR WICK,

Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.

They are easily trimmed, NEVER GET OUT OF ORDER, and save great annoyance, trouble, and expense of Chimneys breaking. They are easily managed, simple in construction, and inexpensive.

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4, RADSWORTH STREET, BALDWIN STREET, CITY ROAD, LONDON, E.C.

126, FOUNTAIN BRIDGE, EDINBURGH. KILRENNY OIL WORKS, ANSTRUTHER, FIFE.

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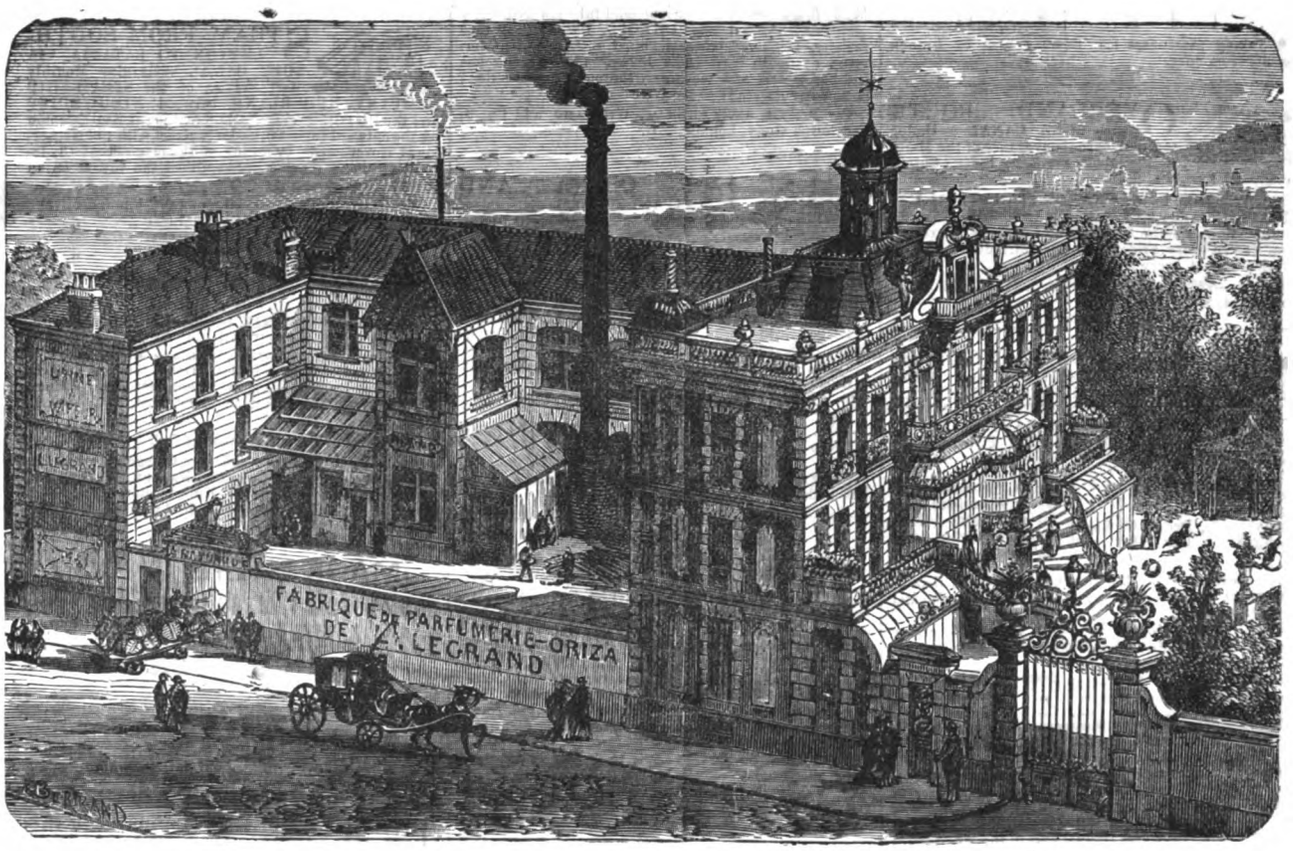
PARIS, 1867. ORIZA PERFUMERY. VIENNA. 1873

L. LEGRAND,

PURVEYOR TO FOREIGN COURTS.

WHOLESALE AND RETAIL ESTABLISHMENT, 207, RUE SAINT-HONORE, PARIS

MÉDAILLE DE MÉRITE AT THE EXPOSITION UNIVERSELLE DE PARIS 1867, AND VIENNA 1873.



VIEW OF THE STEAM FACTORY OF M. LEGRAND'S PERFUMERY AT LEVALLOIS-PERRET (SEINE).

LEGRAND'S SPECIAL PRODUCTS.

ORIZA SOAP. From the formula of Dr. O. Reveil. The best soap for rendering the skin white and soft. Sweetly and refreshingly scented. In boxes of three cakes.

ORIZA SOAP. In boxes of six cakes. Variously perfumed.

ORIZA CREAM MOUSSEUSE. A paste specially prepared for baths and shaving, facilitating the action of the razor.

ORIZA SOAP POWDER. The Oriza Soap, in the form of a powder, for shaving, producing with water a persistent and abundant lather.

ORIZA OIL. Variously perfumed. For rendering the hair soft and brilliant, and preventing it falling off. Bottles in cases.

ORIZA COSMÉTIQUE. For smoothing and fixing the hair. (Assorted colours and perfumes.) In cases.

ORIZA LACTÉ. A refreshing tonic to the skin, removing red spots, and preventing wrinkles on the face. In cases.

CREME ORIZA. (Of Ninon de Lenclos.) For producing a beautiful white complexion, with the clearness and velvety softness of youth.

ORIZA POWDER. Flowers of Carolina Rice. For softening and refreshing the skin In packets of 125 grammes (rather more than 4 ozs.), f.12 per dozen; of 250 grammes f.24 per dozen. In boxes with puff.

ORIZA FLOWERS. An excellent toilet water tonic to the skin, sweetly and delicately perfumed. White.

ORIZA FLOWERS. Amber.

ORIZA HAY. A toilet water with the perfume of new mown hay.

ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliance to the hair and beard. In cases.

ORIZA FLUID. A nutritive and strengthening pomade for nourishing the hair. Assorted perfumes. Vases in cases.

ORIZA PHILOCOME. Pure beef marrow and oil of hazel nuts with quinine, for nourishing the hair and preventing it from falling off. Bottles in cases.

ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

ORIZA BLANC ET ROSE. Harmless paints in cakes for the city and the theatre. For producing a pale tint on the complexion with the freshness of the rose.

ORIZA BLANC ET ROSE. Paints in powder.

ESS ORIZA ET ORIZA-LYS. Perfume for scenting linen and the handkerchief without staining.

ORIZA SCOTCH LAVENDER. Sprigs of Scotch lavender flowers, a rich toilet water

The following are imported from India prepared by the celebrated Chemist, JAMES SMITHSON.

L'ORIZALINE VEGETALE (the best hair dye). For instantaneously dyeing the hair to any shade, and with no danger to health. In boxes, each with brush, comb, prospectus, and bottle.
The bottle only, without accessories.

ORIZALINE POMADE. For tinting the hair blonde or chestnut In handsome cases

LOTION VEGETALE (of Dr. SMITHSON). For preparing the hair and beard to receive the dye in order to ensure success for brown and black shades.

THREE VALUABLE RECEIPTS, prepared according to the formulæ left by the celebrated Dr. CHOMEL.

EAU TONIQUE DE QUININE LEGRAND. Cleansing the head from scurf, preserving it in health, and cleansing the hair and preventing it from falling off. This lotion should be employed in conjunction with the BAUME DE TANNIN, in order to restore the hair in a very short time.

POMADE AU BAUME DE TANNIN (BALSAM OF TANNIN POMADE). Nutritive and strengthening pomade, making the hair grow very rapidly. Certain success.

PATE ROYALE DE NOISETTES. For softening and whitening the hands, curing and preventing cracks, chaps, and chilblains.

DEPOTS IN THE FAR EAST.

Colombo, MAITLAND and Co.; Singapore, LITTLE and Co.; Batavia, HOUGHTON and Co.; Sourabaya, HOUGHTON and Co.; Manila, LOYZAGA and Co.; Hong Kong, MACEWEN, PRIDEL, and Co.; Foochow, HEDDE and Co.; Shanghai, FOGG and Co.; Yokohama K. L. B. MCMAHON; Hiogo, K. DE PIOTROWSKI. Orders can be sent through the "China and Japan Agency," London.

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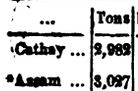
OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Cathay ...	2,982	500	Oct. 28	Mediterranean, Aden, Bombay.
*Assam ...	3,027	450	Nov. 4	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bangalore	2,063	450	Nov. 11	Mediterranean, Aden, Bombay.
*Khedive..	3,742	600	Nov. 18	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Meikong ... Nov. 7			
Amazone ... Nov. 21			
Anadyr ... Dec. 5	For		Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah ... Dec. 19			

The Steamers of the 21st November, and 19th December connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Nov. 11
Glenlyon	100 A1	2,119	375	To follow
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	375	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

Steam via the Suez Canal. To sail Oct. 28.

FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, GENOA, 100 A1, 1,971 tons register, 1,963 tons gross register, 180-h.p. nominal, 900-h.p. effective; Victoria Docks. This fine new high-classed steamer, just built especially for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H.K., & Shanghai ..	Cheops, s.s.	100 A1	984	S.W.I.	Oct. 28
Do.	Lord of the Isles, s.s.	100 A1	1846	S.W.I.	To follow
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	Oct. 30

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via Suez Canal. To sail on the 25th Oct.

FOR SINGAPORE, HONG KONG, and SHANGHAI, the splendid full-powered screw steamer CHEOPS, 100 A1, 984 tons register, 150-horse power nominal, S. JARMAN, Commander; South West India Docks. This steamer has had her boilers and machinery thoroughly overhauled; is now in dock ready to receive cargo.

For Freight, apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., Yoko., & Hiogo	Burmese...	100 A1	S.W.I.D.	Oct. 26
Sing., H. K., Yoko., & Hiogo	Benledi ...	100 A1	S.W.I.D.	Nov. 15
Pen., Sing., Hg Kg., Yoko., & Hiogo	Oxfordshre	100 A1	S.W.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 136, Bishopsgate-street Within, E.C.

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TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 26th Oct.; the favourite full-powered screw steamer BURMESE, 100 A1, 1,269 tons net register, 200-horse power nominal; JAMES J. LUCK, Commander; South West India Docks. This magnificent steamer, built in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

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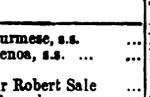

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LIVERPOOL.			
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Sarpedon, s.s. ...	—	„ ...	Nov. 5
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THE LONDON AND CHINA TELEGRAPH.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 635.] LONDON, MONDAY, NOV. 1, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

OFFICE OF THIS PAPER.
79, GRACECHURCH-STREET, LONDON, E.C.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 26.
JAPAN—Yokohama	July 23	Sept. 4	Sept. 11*
Yedo			
Osaka and Hiogo	—	—	„ 8*
Hakodadi			
Nagasaki	—	—	„ 3
CHINA—Peking	—	—	„ 1
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 2
New-chwang	—	—	„ 6
Hankow	„ 9	Aug. 24	„ 5
Kiu-kiang	—	—	„ 4
Chin-kiang	—	—	„ 8
Shanghai	„ 30	Sept. 10	„ 12
Ningpo	—	—	„ 8
Foochow	„ 30	„ 10	„ 12
Formosa	—	—	„ 7
Amoy	—	—	„ 14
Swatow	—	—	„ 15
Hong Kong	Aug. 6	„ 12	„ 18
Canton	—	—	„ 16
Macao	—	—	„ 17
PHILIPPINES—Manila	July 30	„ 5	„ 18
COCHIN-CHINA Saigon	—	—	„ 23
SIAM — Bangkok	—	—	„ 18
BORNEO — Labuan	—	—	„ 15
Sarawak	—	—	„ 18
JAVA — Batavia	Aug. 20	„ 22	„ 23
Samarang	—	—	„ 20
Sourabaya	—	—	„ 17
MALACCA STRAITS—Singapore	„ 20	„ 18	„ 25
Penang	„ 20	„ 16	„ 20
CEYLON—Galle	Sept. 10	Oct. 4	Oct. 4
Colombo	„ 3	Sept. 24	„ 2

* By Pacific mail *via* San Francisco, received Oct. 18.

THE MAILS, &c.

The French mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Marseilles, on the 26th ult., being six days in advance of its due date. There are no later Japan advices. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 15th, Shanghai 19th, Hong Kong 25th Sept., Singapore 2nd Oct., is due on Monday next, the 8th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Amazone*, arrived Oct. 24.—From Yokohama: Motono Morimichi and Wooyeus Ravenori (Secretary of Legation and Attache to the Japanese Embassy in London), Rinoshita (Attache to the Japanese Legation at Berlin), Messrs. Ailion, Stedman, Roy, Ruddock, Harris. From Shanghai: Mr. Dunfield, Mr. Hogue, Mr. Ure. From Hong Kong: Mr. Massen, Mr. Benarz, Mr. Gunzell, Mrs. Moore. From Saigon: M. and Mdme. Antonetti, Mrs. Van Lier, Mrs. Perrier. From Batavia: General Verspyck, Mr. Starkenborgh, Mr. Cordes, Mr. and Mrs. Emmerick, Miss Piccarot. From Singapore: Messrs. Beck, Barna, Roderiguez. From Galle: Mr. and Mrs. Mackintosh, Mr. Wick.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 1.—To Ceylon: Mr. and Mrs. Hutton, Mr. F. H. Izard.

Per P. and O. steamer *Assam*, from Southampton, Nov. 4.—To Yokohama: Mr. C. G. Dunlop. To Shanghai: Mrs. G. T. Baillie. To Singapore: Messrs. R. W. G. R. and F. A. Gow, Mrs. Gow, Mr. S. B. Kennard. To Ceylon: Mr. Houstoun. To Galle: Mr. A. J. Seaton.

Per P. and O. steamer *Hindostan*, from Venice Nov. 12.—To Ceylon: Mr. H. S. Saunders, Mr. H. C. Bury.

Per P. and O. steamer *Hindostan*, from Brindisi, Nov. 15.—To Batavia: Mr. Lorraine. To Singapore: Major Gray. To Ceylon: Mr. T. Steele.

Per P. and O. steamer *Khedive*, from Southampton, Nov. 18.—To Singapore: Mr. A. P. Talbot. To Ceylon: Mr. C. F. Hill.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 29.—To Penang: Mr. T. C. Brown.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Yokohama: Mr. Bartrum. To Shanghai: Mr. Bavier, Mr. Choppard, Mr. H. Relph. To Kong Kong: Mr. and Mrs. Sienkevitch. To Batavia: Mrs. Barge and family, Mr. Brink, Mr. Norden. To Singapore: Mr. Braddell, Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child, Miss MacNair, Mr. and Mrs. Buchanan, Mr. J. Vaughan., Master Brooks and governess. To Galle: Mr. and Mrs. J. M. Greig, Mr. John Tyndall, Mr. Collard, Mr. R. S. Atkinson.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Batavia: Mr. and Mrs. J. Wuste, Mr. Voute, Mr. Van Delden. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome, Mr. Hinnekind and family, Mr. Sohst and family. To Galle: Mr. A. MacFarlane, Mr. E. G. von Glehn.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Batavia: Mrs. van Lawick. To Galle: Mr. Boustead.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Hong Kong: Mr. and Mrs. Pelham Warren.

Per steamer *Deucalion* (Holt's line), from Liverpool, Oct. 27.—To Penang: Mrs. J. Irvine and child. To Singapore: Mr. Bennett. To Shanghai: Mr. and Mrs. Quin and servant, Miss McKenzie.

Per steamer *Alaska*, from San Francisco Oct. 1.—For China and Japan: C. Passavana, C. M. Otto, J. H. Games, Captain Von Escnbacher, R. N. Fowler, Mr. Howland wife and child, Mrs. M. B. Capp, J. M. Carney, wife and infant, J. Copenhagen, E' Martin, Mrs. H. E. Fielding, Wm. Schmadz, F. L. Runels and wife, Baron Von Gutschmidt, Wm. Smith, Mr. Walton, Mrs. Shepard, Mrs. Hillman, Miss Lotta German-Miss Campbell, and 508 steerage.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 18th ult., and published in our last issue. Advices bearing date Yokohama Sept. 17 have been received at San Francisco, but the summary of news telegraphed to New York contains nothing of importance.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

There seems to be little doubt that the Yunnan affair is practically settled, on the understanding that the guilty parties in Yunnan shall be punished, that an indemnity shall be paid to Mr. Margary's family, that a trade route shall be opened between Yunnan and Burmah, that the lekin taxes shall be better regulated, and that freer intercourse shall be established with the different branches of the Chinese Government. Details probably remain to be settled, but it is generally believed that these heads have been agreed upon. It is reported that two Ambassadors to England have been named by the Chinese Government; the first is Kwoh Sung-tao, at present Judicial Commissioner in Fuh-kien, to which post he was appointed only a few months ago; and the second Hu K'ien-shên, a Taoutai expectant at Peking. The first-named of these two officers is a Hanlin of some distinction, and was formerly acting Governor at Canton for a few months; he has lived in retirement for some years, until his recent recall to office. His colleague is a much younger man, who has already had some experience of travel, having resided for a time in Japan.

On the 3rd Sept. Mr. Wade returned to Tientsin from Chefoo, in H.B.M.'s gun-vessel *Dwarf*. The Admiral's yacht, *Vigilant*, also came to Taku, from which place the Admiral accompanied Mr. Wade to Tientsin in the *Dwarf*. We understand that the Admiral leaves in the *Dwarf* for Newchwang. Mr. Wade made a very early call on Li-Hung-chang on the 4th Sept.; Governor Li returned the visit at the British Consulate, but no one knows what transpired.

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An unfortunate accident occurred a few nights ago, causing the loss of a Chinese boatman. The schooner *Marian* was being towed up the river when a boat was seen trying to run across the bow of the tug *Pathfinder*. By "porting" her helm the tug just cleared the boat, but the schooner, though "porting" her helm as soon as the boat was seen, was less fortunate. The boat caught on one fluke of a hanging anchor, which cut a great gash in her side, and lifted her partially out of the water; she afterwards sunk. All the men clambered on board the *Marian*, save one, who appears to have fallen overboard, and was drowned. The boat had no light, and seems to have run directly into danger. The schooner was also at fault for depending entirely on the lights of the tug, to the neglect of nautical regulations, which require side-lights in such cases.

The *Peking Gazette* of the 1st Sept. contains a somewhat startling decree, removing the present Governor-General of the two Kwang Provinces, Ying Han, from his post, and ordering him from Canton with all his official suite, to await at Peking the punishment he has incurred by sanctioning the re-establishment of the *Wei Sing* gambling lotteries. The present Acting Governor-General of the two Kiang, Liu Kw'ên-yih, is named his successor, and Liu-ping-chang is named Governor of Kiangsi. The Governor of Kwantung is to act as Governor-General until the arrival of Liu Kw'ên-yih at Canton.

CHEFOO.

Our advices from this port state that no action had been taken with reference to the outrage at the Shantung Promontory. It was generally believed that the matter has been formally brought before Mr. Wade's notice, and it was hoped that something vigorous will be done, otherwise the lighthouse and all its inmates will be at the mercy of Li Wu and his followers. It is a fact that no one is allowed to supply the lighthouse with fresh provisions of any kind; the place is watched, and any one attempting to hold communication is caught, beaten, and fined, and then told to go and do it again. The last complaint is that the light-keepers have been destroying all the grass of the country; the fact being that a few sheep sent down by the Commissioner of Customs to provision the place had been browsing outside the enclosure.

Mr. Wade arrived in H.M.S. *Dwarf* from Tientsin, on the 1st Sept., and visited Vice-Admiral Ryder on board the flag-ship *Audacious*. Mr. Wade and the Admiral left together for Tientsin in H.M.S. *Vigilant* next day. The *Dwarf* left Chefoo on the evening of the 1st Sept. for Taku, to convey Mr. Wade and the Admiral up the Peiho, in case the *Vigilant* does not find water enough to proceed to Tientsin.

A military mandarin arrived from Teng Chow-foo on the 1st Sept., with a body-guard of forty soldiers, armed with Martini-Henry rifles; and there are rumours of large bodies of Chinese troops coming. No fewer than 418 cases of munitions of war were landed from a Chinese steamer during the last week in August.

SHANGHAI.

The present mail brings advices from this port to the 12th September; the French mail from London July 30 was received 12th September. The following summary of news is from the *North China Herald*:—

The concert given in the Garden of the French Municipal Hall, in aid of the sufferers by the late floods in the South of France, was numerously attended. The Garden and Hall were brilliantly illuminated for the occasion, rows of gas jets being placed along the tacade of the building, and also the entire length of the railings fronting the Rue du Consulat; the entrance of the Hall being further decorated with three gas stars of considerable magnitude, while hundreds of Chinese coloured lanterns were suspended from the trees and shrubs, the whole producing a pleasing effect. The roadway in front of the Hall, and for a considerable distance towards the Bund, was kept clear for visitors by a detachment of French police, whose semi-military uniforms looked well in the glare of light. The programme included selections from the most popular music of the day, and was excellently played by the members of the Wind Instrument Society; a pleasing novelty being introduced in the shape of two choruses, sung by amateurs, who were greatly applauded. The promoters of the concert must be congratulated on achieving so decided a success.

The illuminations attracted large crowds of Chinese, not only from the immediate neighbourhood, but also from the city and suburbs, and the police had a difficult task to perform in keeping the immediate approaches clear for carriages and jinrikshas. As the night wore on, the crowd became turbulent, but at first confined their demonstrations to hooting and shouting at the occupants of vehicles as they approached and departed from the Hall. The police, thereupon, tried to keep them further back and to open a lane through them. This they resented by more shouts and yells, and immediately afterwards began throwing stones, brick-ends, and other missiles in regular vollies, which lasted for some minutes, many of the police being hit, several of them receiving bruises and abrasions on the face or head. They, nevertheless, behaved with great forbearance, although armed, contenting themselves with pushing the crowd back, and apprehending those who were most prominent in the disturbance. The Chinese who were arrested were brought before the French Mixed Court, and were sentenced to periods of one to two weeks' cangue and from forty to fifty blows of the bamboo each. The ringleader, however, was sentenced to 100 blows with the heavy bamboo, and one month's cangue.

The *Shunpao* has the following curious paragraph regarding the excursion of foreigners to the interior:—

It is a custom of old date at all the Treaty Ports, that whenever officials or merchants go up-country for pleasure or otherwise, a passport should be obtained from the Chinese authorities through the Consul. Feng, Taoutai, however, owing to the cases of Margary at Yunnan, and Cooper at Quinsan, in which the country people, by mobbing foreigners, gave rise to great trouble, now requires that wherever a passport for travelling up-country is applied for, a Wei-yuen should be deputed to accompany the foreigner, who will give his passport in charge to the Wei-yuen, that it may be duly returned for cancelment at the close of the trip. The object is to prevent any trouble or annoyance arising from the difference in speech and dress. In the case of Foreign officials going up-country, it certainly appears most proper that Wei-yuens should be despatched with them; but in the case of merchants, who mostly go up for shooting, it would seem that to be accompanied everywhere by the Wei-yuen would be inconvenient. The Japanese Consul, therefore, on hearing of this, discussed the matter. Will the Taoutai be able to hit upon a good expedient to meet the case?

He will certainly have to find a better expedient than this, for no foreigners would be bothered with a Wei-yuen; nor we imagine would any Consul in Shanghai listen to such a proposal. The whole thing is probably a misconception, with just the grain of foundation which rumours, however absurd, very frequently have; and this may be the explanation:—With the view of putting a stop to the annoyances to which several parties of sportsmen were subjected last winter by ill-disposed natives, H.M. Consul hit upon the plan of requiring the Taoutais of Shanghai and Chinkiang to furnish him with a large number of sealed copies of proclamations, setting forth the right of foreigners to roam about at their pleasure, and forbidding the people to molest them, or, when accidentally hurt, to take the law into their own hands; and his idea was to provide each applicant for a passport with a copy of this proclamation; so that, if he got into trouble, he could exhibit it and possibly save himself from annoyance. This plan being approved of by the Consuls, Mr. Medhurst suggested it to the Taoutai, who liked it so well that he begged Mr. Medhurst to put it in writing, and he would see to its being carried out.

The programme submitted by the Shanghai Rowing Club for the forthcoming Autumn Regatta, which is to be held on the 25th and 26th of October, presents several features of interest beyond that centring in the contemplated challenge race between the English and Scotch eights. There are eight races set down for each day, including eights, fours, pairs, and sculls; and a new feature has been introduced, in the proposal to have a real international race for four-oared boats, manned by English, Scotch, American, and German, and probably French crews. Such a race should prove one of the most attractive events on the card, and it is hoped there will be sufficient interest shown to carry it out. An invitation has been sent to the Kobée crew, to come over and row what is termed an inter-port race, which, all things of course considered, they cannot decline to accept, remembering the beating they gave the Shanghai crew (who rowed under adverse circumstances) at the last Nagasaki Regatta. Prizes are also again offered to be rowed for, each day, by man-of-war boats.

The runners at the Mixed Court are complaining of the strictness with which the Chinese Magistrate Hsieh insists on the punishments he orders being carried out, often himself superintending the bambooing to see the blows are given properly. Such energy takes from the runners a good slice of their income, derived from payment by culprits for either a light infliction or total evasion of the bamboo and other punishments; and, as it is said they have no salary, their emoluments have been reduced to almost nothing since Hsieh's accession to the office. Under his easy going predecessor the officials reaped a steady harvest of cash or dollars, according to the social status of the delinquent. They have threatened to carry their complaint to the Chehsien, in the hope that he would do something towards restoring matters to their former prosperous condition.

The steamer *Olympia*, while under weigh and steering towards the wharf, got foul of a small cargo boat that was under sail, and the boat getting athwart hawse, owing to the tide, heeled over and sank. According to the steamer's account repeated warnings were made by the officers to the occupants of the cargo boat, who were calmly enjoying their evening meal, and took no notice until too late. There was a rumour that one of the crew was missing, but the steamer officers say that there were five men on board, four of whom were taken on board the steamer, and the fifth was picked up by a sampan.

It appears that, in the action appealed to the Supreme Court from Kanagawa Felice Beato, the defendant and appellant, and James Davison and Co., the plaintiffs and respondents, sued each other by cross-actions. In the one Beato claimed from Davison

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$5,459.85, and in the other Davison claimed from Beato $9,055.05. The actions were consolidated, and the jury found a balance to be due to Davison of $8,302.65. This finding was the subject of appeal, and the amount was reduced by the learned judge by $4,393.74. These few words of explanation are necessary, as the nature of the case was hardly apparent from the judgment as it stood.

The programme of the Shanghai Autumn Race Meeting contains some good prizes, and should ensure a successful meeting. Seven events are set down for each day. A good-looking lot of griffins has been offered for sale at the horse bazaar, and the majority were sold at full prices. Tls. 270, 195, 180, 165, and 160 were among the sums given. Several went between Tls. 120 and 150; some at about Tls. 60, and some were withdrawn, high reserves were, we understand, fixed in several cases.

Mr. W. H. Tapp, who has been appointed Registrar of Shipping under the new Order in Council, has resumed charge of the Shipping-office of the British Consulate.

The *Celestial Empire* supplies the following items of intelligence:—

Locally, the principal event has been a special meeting of ratepayers in the Lyceum Theatre, convened chiefly for the purpose of considering the vexed question of the new Hospital, and arriving at some definite decision upon the subject. It has resulted in a resolution empowering the Municipal Council to treat with the Trustees of the Institution with a view to relieving them of the responsibilities attaching to their office, and a vote of Tls. 30,000, to enable the former to erect a new building on an entirely independent basis. The difficulty of Endicott's Garden still remains, and is considered, we may suppose, to be in abeyance; but seeing that the inmates of the present building will have to turn out on the 31st December proximo, the position is sufficiently serious, for there can be no doubt of the impossibility of there being a new house in readiness to receive them by that date.

The Taoutai has been exerting himself in trying to find out the truth with regard to the attempt at smuggling silk piece-goods, which we narrated in our issue of the 1st September. He has had the boatman up for examination three times; and has flogged him each time, by way of encouraging him to be candid—the last time inflicting four hundred blows. The prisoner refuses, however, to inculpate any of the Shanghai dealers. He has given the name of the silk hong up-country who loaded his boat with the piece-goods in question; but maintains that the firm gave him the money to pay the *lekin* and all other taxes, and that he himself, having applied the money to his own needs, devised the false bottom to the boat, and conducted the smuggling enterprise with a view solely to his own advantage. This story is not fully believed in; and the Chehsien of the district in which the up-country hong is situated is to be applied to, and if possible the books of the hong are to be searched to see if there be any entry of money paid the boatman for taxes on this silk or not.

Our readers will no doubt remember the murder committed upon an old man who acted as custodian of the Rev. Mr. Muirhead's chapel in the city of Shanghai. The assassin, who had given himself wounds of some severity in the hope of thereby supporting a story he told of the crime having been committed by a third party, was sent to the Shantung-road Hospital to be cured. There he was watched by guards sent from the Chehsien's yamen, but nevertheless, when convalescent, managed to escape; having previously acknowledged his guilt, and knowing, we suppose, that a speedy death would be his sentence if he lost the opportunity given him by the carelessness of the watchmen. The Chehsien, in consequence of this escape, and of that of another criminal effected about the same time from the City prison, was deprived of his button, and ordered to find both the fugitives within a certain time, on pain of dismissal from office altogether. Half his troublesome task has been accomplished; the perpetrator of the murder in the chapel has, we are informed, been captured at Hang-chow.

The Chinese ironclad at the Kiangnan Arsenal still remains on the "ways," and is likely to do so for some time longer. After they have exhausted all the plans that can be proposed by unprofessional foreigners and by native mechanics, and wasted a little more time and money, it is probable that the authorities will ask their naval architect to complete the launch in the way which is usual in such cases in England, or elsewhere. We are told on what we consider to be good authority that he has protested against all the plans that have been attempted from the first, and that the only plan he has suggested is one that would strike at the root of the difficulty, viz., the comparatively simple process of taking out the "ways" and regreasing them.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

We learn of a very serious attack having been made on the Great Northern Telegraph Company's staff and property near Huang Kow, resulting in the destruction of the greater portion of the line between Foochow and Huang Kow, and the robbery of a considerable quantity of the Company's material. It seems, from what we can gather, that the Company's Camp, containing a large collection of telegraph material, was attacked on the 4th Sept. by several hundred Chinese. At the time of the assault there was only one European in charge, and as the native soldiers, who by a fiction were supposed to be guarding the property disappeared incontinently on the first approach of danger, the work of spoliation was short, sharp, and thoroughly complete. Mr. Holst—the gentleman above referred to—was seized by the ruffianly mob, plundered, and badly beaten; in fact, we are assured that he narrowly escaped with his life. During all this time, the main body of the construction party, including six Europeans, were about five miles in the rear engaged in putting up the line. On receiving the first intimation of the attack they hastened to the Camp, and on arriving there found that nearly everything had been carried off. The Europeans then thought it prudent to retire to a neighbouring Joss House, and subsequently to apply to the District Magistrate of Fu Ching-hsien for assistance. This functionary arrived next morning; he appeared to be frightened, and proposed to arrange the "little affair" in the usual off-handed manner; not by arresting, or making any attempt to arrest the thieves, but by coolly returning about one-half of the looted property, at the same time time sending presents of sheep, pigs, and poultry to the Telegraph Company's people.. This mode of compounding felony many suit mandarindom—it is hardly acceptable to foreigners. We are assured that not a single man has been arrested on account of these robberies—*ergo*, the plunder continues, about fifteen miles of line and posts having been stolen up to the 7th Sept. It is evident that the Chinese authorities must have an interested motive in again permitting this wholesale destruction of foreign property to take place.

The question arises, "Will these ruffians, emboldened by success venture further afield?" We trust not! It may be that British interests at this port are not in peril; but it is to be regretted, if there is any foundation for the report, that H.B.M.'s Consul has declined to co-operate with the Consul for the United States in procuring redress for the Danish Company. The interests—commercial and political—of foreigners in this country are identical, and when an injustice is done to one nationality the evil effect will, in all probability, be more or less felt by all the rest.

We understand that the committee of the Dramatic Club are making great progress towards completing the necessary arrangements for a performance at an early date. A number of theatrical properties have been ordered from London, and the proprietors of the Gymnasium have kindly consented to lend their building as a theatre.

There has been a great amount of excitement in the city during the week, in consequence of the literary examinations which have commenced, under the presidency of the Viceroy (in the absence of the Governor). These examinations are, we believe, held every three years, and attract candidates for literary honours from all parts of the province.

About sixty soldiers have been permanently quartered at the Custom-house, Pagoda Anchorage, by order of the Tartar General. This course has been rendered necessary, we suppose, by the undetermined action of the authorities in the matter of Mr. Blacklock's murder, and the disturbances connected therewith.

Messrs. Westall, Galton, and Co.'s Weekly Tea Letter, dated 11th Sept., says:—

Buying has continued en a very extensive scale; operators, however, do not appear yet to have satisfied their wants, and the market closes with a large business doing. Congou.—Owing to the rain that has taken place in the tea-producing districts, the bulk of the third crop, which was detained so long by the low state of the river, has now been enabled to come forward, and the arrivals amount to 45,600 chests. The quality of the crop must be considered decidedly inferior, as the teas are roughly made, and, as a rule, they are wanting in strength and point. Notwithstanding that a stock of nearly 110 chests has now accumulated, prices are fully maintained by the heavy daily settlements, and teamen remain very firm. Souchong.—Business in this description has been on rather a larger scale at former rates. Oolong.—Only one small chop has been circulated as settled. It is reported, however, that the undermentioned have been taken at the prices affixed:—Tong Sing, 1,442 half-chests at Tls. 25½ short; Kum Hung Wo, 772 half-chests at Tls. 25½; Sieu Yuen, 638 half-chests at Tls. 29; Yuey Mow, 2,200 half-chests at Tls. 25½. Flowery Pekoe.—No transactions. Scented Teas.—Purchases show no change. The export to date to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 38,624,854 lbs., against 31,654,742 lbs. last year. To America, 87,555 lbs., against 154,936 lbs. last year; to the Colonies, 10,564,840 lbs., against 9,707,376 lbs. last year.

HONG KONG.

Our advices by the present mail extend to the 18th September; the P. and O. mail from London Aug. 6 arrived out on the 12th September. The following items of news are from the *Hong Kong Daily Press*:—

Captain Shearey, late of the *Deerhound*, has favoured us with fuller particulars of the loss of his ship. He reports that the British ship *Deerhound* left Shanghai for London on the 5th of August, and had light weather till passing the Prata Shoals, after which they experienced unsettled, squally weather, which

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set in with thick and heavy rains. The wind was chiefly from the south-west. Owing to the state of the weather they could obtain no reliable observations after sighting the Scarborough Shoals, and for six days previous to the vessel grounding had no sight of the sun whatever. At 3.20 A.M., on the 30th August, a brisk breeze blowing at the time, the vessel grounded on what is known as the North-West and Danger Shoals. Every effort was made to get her off, but all to no purpose, as the water rapidly left the ship's side, and she heeled over on her port bilge. Later on in the day they commenced to throw cargo overboard, with the view of getting her afloat the next tide. The vessel began to make water fast, and her steering apparatus was completely carried away through her jumping on the shoals. The next day they had less water alongside, having only eight feet six inches at low tide, and nine feet eight inches at high tide, and only high tide once in twenty-four hours. Seeing there was no prospect of getting the ship off, but considerable risk of the masts coming down and breaking the boats, they were put out in readiness. The next day the boats were masted and provisioned ready for leaving the vessel. At 5.15 P.M., on the 1st Sept., they concluded to abandon the vessel. The boats were manned; the chief officer and seven men left in one; and soon after Captain Shearey, the second officer, and eight men, left in the other boat, and shaped a course for Manila. The first night after leaving they had torrents of rain and a nasty chopping sea, in consequence of which they were compelled to throw overboard a portion of the effects in the two boats, and two men had to be constantly bailing out the boats with buckets. At length they fell in with the German barque *Lesmona*, bound to Hong Kong, and were taken on board and treated with great kindness and courtesy until their arrival in Hong Kong on the 13th Sept. They ran a distance of nearly 400 miles in the boats.

Not long since we drew attention to a statement that the Hoppo of Canton had captured some thirty junks, all quite recently, while on their way to Hong Kong and Macao from Hainan, on the pretext that there was no treaty port there. We have now a complaint from Macao of a system of blockade of that port if anything still more vexatious and injurious than that established round this colony. According to a correspondent, even small craft laden with provisions are not allowed to enter Macao if they can be intercepted, with the result that articles of first necessity grow daily dearer and scarcer. The reason for this unprecedented course of conduct is not alleged. It can scarcely be pleaded that these provision boats are engaged in smuggling, and it is only to be supposed that the Chinese authorities intend, if possible, to complete the ruin of Macao. Whether the Portuguese Government will submit to this remains to be seen. But the fact, taken in conjunction with the efforts made to destroy the junk trade of Hong Kong, assumes significance, and threatens, if continued, to compel the unwilling interference of the British Government.

The Rev. J. Chalmers, M.A., of Canton, has for some time past been engaged in the compilation of a Chinese Dictionary. The prospectus which has been issued states :—

This work is wholly in Chinese. It is to be completed in 500 or 600 leaves, including Index of Primitives and Tables of Sounds. The primitives, about 1,000 in number, are given in the order in which they occur in *Kanghi* under their *radicals;* and placed prominently at the top of the page with sub-primitives, if any, immediately under them. All the derivatives found in *Kanghi* are ranged under each primitive in the order of their nearness of sound. All the pronunciations according to the best Chinese authorities are given by means of a fixed set of *initials* and *finals*, so chosen that each couple, inclosed by lines, represents at once the old or authorised *(Pei-wan-yun-fu)* pronunciation, the Pekingese, the Cantonese, and what is called the Southern Mandarin. When the method fails, in the case of a character in common use, the authorised pronunciation is followed, and the modern or local given separately. The meanings are copied from *Kanghi*, without the examples, references, and discussions. The confusion, obscurity, and frequent self-contradiction of *Kanghi* are to a great extent cleared up. The grouping of characters under their primitives is a great help to remembering them and writing them correctly, as well as to etymological and philological research. The work may be bound up in one volume, and will possess advantages of portability and facility of reference far above *Kanghi*. If the plan meets with general acceptance it may also be the basis of a future Standard Chinese and English Dictionary.

We believe that Mr. Chalmers has had in his mind the idea of preparing such a work for many years, and we trust that he will receive such encouragement from foreign sinologues as will ensure the success of the undertaking.

Piracy still flourishes along the coast and up the rivers of Kwang-tung Province. Proofs of this fact occur pretty frequently, though a great many acts of violence and pillage are perpetrated which never reach European ears. The other day a passenger boat, while sailing near Sam Shuey harbour, was suddenly hailed by a pirate junk; the pirates then fired upon the passenger boat, and the latter retaliated, but would eventually have fallen into the hands of the pirates had it not been for the opportune arrival upon the scene of another boat, the occupants of which had noticed the state of affairs. On the arrival of this boat the pirates sheered off with as much expedition as they were capable of. Both craft were somewhat injured by the shot, but no lives were lost.

A few days since a band of robbers went to a piece-good shop situated near the East Gate, Canton, and endeavoured to force an entrance. The watchman of the street perceived them and raised an alarm, when the ruffians turned upon him, murdered him, and then made off. The matter has been reported to the authorities.

A number of artillerymen went over to Kellet's Island this week, and while doing something there in connection with their military duties an explosion occurred, which sent the sand and stones flying in all directions. Lieutenant Kelly was cut about the face, and two or three others injured. One, who received a wound in the leg, had to be conveyed to the hospital.

Her Majesty's ships of war in harbour are the *Modeste* (senior officer's ship), the *Midge*, and *Ringdove*. During the stay of the *Modeste* here she has been supplied with a new shaft, and has had a trial of machinery, at which she attained an average of 10.3 knots per hour, and with the exception of excessive heat in the engine-room (over 150 degrees) everything worked highly satisfactorily. The Lords of the Admiralty having approved the offer made by tender for the purchase of the *Princess Charlotte*, for many years the receiving ship here, she has been handed over to her purchaser for the sum of $33,000 (£7,012), and she will be towed to Canton, there to be broken up.

The American gunboat *Ashuelot* arrived here on the 4th Sept. from Swatow, and left on the 9th for Whampoa to be docked.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 25th Sept.; no later mail from London had arrived out. We take the following items of intelligence from the *Straits Times*:—

The Governor and Lady Jervois, with their family, proceeded to Johore on the 20th Sept., on a visit to the Maharajah, and will not return until the 25th. The visit is one which has been long promised, and we think makes a fitting conclusion to the Governor's visits to all the chiefs of the Peninsula. Even since the founding of the Settlement of Singapore circumstances have brought the Chief of Johore into close contact with the British Government, and the most amicable relations have prevailed on both sides. There have been disputes and little difference since, but the Tumongongs have been always loyal to their engagements, and of all the chiefs of the Peninsula have been foremost in intelligence and enlightened enterprise for the development of the resources of the country they rule over. His Highness has always been famous for his hospitality, and to celebrate the visit of his Excellency the Governor, with Lady Jervois and family, a grand banquet is to take place in the Istana, at the capital, Johore Bahru, to which most of the principal residents, with officials, civil, naval, and military, have been invited. The Maharajah's gunboat *Pantie* and the colonial steamer *Pluto* convey the guests there and bring them back again.

The *Government Gazette* contains the statement of the Singapore Municipal Fund for the year 1874. We find the accounts summarised in the comparative statement of receipts and disbursements for 1873 and 1874, as follows :—

RECEIPTS.—Assessments on houses and lands, 1873, $95,565.17; 1874, $98,338.90; increase, $2,773.73; taxes on private carriages, 1873, $6,101.47; 1874, $6,612.67; increase, $511.20; taxes on registered carriages and carts, 1873, $13,953.86; 1874, $14,192.79; increase, $238.93; magistrates' fines and fees, 1873, $13,032.63; 1874 $15,764.66; increase, $2,732.05; fees on distress warrants, 1873, $499.72; 1874, $341.93; decrease, $157,79; fees for registration of cattle and hand carts, 1873, $126.58; 1874, $137.15; increase, $10.57; fees on licenses of slaughter house, wood and coal depots, oil boiling, &c. &c., 1873, $1,841; 1874, $1.841; fees under Hackney Carriages Act, 1873, $2,298.30; 1874, $2,583.25; increase, $284.95; cemetery fees, &c., 1873, $542; 1874. $496; decrease, $46; rent of roadsides, 1873, $972.74; 1874, $552.28; decrease, $420.46; rent of town, 1873, $200; 1874, $800; increase $600; miscellaneous receipts, 1873, $135.60; 1874, $820.43; increase, $684.83; total 1873, $135,269.07; 1874, $142,481.06; total increase, $7,836.24; decrease, $624.25.

DISBURSEMENTS.—Maintenance of police force, magistrates' establishments, 1873, $38,655; 1874, $54,860.95; increase $16,205.95; commissioners' office establishment and contingencies, 1873, $9,470.60; 1874, $10,038.24; increase, $567.64; conservatory establishment and; contingencies, 1873, $5,313.43; 1874, $9,378.87; increase, $4,065.44; maintenance of roads, 1873, $36,031.09; 1874, $26,754.49; decrease, $9,276.60; bridges and culverts, 1873, $1,298.36; 1874, $4,545.18; increase, $3,246.82; piers, river, and seawalls, 1873, $4,118.17; 1874, $7,948.39; increase, $3,830.22; drainage, 1873, $4,719.31; 1874, $2,222.36; decrease, $2,496.95; cemetery, 1873, $796.95; 1874, $644.29; decrease, $152.66; town hall, 1873, $801.82; 1874, $842.44; increase, $40.62; lighting town, 1873, $10,443.82; 1874, $10,428.04; decrease, $15.78; sweeping and cleaning town, 1873, $8,444.86; 1874, $9,221.84; increase, $776.98; interest on loans, 1873, $6,169.50; 1874, $1,680; decrease, $4,489.50; hackney carriages regulation, 1873, $766.55; 1874, $883.38; increase, $116.83; watering streets, 1873; $420.38; 1874, $398.36; decrease, $22.02; miscellaneous charges, 1873, $2,711.60; 1874, $4,048.02; increase, $1,366.42; total, 1373, $130,161.44; 1874, $143,894.85; total increase, $30,186.92; decrease, $16,453.51.

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On the 21st Sept. Mahomed and Ganjeh, two peons in the Tanjong Pagar Dock Company's police force, were arraigned before Captain Walshe charged with having wrongfully confined two Manilamen belonging to the Spanish steamer *Paragua*. It appears that they had been arrested by the defendants, and kept locked up for some hours in the Dock Company's premises, and it was asserted that the defendants had gone round to the Manilamen's boarding-houses, and sought to obtain gratuities of $3 for each of the men thus unlawfully detained in custody. On being released the Manilamen went to Mr. Mencarini, the Spanish Consul, and stated their grievance, and Mr. Mencarini officially brought the matter to the notice of the Inspector-General of Police, who ordered proceedings to be taken against Mr. Hunt, the Dock Company's Police Inspector. The charge against Mr. Hunt, however, proved to have been a mistake, as when he appeared before the magistrate the complainants at once exonerated him, he having in fact advised them what steps to take. The case against Mr. Hunt was dismissed, and proceedings taken against the defendants above named, who, being unable to give valid reasons for locking up the complainants, were sentenced by the magistrate each to one month's rigorous imprisonment.

From Atchin there is no later intelligence. A correspondent, writing to the *Sumatra Courant* from the seat of war, states that the Commission appointed to inquire into the sanitary matters at Khotta Rajah and the neighbourhood has recommended, amongst various salutary changes, the planting around that place of the *Eucalyptus Globulus* and the sun-flower as means of improving the situation; and the necessary seeds have been provided by the army medical authorities. The wells of drinking-water are also to be re-arranged, attended to, and improved; and various other measures are to be adopted as contributing to the health and comfort of the troops; of which measures the supplies of good and clear cooking and drinking water are of course the most material. Fresh wells are to be sunk, and every precaution taken to keep them clean, and as much as possible apart from pestiferous rubbish, &c.

We extract the following notifications from the *Government Gazette*:—

The Governor has been pleased to approve of the undermentioned changes in Province Wellesley:—The Magistrate of Province Wellesley to cease to be Assistant Government Agent; and Mr. Sinclair to be relieved of his duties as Deputy Assistant Government Agent. The Province Wellesley Land Office to remain under the charge of Mr. J. K. Birch, Acting Collector of Land Revenue. The duties of Coroner and Registrar of Births and Deaths to be resumed by the Acting Assistant Superintendent of Police, who will also have charge of the Police at Salamah. The Harbour-master and Postmaster, Penang, to be responsible for the Sub-Post Offices and for the collection of Harbour Dues in Province Wellesley. Mr. W. E. Maxwell, Magistrate of Province Wellesley, to have temporary charge of the Trans-Krian District as Settlement Officer. Mr. C. W. Sneyd Kynnersley to be Assistant Magistrate, Province Wellesley, vice Mr. Sinclair.

The Governor has been pleased to appoint Captain O. H. Strong, 1/10th Regiment, to be Acting Assistant Superintendent of Police, Penang; Mr. E. Karl, Chinese Interpreter, to be a member of the Committee of the Pauper and Leper Asylums, Penang; and Mr. A. G. Morrison, Penang, to be a Justice of the Peace for the Straits Settlements.

The Governor has granted to the Venerable Archdeacon Hose, Singapore, three months' leave of absence, to proceed to Europe for the benefit of his health, with leave to apply to the Secretary of State for an extension.

The Commission of Inquiry nominated by Sir William Jervois for the purpose of investigating into the allegations of the hack owners and syces against the police embodied in their petition to the Governor, sat on the 22nd Sept. The police were there ready to go on with the investigations, but the hack owners and syces failed to put in an appearance either in person or by counsel. Clearly the police are in the right and the petitions in the wrong.

On the 21st Sept. there was a lively fight between a number of coolies at the Tanjong Pagar Dock, but it did not last long, and three of the combatants, having been taken in the very act, were prosecuted before the police magistrate, and sentenced each to fourteen days' rigorous imprisonment.

Mr. Birch, the British Resident at Perak, is expected in Singapore shortly. We understand the *Pluto* will proceed to Perak after her return from Johore, for the purpose of bringing Mr. Birch down.

The case of the coolies charged with the mutiny on board the schooner *Hawk* some time ago is now under investigation by the police magistrate.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 23, Formosa, Glenfalloch (str.); from Cardiff, Shalimar.

At SHANGHAI.—From London, Sept. 5, Guinevere; Oct. 2, Glenfinlas (str.).

At MANILA.—From London, Sept. 7, Sir Jamsetjee Family; from Liverpool, 11, Emiliano (str.); from Glasgow, Aug. 28, Janet Ferguson.

At SAIGON.—None.

At BANGKOK.—From London, Aug. 28, Pallas; from Havre, 30, Jacques Cartier; from Hamburg, 20, Johann Carl.

At BATAVIA.—None.

At SAMARANG.—None.

At SINGAPORE.—From Glasgow, Oct.—, Douglas Castle.

At PENANG.—From Liverpool, Oc. 27, Achilles (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Sept. 3, Stentor (str.).

From MANILA.—For Channel, f.o., Aug. 27, Hope; Sept. 6, Golden Spur; 7, Hazel Holme; for Liverpool, 5, Buenaventura (str.); for New York, Aug. 27, John O'Gaunt; 31, Highlander; Sept. 11, Villa Franca; for Cape Town, 1, Cicilie.

From SAIGON.—For Falmouth, f.o., Sept. 15, Marianne.

From BANGKOK.—For Callao, Aug. 18, Pons Ælii.

From BATAVIA.—For Nieuwe Diep, Oct. 19, Prins van Orange (str.).

From SAMARANG.—For Amsterdam, Oct. 2, Merapi.

From SINGAPORE.—For Marseilles, Sept. 20, Batavia (str.).

From PENANG.—For London, Oct. 27, Quang-Se (str.), Bristow, Excelsior.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Sept. 10, 1875	54692875	35637207	1037367	10036000	101393449	12696
From June 1, 1874, to Sept. 10, 1874	57331793	33849736	401603	11608810	103191888	17249

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to Sept. 10, 1875	7181532	22088
Do. do. 1874, to Sept. 10, 1874	3913833	13431

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to Sept. 10, 1875	13704685	1915
Do. do. 1874, to Sept. 10, 1874	16093432	1818

TO AUSTRALIA.

From June 1, 1875, to Sept. 10, 1875	10,406,811
Do. do. 1874, to Sept. 10, 1874	9,124,256

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
July 8 ...	Nyassa	Foochow ...	1,135,188
„ 18 ...	Glenlyon (s.)	„ ...	1,297,500
„ 20 ...	Black Prince	„ ...	1,041,420
„ 20 ...	Forward Ho!	„ ...	1,383,104
„ 21 ...	Blackadder	Shanghai ...	1,372,476
„ 26 ...	St. Andrew's Castle ...	Canton ...	366,731
„ 26 ...	Norman Court	Shanghai ..	1,200,000
Aug. 6 ...	Fiery Cross	Foochow ...	850,000
„ 22 ...	Crocus (s.)	„ ...	1,608,800
„ 22 ...	Tom Morton (s.)	„ ...	1,482,155
„ 23 ...	Osaka	Canton ...	800,000
„ 23 ...	Undine	Shanghai ...	1,300,000
„ 27 ...	Bellona (s.)	„ ...	1,065,325
Sept. 5 ...	Surat (s.)	„ ...	1,000,000
„ 10 ...	Scotland (s.)	Foochow ...	1,138,164
„ 10 ...	Min	„ ...	839,142
„ 15 ...	Stentor (s.)	Shanghai ...	1,000,000
„ 15 ...	Diomed (s.).	„ ...	1,000,000
„ 15 ...	Quang-Se (s.)	„ ...	1,500,000
Oct. 3 ...	Flamingo (s.)	„ ...	2,000,000
„ 3 ...	Whiteadder	Foochow ...	—

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd.
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.210	Tls.20 p.sh
Shanghai Gas Company ...	100 ...	100 ...	140 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	1 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	72 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500	$51¼ p.sh.
North China Insurance Co. ...	Tls.2,000 ...	Tls. 600 ...	800 ...	
Union S.N. Company	100 ...	40 ...	10 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$515 ...	15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$525 ...	
China Traders Co. (Limited) ...	5,000 ...	1,100 ...	1050 ...	
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.95	
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$167 ...	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	136 ...	12 p.c.
Hongkew Wharf Co.	Tls. 100 ...	Tls.100 ...	Tls.81½ ...	5 p.c.

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EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1½d. to 4s. 1¾d	4s. 1½d.	4s. 1⅝d.
Shanghai ,, ...	5s. 7½d.	5s. 7⅝d. to 5s. 8d.	5s. 8d. to 5s. 8⅛d.
Canton ,, ...	4s. 1d.	4s. 1½d.	4s. 1⅝d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 1½d.	4s. 1⅝d.	4s. 2d.
Manila ,, ...	3s. 11⅝d. to 4s. 0d.	4s. 0d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304 to 305	220
,, Hong Kong	27⅛ to 28¼ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 72.7.75	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1050 per share.
Hotel Shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 23 per cent. discount.
Hong Kong Fire Insurance Company, $297½ premium.
Union Insurance Society, $500 per share (nominal).
China and Japan Marine Insurance Company, Tls. 90 per share.
China Fire Insurance Company, $37 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $207½ per share.
Shanghai Steam Navigation Company, Tls. 60 per share.

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.

(REUTER'S TELEGRAMS.)

SHANGHAI, OCT. 25.—Mr. Grosvenor and Mr. Baber left for Yunnan yesterday. Mr. Davenport follows on the 30th inst., and will join them at Hankow. All three gentlemen will proceed through Yunnan to Burmah after investigating the circumstances attending the murder of Mr. Margary. Mr. Wade will return to the North about the 30th inst.

CHINA MARKET REPORT.

HONG KONG, OCT. 28.—Cotton goods very little doing. Grey Shirtings, 8¼ lb., $2.50; 16-24 water twist, $103. Cotton: Fair medium Bengal, $14. Woollen goods steady. Exchange on London, six months' bank bills, 4s. 1⅞d.

SHANGHAI, OCT. 28.—Cotton goods very little doing. Grey Shirtings, 8¼ lb., Tls. 1.9.0. Cotton: Fair medium China, Tls. 14¼. Tea: Moderate demand, but firmer. Silk active; No. 3 Tsatlee, Tls. 400; No. 4, Tls. 360. Exchange on London, six months' bank bills, 5s. 7⅞d

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 27, at London, from Rangoon Eliza A. Kenny; 25, at Bordeaux, from Bassein, Pactolus; 29, off St. Catherine's Point, from Foochow, Thermopylæ; 28, at Portland, from Bangkok, for London, Bristolian; 29, at Plymouth, from Akyab, Maria Guiseppina; at Queenstown, from Rangoon, Prince Victor; 27, at Bremen, from Bassein, Condor, J. H. Epping; from Rangoon, Amaranth; 29, at Falmouth, from Akyab, Queirolo; at Queenstown, Affezione II.

DEPARTURES.—Oct. 26, from Glasgow, for Rangoon, Martaban (str.); 25, from Bordeaux, for Reunion, Nantaise Creole; 28, from Cardiff, for Rangoon, Picola; from Liverpool, Araby Maid; 27, from London, for Shanghai, Eliza Shaw.

SPOKEN.—Lennox, from London, to Singapore, Sept. 4, 5.28 N., 22.41 W.; J.L.P.W., from Cardiff, to Galle, Sept. 20, 1.20 S., 27.30 W., and George Croshaw, from London, to Singapore, Sept. 17, 8.15 N., 25.50 W.

MISCELLANEOUS.—A telegram received from Brouwershaven reports that 815 blocks of tin have been landed by divers from the wreck of the Thomas Sorby (str.), Java to Rotterdam, which stranded Oct. 6, at Oosterbank.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADLARD—On the 23rd Sept., at The Retreat, Rangoon, the wife of Percy Harmer Adlard, of a daughter.
BAYLEY—On the 15th Sept., at Galle, the wife of Francis Bayley, of a son.
DUNLOP—On the 28th Sept., at Cluny Villa, Cinnamon Gardens, Colombo, Ceylon, the wife of Walter Dunlop, of a daughter.
HUTCHISON—On the 23rd Oct., at Canton, the wife of Alfred Hutchison, of a son.
RUSSELL—On the 2nd Oct., at Aden, the wife of Lieut. F. B. Russell, Royal Artillery, of a son.
TOWSE—On the 25th Oct., at Roff's Wharf House, Woolwich, the wife of William Wrench Towse, of a daughter.
YOUNG—On the 17th Oct., at Balham, the wife of J. S. Young, of a son.

DEATHS.

ELMSLIE—On the 18th Oct., at West Brighton, Sussex, aged 55, Adam W. Elmslie late H.M. Consul at Canton.
POOK—On the 26th Oct., at his residence, Lewisham, John Pook, aged 62 years.

The *Gazette* notifies that the Board of Trade have received from the Secretary of State for Foreign Affairs a copy of an Order issued by the Director-General of Finance of the Philippine Islands permitting the free importation of pig iron into the colony. Pending the approval of the Spanish Government this exemption from duty is only temporary.

Literature.

Rambles of a Globe Trotter in Australia, Japan, China, Java, &c. By E. K. LAIRD.

This is a pleasingly written narrative of a journey made by the writer through the above countries, and will be read with interest, especially by those who have visited any of them. A fair number of pages are devoted to a description of the writer's doings in Peking, Shanghai, Hong Kong, Canton, and Nagasaki, and residents in those parts will recognise many old friends in the ladies and gentlemen who are somewhat superfluously indicated only by their initials. There is not very much disguise to any who are interested in saying, for instance, "Mr. K——, of J. M. and Co., took me a ride on Sunday night," or indicating Mr. Wade, the wife of the Minister at Peking, as Mrs. W——. However, the book is amusing and unpretentious, and, with the capital photographs which it contains, will convey a very good idea, and fewer false opinions than most books of travel with respect to the countries which Mr. Laird has visited *en globe-trotteur*.

Trübner's American and Oriental Literary Record supplies us with the following interesting note:—The rare volume by the celebrated John de Laet, the eminent geographer, and one of the first directors of the Dutch East India Company, *De Imperio Magni Mogolis*, printed at the Elzevir Press in 1631, contains in the tenth chapter a fragment of Indian history communicated to him by his countrymen residing in India. Professor Lethbridge, of Hooghly College, translated this chapter, and communicated it through the *Calcutta Review*, from which it has been reprinted with additional notes, under the title of "A Fragment of Indian History, from the Latin of Johannas de Laet, 1631." This modest *brochure* of thirty-two pages contains an account of the topography of the Mogul Empire as known to the Dutch in 1631, and is full of most interesting information.

The same periodical also comments on an absurd paragraph which has obtained some circulation, to the effect that a history in 220 volumes of Colonel Gordon's campaign in China against the Taipings is being printed by the Chinese Government at Peking. This, it thinks, is probably distorted from the mention made last year in the *Record* of the Official History of the Taiping Rebellion from 1849 to 1864. The Chinese Government has always published *matières pour servir* of this kind, when it suits their purpose, and in the Chinese view of the suppression of the rebellion the part played by Europeans has a very infinitesimal share. Colonel Gordon's doings may, perhaps, be incidentally referred to in some of the memorials from the Governor of Kiangsoo, but will certainly not be found to have any prominence assigned to them in the work of 220 volumes.

Our American readers will, doubtless, peruse with interest the particulars which the *Record* gives respecting the progress of the Astor Library:—2,666 books have been added to the Library during the past year, that is to say, 1,938 by donation and 728 by purchase, making the whole number of volumes now on its shelves 150,306. The number of readers has considerably increased during the past year, viz., from 29,438 to 34,854. These figures, however, only refer to readers in the public halls and not to those in the alcoves, the original endowment, under the will of Mr. John Jacob Astor, was $400,000, but has been increased during this period of twenty-five years by additional donations and by investment of income, to $773,336.55, nearly twice the original legacy. The number of volumes in the Library in 1850 was about 20,000; in 1854 it had increased to about 80,000, and now that number is not far from doubled.

In its "Jottings from the Mission Field," the November number of the *Sunday Magazine* furnishes two unusually interesting items of information. The more important announces that "the London Missionary Society has resolved on having a department of female missionaries. . . . A commitete of fifteen ladies is to be appointed to take the oversight of this department. The number of women in India and China standing in need of instruction, and accessible to the efforts of Christian missionaries, is now very great, and during recent years the facilities for this kind of work have increased very greatly." The other and longer note comprises some extracts from the letter of a Wesleyan missionary at Galle, respecting the Buddhist Revival there. A Buddhist Sunday, it appears, is being revived:—"It occurs on the day of the moon's change, four times a month, commonly known as 'Poga Day.' Recently, however, a much stricter keeping of it has been called for, and now the Buddhist bazaar and the boutiques are all closed on 'Poga Days.' In 1864 I never saw or heard of such observances; now we can get nothing from Buddhists on 'Poga Days.'" The energy, however, with which the Buddhists have turned their attention to English education is even more remarkable. For fifty years this was left entirely to the Government and the missionaries; "now, however, Ritualists, Romanists, and Buddhists are successfully competing with Government, and have outstripped us completely. But I confine my-

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self to Buddhist schools now. One was commenced last year, near Richmond Hill, and the result is that now our school here is scarcely worth keeping on. They are getting able teachers of *English;* and as they teach *nothing but English*, they prove an immense attraction to Buddhist parents. . . . Their argument is that English is the only language that pays, and hence it is simple waste for their sons to learn Singhalese."

The *Monatsschreft fur den Orient*, the paper published in connection with the Oriental Museum, to which we alluded recently, speaks of the discussion in Hong Kong with respect to fortifying the island, that has arisen in consequence of the hostile attitude taken by the Chinese. It observes that on account of the narrow entrances to the harbour, a single battery, with two or three gun-boats stationed at the passes, would render it impossible of approach. The present number also contains a good notice of the Exhibition at Tokio, Japan.

Professor Doyle, of the British Museum, has been nominated as Corresponding Member for Great Britain and Ireland of the Russian Committee of the third Session of the International Congress of Orientalists, which is to be held at St. Petersburg next September.

The last number of the *Moniteur des Soies* shows evidence of its service to the silk trade, and avails of the meeting of the Oriental Congress at St. Etienne to give a description of what will be discussed in reference to silk and other matters.

Naval and Military.

We understand that the Juno corvette, 6 guns, 2,216 (1,462) tons, 1,090 (400) horse power, which served for a considerable time in China, is to be re-commissioned for that station by Captain F. C. B. Robinson (1871).

The Lords of the Admiralty have tendered their thanks to Vice-Admiral Sir Charles Shadwell, K.C.B., late Commander-in-Chief on the China Station, for some interesting information he has forwarded since his return to England, respecting Port Hamilton and the Korean Archipelago.

The German war vessel Vineta has arrived in Plymouth Sound, *en route* for China.

The command of the 2nd Battalion 10th Foot, which has been vacant since June last, when Colonel S. F. C. Annesley retired, has been bestowed on Colonel C S. Dowson, late 3rd Foot, who is thus brought in from half-pay. The *Gazette*, which announces the above, also notifies the retirement of Lieutenant-Colonel P. B. Lucas from the command of the 1st Battalion 10th, which he has held since 5th June last.

The colonelcy of the 17th Lancers, left vacant in consequence of Lieutenant-General Balders's death, is filled by the transfer of Lieutenant-General Gibsone from the 8th Hussars, the 8th being given to Major-General R. de Salis, C.B. General de Salis served with the 8th Hussars in Turkey and the Crimea from May, 1854, till the peace in 1856, and also in India from 1857 until 1859.

Arrangements have been made by which the armourers of Her Majesty ships employed on the China, East Indies, Mediterranean, and North American stations shall be instructed in the mode of repairing the Martini-Henry rifle at the various Control Departments.

A system of defence of Malta by torpedoes has been decided upon by the War Department, and the military authorities stationed on the island are ordered to forward reports and plans upon the proposed scheme.

Commander A. Douglas, late director of the Naval College at Yedo, Japan, has been complimented by the Admiralty on the manner in which he conducted his duties while in the employ of the Japanese Government.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, OCT. 27

As soon as the fate of the Railway Bill is decided the Chamber will deal with the East India Budget, which is now ready for discussion. The Members will then take a very short recess till the last week of November, when the several Budgets will be laid before them. The Members of the First Chamber are summoned to meet on the second of next month.

Mr. van Zyll de Jong, ex-commander of the artillery in Atchin, publishes in the *Vaderland* a very rose-coloured article about the state of affairs in that country. Some people, he says, think it very strange that this war should last two years, but it must be remembered that we fought for eight years against the Padries on Sumatra; that our war with Bandjarmassin lasted six years, and that in Bali four years; and, moreover, that the United States were not able to overcome the North-American Indians in one hundred years. His conclusion is: "There are but a few small States who sympathise with the war-party, viz., Simpang Olim, Tandjong, Semantok, and Langsar on the Eastern Coast; Pedir, Merdoc, and Semalangan on the Northern Coast; and Telok Kroet and Tonom on the Western Coast. Of all these only Pedir and Simpang Olim are of any importance. If four fortresses (the author describes them in his article) were built, these States would very soon give in, and the Dutch flag would float everywhere in Atchin."

According to the Ministerial paper, *Het Dagblad*, one of the main causes of our dispute with Venezuela has been settled in a friendly way. Mr. Jesurum, a resident of Curaçao, and owner of the vessel *Midas*, which was declared by the Venezuelan authorities to be a lawful prize, opened negotiations with the President of Venezuela about the indemnification which should be paid to him. Mr. Jesurum has been satisfied, and it is hoped that the other matters in dispute will be settled in the same manner

The Geographical Society has issued a circular asking subscriptions on behalf of a scientific expedition to Sumatra. In June, 1874, this plan was brought on the *tapis*, especially with the view to make the necessary investigations in Upper Djambi and Korintji, which are hitherto quite unknown. The Government at once sympathised with the plan, and has given the necessary assistance, so that the prospect is now so promising that in a short time the commission will be appointed under the auspices of the Society. The cost is estimated at 25,000 guilders which is beyond the means of the Society, so that assistance from the nation and the Government must be asked for. There is not the least doubt, I think, that the small sum required will be soon collected, so that the expedition may start without delay. But it must be acknowledged that we, as a nation, do not show much sympathy with these undertakings, which are thought to be only of a relative value, notwithstanding that there is every ground for the belief that this unknown part of Sumatra is the very richest of the whole island n natural wealth.

It is feared that we are involved in a diplomatic question with Denmark. Some months ago a Danish steamer, the *Phönix*, ran down on the Scheldt a Dutch barge. The owner claimed an indemnification of f.12,000, but the steamer was nowhere to be found. Some days ago she passed Flushing, and the collision having taken place within our territory the Court at once gave permission to stop the steamer. A gunboat was ordered out, and when the *Phönix* steamed down the river she was ordered to stop. The captain, however, was obstinate, and some shots had to be fired before he would bring to. Much noise has been made about this very simple affair, but I think that our *diplomates* will be able to made it quite clear that the Danish captain is in the wrong. As soon as he had given proper bail he was allowed to continue his voyage.

Some days ago a Wedono (an inland chief from Java) arrived at the Hague; he intends to make a trip through Holland and Europe. He has had an audience of the Minister of the Colonial Department, but as he speaks only a few words of the Dutch language the discourse was a very short one.

Mr. de Rochmont has been admitted a Member of the *Littéraire* Society at the Hague. This fact is worth mentioning because a few black balls more and the "right hand of Mr. Loudon" would have been rejected.

Mr. J. P. J. A. van Zuylen van Nyevelt has been appointed Ambassador at the Court of Vienna.

Prince Alexandre, whose health is very bad, starts in a few days for Algiers, where he will stay during the winter.

The harbour at Batavia is still the topic of discussion in the papers. A large number of masters of East Indiamen will forward a protest to the Second Chamber against the existing plans, because the interests of the sailing vessels are totally sacrificed to those of the steamers. A rumour says that the Trading Company and the Java Dock Company will also address Parliament to the same effect.

AMSTERDAM, OCT. 28.

Some important alterations having been made in the East India Budget, especially regarding the collection of the taxes, and the increase of the salaries of subaltern officers in the East India Army, another examination in the sections is thought to be necessary.

All the amendments on the Railway Bill are out-voted except those regarding Amersfoort, Rhenen, Nymegen, Schiedam, Hoek van Holland, Zwaluwe, and Basch. The Bill was passed by sixty-five against seven votes, and the Chamber took recess.

The Tea auctions, in which 2,553/4, 2,609/8, 1,043/12, 413/16 chests Java were offered, went off satisfactorily.

The lots of Java Tobacco of sundry marks offered to-day by public auction were all sold.

CHINESE SMUGGLING.—The Chinese in San Francisco are inveterate smugglers, and conduct operations on an extensive and constantly-increasing scale, resorting to all kinds of ingenious devices to outwit the revenue officers. Silk and opium are the principal articles smuggled, the profit on a successful operation with the latter commodity yielding a handsome sum. During the year 1873-4 the amount of goods seized on steamers and vessels from China amounted to about $25,000. Since March this year the seizures have amounted to about $40,000. The largest seizures for years past was made recently by Captain Towies, night inspector. He had his suspicions aroused about some eighty-five boxes landed from a China steamer invoiced as oil; an order of examination was obtained, which resulted in the discovery of a very large quantity of opium in the boxes, which, on being appraised, was valued at about $25,000, and was forfeited. Another seizure was recently made by Captain Redden, and the goods consisted of 500 pounds of opium, worth $6,950, which had been concealed in ale barrels.

AN OPIUM DEN.—In California-street, San Francisco, a Chinaman named My Lee keeps an establishment of three rooms for the accommodation of infatuated lovers of opium. This place, the existence of which and its like has not been much suspected by the community, is frequented by a certain class of whites and Chinese, both male and female, who smoke at four bits a pipe. Upon this deadly den a detective, has made a descent, when he found five young women from eighteen to twenty-three years old, and some eight or nine young men, fumigating themselves in Oriental style amidst a pack of Chinese. The miserable guests were ordered to leave, and informed that they would be prosecuted for vagrancy if found again in such degraded surroundings.

THE Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 12th ult., with dates from Hong Kong to the 8th Sept., and from Yokohama to the 17th Sept.

The Eastern and Australian Company's steamer *Bowen* arrived at Singapore from Brisbane on the 29th ult., with Queensland mails for London, three days early.

THE P. and O. steamer *Surat*, with the heavy portion of last inward mail, left Gibraltar on the 27th ult., and is expected at Southampton this day.

THE P. and O. steamer *Khiva*, with the London mail of 17th Sept., arrived at Shanghai on the 29th ult.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the Addresses of all Persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, and other parts of the Far East will be supplied on application at the Office, where files may be seen of the Journal published in those Countries

The "London and China Express" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "London and China Telegraph" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, NOV. 1, 1875.

FRANCE IN THE FAR EAST.

The *Revue Scientifique* of the 9th ult. contains a valuable article, by Mons. F. Garnier, upon the above subject. It is written in reply to one from the pen of Mons. P. Giquel, which appeared in the *Revue des Deux Mondes* as far back as May, 1872, and attracted a great deal of attention at the time. It will be recollected that M. Giquel took a most discouraging view of the interests and influence of his country in China and Cochin-China, and did all that masterly ability as an advocate and as an expert with reference to China questions could do, to make it appear that it was to the interests of France to abandon a position which had been taken up rather from ideas of national aggrandisement than of material or political advantage. The view which he set forth was well timed, as it was suitable to Republican as opposed to Imperial instincts, and it is not surprising that it produced a considerable impression. At the same time, France has not been induced in any way to alter her attitude in the Far East, nor do we think it is likely she will do so easily, seeing to how great a degree she is pledged by her previous acts. The chief subject of attack in the article in the *Revue des Deux Mondes*, to which the paper under notice is a reply, was the protection afforded by France to the Catholic Missionaries in China; and it was suggested that a solution might be found to the difficulties which have resulted from this, to trust the care and protection of the Missions to the Chinese officials themselves, and thus put an end to the conflicts of jurisdiction, rivalries in influence, and the quarrels without end or use which have repeatedly arisen. Against this view the writer in the *Revue Scientifique* enters a strong protest. He admits that the Missions in China require more organisations, and suggests with this object the formation of central colleges at Peking and Shanghai, but considers that it would be folly, above all at the present moment, to place this powerful means of influence and progress in the hands of implacable enemies. "To think that the Chinese Govern-
" ment would respect the work of the Missions the day
" when France ceased to be the arbiter of the difference
" which this influence provokes—what an illusion! Events
" would sooner or later give a cruel denial to the confi-
" dence of some diplomatists and some employés in the
" Chinese service who rely upon the firm intention of the
" Tsungle-Yamen to realise the progressive ameliorations
" demanded by the foreign Powers. China, we think
" we have demonstrated, arms herself, but does not
" become civilised. She borrows, from Western science,
" engineers, vessels, instructors for her troops; she
" buys Krupp's guns, and has fortifications constructed
" —she asks from us, in a word, all that separates and
" nothing which re-unites two civilisations. If two or
" three members of the Supreme Council display disposi-
" tions favourable to Europeans, the others arrogantly
" repel every idea of compromise." M. Garnier holds that the real opposition of the Peking Government to the Missionaries is based not upon religious grounds, as the Chinese Government is perfectly indifferent to religious propagandism—but upon the consideration that the Missions will be the means of diffusing European ideas in the interior of China; and in this view he is no doubt to a great degree right, as China has always shown herself indifferent in regard to religious teaching so long as it has not a political bearing. At the same time, it must be confessed that the Chinese have some grounds for fearing the political effects of the Missions to which France affords protection, especially in view of her position in Cochin-China. Upon this latter point M. Garnier holds that it is an entire error to represent that France does not derive any benefit from her position in the Far East. He points out that it is her destiny to create direct and fruitful relations between Cochin-China and the Celestial Empire; that Tonking, which is destined to become French, is watered by a large river leading to Yunnan, the most southern province of China, concerning the mineral and other products of which the French Commission which explored Indo-China and China five years back has obtained the most favourable information; and he concludes the portion of his paper to which he gives publicity at the present time, by a suggestion that the time has now fully come when France should pay serious attention to the part which she is called upon to play in the regions of the Far East, formerly so distant, but now brought, by improved intercommunication, almost to her doors.

SIAM AND LAOS.

We have before us a Blue-book, just issued, containing a Consular Report on the trade of Bangkok for 1874, and, in addition, an account of a journey made by Mr. Edwardes, Interpreter to the Consulate, during the present year, in Chiengmai and other provinces of Northern Laos, where the teak timber forests are found. The Foreign-office would do well, when they publish detailed notices of remote and little-known districts, to compare the "proofs" carefully with the original MSS., for errors in the spelling of the geographical names would thus be less likely to creep into the official text. Map-makers are apt to consult these occasional records of travel, and this is one way in which towns and rivers appear in our atlases under designations which only serve to mislead students. Thus, in the Report now before us, Ban Hawt appears as Baw Hawt, Rachawongse as Kachawongse; Mï Wang and Mü Wang cannot both be right as names of the same river; we strongly suspect that neither are correct, and that the word should be Më Wang; while Kamphen Plut or Kampheng Plut—for each form occurs—may be intended for Kampheng Phet.

Mr. Edwardes spent rather more than four months over his trip to Chiengmai and Northern Laos, and he devotes a considerable portion of his narrative to an account of the present condition of the teak forests, the method of working them, the quantities of timber annually cut, and the capacities of the forests for maintaining the supply in future years. Many hundreds' of natives from British Burmah, Tongsoos, and others, entitled to the protection of the English flag, are met scattered up and down the Laos provinces. Troublesome customers are to be found amongst them, though for the most part they are peaceable and well-behaved; but as foreigners they cannot get their disputes settled properly in the Native Courts, and it was with a view to considering the advisability of establishing a British Vice-Consul at Raheng or Chiengmai to look after our treaty rights and obligations, and to foster our trade in Northern Laos, that Mr. Edwardes was sent on his recent journey. We shall be glad to hear that such an appointment has been decided on. There are three principal causes which operate as a bar to the proper development of commerce in the timber districts of Laos, and the presence of a permanent British officer there would have a vast influence in getting rid of all three obstacles. The jungles are full of dacoits, so that neither life nor property are secure, and thus enterprise is paralysed. Then the chiefs are not always just; they are tempted to squeeze a trader who is known to have had a good season, or they neglect to see a creditor's claims settled, or to adjudicate a case brought into their Courts. Imperfect legal protection is thus the second evil. Lastly, general credit is bad. Petty chiefs contract to supply so many logs, take half the money in advance, and then break their agreements when the season for delivery arrives. Capital is not to be wooed into the timber trade when such practices are in fashion; but it would not take long to bring the half civilised chieftains to see that not to keep faith in a pecuniary

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transaction is literally to cut the golden eggs out and kill the goose.

Besides these disadvantages there are several local monopolies in the various provinces which greatly harass trade, and which the authorities might readily be persuaded to forego, if shown that it was to their own interest to do so. Thus in Chiengmai sticklac has been a monopoly for some time past. A Chinaman pays $1,000 to a chief there for the privilege. No person is allowed to sell sticklac except to this farmer, and he buys at about one-fourth what he can sell again for. The betel-nut trade is placed under similar restrictions; the Chinaman of course soon grows rich and quits the district for his dear native land, but the inhabitants, the chief's own people, are kept poor; and thus, for the sake of a little direct revenue, the tax paying capacity of the province is permanently sacrificed. Salt is scarce in Chiengmai; it has to be brought by river all the way from Bangkok, and another article scarcer still is small change; neither bronze half-pennies from Birmingham factories, nor bank-notes at the rate of a hundred to the dollar, nor our own familiar postage stamps, being available in the teak districts. The difficulty is cured by a solution of salt. It is a fact that in the bazaar, if a rupee is tendered for some fruit, change is given in handfuls of salt.

Most of our readers know that a clumsy treaty was recently negotiated at Calcutta between ourselves and the Siamese, and intended to secure the satisfactory protection of British subjects in Northern Laos. In accordance, we suppose, with the provisions of this treaty we hear through Mr. EDWARDES of an English official sent on a temporary visit from Moulmein to Chiengmai to assist in trying complaints between British Burmese and Laos. As we read Mr. EDWARDES'S account the arrival of this new officer was followed at once by the re-opening of a number of old cases which had long ago been dealt with at Bangkok; but, of course, as a stranger had turned up those who failed formerly thought they might as well have a new go-in. It is quite certain that if a British official is to be appointed to exercise jurisdiction in Northern Laos at all, he must be directly subordinate and responsible to the Consulate at Bangkok, otherwise we shall have two independent Courts in the same kingdom; and the unsuccessful litigants will fly from one to the other, and perhaps, according to the evidence adduced, conflicting decisions would be given.

The import and export trade of Bangkok increased in 1874, a very large quantity of teel seed being now sent to France. British ships still secure the lion's share of the carrying trade; and it is curious to learn that the Siamese —who have for years past been very fond of the shipping line—do not now own as many vessels as formerly. The fact is, that many of the Siamese craft were not purchased till very old, and those which were sound are often ill-navigated; hence the great typhoon in 1873 played sad havoc among Siamese shipowners, who are never as careful to insure as they should be, and those who did not lose their property have thought it prudent to sell for fear of similar disasters hereafter. The Siamese Government have now got out a quantity of bronze coinage from England, and this plan appears to answer well; previously they had failed in an attempt to obtain currency for a number of paper-notes worth a cent a-piece. These must have been the smallest bank-notes ever issued.

WE are glad to notice that the Legislative Council of Hong Kong followed the recommendation of Chief Justice SMALE to postpone or give up the introduction of a measure which had been proposed in the Legislative Council, having for its object the amendment of the local Company's Ordinance in such a way as would permit companies to reduce the amount of their shares. In a colony so peculiarly constituted as Hong Kong such a measure might be of a somewhat dangerous character, and ought certainly not to have a retrospective force, even if there are grounds for introducing it at all. If any existing company desires to alter the amount of its shares, a special Ordinance ought to be asked for allowing it to do so, and such Ordinance ought not to be passed until the opinions of mercantile men in the colony have been carefully taken on the subject. It is important to bear in mind that the whole nature of a company may be altered in a place such as Hong Kong, so far as its standing with the public is concerned, and consequently in respect to the credit given to it, by a change in the amount of its shares. The shares being at a high figure will secure their being in the hands only of comparatively wealthy and reliable shareholders; and by placing them at a lower figure, those who have trusted the Company are virtually forced to transfer their trust to a different and presumably less reliable circle of investors. Altogether the question is beset with so many difficulties that we think Chief Justice SMALE was quite justified in calling upon the Council to hesitate before passing a measure of the kind; and we are glad to find that a suggestion of the Hon. Mr. KESWICK, that further consideration of the measure should be postponed *sine die*, was adopted.

IF telegraphic intelligence is to be depended upon, the Yunnan Commission, or rather the British members of it, will at last have actually started from Shanghai before these lines are in print, but even at the eleventh hour a new element of obscurity has been introduced into this matter, about which there has been so much official reticence, and so much irritating and apparently unnecessary procrastination. We learn now, through REUTER'S agency, that Messrs. GROSVENOR and BABER were to leave Shanghai on October 24, "accompanied by Mr. DAVENPORT." It is provoking that we are not informed in what capacity Mr. DAVENPORT joins the Commission. That his appointment as the *chief* Consular member of the Commission would be a good one, failing the employment of a Consul of longer experience, we at once admit; for, apart from the fact of his holding the QUEEN'S commission and his previous well-known services, he has recently distinguished himself by the determined attitude he took in the settlement of the Quinsan outrage. If any further recommendation were necessary, the knowledge he has acquired, as British Assessor in the Mixed Court, of the shifts and expedients to which the Chinese resort in civil and criminal cases, would be quite sufficient. But what appears to us inexplicable is how it happens that Mr. DAVENPORT is to "accompany" the Commission, one of the members of which is nearly ten years his junior in the Consular Service; we are not told that he has been appointed a member of it, though, possibly, that may turn out to be the real explanation of the enigma.

WE hear that Mr. F. W. MITCHELL, the late much-respected Postmaster-General of Hong Kong, who left that place some time back with the object—as was generally understood—of returning to his native country, has settled down in Tasmania on an estate which he has purchased there. His lengthened residence in Hong Kong and other Colonies rendered the climate of England unsuited to Mr. MITCHELL; and being, as we are informed, already known in Australia, he decided to pass his latter years in that quarter of the globe.

THE ironclad laid down for the Japanese Government at the yard of Messrs. SAMUDA, on the Thames, will be a heavy armour-clad screw ship of about 2,500 tons. A composite corvette has been laid down at EARLE'S yard, Hull, of about 1,700 tons, and a similar one at Pembroke. All these vessels are building under the superintendence of Mr. E. J. REED, the late Chief Constructor to our Navy, and will probably be completed in about two years.

WE understand that Admiral DUPERRÉ, the Governor of Saigon, is expected by next mail on leave of absence, and that General COLOMB will assume the interim government of the colony. The French Minister of Marine has not yet decided on a successor to Admiral KRANTZ, as commander-in-chief of the naval forces in the Far East.

AN open competition, under the usual regulations, is to be held in London, commencing on the 11th January next, for five Student Interpreterships. Four of the vacancies are in China and one in Japan, and successful candidates will be at liberty to choose between the two posts according to their order of seniority.

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ORIENTAL CONGRESS MEETING.

(FROM A CORRESPONDENT.)

ST. ETIENNE, OCT. 26, 1875.

Many years ago a Provincial Congress of Orientalists was established in Germany. The scientific decentralisation of the ex-Germanic Confederation was very favourable for such annual session. But in France all the resources for study are to be found only in the capital, and our provinces have produced till now very few Oriental scholars. A Provincial Congress for such difficult studies was only to be undertaken by the founder of the International Congress of Orientalists, whose motto seems to be the old *audaces fortuna juvat*. It has been undertaken in one of the last cities of France in the department of sciences, and in one of the first French towns for commercial intercourse.

Nevertheless, against all the predictions of the Cassandras of the East, the success has been complete, and much over the hopes of the founders.

The reasons of that unexpected success are two-fold:—first, the Cambodgian studies, till now uncultivated in Europe, and very important for the knowledge of Buddhism and Indian fine arts, have been represented in St. Etienne by a very remarkable number of established scholars, among whom were nearly all the members of the great explorative expedition of Indo-China, under Comm. Doudard de la Grée;—secondly, the idea of associating the labour of Orientalists with those of the industrial and commercial world has been raised to the rank of a great and useful theory, very well adapted to the question of the progress of Oriental studies.

Our celebrated Egyptologist, Mr. F. Chabas, President of the Chambre de Commerce of Châlon sur Saone, explained with great talent how the basis of deciphering the hieroglyphical inscriptions of Old Egypt has been for him a commercial study, and has aided in forming his knowledge of administrative order and responsibility.

At the Cambodgian meetings M. de Villemeuil, Commander of the French Navy, has vindicated for Commandant Doudard de la Grée, the honour of all the idea and of the accomplishment of the French Expedition in Central Indo-China, and has given proofs that Lieutenant Garnier has founded his reputation on the labours and intelligence of the too-soon-forgotten D. de la Grée. Garnier was certainly a brave soldier, and a remarkable seaman; but he was not prepared by Oriental studies to add any important help to the important work of La Grée.

The vindication of M. de Villemeuil was agreed to by the meeting, and by order a commemorative medal of his vote will be coined and presented to M. de la Grée, brother of the celebrated explorer, and one of the vice-presidents of the session.

The results of the commercial meeting are very numerous. A great number of delegates of the Chambres de Commerce, and the most important large merchants and manufacturers of Lyons were present at that meeting. It is not possible in such a letter to give you a compendium of the numerous papers communicated on the occasion. But I must announce to you, according to a wish of the Congress, that a committee is appointed to prepare the constitution of a new Free Faculty out of Paris, under the title of Free Oriental Faculty for Commercial Purposes. Three professors are to be nominated in the shortest time, one for the Chinese language, one for the Japanese language, and one for Oriental laws and customs. The professors will not receive any salary from the Government, but are to be paid by a private fund; their situation will be better than that of the College de France, and of the reorganised Ecole du Langues Orientals of Paris.

Several important communications were presented by Professor Aymonier, Professor Leon de Rosny, Professor Chodjke, Professor Foucaux; MM. Desgeaud, President of the Geographical Society of Lyon; D. Michalowsk and D. Maurice, vice-chairmen of the Academy of St. Etienne; Madier de Montjau, the eloquent President of the Societé American de France, the rich and distinguished traveller in the Far East; Baron Ventor de Ravis, President of the Session, and ex-Governor of Karikal, East Indies; Julien Vinton, the great *Tamulist* of Bayonne, &c.

The local organisator of the session is a banker of St. Eteinne, M. le Mansois du Prey, a man of great knowledge and administrative ability.

We have had, during the time of the session just finished, a splendid banquet offered by the Municipality. It was a long feast of seven days for all the city; all the foreign members received twice as many invitations as they could accept. I have been three times *obliged* to take two dinners one after the other.

The last day a very curious performance of Oriental theatres was offered to all the members, when everything there was organised in the most tasteful and artistic style.

According to a vote of the Congress, the second Provincial Session is to be held in the next year at Marseilles, that city obtaining 61 votes.

GREEN TEAS.

A correspondence appears in *The Times* of the 25th ult., between Messrs. Forwood Bros., tea dealers, and the Customs, with reference to the working of the Sale of Food and Drugs Act (which comes in force next January), in respect to green teas. Messrs. Forwood and Co. point out that all green teas imported contain more or less colouring, and ask to be informed what amount of colouring matter will, in the opinion of the analyst, render the tea unfit for human food? To this very pertinent inquiry the Board reply that it is not in their power to answer the question put, but that when the Act referred to shall have come into operation, each case of the kind referred to will be decided on its own merits. To this diplomatic but scarcely satisfactory answer Messrs. Forwood rejoin, reiterating their question, and justly pointing out its importance in connection with instructions to agents in China; and the Commissioner replies, admitting the importance of the matter, but only repeating his previous answer. It cannot be denied that there is some ground under the Act for objecting to green teas, seeing that they are notoriously "faced;" but although the drugs used are undoubtedly unwholesome, it is to be doubted whether the case is really so severe a one that any prohibitory action need be taken in the matter. Ever since tea has been imported at all from China green teas have been consumed, facing and all, and we have certainly never heard of any one injured by the "facing," though we have heard that the tea itself, from the strong influence it exerts upon the nerves, is decidedly pernicious to some constitutions. In point of fact, it would seem that there is a great deal more reason to prevent the sale of the tea than of the "facing," and it would be carrying restrictive measures to absurd lengths to interfere with the sale of an article which has been consumed for more than a century without any pernicious effects being experienced from the special cause for which its sale would now be prohibited. The amount of metallic substance used in "facing," which is infused in each teapot-full of the beverage, is evidently far too small to affect anybody seriously, if at all. Probably a dirty metal teapot, such as is too often used, would be the means of getting much more of some salt of copper into our tea-cups than could ever find its way there from the colouring matter used by the Chinese; and really the case seems to be somewhat analogous to what a witty American paper once announced with respect to tobacco, when it solemnly declared it to have been ascertained that if a man smoked ten pipes of tobacco a-day he would imbibe sufficient nicotine into his constitution to poison him in ninety-nine and a half years. From all accounts this would appear to be about the amount of danger which we incur in drinking "faced" green teas; and if this is the fact, it will be a great mistake for our Government, in order to adhere to a logical and somewhat pedantic interpretation of an Act of Parliament, designed to meet cases of a very different description, to crush out a valuable trade, which will infallibly be the result of fussy interference in the matter. The Chinese will always "face" their teas; and if such cargo cannot be imported into and sold upon the London market, the trade must go to other countries. We doubt very much the wisdom of entrusting the decision in a matter such as this merely to the judgment of an analyst, however skilled and proficient. Some modifications are necessary in view of established facts; and we think, if the experience of half a century proves that no pernicious results have accrued from the consumption of a certain article, it is going too far summarily to prevent its sale because some drugs, which would be pernicious in a larger quantity than they are used in or are ever likely to be used in, enter into its preparation.

The following is the letter which Messrs. Forwood addressed to the Commissioners of Customs:—

We observe under the "Sale of Food and Drugs Act," 38 and 39 Vic., clause 30, that on and after the 1st of January next all tea imported as merchandise into this country is to be subject to examination by persons to be appointed by your honourable Board, and the clause goes on further to state that "if upon analysis the tea shall be found to be mixed with other substances . . . the same shall not be delivered, or if it be found unfit for human food the same shall be forfeited or destroyed in such manner as your honourable Board may direct." As importers of green tea into this country, we know that none of it arrives here without being mixed with other substances in the shape of colouring matter, and that, therefore, under the clause quoted above, it would be competent to your honourable Board to cause the same to be destroyed; and seeing that all the necessary arrangements for the examination of tea are made as regards this port, we venture to ask what course your honourable Board will adopt with tea of the nature described by us, and what amount of colouring matter will in the opinion of the analyst render the tea unfit for human food, or whether the very fact of any colouring matter will be considered to render it unfit for human food. Your honourable Board will, no doubt, be aware what a large interest the importation of green tea consists of; and unless some positive declaration be made as to the manner in which your honourable Board will deal with such importations of green tea, the business in it must cease, for no merchant would venture to import an article which might, at the caprice of an individua lanalyst, be condemned to be destroyed. Upon your honourable Board's reply hangs a communication with our correspondents in China as to whether they shall send us more green tea or cease shipping it altogether. We therefore respectfully request that we may have as speedy a reply as possible.

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The Commissioners replied as follows :—

I am desired by the Commissioners to acquaint you that it is not in their power to answer the question put by you, but that when the Act referred to shall have come into operation each case of the description in question arising under it will be considered by the Analyst for Tea and by the Commissioners, and will be decided upon its own merits.

The Times prints the subjoined comments on the correspondence :—

If green tea is always artificially coloured, and always with some unwholesome colouring matter, it would be a direct contravention of the spirit and letter of the new law if the Commissions of Customs were to give free sanction to its importation. But, on the other hand, it can scarcely have been intended that the consumers should have no option, and that, whether they will or not, they should necessarily give up green tea after the 1st of next January. It would be enough, from every point of view, if faced tea were still suffered to be imported and to be sold to those who wish for it, but so only that purchasers had always a full knowledge of its nature and of the special kind of preparation to which it may in each case have been subjected. To import and sell faced tea as unfaced is the offence against which the Food and Drugs Act is directed. The tea merchants who thus came under its provisions could scarcely complain if their goods were confiscated or destroyed. The tea-drinkers would be secured, too, by a proper enforcement of the Act, against the dangers to which they have hitherto been exposed of swallowing an impure and possibly a poisonous substance in simple ignorance of its properties. Let our merchants, then, we would say, by all means go on with their old business. Let them import faced teas if faced teas are demanded from them. Let shopkeepers continue to sell them if they can find purchasers bold enough to continue to ask for them. But let all who are engaged in the transaction declare openly the nature of the goods they offer, and let them be only refused permission to import or sell anything which professes to be other than it is. Consumers who have no objection to drink tea which they know to be unwholesomely prepared should surely be suffered to go on drinking it at their pleasure. To deprive them of the means of doing so would be, perhaps, all the better for them, but it would be a species of paternal care which they would somewhat indignantly protest against. We would hope that all green tea, however certainly it may be faced, is not therefore necessarily injurious to health, or, in the words of the Act, "unfit for human food." It is, at any rate, a very slow and very mild description of poison, and not absolutely to be forbidden to those who, knowing what it is, are willing to take the risk of drinking it. Faced tea sold under its proper title would seem to be a perfectly legitimate article of trade. Faced tea sold as unfaced comes however under a totally different designation, and it is to the suppression of the trade in this that the Commissioners of Customs and the existing local authorities would do wisely to confine their efforts.

Since the above was written a further correspondence has taken place on the subject. Mr. Arthur Hill, M.D., objects to the facing of green teas as unnecessary, and urges that if the importation of faced teas were prohibited the process would soon be abandoned in China, and a Manchester tea firm, who express their opinion that the colouring matter on green tea is "a filthy compound of silicate of magnesium, China-clay, Prussian blue, turmeric, and other dirt," expresses similar views ; and are followed by Messrs. J. C. Sillar and Co., who declare that the statements made that all green teas have colouring matter upon them are untrue. On the other hand, another correspondent, who is evidently conversant with the subject, states that all who have any professional knowledge of the article will bear out the assertion that some of the finest teas imported are green teas, with a slight facing of colour, and holds that such facing is absolutely necessary in order to preserve the virtue of the teas.

TEA OR ARMS—WHICH IS IT ?

The following letter appears in *The Times* of the 27th ult. :—

21, Mincing-lane, E.C., Oct. 26.

SIR,—It is just twelve months since you did us the honour of quoting in your City Article an extract from one of our circulars, calling attention to the fact of the damaged teas from the *Gordon Castle* being refired and prepared for sale in this market. We regret to inform you that a large business is now being done in these teas. Several parcels have changed hands during the past week at 3d. per lb., and 2½d. per lb. has been offered and refused for 2,000 packages, the owners holding for 3d. When we saw the teas this time last year they had a disagreeable smell, and we hear now that they have become quite putrid. What connection the trade in unwholesome tea may have with the export of war materials to China we know not, but it is a coincident that the putrid tea was imported here by the *Gordon Castle*, and sixty tons of war material have just been landed at Shanghai from the same vessel. Furthermore, the principal buyers of the putrid teas in this market are said to be manufacturers of gunpowder. We hear that application was made, and very properly refused, at the Custom-house to export the unwholesome tea to Gibraltar and Malta for the use of our garrisons there. * * * * * * *

Your obedient servants,

J. C. SILLAR AND CO., Tea Brokers.

TEA WEIGHT NOTES AND WARRANTS.—On the 27th ult. a public meeting, which was attended by the representatives of all the most eminent firms in the tea trade, was held at the Commercial Sale-rooms, Mincing-lane, "to take into consideration a proviso inserted on tea weight notes and warrants (unknown to the owners thereof) by some of the proprietors of the bonded wharves, which destroys their validity." Mr. R. Hillhouse presided. The Chairman, after referring to the object of the meeting, said the provisos were so very important that they might be said to seriously impair the value of the notes and warrants, and they had been inserted without any communication to those concerned. The offence, happily, was confined to two wharves. They intended by one of the resolutions to nominate a committee to confer with the proprietors of Hay's and Butler's wharves as to the abandonment of the proviso and its omission from all future warrants. Mr. A. Steains, senior, in the absence of Sir H. W. Peek, moved the first resolution :—"That this meeting of the brokers and wholesale dealers in tea in the City of London hereby express their strong disapproval at the act of the proprietors of Hay's and Butler's wharves in adding a proviso to weight notes and warrants issued by them without consultation with the trade, whereby the validity of the documents is seriously impaired." He said they had a right to know by whom and for what motive the extraordinary innovation had been made. They regarded it as a departure from commercial rectitude. It affected bankers as well as themselves, for hitherto a warrant in Mincing-lane had passed from hand to hand with all the security of a Bank of England note—indeed, more so, because if a stolen note went into the hands of a third party for value received, the original holder could not claim it, whereas a warrant could be demanded into whose hands soever it had passed, even for value received. After reading a letter from Sir H. W. Beck, who condemned the proviso, he moved the resolution, which was seconded by Mr. W. J. Thomson, who said he fully endorsed everything which had been written by Sir H. W. Peek. After a few remarks from Mr. J. C. Sillar, who thought that if dealers continued to pay deposits to brokers as they did now they were certain to lose their money, Mr. A. Magnaic, in answer to Mr. Steains's remarks, said he believed he was the author of the proviso, as he believed his wharf (Hay's) was the first to use it. The object was the honest and straightforward one of stating plainly by a notice which they placed in the hands of everybody concerned, that a warrant could not be delivered from their wharf unless a bill of lading had been previously lodged there, &c. During the last four years they had issued about 400,000 of these notices. He did not understand, therefore, how the trade could have been taken by surprise. Mr. Hugh Smith (the partner of Mr. Magniac) said the clause alluded to was expunged on Saturday last. All that Hay's wharf had done was that they had told the public they required the goods to be "cleared" before they delivered up the warrant. He denied that the proviso destroyed the validity of the warrant. Mr. Arthur Capel said in business the haste was so great that the broker had no time to look at a weight note. Before the proviso was inserted the trade ought certainly to have been consulted. He believed, however, that the proprietor's of Hay's wharf had acted in good faith. Mr. Magniac, in explanation, said had they known that the notices would have passed unnoticed, and that the clause would have been regarded as it had been they certainly would have consulted the trade, and taken the greatest pains before the clause was adopted. It had never occurred to him or his partner to give what he might call notice of a notice. The Chairman said it was a departure from an established custom. After a few further remarks from Mr. Magniac in defence of the insertion of the proviso, and from other gentlemen, the resolution was carried *nem. con.* Mr. Capel then moved, and Mr. R. H. Salmon seconded, the following resolution :—"That this meeting will not receive such documents as weight notes or warrants within the meaning of contracts." The resolution was carried unanimously, as was also the following, on the motion of Mr. J. Dummett, seconded by Mr. S. Harrison :—"That a committee be now formed of brokers and dealers to communicate with the importers and bonded warehousekeepers on the subject, consisting of the following gentlemen :—Sir H. W. Peek, and Messrs. A. R. Capel, R. Lloyd, F. Peek, A. Steains, and W. J. Thompson." A committee was afterwards formed for the purpose of protecting the interests of the trade as far as possible; and the proceedings terminated with a vote of thanks to the chairman.

THE SINGAPORE GAS COMPANY.

The half-yearly meeting of the Singapore Gas Company was held on the 26th ult. at the London Tavern, Mr. H. P. Stephenson in the chair. The Secretary having read the notice calling the meeting, the report was taken as read.

The Chairman said that compared with the corresponding period of last year the working was generally very nearly the same. They had more capital, which was laid out in the extension ; their position was worse as regarded the losses on exchange, and worse in regard to coke, and these were the three main points in the accounts. Taking the accounts more in detail, the increase in the capital was £5,380, but in the cash in hand there was an increase of £3,490 ; their debenture bonds were £900 less, and sundry creditors £1,900, whilst on the credit side the amount spent on works was £1,600, and the stock on hand £2,570 less. With regard to the profit and loss account, the coal carbonised was within £15 of the same period last year, with an increased rental of £350, whilst the profits on sundries were £240 less, and there was also an increased loss of £180 on exchanges. They proposed to pay the same dividend, 7½ per cent., and had written off only half per cent. for depreciation, which was not quite so good. He concluded by moving the adoption of the report.—Mr. Forman seconded the motion.

In reply to questions, the Chairman said they were still paying the high price for coal from Australia, but freights had gone down; though this did not affect them as yet. It would, however, be slightly felt next half year, and still more in the following half year. He believed the shareholders generally were satisfied with the 7½ per cent. dividend, and though it was desirable to pay more if they could, yet 7½ per cent. regularly maintained could not be considered as unsatisfactory. The stock consisted of coal £2,400, fittings £5,620, and coke and lime and oxide. He did not think it would be advisable to reduce the stock of coal with the uncertain freights from Australia and the uncertain supply, as they could not buy in Singapore as they could in London, and he did not consider it safe to have less than nine to twelve months' supply on hand. Their stock had been lower, and they had had to pay through the nose to keep up the sup-

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ply; even in an English company in the winter he should not consider himself safe unless he had two and a half months' supply of coal on the works. With regard to the fittings they had reduced them by £2,570; £5,620 was, he considered, a large amount to lay by in fittings, but he was afraid to promise any reduction, as if they found freights heap they might lay in largely. The report was unanimously adopted, and the dividend, at the rate of 7½ per cent. per annum, declared.

THE ARMAMENTS OF CHINA.

(To the Editor of the *London and China Telegraph.*)

Sir,—I agree with you, and think that the progress which the Chinese have made is over estimated by such writers as you alluded to in your able article headed "Li-Hung-Chang," of the 18th inst., and I also think that such letters which you commented on are calculated to do the Chinese far more harm than good, for most of us know they are inflated enough already with pride and conceit, without the aid of foreigners helping them on in their conceited course.

The castings, muskets, and guns which the writer to *The Times* make mention of, even with the aid of Krupp guns, will be of very little service to them in another war with England without disciplined troops, which they have not got, and are not likely to have for many a day to come.

If the writer to *The Times* on Chinese progress wishes to do the Chinese a good turn, let him tell them at once, "You have succeeded in your arsenals under the aid of European teachers; you are good copyists, but you do not produce brave and disciplined men, which are the real essentials in a war with any Power."

If such writers as I am alluding to are still of opinion that we underrate China's warlike prowess, I refer him to the late miserable *fiasco* between them and the Japanese in their little dispute about Formosa, and if that disgraceful "cave in" by a large and wealthy country to a very small one like Japan—a country that has only been practically known to Europe for a few years—is not enough to teach such as "Kwang Tung" that we do not undervalue China's progress, I don't know what will.

England has no need to fear, and will not fear, China's progress in warlike material. Let them go on with their castings, and men-of-war building, under the tuition of foreigners; when the day comes the British navy and army will render a good account of the lot.

There are more ways to Peking than the route *viâ* the Peiho, and I do not think you will catch another English admiral taking that route at dead low water again; the next time we have wrongs to redress with China our army will pay the Emperor a visit from another quarter, while our navy will be taking stock of the Chinese newly-created navy on the seaboard.

—I remain, &c.,
OLD CHINA.

Oct. 22, 1875.

Monetary and Commercial.

We have received the report of the Union Iusuraace Society of Canton, which was to be presented to the meeting on the 21st Sept. The statement of the business for 1874 shows an unsatisfactory result for the last half of that year. The nett premia collected was $439,614.42, making a total for the year of $773,648; while the losses paid from 1st July to 31st Dec. were $515,782.11. The total profit for the year was $27,000, which, in conformity with the Articles of Association, will be carried, half to reserve fund, and half to contributing shareholders in proportion to their contributions. The poor result of the year is attributed to the unusually large number of first-class steamers lost during that period, and to the unpreeedented and disastrous typhoon of 1874. For the half-year ending June 30, 1875, the business of the company was again upon something like its old remunerative basis. The premia amounted to $407,934.68, while the losses paid were $116,807.67, leaving a balance at credit of working account of $250,958.25. The position of the Society, so far as could be ascertained on the 15th Sept., when the report was issued, was as follows:—

Balance of working account as above	...	$250,958.25
Estimate of premium earned since	...	180,000.00
		$430,958.25
Estimated losses to that date. .	...	119,000.00
Balance	...	$311,958.25

The directors report that the result of the London agency has been satisfactory, the risks having been well selected, and the business remunerative.

The report of the directors of the Royal Mail Steam Packet Company, together with the accounts from January to June, have been issued. There is little to notice in the report beyond the regret expressed by the directors at the loss of two of the finest ships of the Company—the *Boyne* and the *Shannon*. These losses were felt, they say, the more severely that they happened in the first year of the new mail contract, when the reduction of the subsidy, the heavy fall in freights, and the general depression of the shipping interest "already called for the most anxious supervision in all the details of the Company's business." The dividend recommended is £1 10s. per share. There will be no bonus from the insurance fund for some time to come, but it is satisfactory to find that its balance in favour of the Company is £246,000. The net earnings of the half-year were £107,287.

We learn that Mr. James White, ex-M.P. for Brighton, is now *en route* for Japan and China, *via* San Francisco. Mr. White's connection with China dates back to 1840. In 1843 he conducted the *Friend of China* newspaper at Hong Kong, and subsequently went to Shanghai, where he made a fortune in silk, and returned to London.

The Pacific Mail Steamship Company's new steamer *City of San Francisco* sailed on 21st September from New York for San Francisco, to take her place there on the Australian mail route, under the new postal contract with the Governments of New South Wales and New Zealand. She will be followed by the sister steamers *City of New York* and *City of Sydney* at intervals of about four weeks. The terms of the contract require a speed of eleven knots per hour.

The total quantity of tea delivered from the bonded warehonses in London during the week ended the 23rd inst. was 3,408,931lb. The duty received amounted .to £58,215, being rather more than 1 per cent. less than that of the preceding week.

The very heavy rainfall at Shanghai, reported by last mail, has caused considerable damage to the cotton crops in the district. Mr. W. B. Chalmers writes to *The Times*, pointing this out, and that it may be expected to lead to a larger demand for Manchester goods.

Some distrust is shown by parties interested in the *Thermopylæ*, from Foochow 8th July, with a cargo of 1,400,000 lbs. tea, and reinsurances have been effected at four to five guineas. She has just been reported.

Mr. William Henry Stone has become a partner in the firm of Messrs. Frith, Sands, and Co., East India merchants, of Old Broad-street.

Bar Silver remains at our last quotation; the demand for India has for the moment ceased, the existing orders being for the Continent. Mexican Dollars have been sold at 559-16d. per oz., showing no alteration in price.

Mr. C. J. F. Stuart, chief manager of the Oriental Bank Corporation, will shortly leave London on a visit to South America, California, and Japan, for the benefit of his health.

ARTICLES OF IMPORT.

TEA.

We reported a quiet market last week, and business during the interval has been limited at a decline of ½d. per lb. on Congous below 1s. 2d.; common Scented Caper has also given way ½d. per lb., buyers acting cautiously, fearing large supplies, of which the Lord of the Isles, of Canton, brings 5,000 boxes, with heavy shipments advised by telegram. All tea of good quality offers good prospect of seeing better prices as the season advances, as supplies cannot be heavy, and will be brought by sailing vessels; the first, the Cutty Sark, from Shanghai, arrived 20th inst., with a good assortment, chiefly good medium to fine, which, though selling slowly, are doing much better than teas of similar quality by steamers early in the season, and is another instance of the folly of the modern system of shipping six months' supplies in two months, to the injury of all concerned in importing. The postal advices from Hankow to 28th Aug. furnish much interesting information relative to the market, and prices for tea had touched a point as low as those ruling when the port was opened in 1860. Teas were selling at taels 10¼, and should dissipate the notions of buyers in China that "tea cannot be produced as cheaply as formerly." It would seem that the astute teamen have been gulling foreigners for years past, and may in a measure account for the heavy losses which importers have sustained.

Messrs. Thompson's Circular says:—The market has continued quiet. Foochow Congous: Siftings and broken leaf have been sold from 8½d. to 10d.; common to fair, 10½d. to 1s. 1d., the chief demand running upon Amoy descriptions. Medium to good are firm at late quotations, 1s. 4d. to 1s. 7d. per lb. Black Leaf Congous: Common to good common, 10d. to 11d., are little inquired for. Fair 1s. to 1s. 3d., and medium at 1s. 4d. to 1s. 6d., are unaltered. Sales, ex *Cutty Sark*, have been made at 1s. 5d. to 1s. 7d. per lb. Fine are held for late quotations. Tayshans: Several parcels of common, in boxes, have been sold at 10d.; fair, 11½d. to 1s. 1d. Scented Teas: Canton Capers maintain the late advance, and sales of fair to medium have been made at 1s. 2d. to 1s. 5d. per lb., but Old Season's common to fair have sold at 9d. to 10½d. per lb. Orange Pekoes, good common to fair, 11d. to 1s. 2d. per lb. Foochow kinds are very dull of sale. Oolongs: Medium to good, 1s. 3d. to 1s. 5d. Green Teas: In these descriptions there is not any alteration. The United Kingdom stock on the 30th Sept., 1875, was estimated at 86,500,000lbs., against 74,000,000lbs. in, 1874.

Messrs. Capel and Co.'s Circular says:—*Congous.*—Red-leaf kinds: Siftings remain very firm, especially for those of good quality. Old season's common show no change; new have sold at about previous prices; fair to good Saryune kinds have been saleable, bnt for the plain Kaisow kinds there is not much demand; fine Kaisows have been in moderate request; in finest there have been no sales to report. Pak Lin kinds remain much as before. Black-leaf kinds: Old season's common to fair have sold from 10d. to 11½d. per lb.; in new common have been dull of sale; fair to good medium have been taken at about former prices; business in good to fine has been checked by the firm-

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ness of importers, finest remaining only in limited request. Newmake kinds: A large business has been done in common kinds from 10d. to 10½d. per lb., fair at 11d. to 1s., with some good kinds from 1s. 1d. to 1s. 3d. per lb. A few sales of Oolong have been made at last week's prices. In Souchongs there is no alteration to notice. Flowery Pekoes remain firm. *Scented Teas.*—Canton Capers have sold rather lower, at public auction, from second-hand parcels. Privately there has been a fair demand at about former rates, good to fine kinds being very firm. Long-leaf Orange Pekoes have sold steadily. Foo Chow Capers remain depressed. In Orange Pekoes the few sales made have been at previous prices, but the demand is at the moment limited. *Green Teas.*—The market has been more settled. The fine lines of Moyune Gunpowders have sold steadily, but Ping Sueys and the commoner kinds of Moyune are still realising low prices. Public Sales still remain on a moderate scale, only 9,709 packages having been offered and sold without reserve. The Deliveries for the week, as compared with last year, are as follows, viz.:—

	1875. lbs.	1874. lbs.
Home Consumption	2,225,289	2,037,640
Coastwise	861,400	901,681
Exports	419,497	601,485
...	3,506,186	3,540,806

SILK.

The Silk Market is still very dull, there being little or no demand for export, and only a moderate business for the home trade. Prices of China Silk show no change, but those of Cantons and Japans are lower. Deliveries 1st to 27th inst. inclusive:—China, 2,545 bales; Canton 423; Japan, 347; total, 3,315 bales.

LONDON QUOTATIONS—Oct. 29.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 6d.
,, Red Peacock	14s. 0d. to 14s. 6d
Yuenfan and Hainin, Nos. 1, 2, and 3	11s. 0d. to 13s. 6d
Taysaam Keying, Nos. 2 and 3	13s. 6d. to 15s. 6d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 17s. 6d.
Idah ... ... (none	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashita ... ... (none	
Hatchoji ... ... (none)	

CHINA STRAW PLAIT.—At auction of 165 bales offered 60 bales sold, mottled at £7 to £9, ordinary to middling white £8 10s. to £11 5s., good to fine £13 to £18 15s., with one lot at £26 5s. per bale.

CAMPHOR has continued quiet, about 300 cases China having changed hands at 69s. to 70s. for landing and reweights respectively,

CHINA PRESERVES.—In auction yesterday 451 cases China Ginger just arrived (Chyloong brand), 25 cases sold, large jars at 8¾d., small ditto 10¼d. per lb.

CUTCH is quiet, but prices are firmer; privately about 700 boxes fine Pegue having been sold at 26s. 6d. for Elephant and 26s. for Cock brand, and 10 boxes of the former in auction sold at 26s. per cwt.

COCOANUT OIL.—The market has subsided into a quiet and rather easier state. The business done privately includes 40 tons fine Cochin at £42, 25 tons Ceylon at £39, and some hogsheads at £39 10s. per ton.

CARDAMOMS.—Two cases Ceylon fair quality, but partly lean and shelly, were sold at 6s. 6d. to 6s. 8d. per lb.

COTTON.—The improvement noticed in our last issue has entirely disappeared, and the market has remained inactive throughout, prices closing slightly cheaper, viz.:—Tinnivelly, 4⅞d. to 6d., middling to fine; Western Madras, 4⅝d. to 5½d., fair to fine; Northern ditto, 5⅜d. to 5½d., good fair; Coconada, 4 13-16d. to 4 15-16d., fair to good fair.

DRAGON'S-BLOOD has been steady, but quiet.

EBONY has continued in steady demand, and of 111 tons in auction the greater part was sold at £11 to £18 for fair to fine.

ESSENTIAL OILS.—*Cinnamon* quiet and easier; of 4 cases good sweet, 2 sold at 4s. 4d. to 4s. 6d.; of 18 cases leaf, over half sold at 1¼d. to 2½d. for ordinary to fair. *Citronelle* has been firmly held, but quiet, and 21 cases offered at public sale were retired. *Lemon Grass* has been quiet; of 50 cases at auction half sold at 2¼d. to 2⅝d., being easier. *Anniseed:* Early in the interval some quantity changed hands, chiefly at 10s., but quite recently 9s. 6d. has been accepted. At auction of 34 cases, a few sold at 10s. Afloat about 40 cases sold at 9s. *Cassia* quiet, and about 10 cases sold at 4s. 2d. for worked. Afloat last price 4s. *Nutmeg* quiet; of 56 cases a few sold at 7d. for good white, being previous value.

GAMBIER has been quiet, and prices close rather lower, on the spot about 1,000 bales block have been sold, closing at 27s. 6d. to 28s., and 100 tons just arrived at 27s. ex-ship. At auction 808 mats free cubes partly sold, fine pale at 39s.; of 1,000 mats pressed, 55 mats damaged sold at 30s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The Market has continued quiet, with an undercurrent of demand, principally for low and ordinary 39-in. Grey Shirtings. The obstacle to activity has been the refusal of manufacturers to make the reduction at which considerably increased orders could be executed, and only where stocks have accumulated has there been any inclination to accept the easier rates that have led to business. For Yarns the inquiry is only limited, and prices are not so well maintained as for Goods.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Reference Count.	No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/6	6 7/8
Do.	,,	7	14×13	38	7/9	8/0
Do.	,,	8 4	16×15	39	7/9	7/9
Do.	,,	8 4	16×15	40	9/1½	9/6
Do.	,,	9	19×19	41	11 1½	11/6
Do.	,,	10	19×19	42	11/10½	12/6
T-Cloths	32 in....	6	14×14	43	5/0	5/3
Do.	,,	6	15×15	44	5/6	5/6
Do.	,,	7	15×15	45	5/9	6/0
Do.	,,	7	16×16	46	6/1½	6/3
Mexican	,,	7	18×18	47	6/1½	6/6
Do.	,,	7	18×18	48	7/0	7/6
Do.	36 in....	8	18×18	49	7/1½	7/7½
Do.	,,	8	18×18	50	8/0	8/7½
Spots	White...	—	—	51	10/0	10/1½
Brocades	,,	—	—	52	10/3	10/1½
Drills	30 in....	15	—	53	3 5-16d.	3¾d.
Do.	,,	15	—	54	3¾d.	3¾d.
Jeans	,,	8	—	55	7/7½	8/1½
Do	,,	8	—	56	9/0	9/0
Water Twist.			16/24		28/32	
Good Seconds			19		11½	
Best do.			10¾		12¾	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 16	Stavanger	Jorgensen	Akyab	Amsterdam
21	Pater	Zachariasen	Rangoon	Queenstown
21	Savernake	Pritchard	Do.	Liverpool
21	Emilienne	Courseul	Singapore	Marseilles
21	Chittagong	Jaouen	Reunion	St. Nazaire
22	Empress	Westerberg	Singapore	London
22	Cutty Sark	Tiptaft	Shanghai	Do.
22	Cotherstone	Lawrenson	Penang	Do.
22	Battistina Madre	Figaro	Rangoon	Falmouth
22	Nereid	Nickesen	Akyab	Do.
23	Kent	Atkinson	Colombo	London
23	Menelaus (s.)	Paxton	Shanghai	Do.
23	Seaward	McGregor	Akyab	Falmouth
24	Senna	Delacasa	Bassein	Do.
24	M. D. Rucker	Ahrens	Do.	Do.
24	Assaye	McRitchie	Do.	Liverpool
24	Etha Rickmers	—	Akyab, for Bremen	Dungeness
25	Evelyn	Knowles	Nagasaki	London
25	Fratelli Tixi	Deandriss	Rangoon	Falmouth
25	Bechardass Ambaidass	Metcalf	Do.	Do.
25	River Indus	Hewitt	Do.	Liverpool
25	Whittington	Ruthvin	Bassein	Do.
25	Prince Arthur	Mincham	Do.	Queenstown
25	Sei Amici	Ermerio	Rangoon	Do.
26	Prince Patrick	Peterkin	Bassein	Liverpool
26	Ajace	Morich	Rangoon	London
26	Ysusquiza	McKenzie	Singapore	Glasgow
27	Palmyra	Cromarty	Rangoon	London
27	Bellona (s.)	Dose	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 12	Wallace	McCormick	Yokohama	New York
14	Volta	Peneau	Reunion	Nantes
16	Hendrika	Bus	Batavia	Rotterdam
20	Celebes (s.)	Bakker	Do.	Southampton
20	Malleville	Thompson	Akyab	Antwerp
21	Glenroy (s.)	Hogg	Shanghai	London
21	Slieve	Donard	Galle	Liverpool
21	Jacques Cœur	Demiaux	Reunion	Havre
21	Cornelis W. Eduard	Metz	Sourabaya	Rotterdam
21	J. H. Lowe	Hansen	Amoor	Cronstadt
22	Bay of Biscay	Jones	Rangoon	Greenock
22	Lasker	Rabe	Do.	Antwerp
23	Polynesia	Toosberg	Singapore	Liverpool
23	Wykaan Zee	De Looper	Sourabaya	Amsterdam
25	Emily Chapman	Harris	Galle	Sunderland
25	Bali	Rossen	Batavia	Shields
25	Alfred the Great	—	Ceylon	Do.
25	India	Meidell	Atchin	Do.
25	Suez	Julyn	Akyab	Dunkirk
26	Nachtigall	—	Batavia	Shields
27	Deucalion (s.)	Butler	Shanghai	Liverpool
27	Penedo (s.)	Cain	Bangkok	Do.
27	Persian Empire	Watson	Colombo	London
27	Almora (s.)	Howell	Do.	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Burmese, Benledi, Genoa. For Singapore, Hong Kong, and Shanghai: Glengyle, Cheops, Lord of the Isles.

SAILING VESSELS.—For Yokohama and Hiogo: Banda, Tamesa, Ziba. For Hong Kong: Belted Will, Nestor. For Batavia, Samarang, and Sourabaya: Fiery Cross, Inverary. For Singapore: Sir Robert Sale, Shand. For Colombo: Hawk, Strathmore.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.). For Manila: Leon (str.). For Batavia: La Gaul.

At GLASGOW.—For Shanghai: Desart Bay. For Batavia: Gouverneur General Loudon. For Singapore: Mutlah, Ione.

At GREENOCK.—For Anjer: Loochoo.

SPOKEN.

GRYFE, London to Hong Kong, Sept. 2, 10 N., 27.35 W.
CANNANORE, Bordeaux to Batavia, Sept. 7, 7 N., 26 W.
L.F.B.N., London to Hong Kong, Oct. 7, 13.31 N., 32 W.

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PIETRO G., Cardiff to Galle, Sept. 21, 9 N., 26.13 W.
OCEAN ROVER, London to Penang, Oct. 18, 43 N., 12 W.
JEDO, Newcastle to Atchin, Sept. 19, 11.10 N., 24.59 W.
EMELIO, Cardiff to Singapore, Sept. 28, 14.22 N., 27 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 50s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 28s. To Manila: 24s. To Singapore: 20s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s

CASUALTIES.

MALTA.—Oct. 19, the Tom Morton (str.), from Foochow, and the Africa (str.), from Hong Kong, both for London, have put in here, the former with slight damage to machinery, the latter with boilers leaky.

MAURITIUS.—Oct. 25, the Yosemite, from Manila for Boston, put in here on the 12th inst., leaky, and by order of surveyors is discharging her cargo for another survey.

SOURABAYA.—Sept. 8, the Amity, from Ilo Ilo, for London (sugar and mats), was carried by strong currents, Aug. 31, on to a reef about ten miles N.E. of the island of Bawean, in the Java Sea, where she became a total wreck; crew saved. The master arrived here Sept. 3 in a native boat; he states that the reef upon which the vessel struck is a wash, and he fears that there is but little chance of boats getting alongside. Latest advices from the wreck report twelve feet water in hold; the wreck will be sold by auction.

MANILA.—Oct. 20, the Roodee, loaded with a full cargo for London, caught fire and has been scuttled in four fathoms water; all damaged cargo will be landed and sold; at present discharging between decks for examination; decks badly burned, but it is not thought that the vessel will be much injured, and it is expected that she will be easily raised.

AMOY.—Oct. 28, the Alexandra schooner, from Swatow, is ashore north of Formosa, and will probably be a total loss; crew, except one, lost.

MISCELLANEOUS.

GIBRALTAR.—Oct. 22, passed, Holland (str.), from Batavia, for Nieuwe Diep; 24, Torrington (str.), from Batavia, for Rotterdam.

SUEZ.—Arrived Oct. 26, Erl King, from Yokohama; Diomed, from Shanghai, both for London.

ADEN.—Oct. 9, the Thingvalla (str.), from Antwerp, for China, which put back to this port with three blades of propeller gone, has shipped her new propeller, reloaded, and will proceed immediately.

BATAVIA.—Sept. 22, the Golden City, from Newcastle, which arrived here with master dead and three of the crew drowned, the vessel having been struck by a heavy sea, has since been surveyed. The damage to her is all above the water-line, and the vessel is supposed to be perfectly tight; cost of repairs estimated at 9,425fl. She has gone to Samarang to discharge.

OCT. 27.—The Grenada, from Greenock, for Java (coals), grounded in Sapudi Straits, but was got off without assistance, and with no apparent damage.

The Birker, from London, for Hong Kong, which put in here from Anjer, owing to contrary currents, and with windlass broken, has sailed.

MANILA.—Sept. 15, the Camiguin (str.), which stranded at the island of Camiguin, April 9, and was afterwards sold as a wreck, arrived here to-day.

FALMOUTH.—Oct. 25, the St. Aubin, from Cardiff for Singapore, which put in here on the 17th inst., leaky, has been surveyed, and commenced discharging her cargo.

The P. and O. steamer Deccan, which lost her screw on the outward passage with the Bombay mail of Sept. 30, has arrived at Southampton. She was towed from Gibraltar by the Company's steamer Khedive.

The Alaska was despatched from San Francisco to Japan and China, in place of the City of Tokio, as that vessel had to undergo repairs.

REPORT OF THE THOMAS SORBY (STR.).—Samuel Jackson, master of the Thomas Sorby (str.), 952 tons, of Middlesborough, from Batavia, Aug. 12, for Rotterdam (general produce), reports:—Proceeded, and all went well until the morning of the 6th inst. About 6.45 A.M. sighted the buoy on the N.W. side of the Oosterbank, being rather close to, owing to the sun shining over the buoy and making it very hard to distinguish on the water. The ship being steered due E. and the buoy right ahead, immediately put the helm hard a-starboard and ordered a cast of the lead. At 7 A.M., tide about high water, weather hazy, wind W.N.W., a fresh gale, with a strong sea from the westward, ship then steaming half-speed, heading E.N.E. by compass, helm hard a-starboard, struck the telegraph "Full-speed ahead," ordered a cast of the lead, and at the same moment felt the ship strike the ground. Immediately ordered "Reverse the engines full-speed astern," the sea then making a clean breach over the port quarter. Finding there was too much sea to go astern against it struck the telegraph "Full-speed ahead," the helm being worked accordingly. She then struck so heavily that the boilers were unseated and stopped the engines. The engineers reporting ship making water ordered all the pumps to be set to work. They were kept going until the fires were put out by the water, the ship having burst in the bilge. Deponent then gave orders, "Get the starboard lifeboat out." Sent her ashore with the passengers and ten of the crew, in charge of the first mate. Then got the other boats ready for saving the remainder of the crew. About 11 A.M. the second boat left the ship, in the charge of the third mate, and the remainder of the crew left the ship at 2 P.M., second mate in charge. Deponent states that the passengers and all the crew were saved by the ship's boats, with the exception of himself, and that after staying by the ship until he found her broken, and filling with water, he was taken out by a Dutch pilot-cutter, the vessel then being a total wreck. The mails were recovered the next day, and safely delivered to the postal authorities.—Middlesborough, Oct. 16.

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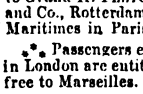

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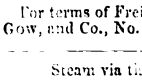

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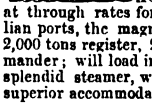

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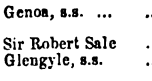

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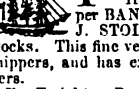

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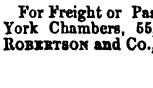

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THE LONDON AND CHINA TELEGRAPH.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 636.] LONDON, MONDAY, NOV. 8, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 8.
JAPAN—Yokohama	July 30	Sept. 14	Sept. 25*
Yedo			
Osaka and Hiogo	—	—	„ 18*
Hakodadi			
Nagasaki	—	—	„ 21
CHINA—Peking	—	—	„ 13
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 20
New-chwang	—	—	„ 14
Hankow	„ 23	„ 5	„ 20
Kiu-kiang	—	—	„ 21
Chin-kiang	—	—	„ 22
Shanghai	Aug. 6	„ 18	„ 26
Ningpo	—	—	„ 22
Foochow	„ 6	„ 18	„ 26
Formosa	—	—	„ 21
Amoy	—	—	„ 28
Swatow	—	—	„ 29
Hong Kong	„ 20	„ 30	Oct. 2
Canton	—	—	Sept. 30
Macao	—	—	Oct. 1
PHILIPPINES—Manila	„ 13	„ 18	Sept. 29
COCHIN-CHINA Saigon	„ 27	„ 29	Oct. 7
SIAM — Bangkok	—	—	„ 3
BORNEO Labuan	—	—	„ 4
Sarawak	—	—	„ 7
JAVA — Batavia	„ 27	„ 28	„ 7
Samarang	—	—	„ 3
Sourabaya	—	—	„ 1
MALACCA STRAITS—Singapore	Sept. 3	Oct. 2	„ 9
Penang	„ 3	Sept. 30	„ 4
CEYLON—Galle	„ 17	Oct. 6	„ 16
Colombo	„ 17	„ 8	„ 15

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

There have been three deliveries of mails from the Far East this day, viz., the P. and O. mail *via* Brindisi, the French mail *via* Marseilles, and the Pacific mail *via* San Francisco, the French mail being exactly one week in advance of its due date. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 5th, Shanghai 8th, Hong Kong 14th, Singapore 21st Oct., which is due, *via* Brindisi, on Monday, the 22nd inst., left Galle on the 31st ult., one day late.

The Great Northern Telegraph Company's line *via* Russia, is interrupted, and messages for Japan must be sent *via* Suez.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Nov. 5.—From Shanghai: Mr. W. Lent. From Singapore: Hon. A. Macalister.—To Venice, arrived Nov. 8.—From Yokohama: Mr. Campbell, Mr. H. Heinneman. From Shanghai: Mr. G. W. Coutts, Mr. J. Maclean. From Hong Kong: Assistant-Controller Maloney.

Per French mail steamer *Anadyr*, arrived at Marseilles, Nov. 6.—From Yokohama: Mr. Lawrence, Mr. Loureiro, Mr. Gray. From Shanghai: Mr. and Miss Ballance, Mr. and Mrs. Ekman, Messrs. Brassonnet, Hankardt, Hennequin, Fitzgerald, Bishop Moller, Richardson. From Hong Kong: Mr. Greig. From Saigon: Messrs. Blanchard, Garnier, Verhame, Miss Beauregard. From Singapore: Mr. and Mrs. Dicke, Messrs. Mills, Semisch, Moos, Mickleman, Dalton, Gonzalis, Albay, Snock, Van Lith, Warnken. From Galle: Colonel Armitage, Messrs. Saboniders, Butherford, Grigor, Hayes, Mrs. Cameron.

To Southampton, per P. and O. steamer *Peshawur*, expected to arrive Nov. 14.—From Yokohama: Mr. Moffatt, Mr. W. Haswell, Mr. J. Wilkie, Mr. A. J. Davison, Mr. W. Edwards. From Hong Kong: Mr. C. J. Johnstone, Mr. W. Dyer. From Singapore: Mrs. Rowell and two children, Surgeon R. Morgan, Mrs. Birtwhistle, Mr. W. Weymouth. From Galle: Miss H. Sowell, Captain H. Campbell, R.N., Mr. W. Walker.

Per Pacific mail steamer *Colorado*, arrived at San Francisco, Oct. 13.—From Hong Kong and Yokohama: J. S. Feron, Mrs. Dulin and infant, E. H. Williams, L. B. Winton, M. Steeld, J. W. Caldwell, Wm. Dory, Thos. Rorke, Wm. Cole, M. Murray, H. Clark, E. McDonald, and 100 Chinese.

PASSENGERS OUTWARD.

Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Yokohama: Mr. Bartrem, Mr. Matzmullo, Mr. Keko Voyeno, Mr. Bavier, Mr. Barthelet, Mr. Vantissa. To Shanghai: Mr. H. Relph, Mr. McMinnies, Mr. Meaney. To Kong Kong: Mr. and Mrs. Sienkewitz, Mr. Brousted, Mr. and Mrs. Frichauste, Mr. Knoack, Mr. and Mrs. Kopp, Miss Freye, Mr. O'Callaghan. To Saigon: Mr. Blustens. To Batavia: Mrs. Barge and family, Mr. Bring, Mr. Norden. To Singapore: Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child, Mr. and Mrs. Buchanan, Master Brooks and governess, Mr. Jackson, Mr. Struckman, Mr. Ortiz, Mr. Pereda, Mr. Michalsky, Mr. Czarnosky, Mr. Westcamp. To Galle: Mr. and Mrs. J. M. Greig, Mr John Tyndall. Mr. Collard, Mr. R. S. Atkinson, Mr. Bragg, Mr. Smithers, Mr. Palliser, Mr. Van Cuxlemberg.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Yokohama: Mr. and Mrs. Fanconnet. To Hong Kong: Mr. Schmidt. To Batavia: Mr. and Mrs. J. Wuste, Mr. Voute, Mr. Van Delden. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome, Mr. Hinnekind and family, Mr. Sohst and family, Lieut. H. F. Braddel. To Galle: Mr. A. MacFarlane, Mr. E. G. von Glehn, Mr. J. Tarn, Mr. and Mrs. Young, Mr. Bosanquet.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Batavia: Mrs. Van Lawick, Mr. H. de Lyon, Mr. Verkoukeri. To Singapore: Comte Herngasze. To Galle: Mr. Boustead.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Hong Kong: Mr. and Mrs. Pelham Warren.

Per P. and O. steamer *Assam*, from Southampton, Nov. 4.—To Shanghai: Mrs. G. J. Baillie. To Hong Kong: Mr. Smith. To Singapore: Messrs. R. W. G. R. and F. A. Gow, Mrs. Gow, Mr. S. B. Kennard, Mr. J. Robertson, Mr. Muir, Mrs. Cairns and and child. To Ceylon: Mr. Houstoun, Mr. R. A. Meade. To Galle: Mr. A. J. Seaton.

Per P. and O. steamer *Hindostan*, from Venice, Nov. 12.—To Ceylon: Mr. H. S. Saunders.

Per P. and O. steamer *Hindostan*, from Brindisi, Nov. 15.—To Yokohama (via Bombay): Mr. C. G. Dunlop. To Batavia: Mr. Lorraine. To Singapore: Major Gray. To Ceylon: Mr. T. Steele. To Galle: Mr. G. A. Talbot.

Per P. and O. steamer *Khedive*, from Southampton, Nov. 18.—To Singapore: Mr. A. P. Talbot. To Ceylon: Mr. C. F. Hill.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 29.—To Penang: Mr. T. C Brown.

Per steamer *Burmese*, from London, Oct. 30.—To Penang: Mr. Louis Wieze, Mrs. Proffit and daughter. To Yokohama: Mr. Kindon Shou, Mr. Katriaki Hanzaroa, Mr. James Annand.

Per Nederland Company's steamer *Prins Hendrik*, from Nieuwediep, October 31.—To Java: Mr. and Mrs. A. E. Rubenkoning and three children, Mrs. Van Wely, Mr. T. H. Brevet, Mr. and Mrs. S. Westerbaan Muurling, Mr. H. R. Pereira, Mr. W. Pronk, Mr. and Mrs. C. C. M. van Blommestein and two children, Mr. Schäfer, Mr. Gericke, Mr. Bosch, Mr. and Mrs. P. J. Roosegaarde Bisschop and seven children, Mr. J. A. Dezentjé, Mr. H. A. Loder, Mr. C. F. H. van Vuurden, Mr. T. G. A. Boon, Mr. G. van Os, Mr. G. Driessen, Mr. J. J. Stikkel, Mr. W. G. Koning, Mr. S. Bakker, Mr. M. A. Raasveldt, Mr. T. A. Schell, Mr. P. W. Kluit, Mr. J. A. Waleson, Mr. C. L. Meyer, Mr. D. Hollander, Mr. L. J. Z. Jordaan, Mr. and Mrs. G. M. Oudraad and two children, Mr. Luecher, Mr. and Mrs. J. Visser and child, Mr. P. Luecher, Mr. J. B. Ponstyn, Mr. R. Paehlig, Mr. F. Nauta, Mr. F. A. E. Auffmorth, Mr. F. Darling. Mr. L. Dezentjé, 10 subaltern officers, 240 soldiers.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 15th Sept., and by the Pacific mail we have news to the 25th Sept.; the French mail from London, July 30, arrived out on the 14th Sept. The *Japan Herald* supplies the following items of news:—

There is no political news of importance. Editors and contributors to native papers are still being prosecuted for infringements of the new Press laws. This will probably soon end, however, as it has been publicly stated, and private information seems to confirm it, that as severity is powerless to suppress the expres

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sion of opinion, a new and probably more efficacious manner has been adopted of dealing with the malcontents, who, it is alleged, are to be bribed into silence.

During the trouble with Formosa the Government bought several steamers to be used as transports. Since the amicable settlement of that difficulty these steamers, not being required for their original purpose, have been lent to the Mitsu Bishi S. S. Co., on terms which have never transpired. It is now stated that the Government has presented the whole of these steamers to the Company, and has also granted it a subsidy of $250,000, with the addition of $15,000 extra for the preliminary training of officers and engineers. The steamers handed over number thirteen, and their value is said to amount to $2,000,000. In making this appropriation the Japanese Government has, we think, acted wisely. It has always been found necessary, even in Europe and America, to thus foster and encourage the commencement of steam navigation (the expenses in establishing and running a line of steamers being very great) until a sufficient trade has been developed to render them self-supporting. In Japan this is more especially the case, as the country is so poor that it is necessary to keep freight, &c., down to the lowest point, to encourage native shippers to make use of those facilities of communication that steam-ships give. With this subsidy, and the gift of the larger portion of its fleet, the Company should be able not only to hold its own, but to do much towards fostering the commerce, and opening up to trade those portions of the empire which are as yet almost closed to enterprise.

The Government has issued to foreigners in its employment a circular of "Regulations to be observed whilst Travelling in the Interior with Passports," some of which are rather singular. Passing over the first eight, we come to Regulation "IX":—"The bearer, while in the interior, though he possesses a shooting license, is forbidden to shoot." What does this mean? Is it to be understood that a shooting license only authorises the holder to shoot within treaty limits; or are holders, if in Government employ, to be deprived of the privilege? Then the regulations say it is forbidden :—

1. To ride on horseback or drive in a carriage after sunset and before sunrise without carrying lamps. 2. To ride on horseback in the neighbourhood of fires. 3. To pass along a road or cross a bridge on horseback or in carriage where there is a notice prohibiting it. 4. To obstruct the passage of water by throwing stones, tiles, or earth, into rivulets, canals, or drains. 5. To damage plantations. 6. To drive a carriage (with rapidity) through narrow passes or streets. 7. To destroy boards on which the numbers of a house, or the names and addresses of the inhabitants are written, and which are usually put up on the doorway. 8. To do damage to the places where fishes are cured. 9. To do damage to the places where nori is dried. 10. To damage trees on the sides of roads. 11. To neglect the payment of tolls and fares of boats at ferries. 12. To set free horses and cattle, thereby damaging gardens or farmers' fields. 13. To set grass or trees on fire in field or in forest. 14. To throw stones and tiles into fields belonging to farmers. 15. To cut or destroy flowers, plants, &c., in gardens or on road sides.

It will be seen that many of the above prohibitions are of the most puerile character, and the list might have been indefinitely prolonged if every trivial possibility had been included. Several of the regulations are simply childish.

A rowing match between four Scotch and four English members of the club is arranged to come off in the beginning of October. The English crew will be—H. O. Jeyes, bow; J. J. Dare, 2; A. Milson, 3; A. H. Dare, stroke; while the Scotch will consist of J. Leckie, bow; J. Y. Henderson, 2; J. Dodds, 3; G. Hamilton, stroke. There will, besides these, be one or two members kept in training to fill any accidental vacancy which may occur through any of the above gentlemen being unable to pull. It is difficult, at such an early date, to give any idea of the relative merits of the two crews, but the Scotch have a great advantage in having the best stroke in Yokohama (and, with the exception of Mr. Low, we might say the best in Japan), and they are also a much heavier set of men, averaging, we should suppose, nearly 10 lbs. more than their opponents.

We are assured, on good authority, that the long-talked of opening of Yedo to foreigners desirous of residing in portions of the capital beyond the limits of the Foreign Concession has been finally decided upon, and that negotiations have been terminated by the wished-for concession on the part of the Japanese being granted, conditional upon compliance with native tenancy law by persons availing themselves of it. The stipulations with respect to the maintenance of roads and lighting in Tskidiji will no longer be insisted on; but it is understood the Tokio *Fu* will of its own accord continue to preserve their present state. The New Year is the date assigned for such tenancies to be entered upon.

The Yokohama Gas Works and stores have passed from the original proprietors to the Government, for about $200,000, which is probably about $70,000 more than similar works, &c., could be constructed for; but then a few persons have to make a profit out of a transaction of this kind, and a Government is considered as fair game. When the works were projected we stated that they would not yield interest sufficient to pay a native proprietory, and our prognostication has been verified by the above result. The consumption of gas by native private consumers is, as we predicted, very slight indeed. The gas outside the foreign settlement is mainly devoted to the street lamps, which are paid for by a rate levied on the inhabitants, adjusted to the amount of frontage to the street so lighted. In Yokohama the gas rate is paid without much grumbling, but in Tokio the reverse is the case. Many streets in the capital are lit with Silber lamps, which, taking everything into consideration, at the low price ruling for kerosine, furnish a cheaper light than gas.

A notification has been published by the Home Department announcing the establishing of model sheep farms, and of the intended admission of students thereto. Could this industry once be carried out on an extensive scale, the advantage to the country would be incalculable. We have, however, very little faith in Government schemes of this sort, which generally result in failure, as witness the Kaitakushi Department.

Upon the day on which official notice of the death of Andrew Johnson, ex-President of the United States, was received, the U.S.S. *Yantic*, the senior officer's ship, fired half-hourly guns from sunrise to sunset throughout the day, the other men-of-war and vessels in port also half-masting their flags.

The Petroleum Company in Tokio, which has for some time been engaged in boring for petroleum in the province of Etchigo, is about being merged into the Mining Department. The Company is endeavouring to raise in Kaga a loan of 180,000 rios to carry out the works.

The trade in silkworms' eggs has been gradually declining, and it is thought that this year may probably see the close of it. The number of *graineurs* who have arrived is very limited, and their ideas seem to point to even a lower scale of prices than those which prevailed last year.

The case of Ito Hachibel *v.* Walsh, Hall, and Co., in the American Court, still drags its slow length along, and from adjournments for mails, and other interruptions, promises to extend over a considerable period.

Signor and Signora Palmieri and Signorina Persiani have given two concerts here, which have been highly successful, and have drawn forth the encomiums of the press.

The Rev. Sholto Douglas, who is on a revival tour round the world, has arrived here and is holding daily services.

Attention has been called to the large importation of spurious and adulterated drugs into this country.

CHINA.

—o—

TIENTSIN.

The correspondent of the *North China Herald* writes on the 11th September :—

There is little of importance to report from this "entrance to the capital." It may interest some persons to know that His Excellency Mr. Wade was half way to Peking at ten o'clock last evening. All quiet and peaceful.

The Chinese have it that Governor Li does not feel equal to the responsibility of granting the demands of the British Government as made by its representative, but that he said a Commission would be sent to England to settle the matter there. Doubtless he would like to gain time.

The Commissioner appointed to visit England with a letter to H.M. the Queen is his Excellency Kwo, recent Judge of the province of Fokien. His deputy is a Mr. Hsü, who is in charge of the Interpreting-office of Li-Hung-Chang, at Tientsin. He is said to be very well disposed towards foreigners. The timbers of the dredging-machine purchased by Governor Li last summer have arrived, and are being put together. The machinery is expected soon. It is to be hoped it may not be a failure, as were some formerly tried in this same muddy stream. If it is Li will probably feel personally aggrieved, and never buy another. Messrs. Hill and Hamill are the parties from whom the machine was purchased, and who are getting it ready for working. We wish them all success—and the machine too, in its future relations with the mud of the Pei Ho.

The *Shantung* in her passage up the river last Wednesday did some slight damage to an empty salt junk. The owners refer the case to the U.S. Vice-Consul for decision, without a trial. It would be well if arbitration could be used in all such cases. The s.s. *Conquest* arrived from Nagasaki this morning.

The new buildings at the "Treaty Temple" seem to be intended for workshops; they are commodious and well lighted. They seem to be well built, and are a great improvement on those now in use at this Temple.

SHANGHAI.

The P. and O. mail brings advices from this port to the 19th and the French mail to the 26th September; the P. and O. mail from London Aug. 6 was received on the 18th September, having been delayed by the accident to the P. and O. steamer *Sunda*. The following summary of news is from the *North China Herald*:—

Judged by the minutes the Council meeting of the 6th must have been a rather flat one. The Cash State was, as usual now

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handed round for inspection instead of being laid on the table. The Council very rightly declined a proposal by one man to monopolise the jinriksha licenses, and resolved that the people in Sinza village shall be made to withdraw within due limits the various structures they have built out on the roadway. The Royal Insurance Company will not contribute towards the expenses of the Fire Brigade because other companies will not; but it is willing to give something towards the actual expense of turning out the Brigade on the special occasions when its properties are endangered. The Council think the basis on which this contribution is to be calculated an impracticable one. So it is, strictly speaking, in the case of a volunteer brigade; still, we think a rough calculation might be made, on the basis of the number and extent of fires, and of the annual cost of the department, which might be accepted.

About the usual hundred volunteers turned out for the parade on Thursday. The Mih-ho-loongs were in strong force, and were divided into two companies; No. 2 also mustered well; Nos. 1 and 3 were feeble, and were doubled up to form one company. The force marched out to the race-course, headed by the band, and went through some skirmishing drill and battalion movements very creditably. Several changes of formation were effected in the Maloo on the way back, and one or two changes of front on the Bund, on arrival home. We may take the opportunity of remarking that the Chinese crowd the race-course most unpleasantly on parade nights, and gather so closely round the men as to be a perfect nuisance. Could not a policeman be stationed at the gate to keep them out?

The feeling at the sale of Griffins last evening was more deliberative than speculative. Only two animals were sold, one at Tls. 115, the other at Tls. 60. There was no "pow" after the sale.

The native charged with the murder of the doorkeeper at Mr. Muirhead's Mission Chapel has been brought to Shanghai, and has, it is said, undergone a brief examination before the Chehsien; but nothing is yet known as to what fate awaits him.

Despite the inducement of a brilliant moon and a temperature refreshingly cool for promenading, there was a thin attendance at the tenth garden concert of the Wind Instrument Society on Wednesday night. Probably the fear that the grass and walks would be damp kept many away, but the paths were surprisingly dry, and everything conduced to make a pleasant evening out of doors, though of course sitting could not be indulged in for long at a time. The music was, as usual, excellent.

H.M.S. *Thalia* went out for gun practice. H.M.S. *Growler* has gone to Ningpo, and on her return will, we believe, go to Tientsin for the winter. The steamer *Glenartney* has returned, having made the trip within a week less than four months. She left Hankow for London with new teas on the 19th May.

We have received a copy of Mr. Margary's notes of his journey from Hankow to Talifoo, which have been published with the sanction of Her Majesty's Minister, for the benefit of his estate. There are various gaps in the journal, to be explained probably by the fact that Mr. Margary suffered from time to time seriously in health. It stops just before his arrival at Talifoo, and the remainder was too probably with him when he was murdered. It is a pity that an attempt was not made to complete the story by adding some of the private letters which were afterwards received by him, and which would have given some idea of his experiences over the most interesting portions of his route. Some of these have actually been published in England, so there could have been no possible objection to their reproduction as an appendix. We hope that a second edition of the little book may be called for, and that this suggestion will then be carried out.

We are still without definite news from Peking. It is rumoured that the Chinese are very loth to yield the point of publication in the *Peking Gazette*; but it is believed that Mr. Wade would not have gone to Peking unless he were assured that his conditions were in principle accepted. That the Chinese will do all they can to modify the stringency of the terms when they come to be arranged in detail and put upon paper, is likely. But is is believed that Mr. Wade is firm, and firmly supported by his Government. Warlike rumours were very rife yesterday; but there seems very little clear foundation for them, and speculation upon their truth is quite useless pending the receipt of more definite news.

H.M.S. *Thalia*, while steaming up the river to her anchorage off the Naval Yard, came into collision with some ballast lighters alongside the brig *Lady Belmore*. The lighters were lashed to each other on the starboard side. The *Thalia*, after having let go an anchor, swung round, and with her starboard quarter struck the lighters, causing the two most heavily laden to sink immediately; another capsized, but being partially unladen, floated bottom up, and was secured by the crew of the str. *Cybele*. Two of the boatmen made report to the river police that two of their crew were missing, and that one man had got a broken jaw. But we are glad to hear that it has been clearly ascertained no one was drowned, neither did anyone have his jaw broken, though one man did get a severe blow on the face. The cause of the accident is attributed to the unusually strong flood tide.

The steamer *Chikli* struck on the rocks near the Shantung Promontory, on her way to Chefoo, and was at one time in some danger. She was lightened somewhat, however, and with the rising tide she floated off with so little apparent injury that the captain determined to continue on his voyage.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

The native authorities have sent about 300 troops to Huangkow—the scene of the disgraceful attack on the Great Northern Telegraph Company's camp, to which we referred last week. We understand, on excellent authority, that not a single arrest of persons implicated in the robbery of the Company's property had been effected up to Tuesday last. The ringleaders, although well known to the Chinese officials, were still at large, and it was very evident that the Mandarins were either unwilling or unable to bring them to justice. Meantime, the work is entirely suspended, and we are informed that a heavy claim for damages and expenses, caused by the delay, has been sent in to the high provincial officials.

The present Imperial Commissioner at the Arsenal—Shen Pao-Chen—being about to take up his Viceroyalty at Nanking, a successor will have to be appointed. Kwo Sung-tao was originally intended for the post, but his recent appointment as Envoy to Great Britain will, we presume, upset the arrangement. His Excellency Shen is unpopular with the natives, but we believe is much respected by the foreigners with whom he has had official dealings.

A very severe thunder-storm was experienced at this place on the evening of the 10th September. For several days previous to the outburst the weather had been very close and oppressive, and a storm of considerable magnitude was evidently close at hand. It burst over the Settlement between eight and nine o'clock on the evening above named, and continued to rage for about an hour. In the city the loss of several human lives is reported, but we have not heard of any loss of life in the Settlement. At Pagoda Anchorage the storm appears to have been most severe. The main mast of the British barque *Rachel* was struck, fortunately without causing any injury to the vessel.

The condition of the river Min is again exciting uneasiness among the foreign residents at Foochow. A correspondent draws attention to the rapidity with which the river between Foochow and the Anchorage has latterly been filling up. He says that it is now hardly possible for a sampan to go to the Anchorage, much less a cargo-boat. The only navigable channel to Foochow some 170 years back was, it is said, at the back of the Nantai, and the initiated see sure indications that the channel is returning to the same course.

A disturbance, originating in one of those endless disputes between the Lekin officials and a gang of opium runners, took place on "the hill" last week. We understand that firearms were used on both sides, and that one man, at least, was injured. The representatives of law and order behaved as usual on such occasions, *i.e.*, they moved to the rear, for strategic reasons, we suppose.

We have much pleasure in recording the fact that the Chinese Government has conferred the Imperial Order of the *Cum-pai* on Mr. James Maitland, chief officer of the cruiser *Ling Fêng*, for distinguished services rendered during the late Formosan crisis in connection with the Foochow fleet. Mr. Fettes, of the same vessel, has also, we understand, had a similar honour bestowed upon him.

We understand that the Fantai shortly expects to receive from England a new steam launch of great power and improved construction.

Operations in Formosa are apparently suspended. The Chinese officials are very reticent with regard to the state of affairs in the aboriginal country.

HONG KONG.

Our advices by the P. and O. mail extend to the 25th September, and by the French mail, we have dates to the 2nd October; the French mail from London Aug. 13 arrived out on the 19th September; and the following P. and O. mail of August 20 was received on the 30th Sept. The following items of news are from the *China Mail*:—

A telegram from Shanghai on the 19th Sept. announced the wreck of the P. and O s.s. *Sunda*, on her voyage from this port to Yokohama. She left this on the 12th, with the usual mails, having on board as passengers Messrs. A. B. Johnson, Recks, Bingham, H. Collins, and Amidici, five in all. Soon after her departure she encountered dirty weather, and about noon on the 14th Sept. she struck upon an unknown rock, about one mile to the north of Turnabout. Fortunately she had been ashore but a few hours when the *Geelong*, carrying the upward Shanghai mails, hove in sight, and seeing there was something wrong ran towards her. The mails, passengers, and crew of the *Sunda* were at once transferred to the *Geelong*, and search being made it was discovered that the *Sunda* was severely damaged in the fore compartment where she had struck, and it was finally con-

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cluded to beach her. This was accomplished at Station Island, in the Haitan Straits, some ten or twelve miles distant from where she struck. As she was able to run this distance, it is probable that her injuries are confined to the fore compartment only. As soo n as the vessel was safely beached, news was sent on and a gunboat was at once despatched to the scene of the wreck, the *Geelong* leaving as soon as she saw that the *Sunda* had help at hand. Mr. Green, the superintending engineer of the company, has left, per *Bombay*, accompanied by two European divers (one from the *Victor Emmanuel* and the other, Mr. Stewart, wharfinger of the Hong Kong, Canton, and Macao Steamboat Company's wharf), together with several native divers and every description of appliance to float the *Sunda*. Some doubts are entertained of success, as at high tide the hull is submerged. The rock upon which she originally struck is said to have eighteen feet of water on it at low tide. It is not, we are told, marked on any chart, and the accident was entirely unforeseen. By the arrival of the *Douglas* on the 22nd Sept. we learnt that the Chinese boatmen, *alias* pirates, had been again giving trouble. Notwithstanding the fact that the steamers *Geelong* and *Douglas* were lying close to the wreck of the *Sunda*, the natives swarmed on board the latter at dusk, for the purpose of wrecking her. Had it not been for the warm reception given to these gentry—first by the steamers named, and subsequently by H.M.S. *Hornet* (which fortunately arrived)—there would have been little of the *Sunda's* furniture and gear left.

The following is the report of the China and Japan Marine Insurance Company to June 30 :—

The directors beg to congratulate the shareholders on the satisfactory result of the company's business for the six months ending 30th June last, the amount of net premia earned being considerably in excess of that for the corresponding period of last year. From the annexed accounts it will be seen that a balance of Tls. 57,442.02 stands at working account in favour of the company. The directors, therefore, have pleasure in recommending to shareholders the payment of a dividend of four per cent. for the half-year. This will absorb a sum of Tls. 12,000, leaving Tls. 45,442.02 to be carried forward to the credit of new account. The losses paid since 30th June amount to about Tls. 5,000, and so far as is known at present the only important loss to be provided for is that of the *Deerhound*, on which the company has a lien of Tls. 30,000, of which Tls. 11,000 is chargeable to the half-year under review.

The directors regret having to record the fact that the business latterly has suffered to some extent in consequence of action taken on the part of certain shareholders to force the company into liquidation. As the Company is and has been in a sound and prosperous condition. the directors, in the interest of shareholders, cannot do otherwise than strongly recommend its continuance; and they are supported in this view to a material extent by the fact that only a very small number of the fifty-six shareholders who signed the requisitions are contributors of business to the company. Two of the directors, viz., Mr. Thomas M. Drysdale and Mr. O. C. Behn, having resigned, owing to their departure for Europe, Mr. J. M. Ringer and Mr. C. W. Siegfried have accepted the vacant seats at the board, and their election requires confirmation by the shareholders.

The ordinary yearly meeting of the shareholders of the Union Insurance Society of Canton was held at the head office, Hong Kong, on 21st September, the Hon. P. Ryrie in the chair. The chairman stated that the losses caused them by the typhoon of September last amounted to some $91,000, and that would account for the poor results of the year. The society's income had, however, it was satisfactory to note, increased, and 1875 promised better than the preceding year. The report was unanimously adopted. Messrs. Ryrie and Jocock were re-elected directors, and the re-election of Messrs. Richard Deacon and C. Morland Kerr as auditors was also agreed to.

An extraordinary general meeting of the shareholders of the Chinese Insurance Company (Limited) was held at the company's office, Hong Kong, on 22nd September, for the purpose of considering certain changes to be made in the articles of association. The alterations proposed were to enable the company to become a permanent one. A long discussion ensued on the first resolution, which involved the question of the continuance of the company, and a division ultimately took place, when it was carried by a majority of 431 against 64 votes. The other resolutions were passed without opposition.

A letter from Macao says :—The Custom's cruisers continue to vex the poor inhabitants of this city by forbidding junks with firewood and provisions to enter the port. Some of the former were ordered away under pain of confiscation of their property, and under such alternative they directed their course to Komun, and thence communicated with their agents here. The prices of all necessaries of life have enhanced a good deal, causing thereby much consternation among the poor classes, which are three-fourths of the entire population. It was ascertained from a reliable source that the cruisers were merely obeying orders from high quarters at Canton, the Viceroy of that city being much incensed against the Portuguese authorities on account of recent diplomatic correspondence anent the Waiseng Lottery, which is legalised here, and forbidden by Imperial Decree in all parts of China. More pressure, it is said, will be brought to bear on Macao until the authorities are compelled to bow to the viceregal mandate. On the other hand, our Governor is brooding day and night over the matter, and is only waiting for orders from Lisbon and reinforcements, in the shape of two steam corvettes—now stationed, one in Mozambique and the other in Goa—to take some vigorous steps, which will be very unpleasant for China. There are several important towns in the Hiang-shan island that may be reduced to ashes by a handful of soldiers. The resolution taken by the Portuguese in 1828 may be repeated in 1875, and the Customs cruisers mercenaries will be treated as pirates, and as such punished according to law.

On the 20th Sept. the cargo of coal on board the U.S. ship *Pilgrim* was, early in the morning, discovered to be on fire. The alarm was at once given, and the police went off, followed closely by Captain Deane and Mr. Creagh. Steps were at once taken to discharge the cargo, and the vessel was immediately towed over to shallow water on the Kowloong side. The discharge continued all the forenoon, an engine having meanwhile been got alongside in readiness to pump on the seat of the fire as soon as discovered. There did not appear to be very great danger, but the vessel being a fine new one the captain naturally felt anxious. By three P.M. the fire was reported out, but the discharge of cargo still continued, to guard against a possible fresh outbreak.

A meeting of the Hong Kong Cricket Club has taken place. There were about twenty members present—Mr. H. B. Gibb being voted to the chair. Last season's accounts were examined and passed. A committee was then elected, consisting of the following members :—Messrs. H. B. Gibb (President), A. P. Handley, J. Greig, F. Tobin, H. E. Wodehouse, and C. C. Cole, 80th Regiment; Mr. E. G. Skinner was elected Secretary and Treasurer. A vote of thanks to Mr. Watson for his services as Secretary last season was carried unanimously. The meeting then separated, after the usual vote of thanks to the chairman.

An order has been made in Council by the Administrator, ordering that ships plying daily or every other day between Hong Kong, Canton, or Macoa, and entering Hong Kong by night, be required to pay one-third only of the duty of one cent. per ton imposed upon them by the Order in Council of the 30th March last.

From information we have received we believe that reasonable hopes are now entertained of the recovery of the treasury from the wreck of the s.s. *Japan*. At all events, the divers have at last reached the treasure-room, and this must be regarded as an important advantage gained. Whether or not they will be able to prosecute their researches farther this season remains to be seen.

The Committee of the Hong Kong Humane Society desire to acknowledge the receipt of a sum of $600 from the Chinese community. This handsome subscription is the result of representations made to several leading Chinese, and the subscribers' views are neatly expressed in the accompanying address :—

To the Registrar-General,—Having been made acquainted by your Honour with the object with which the Humane Society has been established by the good foreign merchants in Hong Kong—namely, for the rescue of persons in danger of drowning during a typhoon—the Chinese community opened a subscription list amongst themselves in aid of the good object which the Society has in view. Now they beg to hand to your Honour the sum of $600, which they have succeeded in collecting, as a slight token of their appreciation of and as an assistance to the good work, and they beg your Honour to inform the members of the Society of this. By doing so you will confer an obligation on the subscribers.

The last mail from Yokohama brought down the wife of Mr. Wooyeno, the Japanese Minister in England, who is proceeding to join her husband in London. As the first Japanese lady who has, we believe, visited—certainly the first who will reside in—the metropolis, her advent will doubtless cause some curiosity. We trust she will acquire a favourable idea of English hospitality.

The new Viceroy of Canton has not yet arrived; the supercession of the former one has caused general satisfaction in native circles.

Dr. Ayres, colonial surgeon, and Mr. E. Sharp, crown solicitor, have both returned from leave, and resumed their duties.

Mdlle. Claus, the eminent lady violinist, is giving concerts here.

BORNEO.

SARAWAK.

The Sarawak Gazette has the following :—

Our community, both Native and European, must have been struck with the change in the policy of England in these seas to what was pursued formerly, say thirty years ago, when the names of Keppel, Mundy, Belcher, and Farquhar were heard of and well-known in these parts. The why or wherefore we will not attempt to account for, but now, only at rare intervals, a British man-of-war comes to Sarawak or Labuan, stays for one or perhaps two days, and is off again before there is time even for the vessel or flag to be seen. She comes and goes before a dozen people on shore know of her nationality or existence. It is more than two years since one of Her Majesty's ships called at Sarawak, or on its coast. With such sparse and flying visits, is it to be wondered at that the natives are forgetting the colour of the flag of Great Britain? and does not a valuable trade, three-fourths of which falls to the share of the British merchant, deserve some more notice and encouragement?

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In former years this coast was never without a man-of-war somewhere in the vicinity, and ships and officers came to make themselves known and remembered, as good friends or dangerous enemies, but now it is different.

Eleven years ago a British Consul was appointed to the State of Sarawak, and the British flag flew at the Consulate up to the year 1872, when the Vice-Consul left, and no one has since been appointed to succeed him. We do not mean to infer that there is much business which really requires the presence of a Consul, but was this sudden change fair to the prospects of a young State? It did not suffer, however, nor do we mention the fact of the non-presence of a man-of-war on account of instability or want of safety; as, with the exception of a few inland Dyaks, who resemble wild cats more than men, peace and security prevail throughout the State as much as in other parts of the world.

The twenty and odd Europeans in the Government Service, as well as the gentlemen in the Borneo Company's employ, are all English or Scotch, and however long they may have resided in the east—thanks to active and healthy occupation, and to speedy receipts and circulation of English literature—they have in no way lost their English-born identity, nor true sentiments towards the mother country. So long as this *status* is maintained, respect from natives will hold good; but once commence to decline towards the mental level of the native inhabitants, civilisation ceases to be a stronghold, and moral force is gone.

The presence of a man-of-war would be looked upon as a boon, and would no doubt do good in many ways. It is, therefore, to be hoped some change may take place that will enable naval officers to more frequently visit Sarawak, where they will ever be warmly welcomed.

STRAITS SETTLEMENTS.

SINGAPORE.

The present P. and O. and French mails bring advices from his port to the 9th Oct.; the French mail from London Aug. 27 arrived out on the 25th Sept., and the following P. and O. mail of Sept. 3 was received on the 2nd Oct.. We take the following items of intelligence from the *Straits Times*:—

As the outward bound P. and O. steamer *Kashgar* was coming into New Harbour from the westward on the 2nd Oct., on arriving abreast of the P. and O. wharf the engine became disabled and would neither go ahead nor astern, owing to which the vessel drifted on the bank near St. James's. A kedge anchor was run out immediately, but was of no use, as the tide was falling. The vessel remained on the bank till 11 P.M., when she was towed off and taken alongside of the wharf, without having sustained any damage. The steamer, after a detention of six days repairing her machinery, resumed her voyage to China on the 9th Oct. The mails had been sent on previously by Holt's steamer *Agamemnon*.

Nothing has yet been made public with respect to the recent visit of H.E. Sir William Jervois to Laroot and Perak, but matters there continue in an unsettled state, owing to want of power and lack of inclination on the part of Sultan Abdullah to carry out the terms of the Treaty of Pangkor. The Resident, Mr. Birch, together with Mr. Swettenham, were to have come down by the *Pluto*, which has gone to Perak, but this arrangement has been altered, and Mr. Birch will not come. Our Government is placed in a difficult position in dealing with the Perak Chiefs, all of whom, it appears, did not sign the Pangkor engagement; but the only course to be pursued under the circumstances is to enforce the observance of the terms of the treaty and the maintenance of British supervision, independently of any local changes in the denomination of the chiefs, or even in the Sultanate, should such an event occur.

We understand that although the *Pluto* has gone to Perak to bring down the Resident, Mr. Birch, that officer has postponed his visit to Singapore because Sultan Abdullah either cannot or will not come with him at present. We believe it was intended to send Captain Douglas to Perak to act in Mr. Birch's stead during his absence, which was expected to last about three weeks; but owing to the postponement of the visit this arrangement has fallen through.

Our readers will be glad to learn that the enterprising Russian traveller and *savant*, Baron Micluho Macleay, has been heard of from the Galena Mines in Patani, where he appeared on the 28th August in fair health. It will be remembered that the recent surveying party up the Moar river were told by the inhabitants of the interior that M. Macleay was almost certain to be killed by some of the wild tribes on his projected track, and it is, therefore, all the more satisfactory to learn of the solitary traveller's safety through the most dangerous part of his adventurous journey.

The homeward P. and O. mail steamer expected here tomorrow is the last of the Saturday P. and O. mail steamers, and the M.M. steamer *Djemnah*, following next Saturday, will be the last of the Saturday homeward mails for the next six months. The date of leaving Hong Kong will thenceforward be altered to Thursday, on account of the change of monsoon, and our bankers and merchants will no doubt revert to their old normal existence, and observe the Saturday half-holiday, as in days gone by—that is, when outward mails and ever-coming teamers will permit.

THE LEGISLATIVE COUNCIL.

The session of the Legislative Council was formally opened on the 7th Oct. at the Council Chamber in the public buildings. All the military and civil officers and a large number of the European residents were assembled in the Council Hall, and the seats reserved for ladies were well filled. A guard of honour of the 10th regiment was drawn up before the building, and the regimental Band was stationed in front of the porch. When his Excellency drove up the guard of honour presented arms, the Band playing "God Save the Queen," while a gubernatorial salute of seventeen guns was fired from Fort Canning. His Excellency was escorted up into the Council Chamber, and at the last gun of the salute rose and addressed the Council. After alluding to the measures which have been and which are to be brought before the Council, Sir William Jervois said :—

In the interval which has elapsed since my arrival here, some five months ago, I have endeavoured, as far as possible, by personally visiting the several parts of the Malay Peninsula, to acquaint myself with the affairs of the native States with which our interests are so intimately associated. Although the anarchy and confusion which were formerly so rife in these States have happily, to a great extent, disappeared with the intervention of the British Government, yet the anticipations which were formed when British residents were first appointed to advise the chiefs of these States have been but partially realised. I believe this has been due to the very nature of the system, which implies that the British officer in a native State is merely the adviser of the chief without any power of control. In Perak especially, where I have recently had an opportunity of personally observing the condition of affairs, and of becoming acquainted with the Chiefs who represent the different interests which prevail in that State, the relations between the adviser and the advised have been unsatisfactory from the very commencement. Whilst Her Majesty's Government hold the Chiefs responsible for keeping the engagements entered into by them with the British Government, there is scarcely any one of those engagements referred to which has not been violated by them. The Resident's advice is disregarded, and he must consequently either passively look on, whilst acts are committed which he disapproves but cannot control, or he must assume to himself a power which is inconsistent with his position as adviser, thus practically taking upon himself the government of the State, so far as the opposition of Rajahs and Chiefs will permit him to do so. The result is eminently unsatisfactory to all concerned.

With regard to the course which should be adopted with respect to these affairs, I am glad to say that I have just been able to introduce, in Perak, a policy which I have every reason to believe will be satisfactory both to ourselves and to the native chiefs and people, and which will place that State on such footing as will foster the growth of commercial enterprise, and lead to the importation of the labour and capital necessary for the due devolopment of its rich resources. I shall in due course explain to the policy to which I refer, and it will be for consideration whether this policy may not be extended to other native States.

I take the opportunity, gentlemen, of this my first occasion of meeting you in Council to assure you of the confidence with which I rely on your loyal and intelligent co-operation—beyond the walls of this Council, no less than within them—in the promotion of whatever may tend to the good Government and development of this portion of Her Majesty's dominions. I desire to express my thanks for the ready assistance which I have already experienced from each of you individually in dealing with questions on which I have had the pleasure of consulting you, and I can assure you that no effort will be wanting on my part to conduct to a successful issue the many complicated matters connected with this Government with which it has become my duty to deal.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the fortnight there had been a fair business doing in most classes of goods. Yarns were firm, and 28/32's more particularly had an upward tendency. Common 8¼ and good 9 lb. Shirtings were quoted higher, but good 8¼ lbs. had been barely maintained. Black Velvets had become flat. Woollens and Fancy Goods were generally in fair request. Metals continued very dull at unchanged rates.

HIOGO-OSAKA.—The Chamber of Commerce Report says :—Deliveries of all goods have been upon a greatly improved scale, and quotations generally have advanced. Dealers appear, however, to have satisfied immediate requirements, showing within the past week less inclination to operate. Cottons.—Grey Shirtings: With the exception of some 4,000 pieces the entire business in these goods has been done by Chinese, and the sales consist principally of common 8¼ lbs. from Shanghai; 7 lbs. are scarce, and in demand. Black Velvets: These goods have been in fair inquiry at advancing rates, but show weakness at closing. Chintz: A large business has been done in assorted, at slightly improved prices. Turkey Reds: A somewhat better feeling is apparent in these goods. Worsted and Woollens: Black Lastings have been placed to some extent at firmer rates, but show weakness at the close. The same remark applies to Black Orleans, deliveries of which have been very considerable. Mousseline de Laine have been in good demand at advanced quotations, which are still maintained. There are indications of an inquiry for Cloth. Iron remains without improvement.

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HANKOW.—Markets very dull.

SHANGHAI.—Business had been dull throughout the interval.

FOOCHOW.—Sales: 700 pieces 7 lbs. T-Cloths at $1.825 per piece. Lead was quoted $8.50 per picul nominal, and some sales had been made at $9 per picul against tea.

HONG KONG.—A small business had been transacted during the interval, but there were signs of improvement at the close, and prices were steady.

MANILA.—The market continued dull, and prices of most articles were weaker.

SAIGON.—The market for Manufactured Goods was very dull, some descriptions showing again a decline on value.

BANGKOK.—Coloured Twists, after a period of inaction, were saleable; but for the majority of other articles there was absolutely no demand, on account of the attack of the Cheen Haus, or aboriginal Chinese, on the east provinces of Siam, which had caused a cessation of all up-country business in that direction.

SINGAPORE.—Great dullness had again been the characteristic of the market for imports; prices generally had rather a weaker tendency, but no important decline in quotations is noted; towards the close some resumption of demand for the Siam market had rather increased the amount of business current.

PENANG.—A rather more active demand had prevailed during the fortnight for staple goods, chiefly induced by some holders accepting reduced rates.

EXPORTS.

—o—

TEA.

YOKOHAMA.—Settlements for the fortnight had been extensive, amounting to 10,000 piculs, comprising mostly medium and good medium parcels, with some lines of finest and choice Teas; prices had slightly fluctuated during the period, according to amount of daily settlements, and closed showing a decline of about $1 per picul on grades fullest in supply. Stocks were light, but supplies were expected in the course of a week. The Lothair was daily expected to sail, being now full, leaving the H. A. Litchfield, City of Quebec, and Ambassador (to arrive), on the berth for New York. Quotations:—Common $20 to 23, good common $24 to 26, medium $27 to 29, good medium $30 to 33, fine $34 to 37, finest $38 to 40, choice $43 upwards per picul. Export from 1st May to date, 9,542,209 lbs.; for corresponding period 1874-5, 8,953,168 lbs.

HIOGO-OSAKA.—Business had been much less active, settlements amounting to 7,125 piculs. During the fortnight, especially, purchases had been very light, and latterly the finer grades only had occupied the attention of buyers. Prices had not declined, however, and the market closed firm, particularly for the higher grades. Total settlements to the 17th Sept., 39,825 piculs, against 35,950 piculs for the same period last year. Stocks estimated at 3,000 piculs.

KIUKIANG.—Black Teas: Supplies had been small, and had all been forwarded to Shanghai on native account. Green Teas: Heavy arrivals of Moyune Teas had taken place during the fortnight. No local business is reported. 29,670 half-chests had been forwarded to Shanghai on native account.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—There is little of interest to write about tea since our last report, dated 1st September. Arrivals have been comparatively small, say 11,000 chests against 12,000 chests in the corresponding period last year. All the desirable parcels have found ready sale, and the tendency of the market has been towards higher prices. Particulars of settlements are:—830 chests, 3,647 half chests, 990 boxes at 1s. 0⅜d. to 1s. 3¼d. per lb.; 4,301 chests, 2,707 half chests at 9⅜d, per lb. For teas with a little flavour, from 17 to 19 tls., has been readily obtainable, lower kinds selling for 12 to 16 tls.; and Shuntam packed 10 to 11 tls. per picul. Export is about half a million pounds in excess of last year.

SHANGHAI.—The Chamber of Commerce report says:—Black: The amount of business transacted during the fortnight has been unusually small even for the time of year, but prices show no material change. The bulk of the settlements are at prices ranging from 10⅜d. to 1s. 2¼d. Supplies are coming forward very slowly, and the stock on offer is limited. Receipts both at Hankow and Kiukiang have fallen below last year's figures. Settlements for the fortnight are 9,052 chests; shipments on owners' account, 420 chests. Green: Notwithstanding the large business which has been done during the fortnight, heavy arrivals from the country have increased the stock considerably. Moyunes, which have been placed upon the market in quantity, are much the same as last season both in leaf and liquor. There is little change to make in quotations. Pingsueys have been dealt in to a moderate extent, and, at the close, Teamen are showing rather more disposition to make sales.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—A very extensive business has been passing on our market, more than 30,000 chests of Congou having been settled. Congou: During the past week operations have been principally in the common to flavoury kinds, and notwithstanding the large stock of these, especially of the lower descriptions, late prices have been fully maintained. The better grades have also attracted some attention, and as the quantity on offer is now comparatively small, teamen are very firm. Souchong: Transactions continue on much the same scale at fully former rates. Oolong: Settlements that took place some little time ago, and which were mentioned last week, have now been circulated. These Teas are all for America, and the prices paid may be quoted about Taels 2 under last year's opening rates. Flowery Pekoe: Two chops of common quality have changed hands at very high value. Scented Teas: Purchases show no change.

CANTON.—Messrs. Deacon and Co.'s Report says:—Our market has been active during the fortnight, and we have a large business to report at generally advanced rates. Congous: A fair amount of transactions are reported, and though we make no change in quotations et these teas have participated in the firmer tone which has ruled for nearly all classes since last mail. Settlements at Macao have bee trifling, but contracts have been made at former rates. Scented Teas: The demand for Capers has continued, and a larger business would doubtless have resulted had not the supply of desirable teas become scarce. Purchases have been somewhat irregular, and for the most part show an advance of one tael for medium to fine, while finest have been settled at prices Tls. 1½, and in some instances Tls. 2, higher than rates current two weeks ago. Very little of the fourth-crop leaf has as yet found its way to this market, though in a few days ample supplies may be looked for; prices in the country are reported to have advanced. Pekoes continue in fair request, and higher prices have been paid. Settlements have been confined to good medium to finest "long leaf" and one or two parcels of "new make;" fair and medium "long leaf" kinds are in very scanty supply, and there are very few parcels to be met with. Canton Greens: No transactions are reported. The following is a summary of the fortnight's business:—Congou, 3,000 boxes, at Tls. 18 to 21 per picul; Scented Caper, 20,000 ditto, Tls. 14 to 24; ditto Orange Pekoe, 7,000 ditto, Tls. 15 to 32.

SILK.

YOKOHAMA.—Transactions had been very important. Prices for hanks had advanced, notwithstanding large arrivals. Oshius were in good request, and remained firm. Settlements, from 1st July to date, 3,050 bales, against corresponding period, season 1874-5, 2,700 bales; ditto, 1873-4, 3,500 bales; ditto, 1872-3, 6,000 bales. Stock 900 bales. Silkworms' Eggs: The first supplies of the season were expected shortly.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1d.	4s. 1⅛d.	4s. 1⅛d. to 4s. 1⅛d.
Shanghai ,,	5s. 7⅛d. to 5s. 7⅛d.	5s. 7⅛d. to 5s. 8d.	5s. 8⅛d. to 5s. 8⅛d.
Canton ,,	4s. 1d.	4s. 1⅛d.	4s. 1⅛d.
Hong Kong ,,			
Macao ,,			
Singapore ,,	4s. 1⅛d.	4s. 1⅛d.	4s. 2⅛d.
Manila ,,	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304½	220½
,, Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 73.0.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 21 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1260 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. discount.
Hong Kong Fire Insurance Company, $297½ premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 93 per share.
China Fire Insurance Company, $39 premium.
Victoria Fire Insurance Company, $168 per share.
Chinese Insurance Company, $202½ per share.
Shanghai Steam Navigation Company, Tls. 61 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 8d. at Hong Kong 4s. 1½d., at Singapore 4s. 1⅞d.

THE MAILS.

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PRESENT INWARD P. AND O. MAIL.—BRINDISI, NOV. 5.—The P. and O. steamer Malta, with the homeward India and China mails, arrived here at five, and the mail left at six this evening for London. Experienced heavy weather.

PRESENT INWARD FRENCH MAIL.—MARSEILLES, NOV. 6.—The Messageries Maritimes steamer Anadyr, with the inward French mails from China and Japan, arrived here to-day at 1 P.M. She brings 1,660 packages tea, 1,689 bales of silk, and £26,222 in specie for London, which will be forwarded by the Company's steamer Euphrate, due about the 23rd inst.

HEAVY PORTION OF PRESENT INWARD P. AND O. MAIL.—PORT SAID, NOV. 1.—The P. and O. steamer Peshawur, with the homeward India and China heavy mails, left here at 9 P.M. to-day for Southampton, where she may be expected to arrive about the 14th inst. Specie, £2,449.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, NOV. 2.—The P. and O. Company's steamship Surat, from China *vid* the Suez Canal arrived this morning bringing the heavy India, China, and Australian mails, 114 passengers, £754,576 in specie, and 33,062 packages of cargo, including 928 bales of silk and 24,656 packages of tea. The Surat's sailing dates were—Shanghai, September 5; Hong Kong, 11th; Singapore, 18th; Galle, 30th; Aden, October 10th; Suez, 17th; Port Said, 18th; Malta, 23rd; and Gibraltar, 27th.

INWARD MAIL, DUE NOV. 22.—GALLE, OCT. 31.—The P. and O. Company's steamer Nubia, from Australia, arrived to-day, and the Teheran, from China, on the 29th inst. The Australian leaves for Suez to-day. Australian gold for Europe, £400,000.

INWARD MAIL, DUE NOV. 29.—GALLE, NOV. 4.—The Messageries Maritimes steamer Djemnah, with the inward French mails from China and Japan, left here to-day for Aden.

LAST OUTWARD P. AND O. MAIL.—SUEZ, NOV. 5.—The P. and O. Company's steamer Thibet left at noon and the Mirzapore at 2 P.M. to-day, with the outward India, China, and Australian mails, for Bombay and Calcutta respectively.

OUTWARD MAIL OF Oct 8.—GALLE, NOV. 3.—The Messageries Maritimes steamer Irrawaddy, from Marseilles, Oct. 10, left here to-day for Singapore.

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TELEGRAMS FROM THE FAR EAST.

MURDER OF THE BRITISH RESIDENT IN PERAK.

(REUTER'S TELEGRAM.)

PENANG, NOV. 4.—The *Pluto* arrived here last night with the news that Mr. Birch, the British Resident at Perak, had been murdered in Malayan territories. Troops have started to-day for Perak, to punish the guilty parties.

PENANG, NOV. 8.—Intelligence received here from Perak announces that the Malays are besieging the British Residency. The troops despatched hence on the 4th inst., to Perak, have reached that place. Mr. Swettenham, Assistant Resident of Salangore, is safe. Mr. Birch's body has not yet been recovered. All the native Rajahs are suspected of complicity in the murder, and the Malays are stated to be making great preparation for resistance. The Sultan is reported to be collecting large forces with the object of attempting to expel the British.

*** We have received the following communication from the Colonial-office:—Telegraphic intelligence has been received at the Colonial-office from the Governor of the Straits Settlements to the effect that the Lieutenant-Governor of Penang had telegraphed on the 3rd instant that Mr. Birch had been treacherously killed at Passer Sala between Rhota and Durian on the Perak river. Mr. Birch appears to have been attacked while in his bath. His Malay intrepreter is reported to have been killed, four of this suite wounded, and two missing. Energetic measures have been taken to bring to justice the perpetrators of this outrage, a detachment of troops having been sent from Singapore to Perak, as well as a force of armed police. The Governor himself started from the Perak river yesterday to inquire into the state of affairs. Mr. J. W. W. Birch, the Colonial Secretary at Singapore, has been acting as Resident at the Court of the Sultan of Perak: there is, therefore, every reason to fear that the Governor refers in his telegram to this officer, though the Christian names are not given.

DISTURBANCES IN CHINA.

(REUTER'S TELEGRAM.)

SHANGHAI, NOV. 5.—A local paper publishes a report that disturbances have broken out in the province of Kweichow.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From New York, Sept. 19, Wm. Van Name.

At SHANGHAI.—None.

At HONG KONG and CANTON.—From London, Nov. 3, Lotus (str.); from Liverpool, Oct. 30, Eastern Monarch; Nov. 1, Antenor (str.); from Philadelphia, 3, Caprera; from London, Nov. 1, Braemar Castle (str.)

At MANILA.—From Cadiz, Sept. 20, Chica.

At BANGKOK.—None.

At BATAVIA.—From Liverpool, Sept. 25, Horatio Sprague; from Cardiff, 21, Hotspur; from New York, 18, Susan A Blaisdell; Oct. 26, Gysbertus Hermanus; from Amsterdam, Nestor; from Sunderland, Nov. —, Kenilworth; from Rotterdam, Nov. 6, Hampton (str.).

At SINGAPORE.—From Bordeaux, Sept. 22, Madeline; from Hamburg, 18, Adler; from Algoa Bay, 27, Humboldt.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 1, Ambassador.

From SHANGHAI.—For London, Oct. 30, Glenearn (str.); for New York, Glenlyon (str.).

From HONG KONG and CANTON.—For London, Sept. 15, Scotland (str.); 19, Diomed (str.); 22, Nankin (str.); for New York, 19, Harriet N. Carleton; for Cape Town, 23, Cicile; for Callao, 19, Livingstone.

From MANILA.—For London, Sept. 17, Cicero; 19, Christine; for Cadiz, 15, Jacmel; for New York, 16, Ella, Great Admiral.

From BANGKOK.—For London, Sept. 8, Kaisow.

From BATAVIA.—For Channel, f.o., Sept. 21, Brothers German; for Holland, 19, County of Sutherland, Admiral de Ruijter.

From SINGAPORE.—For London, Sept. 25, Scotland (str.), Erl King; 29, Diomed (str.); for London, Nov. 6, Glenlyon (str.).

From PENANG.—For London, Nov. 3, Nankin (str.), Patroclus (str.).

VESSELS LOADING.

At YOKOHAMA.—For London, Merse; for New York, H. A. Litchfield, City of Quebec; for San Francisco, Hants County.

At HIOGO.—For London, Kashgar, Satsuma.

At SHANGHAI.—For London, Cybele (str.); Ascalon, Halloween, Tamerlane; for New York, Challenge, Fire Queen, Wylo.

At FOOCHOW.—For London, Legislator (str.); Edymion, Jerusalem.

At HONG KONG and CANTON.—For London, Ada, England's Glory, Melbrek; for New York, Thyatira, Midnight.

At MANILA.—For London, Roodee, Hervatska; for Liverpool, Glee Maiden, James Shepherd, Emiliano (str.), Corea, Elizabeth Ann; for Channel, f.o., Scindia; for Cadiz, Vicenta; for Santander, Antela; for New York, Moneta; for San Francisco, Gazelle.

At BANGKOK.—For London, Attila, Josephine.

At BATAVIA.—For Holland, Kortenaer, Ada.

At SINGAPORE.—For London, Templar, G. F. Muntz; for Channel, f.o., Adeline; for Marseilles, Chiara; for Boston, Nehemiah Gibson.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, by steamer, $18 per ton of 40 cubic feet; sailing vessel, £3 10s.; to New York, £2 5s. per ton.

From HIOGO.—To London, by sailing vessel, £3 per ton.

From SHANGHAI.—To London, by steamer, £3, sailing vessel, £2 10s per 50 feet; to New York, by steamer, £4; sailing vessel, £2 10s. per 50 feet.

From FOOCHOW.—To London, by steamer, £2 10s. per 40 cubic feet; sailing vessel, £2 per 50 per cubic feet.

From HONG KONG AND CANTON.—To London, per steamer, £2 15s.; sailing vessel, £2 10s. per ton of 40 and 50 cubic feet respectively; to New York, £2 10s. per 40 cubic feet.

From BATAVIA.—To Holland, sugar, f.70; coffee, f.80; spices, f.90; hides, f.110; arrack, f.115.

From SINGAPORE.—To London, by steamer, tin, £1 5s.; sago flour and tapioca, £2 15s.; coffee, £3 15s.; measurement goods, £3 5s.; pepper, £4; hides and gutta, £5 5s.; sailing vessel, gambier, £2 7s. 6d.; sago flour, £2 17s. 6d.; light freight, £3 10s.; to Liverpool, gambier, £2 7s. 6d.; other dead weight, £2 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To
Aug. 25	...	A.M.E.	...	Batavia	...	Amsterdam
„ 27	...	Christina	...	Do.	...	Do.
„ —	...	Svanen	...	Do.	...	New York
„ —	...	Loch Awe	...	Do.	...	Channel
„ 28	...	Mindoro	...	Manila	...	Boston
„ 30	...	John Worster	...	Passaroeang	...	Do.
„ 31	...	Springfield	...	Ilo Ilo	...	Do.
Sept. 2	...	Florentine	...	Passaroeang	...	Falmouth
„ 3	...	Assyrian	...	Ilo Ilo	...	Do.
„ —	...	Archer	...	Do.	...	Boston
„ 5	...	De Maiyo	...	Saigon	...	Havana
„ —	...	Amahuac	...	Ilo Ilo	...	New York
„ —	...	Kalaya	...	Batavia	...	Falmouth
„ —	...	Osaka	...	Hong Kong	...	London
„ 6	..	Corsica	...	Manila	...	New York
„ —	...	Eogenio	...	Cardiff	...	Hong Kong
„ 10	...	George Watson	...	Singapore	...	London
„ 12	..	Sarah Watson	...	Singapore	...	Hamburg
„ —	...	Doris Eckhoff	...	Cheribon	...	England
„ 13	...	Bengal	...	Singapore	...	New York
„ 14	...	Claro Babuyan	...	Passarocang	...	Falmouth
„ 15	...	Manilla II.	...	Hamburg	...	Manila
„ 16	...	Signe	...	Tegal	...	England
„ 21	...	Explorado Vidal	...	Barcelona	...	Manila
„ 24	...	Kavson	...	Batavia	...	Amsterdam
„ —	...	Admiral de Ruyter	...	Batavia	...	London
„ —	...	St. Andrew's Castle	...	Hong Kong	...	Do.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 3, at London, from Rangoon Bechardass Ambaidass; at Falmouth, C.P.D.; at Glasgow, Amarapoora (str.); at Portland, from Akyab, for London, Seeward; 4, at Greenock, from Rangoon, Wellington; at Liverpool, Furness Abbey; from Bassein, Victor; 5, at London, from Hong Kong, Africa (str.); from Ceylon, Pennine, Illovo; from Akyab, Madeline; 4, from Ceylon, Menzaleh (str.); 5, at Amsterdam, from Maulmain, Cambay; at Liverpool, from Rangoon, Pater; 4, at Marseilles, from Singapore, Maximos; 5, at London, Clausina; 7, Eastern Province, from Bassein, Prince Arthur; 8, at London, from Foochow, Nyassa; 7, off Dover, from Batavia, for Holland, County of Elgin.

DEPARTURES.—Oct. 30, from Amsterdam, for Samarang, Louis August Constantin; 28, from Cadiz, for Singapore, Tidri; Nov. 4, from Liverpool for Shanghai, Sarpedon (str.). Oct. 31, from Rotterdam, for Batavia, Yonge Yun; Nov. 5, from London, for Shaghai, Cheops (str.); 4, from Sunderland, for Singapore, Archos; 5, from Cardiff, Windermere; 4, from London, for Singapore, Shand.

SPOKEN.—Seafield, from Cardiff, to Colombo, Sept. 30, 9 N., 17 W.; Pandovano, Antonio, from Cardiff, for Singapore, Sept. 23, 8 N., 24 W.; Batavia, from Macassar, for Amsterdam, Sept. 17, 35 S., 22 E.

MISCELLANEOUS.—Rotterdam, Nov. 4, the Torrington (str.), which grounded on the 2nd inst. near Maasluis, has arrived here uninjured. Havre, Nov. 2.—The master (Rousseau) of the Bremontier, from Manila for Falmouth, which vessel arrived at St. Helena Oct. 7, died at sea. Port Said, Nov. 3.—Arrived from Batavia, for Nieuwe Diep, Celebes. Milford, Nov. 4.—The Aline (str.), from Glasgow for Singapore, has put in here short of coals. Gibraltar.—Nov. 7, the Galley of Lorne (str.), from Shanghai, for New York, arrived here yesterday morning and sailed again in the evening. Port Said, Nov. 5.—Arrived, Glenroy, from London, for Shanghai.

CASUALTIES.—Port Elizabeth, Oct. 13, the Ceylon, from Zebu, for New York, has arrived here leaky; will have to discharge; extent of damage not yet ascertained.—New York, Nov. 4, the Nation's Hope (ship), from Yokohama for Puget Sound, is ashore at Esquimalt, leaking badly, and with nine feet water in her hold.—Liverpool, Nov. 5, the Sarpedon (steamer), which left here yesterday for Shanghai, collided with the schooner James, which vessel sank; crew saved; the former proceeded apparently uninjured.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUSHELL—On the 8th Oct., at the British Legation, Peking, the wife of S. W. Bushell, M.D., B.Sc., of a son.

GILLINGHAM—On the 6th Sept., at Hiogo, the wife of John Gillingham, of a son.

GRAY-MAITLAND—On the 27th Oct., at Roseneath, Sydenham-park, London, S.E., the wife of the Rev. A. Gray-Maitland, F.R.G.S., of a daughter.

RAPPARD—On the 18th Sept., at Kobe, Mrs. C. H. A. Rappard, of a son.

SMITH—On the 30th Oct., at Camberwell, S.E., the wife of Frederick Burgess Smith, of Canton, China, of a son, who lived but a short time.

WINTON—On the 5th Sept., at Hiogo, Mrs. J. J. Winton, of a daughter.

ZACHARIÆ—On the 4th Sept., at Shanghai, the wife of V. Zachariæ, M.D., of a daughter.

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MARRIAGES.

BROWN—GARRETTE.—On the 4th Sept., at Shanghai, by the Rev. Dean Butcher, James Bradshaw Brown to Marie D. Garrette.

HUBER—MACKIN.—On the 4th Nov., at St. John's Church, Paddington, London, by the Rev. C. Lambert Coghlan, M.A., Alfred Huber, of Paris, to Mrs. Lizzie Mackin, of Hartford, Conn., U.S.A. No cards.

MACVICAR—IRELAND.—On the 3rd Nov., at St. Paul's Episcopal Church, Edinburgh, by the Rev William Campbell, M.A., Neil Macvicar, of Batavia, Java, to Mary Crockat, daughter of W. F. Ireland.

DEATHS.

ADAMSON—On the 4th inst., at Chorlton cum-Hardy, Emma Louisa, wife of Ebeneze Adamson, and eldest daughter of David Chadwick, M.P.

BAKER—On the 1st Nov., at 6, Albert-villas, Bath-road, Hounslow, Louise Eleanor, eldest daughter of the late Richard Beckwith Baker, of Yokohama, in her 20th year.

BERMAN—On the 6th Sept., on board the P.M.S.S. Co.'s steamer *Costa Rica*, between Shanghai and Nagasaki, Robert H. Bergman, master of s.s. *Tunsin*, aged 31.

BEUKEMA—On the 15th Sept., at Yedo, Anna Margaretha Jacqueline, infant daughter of Dr. and Mrs. T. W. Beukema, aged 8 months and 15 days.

CROFTS—On the 14th Sept., at Hiogo, John Crofts, of Shanghai.

DELACOUR—On the 10th Sept., at Shanghai, Francis Philip Delacour, late of I.M. Customs, aged 43.

LIESCHING—On the 31st Oct., at 19, Marloes-road, Kensington, Emily, wife of Louis Liesching, Ceylon Civil Service.

NAPIER—On the 24th Oct., at West Shandon, Dumbartonshire, Isabella Napier, wife of Robert Napier, shipbuilder, Glasgow, aged 83 years.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook and Co., agents, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Fidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particular are forwarded.*

THE MURDER OF MR. BIRCH AT PERAK.

(MORNING POST.)

The lamentable fate of Mr. Birch, British Resident at Perak, whose murder was announced on Friday by a telegram from Penang, is deeply to be regretted on public as well as private grounds. It is an unpropitious commencement of the system which was so recently initiated by Sir Andrew Clarke, of placing British officers at the Courts (if they could be so designated) of the rulers of the principal Malayan States, with a view to their aiding these potentates with advice, and the moral support of their presence in keeping their turbulent subjects in order. Perak was, it may be remembered, one of the States to which the attention of the late Governor of the Straits Settlements was directed shortly after he assumed office in the colony, as being in such a state of anarchy and disorder as to cause serious injury to the trade and interests of this country, and to menace the peace and good order of the British Settlements bordering upon it. The origin of all this evil was a dispute as to the succession to the Sultanship of the kingdom, to which there were two claimants, one of whom, Ismail by name, had usurped the throne and possessed himself of the regalia. It was asserted that he had only been declared Acting Sultan as a temporary measure, but there is very little reason to doubt that his intention was to retain the office and dignity to which he had been called to the prejudice of the Rajah Muda Abdullah. Each of these rival aspirants to the regal dignity of course had his followers, who were continually embroiled, each side committing depredations upon and ravaging the property of the other, until piracy, arson, and even murder were rife in the country. Sir Andrew Clarke, after assembling the head men of the district and hearing what each party had to say respecting the question of the succession, decided that the Rajah Muda Abdullah was really the rightful heir to the Sultanship, and he accordingly recognised him as the Sultan of Perak. The Chiefs of the State agreed to this step and entered into an engagement, dated 20th January, 1874, acknowledging Abdullah as their Sultan, and deposing Ismail, the usurper, who was allowed to retain the title of Sultan Muda, with a pension and a small territory that was assigned to him. One of the articles of this engagement—it could not be called a treaty—was to the effect "that the Sultan should receive and provide a suitable residence for a British officer to be named Resident, who shall be accredited to his Court, and whose advice must be asked and acted upon on all questions other than those touching Malay religion and custom." This, then, was the origin of the appointment of a British officer to the position of which Mr. Birch was the first holder.

That the action which Sir Andrew Clarke took was judicious was abundantly shown when the officer who has so unfortunately lost his life before his nomination as Resident visited the country on a mission to it and other native States. In a report made by him of his proceedings he related that the whole country traversed was at peace, that a general feeling of security prevailed, and that tin mines were being worked successfully in many places by Malays, amongst whom there was no lack of enterprise. The resources of the country were described by Mr. Birch as unusually great, the scenery most picturesque, and the soil of surprising fertility; moreover, the natural water communications were said to be excellent, and the territory an easy one for the construction of roads. Still there was much levying of black mail, a practice which the Sultan and many of his chiefs were honestly anxious to abolish; but they did not know how to set about any reform, and as they lacked confidence in themselves they were sorely in need of a guiding hand to lead them. Abdullah and his principal chiefs were most anxious that a British Resident should be sent to Perak, and it was anticipated that by the appointment of one the hand of the Sultan would be so strengthened that he would be able to carry out measures for the development of his dominions. After much consideration, Mr. Birch was nominated for the office, and in recommending him for the position Sir Andrew Clarke spoke in the highest terms of his qualifications for it. Mr. Birch had had great experience previously as Settlement officer in Ceylon, possessed an intimate acquaintance with Oriental life, customs, and habits, whilst to untiring physical energy and great powers of endurance he added unfailing tact and judgment in dealing with natives. His abilities for administration had already been displayed as Colonial Secretary of the Straits Settlements, which office he had occupied for upwards of four years prior to his transfer to Perak. It is evident, then, that this gentleman was most suitably placed when he was appointed as Resident at the Sultan's Court, and it may well be assumed that the sad event which has occurred was not brought about by any error of judgment in the execution of the duties assigned to him.

We are by no means inclined to view his murder as in any way tending to show that the measures adopted by Sir Andrew Clarke are in any degree likely to fall short of their object. The presence of a Resident was anxiously desired by the Sultan as well as by a majority of his leading men, and though in the absence of fuller information it is impossible to say who is answerable for the heinous crime that has been perpetrated, we think he and they may safely be acquitted of any share in it. No doubt to many the presence of an officer whose mission it was to guide the Sultan in restraining them from their evil, though to themselves profitable, courses was most distasteful; and there may have been chiefs whose great aim would be to rid themselves of him. It the report to which we have alluded it was stated that at one village where several freebooting chiefs had taken refuge Mr. Birch was not received cordially, and it was hinted that those who showed a spirit of hostility to him were adherents of the ex-Sultan. It is more than probable, then, that to some of Ismail's followers the crime will be traced, and it is satisfactory to notice that steps have already been taken for punishing the offenders, whoever they may be. We trust that signal punishment may be inflicted, and that the natives of the Malayan Peninsula will be taught that British officers cannot be murdered with impunity. But though this may be done, and due reparation exacted, it will be but a sorry compensation for the death of an officer of such promise as Mr. Birch, whose loss to the public service is a heavy one that will be seriously felt.

Naval and Military.

Assistant-Controller Malony, in charge of the Control Department at Hong Kong, was to have left that station by mail steamer of Sept. 25, and is ordered to report himself to the Controller at the Royal Arsenal, Woolwich, not later than November 15. The *United Service Gazette* says:—

We understand that the General officer commanding the troops at Hong Kong has obtained the recall of the Assistant-Controller at that station. We are not in possession of the full particulars of the case, but it appears that there has been a misconception on the part of the latter officer as to the extent of his jurisdiction, inasmuch as he did not feel himself bound to observe the orders of the General. The opening it afforded to a contention between departmental and executive authority has been often pointed out as one of the chief defects in the constitution of the Control. Hong Kong is a small garrison, but a large staff of control officers is kept there; and, situated as it is, so far from England, the necessity of the General commanding being supreme is all the more obvious. The late Controller at Hong Kong has been

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twenty years in the service, fifteen of which have been spent in connection with the civil department of the War-office.

Lieutenant-Colonel H. C. Smith, of the 80th Regiment (Hong Kong), has been granted four months' leave in extension, at the close of which he will rejoin his regiment. Lieutenant P. Swinburne is at present on leave in England.

The Commander-in-Chief has approved of ninety-four volunteers from the infantry regiments being transferred to the 28th Regiment, in order to make up its established strength previous to embarking for Hong Kong.

Orders have been sent out to Hong Kong directing the officer commanding the 80th Regiment to hold his corps in readiness to leave that station about the middle of February for Singapore.

The German frigate Vineta, Captain Grat von Montz, left Plymouth Sound on the 31st ult., for China and Japan, where Captain Montz will be the senior German officer on the station.

The corvette Juno has been commissioned for service in China by Captain James A. Poland (1871), who has seen considerable service on the China station.

New boilers for the Salamis, despatch vessel on the China Station, are to be constructed at Devonport, at a cost of nearly £5,000.

The following officers, whose last term of service was on the China station, have been appointed as under :—Lieutenant A. H. Bolders (in the Thistle, from 1870 to 1874), to the Naval College ; Lieutenant W. H. Calwell (in the Curlew) to the Curlew, gun-vessel, China ; Lieutenant J. S. Muggeridge (in the Kestrel) to the Kestrel, gun-vessel, China ; Lieutenant J. Swan (in the Hornet, from 1872 to 1874), to the Malabar, Indian troopship ; Sub-Lieutenant R. A. A. Lambert (in the Iron Duke, from 1872 to 1874), to the Sirius, sloop ; Midshipman J. G. Duberley (in the Iron Duke, from 1872 to 1874), to the Monarch Channel Squadron ; Navigating Sub-Lieutenant W. Sugden (in the Elk, from 1872 to 1874), to the Jumna, Indian troopship ; Mr. G. A. Haddy (in the Cadmus, from 1872 to 1874), to the Crocodile, Indian troopship ; Assistant-Paymaster C. E. Gifford (in the Iron Duke, from 1871 to 1874), to the Royal Adelaide, Devonport ; Mr. R. Eales, gunner (in the Iron Duke, from 1869 to 1875), to the Asia, Portsmouth ; Mr. E. Wingate (in the Victor Emmanuel (from 1874 to 1875), to the Durham, drill-ship, Sunderland.

On the recent passage of H.M.S. Lynx, from Rio de Janeiro to the Cape, Lieutenant W. L. H. Browne gallantly jumped after one of the crew, who had fallen overboard, and succeeded with the aid of a life-buoy in rescuing him. This is the third time that Lieutenant Browne has been fortunate in saving life, the last occasion being in China, when he jumped overboard from the quarter-deck of the flag-ship and rescued an officer of marines, for which he was presented by the Royal Humane Society with its silver medal.

Fleet Surgeon Seton Wade has been appointed to supersede Fleet-Surgeon James Lilburne at Deptford Dockyard, and this last-named officer has received from the Admiralty a highly complimentary letter, in which their Lordships convey to him their approval of the manner in which he had discharged his duties during the three years he had been attached to the yard.

Letters from the Pacific state that the squadron there is much undermanned in consequence of the wholesale desertions which have occurred. The flagship has lost 100 men, while the Tenedos and the Myrmidon have lost half their complement of hands. The high rate of wages at San Francisco is alleged as the main cause of the desertions.

It is announced that Captain O'Callaghan, 1st West India Regiment, has sent in his application to retire on half-pay, with a view to continuing on the staff of Sir Arthur Kennedy, Governor of Hong Kong, as his aide-de-camp.

It is officially announced that the recent Admiralty Circular as to the reception of fugitive slaves on board Her Majesty's ships has been withdrawn, and that new instructions on the subject will be issued.

By the retirement of Lieutenant-Colonel Lucas, of the 10th Regiment (Singapore), Brevet-Lieutenant-Colonel J. P. H. Crowe obtains a step.

The Teazer, gunboat, Commander Wodehouse, has left Devonport for the Persian Gulf, calling at Gibraltar and Malta.

Miscellaneous.

POLICE OFFICIALISM.

Mr. E. H. Parker, of the China Consular Service, has met with an adventure, of which he sends the subjoined account to *The Times* :—I engaged a passage by the steamer *Upupa* from Cork to Milford. At the hour appointed for the departure of the steamer I was requested by the stewardess to come from my cabin and take my ticket, and thereupon paid 17s. 6d. for a ticket to Milford. A tall and somewhat sinister-looking man at this juncture inquired of me whither I was going, to which I replied thaa I was going to Milford, or perhaps Newport. He then asked whence I came, why I was going to Milford, and what was my name and my address. I was somewhat taken aback by these queries, but, supposing that the number of strangers landing at and departing from Cork rendered such inquiries necessary, I at once replied that I was an officer in Her Majesty's Consular Service in China, now on leave and travelling for my health, and gave him my father's address in Liverpool. He then laid his hand on my shoulder, and, eyeing me severely, inquired if I knew Edward Young, Remarking that I supposed he was a detective officer, though, apparently, an over-zealous one, I replied in the negative, and from my portmanteau, which lay at hand, I took several law books, which I explained I was studying in connection with my profession, and an Irish guide-book, with my name printed on the fly-leaf. He, on his part, seized "Green's History of the English People," and a pair of trousers, and demanded what book it was, and whether the trousers were riding breeches, which they were not. This book also had my name written on the fly-leaf. To my surprise, however, he still insisted that I must go with him to the station, and ordered me to stand erect and exhibit my waistcoat, which I did, protesting at the same time that the affair was becoming serious, and inquiring who he was and what satisfaction I should get if I were delayed when I had proved my identity. He asked me a great number of questions—my age, height, the hotels I had visited, the names of my travelling companions—who had left for Dublin that morning—and insisted all the more strongly, as I replied to his negative, that I must be Edward Young. I suggested that he should himself go to the Imperial Hotel where I had last stayed, and make inquiries, or accompany me to Milford ; but he, after repeatedly pressing me to go with him, at last said, "Are you coming? If you don't come at once I have got three men here who will carry you." Not wishing to have my skull split open with a life-preserver or to be dragged through the streets, I consented, adding that I should hold him responsible for all loss and delay, and report him to his superior officer directly I had proved my identity. He flatly refused to carry or assist me with my portmanteau, and made me follow him through the dirt, cattle, cargo, and pouring rain to the wharf, where I was subjected to the scrutiny of a crowd of his satellites and other loafers, one of whom demanded my papers. I was allowed—probably because it seemed like a prelude to the discovery of sundry gold watches and other plunder—to go back to look for a gold pencil-case which I had left behind in the hurry of my departure. In returning, accompanied by him, to fetch this, I narrowly escaped being thrown into the river, owing to one of the planks in the gangway suddenly overturning. Once again in the street I insisted on getting into a cab ; he, following me, ordered the driver to proceed to the Imperial Hotel. Arriving at the hotel, I was made to accompany him to the bar, where, before all the waiters, porters, &c., the landlady, and several visitors, I was examined and identified as having spent two days there in company with my two friends, whose names, together with the items of my bill, were read out for the general edification of all present. Then only, somewhat to my surprise, did my conductor perceive his mistake ; he simply said "Very satisfactory" to the landlady, and to me, "I will now take you to the steamer again." He dropped me there without a word of apology, and paid the cab. I told him that as I could just catch the steamer I should not insist upon his taking me before his superiors, but ascertained from him what was his name. At a second risk of my life I was dragged by two men on board the steamer, after the removal of the gangways and just as she was moving off.

"LIE TEA."

The subjoined lines with the above heading appears in the current issue of *Punch* :—

"Now stir the fire, and close the shutters fast,"
Surely the boredom of the day is past :
With some reward our virtue should be crowned,
"Let fall the curtains, wheel the sofa round,"
Forget the morning, when one's cares return,
"And, while the bubbling and loud-hissing urn
Throws up a steamy column, and the cups
[COWPER despised the naughty man who sups,
Adhering to his liquor like a leech]
That cheer and not inebriate, wait on each,
So let us welcome peaceful evening in."

O peaceful poet ! is it not a sin
That this, your fragrant fine and favourite beverage,
Should be so treated in our mighty clever age ?
It "not inebriates," but it causes stupor :
And, you, so surely as your name was COWPER,
Would find yourself a sufferer by the trick
That mixes indigo and turmeric,
And other things, with names unfit for rhyme,
In the rare product of old China's clime.

At least they give the poison proper name,
Since as Lie Tea 'tis known to grocery fame :
But comes the deep momentous question, why
False Tea alone should have the prefix "Lie."
Lie-Wine is found on tables of pretence,
Lie-Agitators mock our common sense,
Lie-Hair is seen on heads of ladies bright,
Lie-bloom to cheeks gives dangerous delight,
Lie-Ten-per-Cent. brings house and land to th' hammer,
Lie-Journalists write trash in wretched grammar,
Lie-Politicians somehow fill their purses,
Lie-Christian clerics shock the world with curses,
Lie-Coals are slate and brick, Lie-Broadcloth shoddy,
Lie-Whiskey'd made a Scot abjure his toddy.

TRADE WITH THIBET.

The Times says :—Last year Mr. Edgar was deputed by the Government of Bengal to report on the trade between India, Nepal, and Thibet ; and, in forwarding his Report to the Imperial Government, the Government of India observed that the Lieutenant-Governor of Bengal was of opinion that a considerable trade might be established with the countries beyond Darjeeling if a good road were constructed through Sikkim. The Government of India hesitated to incur the requisite expenditure on account of the alleged refusal of the Chinese to allow commercial intercourse with Thibet, and also from not thinking that the extent of the trade would afford a commensurate return for the outlay. But the Secretary of State, in reply, stated that he saw no ground for the belief that the Chinese would throw difficulties in the way of purely

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commercial intercourse with Thibet,— at all events, in case of a traffic carried on between the Bhooteas and Thibetans, and that it would appear that at present there is a very fair trade considering that everything has to be transported on men's backs; and he suggested that a survey should be undertaken to ascertain the cost of making a bridle path through that portion of the route which lies within British territory. Sir R. Temple strongly advocates the construction of a road, and feels assured of the existence of an increasing desire in Thibet for commercial communication with the outer world. It appears from *data* collected by Mr. Edgar that, while there is almost an entire absence of manufactures in Thibet, it is wealthy in cattle, and abounds in minerals. Its goldfields, hitherto little explored, extend from Rudok to Lassa, some 700 miles. It is stated that the authorities, from feelings of superstition, are opposed to the working of the gold and silver mines, but there need be little doubt that self interest would soon prevail with a people said to be eminently commercial. The anticipated advantages appear still more marked when we look to the traffic which we could carry into these Trans-Himalayan countries. English woollens and broadcloths are much sought after, notwithstanding Russian competition. Salt produced by solar evaporation abounds in Thibet, but it is thought likely that the better and cheaper salt from Calcutta would supersede it, and possibly find its way beyond Thibet. Mr. Edgar thinks a large expansion of trade might arise from the introduction of Darjeeling teas into Thibet. If the trade were free, our producers might in course of time supplant the China article both in quality and price, but probably this would be the latest concession which the Chinese Government would voluntarily make.

THE NATIONAL BIBLE SOCIETY IN CHINA.

A meeting of the friends of the Bible Society in Nairn was held on Oct. 29, at which Mr. Lilley, one of the agents of the National Bible Society in China, gave a most interesting account of his work in that empire. Mr. Lilley has been travelling for the past six years in the interior of China, and has visited many districts hitherto unreached by the missionary. The principal difficulties, in addition to the language, had been the intense dislike to foreigners, and the excessive politeness of the people. This last made it hard for the missionary to meet the real difficulties of the Chinaman. Whatever he thought he assented to, and applauded everything he heard. Mr. Lilley gave a most graphic account of his travels and frequent perils, which along with his account of the manners and customs of the people, seemed to be highly appreciated. The work of the Bible Society in China seems to be that of breaking up ground rather than gathering results. The agents of of the Society sow, and others come after to reap. Several instances to show this were mentioned; one deserves special notice— a Chinaman had bought from Mr. Lilley a copy of Matthew's gospel, and by reading it became convinced of the truth of Christianity. He saw from that gospel that other books such as the book of the prophet Isaiah were referred to, hence he concluded that he possessed only a part of the Sacred Writings. At once he set out on a journey of several hundred miles to reach the nearest missionary station. There he received the other books, and further information. By the instruction received he became a decided convert, and returned to his own town to become in turn a missionary of the Cross. The result of his labours has been the establishment of a new missionary centre, and the gathering together of a church with nearly 200 members. The Chinese Mr. Lilly found willing to buy the Bible, and many who doubted the reality of their own faith were anxious to hear the way of salvation through Christ. Before coming home Mr. Lilly mentioned that he had been sent to Japan to make arrangements regarding the establishment of a Bible Society agency in that important country. There the difficulties were even greater than in China. Although the Japanese were ready to adopt Western improvements they restricted foreigners to twenty-three miles inland from the open ports. The Rev. Mr. Dey expressed the thanks of the meeting to Mr. Lilley for his address, and hoped he might be able to come North to the annual meeting of the Association.

THE "CHALLENGER" DISCOVERIES.

Among the most interesting zoological discoveries made by the naturalists on board the *Challenger* is a specimen of the animal enclosing the spiral shell known as Spirula. Although this shell is so common as to be collected by bushels on the shores of the Atlantic and Pacific islands, the animal to which it belongs (a small kind of cuttle-fish) has only three times been captured before this. One specimen was brought by Mr. Earl to England from New Zealand, and was drawn by Mrs. Gray; a second was sent by Peron to France, and was described by De Blainville; the third was found floating dead on the surface of the Sulu Sea, and was dissected and described by Professor Owen. The *Challenger* was dredging in sight of the coast of Banda Neira, one of the Moluccas, when the fourth specimen was procured. It came up with a vast number of other living things from a depth of 360 fathoms, and appeared to have been swallowed by one of the deep sea fish (probably a Macrurus) which vomited the valuable specimen on being subjected to the diminished pressure of shallow water, as the dredge was hauled in. This specimen seems to prove that Spirula lives at a depth of 300 to 400 fathoms, where it probably crawls about under the ledges of rocks and stones, and thus escapes the dredge. Probably some plan of baiting the dredge would serve to entice those forms into its meshes, which are now lost by their retiring movements. When the *Challenger* sailed there were some naturalists who believed that so much elaborate preparation would certainly, amongst other things, ensure a full supply of specimens of Spirula. It is satisfactory to hear now that at least one specimen has been secured. A more astonishing form, and one which is quite new, was dredged by the *Challenger* off the coast of Japan; this is a gigantic hydroid polyp. The hydroid polyps are graceful flower-like little organisms, seldom exceeding half an inch in length to each individual, though they form tree-like and mat-like colonies, which are of considerable size. The new form is allied to a very elegant British genus, Corymorpha, but the polyps attain the gigantic size of seven feet.

THE ATCHIN WAR.

A letter in the *Eberfeld Gazette* gives a lamentable account of the present position of the Dutch in Atchin. This is the third year (says the correspondent) of the campaign against the Atchinese, which, according to the Dutch commanders, was to be completed in six weeks; and yet, since the capture of the Kraton at the beginning of 1874, the Dutch have barely gained two miles of ground. The Kraton, lying in a marshy hollow near the coast, is rather an obstacle than a protection to those who hold it, to say nothing of the fatal exhalations of the marshes in its vicinity. There are breezy heights on the other side of the hollow, but the Dutch, notwithstanding all the efforts of the last two years, have as yet been unable to reach them. The Atchinese, confident in their strength, continue their agricultural and other pursuits as in time of peace, while the Dutch must be constantly on the watch to defend themselves against the occasional attacks of the enemy. It is true that the Dutch commanders have from time to time reported the submission of some native tribes, but it has always turned out that this submission was merely nominal. The native chief simply declared that he would cease fighting and recognise the supremacy of Holland; and he resumed hostilities as soon as a favourable opportunity presented itself, wishing only to be left alone so long as his people desired peace. The Dutch are now waiting in the Kraton till the fruit gets ripe and falls into their laps; but it will not ripen, and if things do not advance more rapidly the Dutch will not have got any farther ten years hence than where they are now. The health of the troops has improved since they have been supplied with better provisions and water from the artesian wells; but deaths from fever and dysentery are still very frequent among them, and ten Dutch soldiers at least die every week for one of the enemy. Reinforcements are constantly being called for from Holland, and though they are supplied very sparingly they have already an enormous force.

THE MURDER OF MR. DENT AT SINGAPORE.

The *Pall Mall Gazette* gives the following, which we feel sure can be answered satisfactorily by the accused:—"I have received a letter from Singapore, the writer of which says: 'In my capacity of civil engineer I have taken the opportunity of inspecting the prison here, the scene of the late frightful massacre, and was astonished to find the place still in the most unsafe state, and a total want of discipline is apparent.' 'I was much shocked at what I saw,' is the concluding phrase of the letter. The Singapore authorities appear to take things easily. A letter was received from them by Mrs. Digby Dent, in the month of July last, in which they informed her that a pension of £120 per annum had been granted to her, but said nothing of the manner in which she was to avail herself of the grant or how she was to obtain the arrears due to her. In fact, so far as they were concerned, she might have been penniless. Under these circumstances an influential friend applied to Lord Carnarvon, who promised to make inquiries on the subject. He did so, and directed the Crown Agent of the Colonies to pay the money without any further delay."

Action against the P. and O. Company.—In the Queen's Bench Division of the High Court of Justice, with reference to the case "Touke *v.* the P. and O. Company," Mr. Butt, Q.C., moved for a rule to set aside the verdict obtained by the plaintiff last term for £250, on the ground that it was against the weight of evidence. The action was brought to recover damages occasioned by a collision which occurred near Gravesend in which a vessel was run down by the Company's steamer *Indus*, and sunk. The plaintiff was a merchant's clerk who had had a passage to India on board the vessel, and sought to recover compensation for the loss of his effects. The evidence showed that the steamer was at the time of the collision in sole charge of a pilot, who was on board by compulsion of law, and with whose orders the captain or his officers did not in any way interfere. That being so, it was submitted that the defendants were not liable. A rule *nisi* was granted.

Professor Nordenskiold's recent journey from Norway to Siberia by way of Pet Straits (Jugorsky Shar) and the Sea of Kara has caused quite a sensation in Russia. At a meeting of the Society for the Encouragement of Commerce and Industry M. Sidorof said that the journey was one to be ranked in importance with the discovery of a new world, as it would in all probability lead to the establishment of a regular line of communication between Northern Europe and Siberia, and the vast resources of the latter country would thus at last find an outlet along her great fluvial highways.

We learn from *Nature* that a French expedition is being fitted out to make a "Tour du Monde" in ten months. The excursionists are to visit India, Japan, the interior sea of Japan, Chinese ports, Australia, &c. A special library, with instruments, will be placed on board. The members of this expedition will be exclusively of the male sex. The fare is to be £300, everything included. The Geographical Society will superintend the management of the enterprise, although it will be supported by private funds, and it is altogether a private speculation.

The King of Portugal has been pleased to confer on Mr. R. H. Major, of the British Museum, and Joint Sec. of the Royal Geographical Society, the diploma and insignia of a Knight Commander of the "ancient most noble and illustrious" Order of Santiago, in recognition of the value of his researches in the history of geographical discovery.

Mr. Robert Swinhoe has in an advanced state of preparation an important work on the Birds of China. It will be uniform with Mr. H. E. Dresser's *Birds of Europe*, to which it will form, as it may be termed, a supplement, no species of bird being figured in both.

A telegram from Semipalatinsk states that the expedition under Colonel Sosnoski, which has been travelling in Western China in order to discover a practicable caravan road to Western Siberia, has returned from Peking by way of Landien and Khami to Saisan.

The Pacific mail Company's steamer *Great Republic*, with the Japan mail, delivered this morning, arrived at San Francisco on the 17th ult.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 2.

Regarding our trade with the East Indies and China I have to report the arrivals of the barque *A. E. Vidal*, Captain Angelbeck, from Hong Kong, and the *Bellona*, s.s., Captain Dose, from China. The *Condor*, barque, left here on the 17th of October for Chefoo; the *Altona*, s.s., Captain Mueller, on the 20th, and the *Egeria*, s.s., on the 31st October, both for India and China. The latter steamer, formerly commanded by Captain Entwistle, is now commanded by Captain Johannsen—Captain Entwistle, it is said, not being in good health. On the berth are: the *Feronia*, s.s., 2,500 tons, for Penang, Singapore, Hong Kong, &c., to leave on the 30th November; *G. H. Wappæus*, Diedrichsen, for Penang and Singapore; the *Zylland*. Laub, and the *Deutschland*, Tiemann, both for Hong Kong; and the *Candace*, Meinschien, for Yokohama and Hiogo (last four before reported as having taken the berth). The two first-named steamers are still lying on the lower river, completing their cargoes. The *Altona*, s.s., has received the greater part of her cargo from England on private terms; and the *Egeria*, s.s., will fill up at 45s. to 50s. and 10 to 15 per cent.; rates for sailing vessels are nominal at 15s. to 20s., with very little doing.

It is a long time since we have had a period so destructive to shipping as the last fortnight. Telegrams, announcing disasters at sea, have continued to come in daily. Only this morning a new loss to the English merchant fleet was reported, viz., the stranding of the *William Chapman*, s.s., which vessel, on her voyage from Holland to Dantzic, on the 27th of October, stranded on the dangerous (and not sufficiently provided with sea-marks) Horns-reef, on the western coast of Jutland, Denmark, and no doubt will prove a total loss; nine hands of the crew were saved by the *Merour*, s.s., and landed at Nieuwe Diep, but ten are still missing. The German flag has not suffered very much, and the losses of especially Hamburgish vessels only comprise the *Altona*, steam collier (not to be mistaken for the East Indian *Altona*), which boat, trying to enter the port of Sunderland during an easterly gale and just arrived at the end of the north pier, in consequence of her rudder gear getting foul, drove to the northward of the pier, and was totally wrecked. The Scandinavian nations, especially the Baltic fleet, have suffered most, and if this stormy weather should still keep on for a while, there is no doubt that the present year, after showing a promising appearance during the first three quarters, will only give a very poor financial result. A very praiseworthy case of humanity, shown by an English master during the late gales, I feel myself bound to report to you, as an example for imitation; Captain Chase, of the *Kingmoor*, s.s., on his trip from Hamburg to Shields on the evening of 21st Oct., at the Daggerbank met with the schooner *Anthon and Jacob* lying at anchor dismasted and leaky, and altogether in a most helpless condition. Notwithstanding the gale blowing at the time, and the high sea running, Captain Chase, after staying all night with the distressed vessel, next morning with great difficulty succeeded in saving the crew and took all hands safely to England.

The Hamburg American Steamship Company from the beginning of December, on its West Indian line, will despatch two steamers a month instead of one, as at present; and, besides this, in view of supporting the International Exhibition to be held at Philadelphia, there will be despatched an extra steamer to Philadelphia at the end of February. There is no doubt that the West Indian line of this active and well-managed company would answer very well if the German Parliament would only for a few years allow this line a subvention to half the amount of that which the English Parliament has allowed to English mail lines for many years. But our Parliament will hardly be brought to such a step, and as things stand now it is to be feared that the balance for the present year will again show a deficit. The New York line seems slowly to be recovering, and even if the steamers on this line, since the union with the Transatlantic Company, may not have given any remunerable profit, it is at least satisfactory that no losses have occurred.

The Cuxhaven Railway Steamship and Harbour Company (Limited) held a meeting of shareholders at Berlin on the 26th October, and resolved upon the issue of new preference shares to the amount of twenty-seven millions of marks. I lately referred on this subject to a financial project, to which the English money market is likely to contribute, and we have now to expect in a short time the announcement of the subscription of this new loan.

At four of our ports, viz., Cuxhaven and Bremerhaven on the North Sea, and Newfairwater and Swinemünde on the Baltic, I have to report the erection of time-balls, which are to fall twice a day, firstly, at local time, and, secondly, at Greenwich time. These time-balls will be placed high enough so as to be seen by all passing ships.

The traffic of our German Post-office includes, as you know, the forwarding of specie, and of this there was forwarded in the year 1874 the amount of nearly 15,000 millions of marks. The total weight of all packets forwarded during the same period amounted to 185 million kilos., while the number of post-passengers reached five millions.

The production of coal in the Westphalian pits during the three months from 1st April to 30th June, 1875, exceeded the production of the same period in 1874 by 12½ per cent.; and a very interesting fact is the despatch of five coal trains a week, by Koeln-Mingden Railway Company, to the North Sea ports, Hamburg and Bremen; and the Atlantic steamship companies of these ports have already been trying to make use of these coals, as we hear, with a fairly satisfactory result.

PRODUCE MARKETS.

The Produce market during the past fortnight has been without animation, and few transactions of importance have occurred.

COTTON has been hardly inquired for, and only some small sound lots have changed hands. Quotation for Bengal quality m.0.76 to 0.96 per kilo.

SPICES.—Mace and Nutmegs are quiet; quotation for Mace, m.6.40 to 6.60 per kilo, Nutmegs, m.6.40 to 7.00 per kilo. Cloves in good demand, and have changed hands at m.172 to 175 per 50 kilo.

PEPPER firm; Singapore quality m.55 to 55½ per 50 kilo., Penang m.50 to 51 per 50 kilo.

RICE.—Lots in good condition found buyers easily with firm market; quotation for Java quality m.12 to 14 per 50 kilo; Java table rice, m.16 to 21 per 50 kilo.; Bengal, m.11 to 15; cleaned (Patna), m.18 to 19; Siam, Madras, Ballam, m.8 to 11; Rangoon, m.9 to 9¼; cleaned, m.13 to 17½; Bassein, m.9; cleaned, m.12½ to 17; Arracan, m.8½ to 8¾; cleaned m.11½ to 15; Moulmain, m.8¾ to 9¼; Saigon, m.8 to 8½; cleaned, m.13 to 14.

SAGO.—Pearl firm, stock reduced, value m.20 to 26 per 50 kilo; East India quality, brown, m.21 to 23.

TEA.—Firmly maintained, and changed hands 150/8, 69/16 boxes Congou; 190/16 boxes Souchong; for arrival ex steamer Crocus, from Foochow, 81/4, 325/8 boxes Souchong. Quotations are: Congou, ordinary to good ordinary, 1.00 to 1.15 marks per half kilo.; ditto middling to fine, 1.35 to 4.00; Souchong, ordinary to good middling, 1.20 to 1.70; ditto fine, 2.60 to 4.00; Caper, 1.50 to 2.00; Souchong, 0.90 to 3.00; Pecco, ordinary to good middling, 1.80 to 2.40; ditto fine, 3.80 to 5.00; ditto orange, 1.25 to 3.40; Haysanschin, 0.90 to 1.80; Tonkay, 0.90 to 1.80; Younghaysan, 1.10 to 2.70; Haysan, 1.70 to 3.60; Imperial, country, —; ditto, Canton made, 0.90 to 1.70; Gunpowder, country, —; ditto, Canton made, 0.85 to 2.60.

EXCHANGE.—London: 3 months, m.20.16 to 20.10 per £.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, NOV. 3

The Railway Bill was carried by 65 against 7 votes, after almost all the amendments proposed had been rejected. It must be agreed alike by friend and foe that this result is a great success for Mr. Heemskirk, who, after a nine days' debate, won the battle most gloriously. After such a warm debate it was of course reasonable that the members should take a short recess, which will last till the 9th of this month, when they will be occupied for several weeks with the different Budgets.

Prince Alexander will leave the Hague on the 5th inst. to stay five months at Algiers, in order to restore his health. The fact that he is very feeble, and that the Prince of Orange has no intention to marry, makes it very improbable that there will be male descendants in direct line after this generation. Prince Henry has no children, and Prince Frederick only one daughter, the Princess Von Weid.

The question about the *Phoenix*—the Danish steamer which was stopped by our authorities near Flushing—will probably involve no diplomatic difficulty. Everyone is convinced that our authorities were quite in the right, acting as they did. The matter has not yet been settled, as at the moment when the Court was about to pass a verdict the ship owners asked for a delay of six weeks.

Some days ago a public dinner was given at the Amstel Hotel to Mr. Burgers, President of the Transvaal Republic, in South Africa, where there are a mass of Dutch residents; he is now in Europe, especially with the object to promote the wellfare of his dominions. Mr. Burgers is much glorified here as the pioneer of a new but independent colony, established by Dutchmen who decline to be ruled by foreigners.

On Friday last a meeting was held here in order to discuss the question about the harbour of Batavia. Those present were for the most part shipowners, and captains of vessels. Messrs. Jaski, von Ketwich, Henny, Abrahamz, and Bienfait opposed the idea of constructing a harbour at Tandjong Priok. They urged that the present Batavia harbour should be improved, by the construction of a breakwater. Several other gentlemen defended the plan of the Government. An address which will be forwarded to the Second Chamber, was underwritten by a great many present. In this document the necessity is demonstrated that a harbour should be formed on "Rynland groatheid," and that a breakwater should protect that harbour against the west monsoon, while, if necessary, the eastern part of the breakwater should be made to provide steamers with a sheltered place for unloading. In any case the Chamber is asked not to agree to the plan of the Government to construct a harbour at Tandjong Priok.

I regret to record the death of Jhr. H. Steengracht van Aosterland. He was the owner of a rich collection of pictures, and his cabinet enjoyed a European reputation. His works of art will shortly be brought under the hammer, and it is to be feared that the greater part of it may pass into the hands of foreigners.

An excellent improvement has been introduced by our Post-office regarding our communications with Java. It has been advertised that letters, destined for our East Indian Colonies, can be posted six days after the departure of a steamer of the Company Nederland. They will reach the steamer at Naples, and will arrive at their destination within thirty-four or thirty-five days, and only cost thirty cents each. This is both cheap and speedy.

Last week I told you something about the Scientific Expedition, which will be organised in order to explore some unknown parts of the island of Sumatra, for which purpose a sum of f.25,000 is required. The subscription list has been signed by Prince Henry for f.500, the Dutch Trading Company for f.1,000, and the East India Trading Bank f.300.

The Dutch Trading Company will sell in the last days of this month in public auction an important collection of Japanese and China goods, the value of which is said to exceed f.300,000.

According to the *Staat Courant* our representant at Caracas has been recalled, and has left Venezuela.

PRODUCE MARKETS.

The Colonial Produce markets remain dull, and, the auctions excepted, there has been only a demand for direct wants. Both speculators and exporters hold back.

TEA.—The auctions of Java went off satisfactorily, and the trade is now inspecting the 2,418/12, 601/16 chests China Congou, and 1,042/12 and 601/16 chests Souchong from Foochow, which will shortly be offered.

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INFLUX OF CHINESE INTO QUEENSLAND.

SOME time ago we alluded to the encouragement given by the Queensland Government to certain parties who were introducing Chinese labour into that flourishing Australian colony, and the protection of the emigrants on their arrival. The terms on which they were to be hired by the settlers formed the basis of a contract as favourable to them as to any other immigrants in the country. Under these regulations it was expected that abundance of cheap and useful labour would be secured for sheep and cattle stations, the increasing sugar plantations, and agricultural farms generally. Although the movement inaugurated under such favourable auspices was responded to by the arrival of several ships freighted with Chinamen, yet these did not meet the requirements of the colonists, as many of them refused to hire themselves to masters in the country, preferring to pick up a living in the towns. These first arrivals were landed at Brisbane, the capital, which is situated in the southern section of the colony, while the northern districts were comparatively overlooked by them. Recent advices from the latter state that a new system of emigration from China has set in there, independent of the former movement; and the influx is so great that already the Chinese outnumber the British and other European settlers in the principal district of North Queensland. The region which has attracted them is within the tropical zone, on that part of the East coast of Australia where the great circumnavigator, Captain COOK, put in to refit his ship *Endeavour*, after being nearly wrecked on a reef in the Coral Sea. Here a settlement has been established and named Cooktown. It is within a comparatively short distance of Singapore, Hong Kong, and Canton, to the more southern Australian settlements, and the cost of the passage thither is proportionately less. But the great attraction is the fact that an extensive gold-field had been previously discovered on the Palmer River, within fifty miles of the seaport of Cooktown. This came to the knowledge of certain Chinese merchants in Hong Kong and Canton, who excited the cupidity of their countrymen by circulating the most extravagant accounts of the riches of the Palmer gold-fields. These were believed in, and hundreds soon applied for passages in the steamers chartered by the native promoters of this new emigration to Australia. The mail steamer *Singapore* was the first to arrive with 470 passengers, followed the same evening by the *Adria*, with 600 more, and within ten days afterwards the steamers *Namoa* and *Egeria* landed 1,200 Chinese at Cooktown. At once this quiet township became an indescribable scene of bustle and excitement. Being in a tropical climate the immigrants, accustomed to the same, suffered little or no inconvenience by camping on shore. Each man had his cooking utensils, and there was abundance of rice and other food suited to their tastes brought in the ships. But few rested there; not a day was lost to reach the Palmer gold-field, of which they had heard so much. Soon they were seen in single file tramping merrily along the road. Their loads consisted of the most miscellaneous articles—tinware, chests of tea, bags of rice, tents, clothes, picks, shovels, and all the necessary equipment for mining operations. Sometimes a whole shipload of these immigrants might be seen patiently jogging onwards to the Palmer Eldorado. Those who remained in the township were no less active in the pursuit of wealth by settling down as storekeepers. The promoters of the movement had sent representatives, who soon commenced to erect large warehouses for the storage of merchandise. Others who had come with means to speculate did so, not only in long-handled shovels, but in the purchase of landed property. Among other buildings sold was "The Captain Cook Hotel," for which £800 cash was given. So elated were these Chinese with the success of the movement, and the prospects of increased immigration, that some of them said in *pidgin* English, that by-and-by Cooktown "all same numpah two Canton." By last accounts not less than five thousand are reported in the *Cooktown Courier* to have arrived and gone to the Palmer, and it was anticipated that by this time that number would be doubled. Indeed it would appear that if the "diggers" are at all successful there is no saying how great this Chinese invasion may become. Apprehensions were at first entertained by the authorities in Brisbane that collisions might take place between the Chinese and the Europeans already on the field, and steps were being taken to prevent anything of the kind. The result so far has been that there is room for everybody, and there is no likelihood of order being disturbed. We shall watch with interest the progress of this new Chinese migration to Australia, where there are already upwards of fifty thousand in the more southern colonies.

THE BLOCKADE OF HONG KONG.

IN a late issue we noted the return of Sir ARTHUR KENNEDY to Hong Kong. On arrival he will find several important subjects demanding his attention, among which stand prominently the Praya question, the water-works scheme, and, above all, the troublesome matter of the blockade by the Customs cruisers. The last is of such paramount importance that we trust Sir ARTHUR will not allow forty-eight hours to elapse after his arrival before taking active steps in regard to it. The trouble has been that from the first the Chinese authorities adopted a wrong position in the matter. They assumed that representations on their part made in the proper form and through the proper channels to the British Government would be disregarded; and they weakened their own position and raised needless opposition by endeavouring to carry by high-handed measures what they might probably have easily secured by simply representing the merits of the case in a proper manner. It is perhaps hardly surprising that the Chinese should have fallen into this error, as the result of hostilities is always to breed distrust, and they may be pardoned if they formerly had little confidence in the justice of the victorious outer barbarian. On the other hand, it was equally natural that the measures which the Chinese, acting upon this view, thought fit to adopt, should have been vigorously opposed by the Colony, and that an energetic Governor like Sir RICHARD MACDONNELL should have taken very prompt steps to put down the illegal attempts of the Chinese to establish taxing offices in the Colony, and to exact the taxes from the junks in what, whether they had a right to the taxes or not, was an illegal manner of obtaining them. The matter, however, has now gone on so long that it would be highly satisfactory if it could be settled upon some equitable footing; and we believe if the subject were thoroughly considered on all sides, and in all its bearings, this desirable end might be attained.

The chief difficulty under which we have hitherto laboured in dealing with this subject is, that we have never yet been informed of the nature and amount of the duties, which the Chinese claim to levy; and the first step towards arriving at any practical end would be to demand of the Chinese authorities what is claimed, and we could then decide what steps we could take, either by our own officials in Hong Kong, or in conjunction with the Chinese authorities, to aid them in collecting the revenue, and in preventing our colony being made use of by Chinese junks as a means of evading it. There is no doubt that the position of Hong Kong is such that it affords great facilities to junks to evade the payment of legitimate dues; though, on the other hand, it is not to be denied that the Chinese have, by means of their revenue cruisers and other arrangements, far exceeded their legitimate position, and have brought undue pressure to bear upon the trade of Hong Kong. Our position is that we

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wish only to put an end to the latter elements in regard to the duties; and to do so it would be only reasonable to aid the Chinese in respect to legitimate duties, provided we can do so without injury to the independence of the Colony and its trade. It is, however, intolerable that these cruisers should march through the harbour without reporting, and this should at once be stopped by our naval forces, on the requisition of the Governor.

Upon these grounds, the soundness of which will scarcely be disputed in the present day, three courses have been suggested as a means of adjusting the difficulty; first, our collecting the duties ourselves on behalf of the Chinese Government, or undertaking to forward them the information necessary to enable them to do so; secondly, our agreeing to the appointment of a Chinese Consul in the Colony, and aiding him in supplying such information or in collecting the duties; and, lastly, by means of a branch of the Foreign Inspectorate of Customs. It is doubtful, however, whether any one of these courses would prove altogether satisfactory; any attempt to collect duties ourselves on behalf of the Chinese Government would be open to two serious objections — first, that such a step would be unadvisable as avowedly doing away with the freedom of the port; and, secondly, that, even if this objection did not exist, it is almost certain that the difficulty of the task would be such that it would be almost hopeless to accomplish it, especially in the face of the opposition which would certainly arise on the part of petty local officials whose vested interests would be interfered with. To the second plan, that of allowing a Chinese Consul to see to the duties, there is a strong objection on account of this being extremely likely to establish an *imperium in imperio* in regard to the native population, and to cause them to be subjected to squeezes, and otherwise harassed in a manner detrimental to the interests of the Colony. The last-named plan would appear at first sight most feasible; but the fact of the Inspectorate of Customs being an Imperial institution would be fatal to its being employed as a medium for collecting the Hoppo's dues. Some other plan must, therefore, be devised which will put an end to existing disputes; but it is clear nothing can be done until some machinery be set in operation which will have the effect of eliciting the exact facts connected with it. As an initiative, it is probable that considerable good may be done by the establishment in Hong Kong of a Mixed Court, to decide on cases of smuggling. This, at least, would have the effect of securing that the charges would be equitably inquired into, and might be the means of eliciting such information as should form the basis for more complete action; or it might be the means of "improving off" all the transgressors in the way of smuggling.

MAJOR GRAY, who has been appointed by the Colonial-office to the post of Superintendent of the Convict Prison at Singapore, will leave by the next P. and O. mail *viâ* Brindisi. We understand that the directors of the Mill bank and Chatham Convict Establishments have given most satisfactory testimonials as to his fitness in all respects for the post. This, combined with his long experience of Asiatics and other native races, his tact and temper, will, we think, enable him to discharge the duties to the satisfaction of the Colonists of Singapore. Major GRAY served in the West Indies in 1845, subsequently in the Ceylon Rifles, and from 1850 to 1854 was stationed at Hong Kong. In the second China War in 1860 he commanded the Transport Corps, which included a number of Chinese. In 1863 he was engaged in the Maori War in New Zealand, and has evidently been selected as possessing the best qualifications for the office. We cannot refrain from noticing the smallness of the salary; £600 a year is quite inadequate to such a post; and while we have on many occasions pointed to salaries which require to be cut down, we are of opinion that this one should be raised to £1,000.

THE appointment of Mr. HERBERT TAYLOR USSHER, C.M.G., lately Governor of Tobago, as Governor of Labuan and Consul-General of Borneo, which we announced in August, has been notified in the *London Gazette*. Mr. USSHER will proceed by an early mail to take up his post, and we trust that the Foreign-office will give him special instructions as to the action of the Spanish men-of-war in regard to the Sooloo captures which we have lately reported. The seizures have been altogether irregular, and the so-called blockade of Sooloo ports and harbours is entirely at variance with the law of nations, and our Government have too long delayed action in the matter. In connection with Labuan we may notice that Mr. CALLAGHAN, a former Governor, has been appointed Governor of the Falkland Islands.

THE first misfortune has fallen on our newly-acquired Malay States. By a telegram, which we give in another column, it will be seen that Mr. BIRCH, the Resident at Perak, and late Colonial Secretary at Singapore, has been murdered. No details are given, but we trust that it has not occurred from any want of foresight on the part of Governor JERVOIS in giving him proper protection at such a place. Our warning in this respect will now have painful significance.

FRANCE IN THE FAR EAST.

BY F. GARNIER.

The above paper, of which we gave a *résumé* in our last issue, is of so much interest that we subjoin translations of the first and last chapters:—

The extreme East, with its immense aggregations of men, its advanced industry and varied products, of which some, such as tea and silk, have now become necessaries in Europe, with its stocks of oil and metals, which will probably ere long supply the place of the exhausted sources in the West, is daily attracting more attention on the part of the Statesmen. When the barriers which still exist between the two worlds shall have disappeared it will be from this quarter that a social and economic revolution will come upon us. In the present paper we purpose to inquire by what means the Chinese nation may be induced to enter into the comity of European nations, and what future is reserved for France in these rich countries.

Of the two great nations of the extreme East—Japan and China—the first has resolutely thrown itself in the way of progress. She is endeavouring to appropriate to herself European science, and its magnificent material results. Telegraphs, Railways, Mints, Observatories, and even our very customs—she adopts all with enthusiasm. It may be even feared that she may undertake with more precipitation than wisdom a reformation which grates against many prejudices, and which violates all the national habits. It is not to be forgotten, in short, that Japan has remained during two centuries more hermetically sealed to Europe than China herself.

The latter, still bleeding from the wounds inflicted on her national pride, rejects the benefits of civilisation, and accepts from them only the means of producing engines of war. She asks Europeans to teach her to cast cannon, to manufacture guns, to construct vessels of war. She endeavours to make use of their own arms to fight them; she accepts in advance a new struggle rather than consent to the radical transformation with which she is menaced by contact with Western nations.

In order to estimate this resistance it is necessary to remember the immense superiority which China has enjoyed from time immemorial over neighbouring nations. Surrounded by barbarous peoples the Chinese succeeded in imposing on them their customs, their laws, and their written language. Often conquered by invasions from the North, they have always absorbed their conquerors, who have hastened to accept the civilisation of the conquered, and to deny their own nationality. During centuries, in fact, China has been in reality in the right in claiming for itself the title of the Middle Kingdom, and in thinking itself the first nation in the world. At the commencement its relations with Europeans, far from lowering its pride, could only further exalt it. The navigators who, in the sixteenth century reached the coast of China, speak only in terms of admiration of this immense Empire, and only approach its sovereign kneeling. Fear of compromising commercial interests, the *prestige* of this mysterious East, of which the real power was exaggerated, caused them to adopt for a long time towards it a dependent and undignified attitude. The Opium war at last broke the charm, and revealed the feebleness of the colossus, but it was not calculated to raise Europe in the opinion of a polished and learned nation. The thunder-clap of 1860, and the pillage of the Summer Palace, brought the rancour and resentment of the Chinese Government to the full.

If China is ignorant of the greatness and extent of European civilisation; if she is wrong in not perceiving that the barbarians of the sixteenth century are her masters to-day; if there is something evidently puerile in her obstinacy in looking back and anchoring herself immovably in the past, while progress like an irresistible wave is bearing all nations towards the marvellous hopes of the future, it must be admitted that her ignorance of the West has its counterpart in Europe. The imaginary colloquy by Voltaire, between some European philosophers and a

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Chinese scholar, will be remembered. The latter was astonished not to find in the "Discourse on Universal History" even the name of his country. This empire, the largest in the world, of prodigious antiquity, of refined civilisation, was not deemed worthy of any mention in it. Have we become, therefore, much more instructed since that time, and have not the Chinese preserved the right to treat lightly our pretensions to universal knowledge?

Have not foreign merchants, who have never seen in China anything but a place to be turned to the best account by creating by force the strangest wants, given her reason to doubt the justice of a civilisation of which we are so proud? On both sides how many ridiculous prejudices, how many hateful recollections, how many resentments profoundly separate these two nations, who have so much interest in understanding one another?

There was a time, even the time of Voltaire, when it was possible to hope to see this desirable revolution peacefully accomplished—this establishment of intimate relations between two civilisations and two nations which embrace in the present day all the active principles of the worlds. At that time Chinese science was being renewed little by little, thanks to the work and the efforts of the Jesuits, who played so important a part at the Court of Kang-hi, the Louis XIV. of the East. Then the historical riches of the Chinese annals commenced to be unveiled to Europe, and people learnt to appreciate that democratic and equalising constitution which might have given the Chinese a model Government; then, in short, it was found, not without surprise, that nearly all the discoveries of the West had been made and often applied by Chinese industry, and that we had much to find among the treasures of an experience of over fifty centuries.

It is known, after what deplorable quarrels, a rival congregation, that of the Dominicans, contrived to destroy the influence of the Jesuits, and stopped China in the liberal career which she was commencing—the Peking Government persecuted Christianity, and hastened to return to its systematic isolation. With a people whose aptitudes are varied, and whose intelligence is open and accessible, this isolation still remaining so complete, this turning back of a civilisation which had shown itself marvellously precocious and powerful, will remain an inexplicable phenomenon if we did not here indicate a cause upon which our attention has not sufficiently rested up to the present day, namely, its hieroglyphic writing.

After reviewing the present state of China and the position and interests of France in that country, the writer concludes as follows:—

Can it be said that we are unable to derive any benefit from our situation? Shall we resign ourselves to aid the immense commercial movement, of which China is the theatre, without attempting to take a place there more consonant with our productive capabilities? We have founded at the ports themselves of this immense Empire, in the midst of populations belonging to the same race, and of which the legislation, the written language, and official customs are those of China, a colony whose future destiny is not doubtful, if we only learn to bring a little steadfastness and perseverance to bear in our efforts. To create direct and fruitful relations between Cochin China and the Celestial Empire we need only desire to do so. Tongking, the cradle of that Annamite nation called to become French, is watered by a great river flowing into Yunnan, the most Southern province of China. Two steamers commanded by an adventurous Frenchman, Mr. Dupuis, have recently ascended this river, which seems, according to the results of this fortunate experiment, to offer a commercial route as rapid as cheap, between Saigon and Southern China. It is therefore indispensable for the security of our Indo-Chinese possessions that we should impose upon the whole Empire of Annam, a protectorate which will bind up its interests with those of France, and thus put out of consideration all chances of ulterior political complications. The French Commission which explored Indo-China and China five years back has collected the most favourable information on the value of the metallic products of the province of Yunnan. Left to the results of imperfect working and separated from any commercial outlet, these riches lie buried in a country which they might render marvellously prosperous. The opening of a route faciliating the transport of goods in quantities hitherto unhoped for, and thus abridging the immense distance which separates Southern China from Europe, would produce commercial and industrial results of such importance that the solution of the problem has long occupied the attention of England. It is time that we in our turn should pay some attention to the interests and rights which are created by our situation in the Indo-Chinese Peninsular, to the part which it calls upon us to play in these regions, formerly distant, but which the rapidity of intercommunication has placed at our doors. It is, above all, necessary to watch over the integrity of the Chinese Empire, and to prevent any conquest or rebellion separating the southern provinces of the Empire from Peking, and shutting us out from access to them. We shall recur later to the study of this question, which demands of itself lengthened consideration. At present we shall confine ourselves to pointing out its gravity. The economic problems which it raises are of the highest importance in our country. Some unexpected compensation for our recent misfortunes may be found in these rich countries. Following all the great crises of our history, a movement has been produced towards the exterior productive of useful and glorious results. Let us learn to give it birth; let us learn to direct it; let us return to those colonising traditions which we have abandoned to a rival nation of which they have made the power and the riches. Indo-China may become for us the equivalent of that Empire of India, which a Dupleix would have given to France, and which the weakness of Louis XVI. caused us to lose for ever.

THE LATE REV. B. P. KEASBERRY.

A quiet unobtrusive life spent almost wholly in doing good is not so common a thing, even in missionary records, that we can allow one such to pass away without the tribute of respect and regret. Mr. Keasberry, whose death occurred last month at Singapore, went out originally as one of the agents of the London Missionary Society; and when, soon afterwards, their mission was transferred from the Straits to China, he elected to remain alone at a post for which he had already qualified himself by the acquisition of the Malayan language, and of which he was for many years past the most accomplished master. Supporting himself in old apostolic fashion by the work of his own hands he succeeded in establishing a large school, at which he educated many sons of Malay Rajahs and nobles, and in keeping up a Christian mission not only in Singapore, but in the neighbouring islands. Backed by no great organisation in this country, he went about doing good in so unostentatious a way as to be unknown outside the circle who were watching his work. We cannot disguise from ourselves that in attempting the conversion of Mahometans, Mr. Keasberry was the leader of a forlorn hope; but his influence with them was all for good, while his labours among the Chinese were, it may be fairly hoped, a success. His special mission was to children, and it will be for others to reap the harvest of his sowing. But whatever be the visible results of his teaching, his life had in it more of the heroic than is often met with in these days, and may well serve as subject for thought and imitation. So long as Christendom agrees in accepting as its ideal a life of simplicity and self-sacrifice, so long will a career such as Mr. Keasberry's was prove that a very near approach to that ideal is not unattainable. It seems almost superfluous to say that Mr. Keasberry's means were insufficient to allow of his making provision for his family. It is with great satisfaction that we see a subscription is being raised to enable his wife and daughters to secure the means of support. The list in our advertising columns shows that the appeal is being generously answered; and we shall be surprised if the names of any connected with the Straits are wanting in this testimony to a noble life, and in recognition of its work.

CONSULAR REPORTS ON THE TRADE OF CHINA.

THE Consular Reports on the trade of the year 1874 at Chefoo, Newchwang, Chinkiang, Shanghai, Takow, and Taiwan have been issued from the Foreign-office. We subjoin a summary of the Reports:—

CHEFOO.

Mr. Lay reports that the trade presents no new feature of striking importance. The returns show a total of £2,597,058, as compared with a total of £2,411,034 for 1873, being an increase of nearly 8 per cent. As compared with last year the most notable change in the shipping returns is the increase in Chinese-owned merchant steamers, the numbers being 46, as against 15 in 1873, and *nil* in 1872. These steamers belong, as was remarked in last year's report, to a native merchants' company (said to be largely subsidised from official sources), formed for the purpose of conveying tribute rice from the provinces to Tientsin, and for competing with foreign lines of steamers for the general carrying trade on the coast. It was anticipated that a great reduction in the rates of freight would follow this competition, but, so far, this had not taken place.

The attempts that have from time to time been made to lay down British manufactured goods direct have not, as a rule, been successful. The saving thereby effected on freight had been more than counteracted by the disturbance in the local market, caused by the sudden arrival of supplies far exceeding the demand; and the native dealers are shrewd enough to refrain from outbidding one another, till in the end the importer may be forced to sell on their terms. Of the total amount of direct British trade more than half was made up of re-exports of foreign manufactures from Hong Kong. Shipments to the extent of only £37,584 were made direct from Great Britain, and the balance consists of coals from Australia and miscellaneous items from the Straits Settlements.

There had been a considerable increase in the importation of

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opium, the quantity for the year being greater than that for any previous year for a long period. It does not necessarily follow, of course, that the actual consumption of the drug has increased in the same proportion; but from a comparison of the last five years it seems that, as a matter of fact, a gradual increase has been going on. Malwa almost entirely commanded the market here, there being only a very insignificant demand for other kinds. The consumption of cotton manufactures continued on the same scale as during the year 1873, both years having largely fallen short of the figures for previous years. The falling off is particularly noticeable in T-cloths. The decrease is not peculiar to this port, and is, moreover, readily accounted for by the notorious overtrading and glutting of all the native markets during the latter of the above-mentioned periods, a state of things that was still further aggravated by plentiful cotton harvests all over the Empire.

NEWCHWANG.

Mr. Adkins' Report says that trade at this port for the year 1874 may be considered as having been as unsatisfactory in a commercial point of view as elsewhere in China, but there are many reasons for hoping that the year 1875 will have a different tale to tell. The report states that—

There is one great obstacle standing in the way of permanent prosperity in the provinces of Manchuria. I allude to brigandage, which is caused by bad Government, and of which the remedy is almost worse than the disease. The trader who wishes to convey inland goods purchased at this port-town has, in fact, to pay for a free pass by employing a convoy, between whom and the mounted banditti there is a mutual understanding. The convoyed property is not molested by the robbers, and the robbers are not denounced when they fall upon unconvoyed property. There are armed men enough in Government pay in this port town alone to drive every robber far away from the borders of this district; but the foreign-drilled battalion, which arrived here in 1866, has sunk into such a lamentable state of inefficiency that for offensive operations, at any rate, it is quite useless. There are also in this province at least two localities where the Government exercises no control whatever, and which, consequently, are dangerous foci of disorder. We have no very definite or reliable information about either locality, but the one may be described as the gold region south-east of Kérin, and some 500 miles north-east of this port, the other as the colony of outlaws in the Yalu valley. With regard to the first fabulous stories are told of the richness of the gold washings. The region appears to be difficult of access, and to be strictly guarded by its inhabitants, who live there under a species of rude feudality. The place has sprung into existence within the last three or four years. It may be noted here that the colonisation of these provinces, and of Eastern Mongolia, is proceeding with great rapidity. The palisades no longer mark the limits of settled country, the forests are fast disappearing, and large tracts of country are being added to the productive area of this part of the Empire. The Government sanctions the colonisation of Mongolia by the Mongolian Princes, but the settlers in the Yalu valley are there in defiance of the law. They are gold miners, ginseng diggers, and lumberers. The valley of the Yalu is on the Korean frontier, and from its port, Ta-ku Shan, a considerable trade in timber is carried on with Tientsin; but the place has been a thorn in the side of the Manchu authorities for many years past.

As compared with the year 1873, imports show a decrease of Tls. 700,000. The most remarkable falling off is in the import of opium. There can be no doubt that this is mainly due to the increased production of the native drug. The value of a picul of native opium is about Tls. 300. The quality is said to be improving. The drug is eaten as well as smoked. The cultivation of the poppy is sure to spread, for the crop is most profitable in ordinary seasons.

The trade in piece goods at this port has suffered greatly from nefarious practices of the packers and exporters in England. It frequently happens here that the foreign merchant has to make a large abatement from the invoice prices of goods he has sold to Chinese constituents. In consequence of adulteration and short lengths, the amount of T-cloths sold during the year is about half the consumption of 1873. The more durable cotton goods are somewhat more in favour. Some 200,000 Tls. worth of white and grey shirtings were disposed of to the Corean traders during the year. The rumours of an intention to relax the restrictions on the trade between Chinese and Coreans at the frontier fairs turned out to have no foundation in fact.

Mr. Adkins concludes with the following remarks :—

The question of the working the minerals of the province is one which must ultimately become of pressing importance. In no part of China accessible to foreigners are iron and coal found in such close proximity to each other. If a railway would pay anywhere it would pay here, between Monkden and this port. It would pass through a closely cultivated and populous plain, touching three large cities on the way. A branch twenty miles long would tap the iron and coal district. The coal and iron mines rudely worked, and accessible only by the hill roads and rude native carts, now send their produce 100 miles to this town in the south, and to cities at similar distances in the north. Worked by the aid of steam machinery, and accessible by railway, the carriage of these materials would of itself soon become an appreciable item in the success of the latter undertaking,

CHINKIANG.

Mr. Baber's Report states that the total value of the trade, import and export, of Chinkiang during the year amounted to £3,844,343, showing a slight advance on that of the previous year. In spite, however, of this apparent improvement, which is to be attributed solely to the increased importation of opium the condition of trade had been far from satisfactory, and does not show that buoyancy which the central situation of the port and the energy of the foreign merchants might be expected to command. At the same time, not to take too gloomy a view of the situation, it should be remembered that the China trade generally has undergone a period of unusual depression, which is unlikely to be more than temporary. The total value of imports amounts to £3,527,066, as against £3,566,765 during the previous year. With the exception of opium, the sale of which has steadily advanced since the opening of the port, all the principal articles of import exhibit a decline.

The exports for 1874 show a considerable improvement. The total value was $317,277, as against £257,532 during the previous year. This is somewhat reassuring when it is remembered that the trade had to bear up against the refusal of the native authorities to issue transit passes even for *bonâ fide* foreign-owned goods. The rapid improvement in raw silk is remarkable, but unless transit passes can be obtained, as provided by treaty, it is feared that this item of export will gradually disappear.

Mr. Baber sums up his Report with the subjoined observations :—

The real obstacle to any decided and lasting improvement in the material condition of the people is one to which it is a weary task to have to draw repeated attention, viz., the injury inflicted upon producers by barrier and lekin dues, and other official exactions which impoverish the people, deaden foreign trade, and what is more to the purpose of the Mandarin, could he be brought to realise it, go far to account for diminished revennes.

Although not strictly within the province of a Trade Report, it may be well to ask attention to the position which Chinkiang has lately assumed as a centre of military movement and organisation. This became more particularly prominent at the time when war with Japan upon the Formosa difficulty appeared imminent. Numerous bodies of the Chinese militia, known as "braves," were assembled at this port, in expectation of the outbreak of hostilities; but it would seem that they were intended more especially for purposes of defence, and to garrison the numerous forts that were constructed at the time in our immediate neighbourhood. Several mud forts, large and small, of the usual Chinese pattern, command the approach to Chinkiang from Shanghai; but the most important works are situated on Silver Island and the two shores, being three iron-plated batteries of ten or more guns, smooth-bore, 68-pounders, which are laid to direct a converging fire on the reach immediately below Chinkiang. The plates, placed without intermediate backing on walls of concrete, are not more than one inch in thickness, except over the embrasures, where they measure about five inches. The magazines are situated in chambers between the guns, and the whole is covered with what is intended to be a bomb-proof roof. They are all in a very backward condition, and do not promise to be formidable; but were they completed, and well-manned and fenced, as seems probable, with a fringe of torpedoes, the trading communities at the three river ports would, in the event of sudden hostilities, be cut off for a time from all communication with Shanghai, and would find themselves for the moment in a position of imminent peril.

SHANGHAI.

Consul Medhurst's Report on the Trade of this Port commences as follows :—

After the deplorable falling off which my last annual report had to record in the total value of foreign imports of 1873, as compared with those of the preceding years, it is somewhat encouraging to observe from the past year's returns that this tendency to declension has not only found its limit, but has given place to symptoms of a reaction in the contrary direction, as will be seen from the following figures, showing the comparative values of foreign imports for the past three years :—

	Taels.
1872	57,062,288
1873	52,283,955
1874	52,902,102

This slightly favourable result, however, is merely traceable as far as the aggregate imports are concerned. If the importing countries are taken in detail, it will be found that the values of direct imports from Great Britain continue to exhibit the downward tendency, remarkable considering the increased import of manufactures, deducible from the returns of 1873, although those from her Dependencies remain still on the increase. An advance is noticeable, likewise, in imports from the United States and coastwise, whilst those from France and Japan have declined considerably. Hong Kong continues to maintain the prominent position as an importing depot, fully one-tenth of the imports of the British territory, and nearly that proportion of the aggregate imports, being traceable to this source.

The port appears to have made no material progress as an exporting depot for foreign goods, the total value of this class of merchandise re-exported coastwise being Tls. 40,773,269, and that of goods carried Japanwards being Tls. 2,358,028, against a value of Tls. 41,272,973 and Tls. 1,991,462, conveyed in those several directions during the previous year. The ports coastwise, moreover, appear strictly to have maintained the relative positions as consumers of re-exported foreign imports, which they held during 1873, although of the northern ports, Chefoo, Kiukiang, Chinkiang, and Ningpo, and of the southern, Foochow, took an increased share, while the rest all fell off. The gross value of re-exports of foreign imported goods may thus be put down at Tls. 43,764,978, which falls short of the estimated value of the same re-exports for 1873 by some Tls. 126,000; owing, however, to the increase in the aggregate value of foreign imports for the year 1874, as already noticed, the net imports of foreign goods for the year show a slight advance upon those of 1873. In the imports of native goods

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on the other hand, a falling off of Tls. 4,000,000 in estimated value has to be recorded. This is to be accounted for by the material decrease in the imports from Hankow, Kiukiang, and Canton, which has been only partially counterbalanced by the increase in the receipts from Chinkiang, Ningpo, and Newchwang.

In the course of the general remarks appended to the Report, Consul Medhurst says :—

Notwithstanding numerous complaints, the trade in piece goods for 1874 has been fairly prosperous. The quantity imported shows a considerable increase over last year, and the deliveries have generally kept pace with, and in some cases outrun, the imports. The consequence is, that the stocks at the close of the year compare favourably with those of previous years. In the two articles, for example, of T-cloths and White Shirtings, the stocks in hand are estimated at about 587,000 and 51,000 pieces, against 1,782,000 and 204,000 pieces respectively at the close of 1872. While, however, the trade as regards the British manufacturer is so far satisfactory, its results had not been remunerative to the importer. For this several reasons have been assigned, but the main reason is simply that the shipments for the last three years, as a whole, have been largely in excess of the demand. While the consumption has been going on at a steady and slightly advancing rate, a large increase in the deliveries in 1872 produced at once a glut in the native market, and a flood of shipments from England. The natural consequence was an accumulation of stocks, which in some staples it has taken from that time to this to work off, and generally at prices which barely paid actual expenses. Of T-cloths there were imported during the two years of 1871-72 no less than 8,288,361 pieces, against an annual average consumption (for the last six years), of about 2,500,000 pieces. So long as the natural law of supply and demand is thus grossly violated, nothing but loss to the trader can be looked for. The remedy is in his own hands, and in his alone. The evil is not peculiar to time or country, though here, indeed, it is aggravated both by the powerful combination which exists among Chinese merchants, enabling them to "bear" or "bull" prices as they wish, and by the jealousy and disunion among foreigners, which render them powerless to oppose such practices.

Another cause of complaint, which, however, affects not importers in particular, bnt the whole trade, is the long-standing one of official obstructiveness to the free transit of goods in the interior. Scarcely a year has passed since the conclusion of the Treaty of Tientsin without its burthen of grievances under this head ; and in too many cases, it must be admitted, they are well founded. The transit pass system, by which all inland barrier dues of whatever kind were commuted for a single cash payment, made to the foreign managed Custom-house at the port of entry, has never worked smoothly. In places round the Treaty ports, where the battle has been fought over and over again, the barrier officials have been forced into a sort of sullen acquiesence ; but in all new districts where the pass is tried for the first time, the same old complaints of delays, squeezes, and confiscations recur time after time, until the unhappy trader who has made the venture is ruined, and others are effectually deterred from making similar attempts.

Another cause which is said to have had a considerable influence in checking the demand for Manchester goods is the abundant cotton harvests for the past two years in this and other provinces. There can be no doubt that any serious fluctuation in the yield of cotton would materially affect foreign imports. Roughly speaking, the working classes all over China are still clothed entirely with native fabrics manufactured from native-grown cotton. The extent to which English manufactures are used as part of ordinary wearing material is almost inappreciable ; the reason simply being that the native article is cheaper. The difference in price, however, is not very great, and any cause that would raise or lower the price of cotton would immediately influence the demand for the foreign manufactured article. A serious enhancement in the price of raw cotton might multiply the consumption of our products to an incalculable extent. There is, however, no immediate prospect of this. Of late years, owing to the increased facilities for coast and river traffic, the price has gone up, but this province has responded by an increased supply which, as far as one can see, is capable of indefinite expansion.

The great obstacle to China's becoming a consumer of English fabrics to an extent that the enormous size of the country and its swarming population would lead one to anticipate, is, therefore, not the le-kin impositions and other official obstructions, for these equally retard the free circulation of native products, but the fact that she herself can produce an article of more durable quality, and better suited to the wants of the people, at an equal or lower cost. There are many purposes, of course, for which the English fabric is more suitable, and there is a large and increasing class who can afford to pay for, and who'prefer a finer quality than the native looms can produce; and, as far as these wants are concerned, the trade is unquestionably on a sound basis, and is bound to increase. Every additional facility for internal transport will, by enabling goods of this class to reach districts hitherto inaccessible, give an additional impetus to the demand. But so long as the native looms continue to produce cloth at the same cost as at present, our manufactures cannot seriously enter into competition with it for the supply of the wants of the million. In view of these considerations, it is matter for serious regret that the quality of home products should have, through the excessive use of size, deteriorated of late. It is said that during the past year shipments of the inferior quality have paid the importer better than the higher-priced and more genuine article, as the proportion between the selling prices here was less than that of the cost prices at home. This is readily accounted for by supposing that the consumer has not yet learned to discriminate between the two, but this is a knowledge that he will certainly gain sooner or later, and it is much to be feared that it will react, not alone on the particular class, but on all kinds of English manufactures. This is a warning that has been repeated in many quarters, and I need not do more here than simply allude to it.

With reference to Exports, the Report shows a continued tendency in a retrogressive direction, the total values for the year 1874 being Tls. 57,488,023 against Tls. 64,814,710 for 1873, showing a difference of nearly Tls. 7,500,000. It is in exports and reexports to Great Britain and the United States that the falling off entirely occurs, those coastwise having on the whole experienced a considerable increase. The report says :—

The actual quantity of silk exported exceeds the export of 1873 by over 12,000 bales, and yet the total value is less by Tls. 4,772,000. Had the price continued steady during the two years, instead of any decrease, there would have appeared an increase in this staple of nearly Tls. 6,000,000. Taking the value published in the Customs Returns as correct, the average price of a bale of silk in 1873 was Tls. 468, while in 1874 it was only Tls. 314. The next important article of export is tea, and this also shows a decrease of Tls. 3,727,000. The actual quantity exported was less by 79,162 piculs, or, say, 11,188,546 lbs. than in 1873, and there appears to be a fall of price as well. The average value, taking the Customs Returns as before, in 1873, was Tls. 25·30 per picul, while it barely reached Tls. 23 in 1874. Both these phenomena, however, are probably partly accounted for by the fact that an increasing number of steamers load at Hankow for London direct, in the early part of the season, when the highest-priced teas are on the market, whose cargoes consequently do not figure in the Shanghai Trade Returns. It does not appear, as a matter of fact, that the total export of black teas from all the northern ports is less in amount or value than in previous years. There is, however, a marked decrease in green teas, both in regard to amount and value, as compared with last year, chiefly on the shipments to the United States.

The two articles of tea and silk figure in the returns as together showing a falling off of Tls. 8,500,000. About 1,000,000 of this is counterbalanced by a gain on cotton, leaving all other articles at similar figures to those of 1873.

Of British vessels entered and cleared in 1874 there was a total of 1,462, of 1,071,647 tons, against 1,511, with a tonnage of 934,900 tons in 1873. The tonnage of British sailing ships entered during 1874 was only 75,131, against an aggregate of 464,368 tons of steamers, or about 14 per cent. of the gross amount. The proportion of steamers to sailing vessels under the French and American flags was even greater. Nearly all the traffic between France and China is carried on in steamers of the Messageries Maritimes ; and the bulk of the tonnage under the American flag is made up by the weekly steamers from Shanghai to Japan, and by the steamers of the Shanghai Steam Navigation Company, which run three times a week on the Yangtsze, and twice a week to the northern ports.

Mr. Medhurst concludes the exhaustive Report with the subjoineed observations :—

My relations with the Chinese authorities continue to be characterised by friendliness and courtesy on their part. They, however, fail to exert themselves as they might, in procuring me redress in cases where Chinese subjects are defendants. They invariably take up such suits *ab initio* with a strong bias against the foreigner ; and in the course of the proceedings so shift and twist the plainest evidence in order to suit the subjects of their advocacy that their action becomes tantamount to a practical shielding of their people from justice. The Mixed Court, notwithstanding the commendable efforts of the presiding magistrate, Chên, an exceptionally well-intentioned official, to do his duty by foreigners as well as by his own countrymen, continues to attract public attention by its entire inadequacy for the purpose for which it was originally instituted. The three chief desiderata, to my mind, are—first, a jurisdiction and authority, both civil and criminal, more adequate to the necessities of the Settlements than that which is now confided to the presiding magistrate ; secondly, a more independent and honest fulfilment of the official obligations involved ; and, thirdly, a more complete process of ridding the Settlement conclusively of bad characters after conviction and punishment.

The foreign Settlement showed during the past year, on the whole signs of increasing wealth and prosperity ; but at the same time there was observable a marked tendency towards the reduction of the larger mercantile establishments, and the utilisation of land, situated in the most central parts of the Settlement, for purposes of Chinese occupation. The latter feature is attributable to the difficulty found in obtaining remunerative rentals for houses constructed on the large and expensive scale which befits foreign tenure ; whilst buildings suitable for Chinese can be run up at a comparatively small cost, and, if well situated, are certain to find tenants rapidly, and at paying rates. Property of this class is valued at six to seven years' purchase, and returns easily 12 to 15 per cent. on outlay.

Takow and Taiwanfoo.

Mr. Gregory's returns show a flourishing trade, notwithstanding the political alarms of the year. There is a full recovery from the depression of 1873 ; in fact, the trade of 1874, taking the value in dollars as estimated at the Custom-house, exceeds that of any former year, though the value stated in sterling is a little below that of 1871, the rate of exchange being lower. The following is a comparative table for five years, with values in sterling, at the rates of exchange taken in the Consular Returns for the several years :—

Year.	Exchange of the Dollar.	Net Imports.	Exports.	Total.
1870	4s. 6d.	£306,244	£431,076	£737,320
1871	4s. 4½d.	£364,421	£396,888	£761,309
1872	4s. 4½d.	£322,330	£399,315	£721,645
1873	4s. 3⅞d.	£297,280	£305,657	£602,937
1874	4s. 3d.	£356,757	£391,003	£747,760
		£1,647,032	1,923,939	3,570,971

The import of opium shows a great increase (of about 28 per cent.) upon the three preceding years. In cotton piece goods a large increase appears, though the amount falls far short of the exceptional import of 1871. The import of treasure also shows a striking increase.

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Monetary and Commercial.

The P. and O. Company have made application to the Government for powers under the Company's charter to issue Five per Cent. Debentures to the amount of £800,000. This, it is necessary to state, will not involve any increase in the Company's capital, inasmuch as the debenture stock proposed to be issued is "on and subject to the express condition that the amount raised thereby shall be appropriated solely and specially to the conversion or redemption of debentures of the said Company of the like aggregate amount."

Tenders for £700,000 in bills on India were received on the 3rd inst. at the Bank of England. The amounts allotted were:—To Calcutta, £612,600; to Bombay, £86,700; and to Madras, £700. Tenders on all the Presidencies at 1s. 9¾d. will receive about 15 per cent., above in full. These figures show rather less demand for remittances to the East.

The annual meeting of the shareholders in the Bank of Alexandria was held on the 3rd inst., when Mr. T. S. Richardson, who presided, warned the public against confounding Egypt with Turkey in the matter of finance. The money borrowed by Egypt had been laid out in works of various kinds, which would at no distant period be remunerative. That money had been expended upon railways, the docks at Alexandria, the port of Alexandria, telegraphs, and the irrigation by canals which had brought under cultivation thousands of acres of land. Those works would shortly bring in a largely increased revenue.

A meeting has been held of the creditors of F. H. Ewen and Co., Manchester, merchants. The statement showed liabilities £12,723 15s. 3d., and assets £2,523 10s. 2d. The creditors agreed to accept a composition of 4s. in the pound, payable in three instalments at two, four, and six months, the last instalment secured.

At a preliminary meeting of the creditors of Mr. G. D. Neroutsos, merchant, of London and Manchester, a committee was appointed. The liabilities amount to £22,603, and assets to £12,869.

The total quantity of tea delivered from the bonded warehouses in London during the week ending the 30th ult. was 3,795,038 lb., of which 2,145,459 lb. was for home consumption, 860,035 lb. was removed coastwise, 678,020 lb. was exported, 102,780 lb. was removed coastwise for exportation, and 6,744 lb was for ships' stores.

The Nederland Steamship Company's steamer *Prins Hendrick*, Captain Braat, sailed from Southampton on the 2nd inst. for Padang, Batavia, &c., with the Netherlands mails, fifty-four cabin passengers, 250 troops, a full general cargo, and £2,000 in specie. This vessel is the first under the new contract with the Nederlands Government by which the steamers of the line carrying the mails will sail from Holland (*via* Southampton to Batavia) every four weeks.

In regard to the paragraph which appeared in our last issue as to the *Thermopylæ*, we have to point out that she left Foochow on the 9th July, and arrived off the Start on the 28th Oct., making a passage of 111 days, thus maintaining her reputation as one of the fastest clippers in the trade.

The return of the Indo-European Telegraph Company reports that the average time in transit *via* Teheran of all outward messages to India, including those for Penang, Singapore, China, Japan, Java, and Australia, during the week ending October 29 was fifty seven minutes.

The Eastern Telegraph Company's traffic receipts for the month of October, 1875, amounted to £35,757, and for the corresponding period of 1874 to £32,853. The traffic receipts of the Eastern Extension Australasia and China Telegraph Company (Limited) for the month of October, 1875, amounted to £19,604, and for the corresponding period of 1874 to £16,584.

The traffic receipts of the Great Northern Telegraph Company for the month of October were this year f.387,084; last year, f.420,885. The total receipts from 1st January to 31st October were this year f. 3,574,032; last year, f. 3,748,925.

Bar Silver has slightly declined in value, only 56 15-16d. per oz. having been obtained. Mexican Dollars, about £90,000 in value, have been sold at 55 7-16d. per oz., showing a reduction in price of ⅛d. per oz. They were taken chiefly for refining purposes.

The amount of bullion per P. and O. steamer *Assam*, from Southampton on the 4th inst., was:—In gold, to Galle, £600; in silver, to Hong Kong, £23,151.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Our market has been very quiet during the past week, and prices at public auction have in some instances gone rather easier, the demand both for home trade and export being dull. The cargoes of the vessels arrived, as noted below, have not as yet been generally placed on the market, and buyers are waiting to see samples. The public sales have comprised 16,618 packages, of which the whole have been sold without reserve. The stock in the United Kingdom on the 30th ult. was estimated at 86,922,000 lbs. against 77,981,000 lbs. last year, and the quantity afloat (advices by letter) 18,065,000 lbs. against 26,055,000 lbs. of China tea, and 2,253,000 lbs. against 2,067,000 lbs. of India tea.

Congous.—Red-leaf kinds: Siftings remain firm from 8½d. to 9½d. per lb. Old season's common have sold at previous prices. In new, sales have been made at ¼d. to ½d. per lb. decline. Fair to good Saryune kinds show no change. Good to fine Kaisow kinds remain firm, but in finest we hear of no sales. Good Pak Lin kinds remain saleable, but for fine there is but little inquiry. Black-leaf kinds: Old season's common to fair have sold from 10½d. to 11½d. per lb., showing no change. In new, common have sold from 9¾d. to 10½d. per lb., showing ½d. per lb. decline. Fair to good medium remain without alteration. In good to fine the few sales made have been at previous rates, finest being only in limited request. New make kinds have been firm at last week's prices, the better kinds being still in request. Oolongs have been sold, both privately and at public sale, without further change in prices. In Souchongs, good quality, about 1s. 6d. to 1s. 7d. has been wanted, other kinds being without change. *Scented Teas:* Canton Capers remain firm for all fair to good and fine descriptions; common, at public sales, have sold rather lower. Orange Pekoes have been steady without change in prices. Foochow Capers have been difficult of sale. Orange Pekoes: Good quality have sold at public sale from 1s. 3½d. to 1s. 3¾d. per lb.; finest are saleable up to 1s. 10d. per lb., but it is difficult to get over that figure for anything but choicest. *Green Teas:* There is no change to notice, the quantity offered has been moderate; the prices for the finer lines of Gunpowder remain firm, but common to good grades of Gunpowder, and more especially of Young Hysons, are selling at very low rates.

Messrs. James Goddard, Jun., and Co.'s Circular says:—The market has become flat during the week, with a little more desire in some quarters to make sales. The indisposition of the trade to buy the common qualities of Congou, chiefly the black leaf kinds, and the absence of any shipping demand, have brought these sorts forward at auction "without reserve," and business has been done at 9¾d. to 11d. Old season's is still occasionally offered, and what has been of a much higher class is still being sold at about these rates. The arrivals of second crop of the D and E grades have very fully supplied the market, and prices are not quite so strong. The clipper ship Thermopylæ, from Foochow, has arrived, and her cargo partly showing, but the trade are by no means eager buyers. Canton Congous are still in fair demand. Scented Teas of all kinds have fallen flat from an increased supply. Green Teas are still offered at auction, choice chop of Moyunes, "Tung Hing," obtained—Gunpowders Nos. 1 and 2, 3s. 1½d. and 1s. 10½d.; Imperials, 1s. 3½d. and 10½d.; Young Hysons, Nos. 1, 2, and 3, 1s. 7½d., 1s. 1½d., and 8¾d.; Hysons, Nos. 1, 2, and 3, 3s. 4d., 1s. 1d., and 7d.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 31st Oct. 1875, was estimated at ...	87,000,000	77,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	9,400,000	5,255,000
Amount on the water advised by telegraph to 30th Oct., against actual shipments to same date last year	30,858,000	50,250,000
	127,258,000	133,005,000

SILK.

Messrs. Durant and Co.'s Circular says:—We have little new to report. The market continues much as in former weeks, "moderate daily doings for consumption without change of prices"—speaking generally with a hardening tendency. The deliveries of the month are fairly good, but show diminishing figures, as also unfortunately do the arrivals Japan Silk does not take that place in the general consumption which the low quotations would seem to justify. It may be that with the new Silk this may be all changed; but at present little has come forward to tempt buyers. In Canton Silk the transactions have been limited by the large quantity sold in the public sales without reserve.

Mr. John Kershaw's Circular says:—Since the public sales the market for China Silk has remained very firm; the business doing has not been by any means large, but it has been daily and steady. Importers hold their silk very stiffly, and buyers do not get the least concession from asking prices. Notwithstanding the falling off in the deliveries of China Silk, the stocks are again reduced, owing to importations being so small—only 1,611 bales in October. There is not much doing in Canton Silk; No. 4 Tsatlee Reel is held at 11s. to 11s. 6d.; for "Loong Kongs" there is no inquiry. Japan Silk is still very difficult to move even at the present low quotations.

	Stocks. Oct. 30.		Imports. Jan. 1 to Oct. 30.		Deliveries. Jan. 1 to Oct. 30.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China ...	26,195	16,181	29,109	18,401	31,118	32,921
Canton ...	4,552	5,587	2,477	5,806	5,989	5,344
Japan ...	5,459	3,769	5,166	3,769	6,952	5,520

Coffee.—A very small supply of plantation Ceylon at auction early in the week, consisting mostly of ordinary, sold readily at fully previous rates, viz., triage at 88s. to 98s. 6d., small to low middling at 102s. to 108s. 6d., middling 111s., pea-berry at 124s. During the last few days public sales have been suspended, but business has been done privately at steady rates. Nine bags Penang have been sold at 95s. per cwt.

Cotton.—There has been rather more demand at previous rates, and the market is steadier, but the sales amount to only 600 bales.

China Straw Plait.—At auction 288 bales were mostly disposed of at late rates (chiefly white) from £6 15s. to £10 for the commoner kinds, £11 5s. to £15 for medium qualities, and £16 10s. to £25 15s. per bale for a few fine lots.

China Preserves.—In public sale 50 cases dry Ginger were bought in at 1s. per lb.

Cocoanut Oil moves off slowly, Cochin at £42, Ceylon at £38 15s.

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to £39. In public sale 100 hogsheads Ceylon were bought in at £39 10s. per ton.

CUTCH.—Privately business has been done in fine Pegu. Cock at 26s., Elephant at 27s. per cwt. At auction 200 boxes fine new Pegu (Cock brand) were bought in at 26s. 6d.

GAMBIER.—A further decline has occurred, at which a considerable business has been done. Privately about 700 bales have been sold at 27s. to 27s. 3d. At auction 252 bales damaged cubes sold at 33s. 6d. for 1st class; and 506 bags rather heated and blocky cubes were bought in at 40s. per cwt.

HIDES AND HORNS.—Messrs. Dyster, Nalder, and Co.'s Monthly Report says:—Singapore, Penang, and Rangoon, &c., Ox and Cow Hides have been in limited demand at the public sales, but for those sold late rates were realised. The sales are 2,044 Singapore, &c.; light, seconds, 11¾d.; thirds 7d.; fourths 5d.; small, seconds 10½d. per lb. 864 Rangoon; light, seconds 10½d.; heavy, seconds 7d. per lb. Singapore, Penang, &c., Buffalo Hides have been in moderate request, at about previous prices. The sales are 2,891 Singapore, &c.; fair, 1st heavy, average 27 to 32¾ lb., 5¾d. to 5¾d.; 2nd heavy, average 25½ lb., 5½d.; light, average 10⅜ to 16½ lb., 5¾d. to 6¾d.; ordinary, 1st heavy, average 29⅝ to 31¼ lb., 4¾d. to 5¼d.; 2nd heavy, average 31⅝ lb., 4⅞d.; thirds, 3¾d. per lb. 100 Rangoon; heavy, average 41¼ lb., 5¼d. per lb. Java Hides.—No sales of Ox and Cow. The demand for Buffalo Hides is limited, and the sales are only 852 hides; unshaved, 2nd heavy, average 22¼ to 24⅞ lb., 5¾d. to 6½d.; light, average 15¾ to 17½ lb., 5⅞d. to 7¼d. per lb. Horns.—In the absence of the periodical sales, there are no transactions of importance to notice.

INDIA-RUBBER.—In auction 45 baskets 2 bags ordinary Java of old import sold (without reserve) at 8¾d. to 10¾d. per lb.

JAPAN WAX.—In the public sales of 447 boxes offered 88 cases sold, good middling to good yellowish saucers at 43s. 6d. to 46s. 6d., the remainder being bought in, thick saucers at 49s. to 50s., slabs 48s. to 49s. per cwt.

PEPPER.—*Black:* A good supply, amounting to 4,001 bags, has been offered by auction, and there being more disposition to sell prices declined 1-16d. per lb., at which fully one-half was disposed of. Of 1,901 bags Penang 650 bags sold, fair at 4⅝d., West Coast at 4⅝d., with a few at 4¾d., 141 bags Trang bought in at 5½d., 428 bags Tringano 5⅛d. to 5¼d., chiefly the latter price; of 1,351 bags Singapore 1,100 bags good sold at 5⅜d. to 5½d., fine at 5½d., 180 bags Saigon bought in at 5¼d. *White:* In auction 945 bags were offered, but barely one-half sold, and prices were occasionally easier; of 790 bags Singapore 450 bags sold, fair to good fair at 7¾d. to 7⅞d., fine bright at 8¾d. to 8½d., superior bold clean at 8¾d.; 155 bags Penang bought in at 7¾d.

RICE.—The market has been inactive. A cargo of Necrancie Arracan, comprising 900 tons, sold at 7s. 6d.; one of 1,000 tons at 7s. 9d.; 800 tons Field Siam at 7s. 6d. ex ship Transactions on the spot have been of limited extent, including White Bengal at 11s. 6d. to 11s. 9d. per cwt.

SAPANWOOD.—At auction 6 tons Ceylon were bought in at £13 5s.

SAGO.—The limited supply brought forward has only partly found buyers on former terms. Of 514 bags by auction, 200 bags sold at 17s. to 17s. 6d. per cwt. for fine small grain.

SPICES.—*Cassia Lignea:* In auction 584 cases unworked were chiefly bought in at 57s. to 58s., only 145 cases first-class sea-damaged selling at 54s. to 56s. *Cinnamon:* 4 bales Ceylon withdrawn, 230 boxes broken China bought in at 10d. *Chips:* Of 245 bags Ceylon 145 bags coarse bark of old import sold at 2½d. to 2⅝d., the remainder bought in, fair chips at 6½d. *Cloves:* The large supply of 760 bales Zanzibar at auction met little demand, and the bulk was bought in. Of 89 cases 108 bales Amboyna only 8 cases good sold at 1s. 7½d., being fully ½d. lower, the remainder bought in at 1s. 8d. to 1s. 9d. also 5 cases Penang of old import at 2s. 6d. *Nutmegs:* 56 cases 14 boxes Penang sold readily at steady rates for small, to fully 1d. advance for bold; average 65 nuts to the lb., at 4s. 2d. to 4s. 6d., 70's to 68's at 4s., 81's to 76's at 3s. 9d. to 3s. 10d., 85's at 3s. 8d., 115's at 2s. 10d. to 2s. 11d., limed 135's at 1s. 11d., defective 1s. Of 10 casks 28 cases Java limed a few lots sold, 92's at 3s., medium 2s. 7d., 135's at 2s.; 162 bags wild Singapore bought in at 8d. *Mace:* 17 cases 10 boxes Penang met a steady demand, and 14 cases 10 boxes sold at full prices for good, and at former rates for middling, good bold at 3s. to 3s. 2d., middling red 2s. 5d., pickings 1s. 2d. to 1s. 4d.; 4 cases 20 boxes Java bought in at 2s. 4d. per lb.

SUGAR.—The demand from the trade has been slow, and business therefore moderate; prices, however, are supported, privately 900 tons unclayed Zebu Manila have been sold at 15s. 6d., also 7,000 bags unclayed Ilo Ilo at 15s. 6d.; privately 1,700 baskets date Penang have been sold at 15s. 6d., 1,000 bags soft brown at 17s. 9d., and about 200 tons date sort in bags chiefly at 15s. 9d. per cwt.

TAPIOCA.—Of 1,862 bags Singapore offered, rather more than half sold at 2d. to 2¼d. A portion withdrawn at 2⅜d. for bold Malacca. 162 bags Penang about half sold at 2⅝d. per lb. for 1st class sea damaged. *Pearl Tapioca:* 200 bags were partly disposed of at 20s. per cwt. for fine small grain.

TIN.—The small fluctuations in values during the past month, and the entire absorption of our heavy arrivals, point to absence of speculation and a very large consumption of this metal. The total supplies of the year will show a heavy increase, but holders are still confident that the present low range prices will eventually have great effect upon production. Quotations show a slight decline upon those given for last mail, being, Straits on the spot £84 10s., afloat £84, Banca £91, Billiton £86 per ton.

Stock of	Nov. 1, 1875. Tons.	Nov. 1, 1874. Tons.	Nov. 1, 1873 Tons.
Foreign in London, estimated at...	5,593	3,016	1,881
Banca in Holland, Warrants ...	634	450	715
Billiton in Holland, ditto... ...	847	755	550
	7,074	4,221	3,146
Afloat for Europe, Straits, advised by mail and telegram ...	1,300	1,048	528
Afloat Billiton for Holland ...	1,000	750	260

ARTICLES OF EXPORT.

MANCHESTER GOODS.

There has been no change in the position of this Market; the demand has ruled moderate, but previous rates have been paid in almost all transactions, producers for the most part showing no anxiety to sell, and holding for their quotations.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/6	6/7½
Do.	,, ...	7	14×13	38	7/9	8/0
Do.	,, ...	8 4	16×15	39	7/9	7/9
Do.	,, ...	8 4	16×15	40	9/1½	9/6
Do.	,, ...	9	19×19	41	11/1½	11/6
Do.	,, ...	10	19×19	42	11/10½	12/6
T-Cloths	32 in....	6	14×14	43	5/0	5/1½
Do.	,, ...	6	15×15	44	5/6	5/6
Do.	,, ...	7	15×15	45	5/9	5/9
Do.	,, ...	7	16×16	46	6/1½	6/3
Mexican	,, ...	7	18×18	47	6/1½	6/1½
Do.	,, ...	7	18×18	48	7/0	7/6
Do.	36 in....	8	18×18	49	7/1½	7/6
Do.	,, ...	8	18×18	50	8/0	8/7½
Spots	White...	—	—	51	10/0	10/0
Brocades	,, ...	—	—	52	10/3	10/3
Drills	30 in....	15	—	53	3 5-16d.	3¾d.
Do.	,, ...	15	—	54	3¾d.	3¾d.
Jeans	,, ...	8	—	55	7/7½	8/4½
Do	... ...	8	—	56	9/0	9/0
	Water Twist.		16/24		28/32	
	Good Seconds		10		11¼	
	Best do.		10¾		12¼	

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Cmpe Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To China ...	95,700	74,420	49,110	174,050	44,341	65,520
	,, Japan ...	—	1,950	890	224,600	—	46,287
Total		95,700	76,370	50,000	398,650	44,341	111,807
Shipped to the same date last year.....	To China ...	73,360	71,460	46,250	260,725	36,809	42,160
	,, Japan ...	—	1,560	1,400	126,185	480	14,950
Total		73,360	73,020	47,650	386,910	37,289	57,110
Do. 1873	To China ...	60,940	62,920	26,615	352,602	66,545	52,669
	,, Japan ...	—	720	1,210	141,279	100	86,409
Total		60,940	63,640	27,855	493,881	66,645	139,078
Total shipped during the year 1874 ...	To China ...	89,040	83,900	52,010	284,845	47,135	48,485
	,, Japan ...	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China ...	69,340	76,020	30,955	400,082	73,517	59,820
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 19	Benjamin Sewall	Pennell	Yokohama	Astoria, U.S.
27	Eliza A. Kenny.....	Pitman	Rangoon	London
27	Condor	Nordstrom.....	Bassein	Bremen
27	J. H. Epping.....	Bulow.....	Do.	Do.
27	Amaranth	Brauer	Rangoon	Do.
28	Pactolus	Churchill	Bassein	Bordeaux
29	Maria Guiseppina.....	Carbone	Akyab	Plymouth
29	Queirolo	Gorizilia.....	Do.	Falmouth
29	Affezione II.	Lauteri	Do.	Queenstown
30	Gutenberg	Breckwoldt ...	Rangoon	Falmouth
30	Agate	Browne	Singapore	Liverpool
30	Macedon.....	Hodge.....	Rangoon.....	Newhaven
30	Shield	Pearson	Colombo	London
30	Zodiac	Theodorson ...	Padang	New York
30	Henry Lippet	Chase	Do.	Do.
30	Eastern Prince.....	Mechan	Singapore, for London	Scilly
31	Vittoria Canestro.....	Canestro.....	Akyab	Do.
31	Thermopylæ	Matthson	Foochow	London
31	Pegasus	Powell.....	Bassein	Liverpool
31	Jorgen Bruhn	Bruhn.....	Sourabaya	Falmouth
31	Wm. Wilcox	Crocker	Singapore	Liverpool
31	Petronella	Bakker	Sourab., for Amstrdm.	Dungeness
31	A. E. Vidal	Angelbeck	Hong Kong	Hamburg
Nov. 1	Nieuwland.....	Ruhaak	Batavia, for Rotterdm.	Portsmouth
1	Titan	Berry	Ilo Ilo.....	London
2	Stentor (s.)	Drenning	Shanghai	Do.
2	Crocus (s.)	Joy	Foochow.....	Do.
2	Prince Victor.....	Baillie.....	Rangoon.....	Liverpool
2	Tom Morton (s.)	Webster	Foochow.....	Do.
2	Glenisla	Watts	Penang	Do.
2	Adriatic	—	Rangoon.....	Rye
3	Goodell	Crocket	Java	Falmouth
4	Bristolian	Hammond	Bangkok.....	London

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep.19	Petunia	Harland	Java	Buenos Ayres
21	Dirago	Staples	Do.	Do.
27	Clara	Nicholls	Do.	Rio Janeiro
Oct.23	Leonie	Richard	Saigon	Marseilles
25	Nantaise and Creole	Garry	Reunion	Bordeaux
26	Martaban (s.)	Barlow	Rangoon	Glasgow
27	Eliza Shaw	Hall	Shanghai	London
28	Nicoln	Ralla	Rangoon	Cardiff
28	Araby Maid	Hamond	Do.	Liverpool
28	Henrietta Behn	Schaechtel	Amoor	Cronstadt
28	Johan Hansen	Andersen	Do.	Do.
30	Egeria (s.)	Johansen	Shanghai	Hamburg
30	Sea Gull (s.)	Dowdy	Colombo	London
30	Burmese (s.)	Luck	China and Japan	Do.
30	Hans Gude	Bergh	Galle	Cardiff
30	Osmo	Soderholm	Rangoon	Do.
30	Pie IX.	Euon	Reunion	Bordeaux
31	Bacchus	Davies	Akyab	Liverpool
31	Sarah and Emma	Pritchard	Rangoon	Do.
31	Grampian	Copeland	Do.	Do.
31	Leon (s.)	Bollequi	Manila	Do.
31	Sierra Madrona	Wildridge	Rangoon	Middlesborough
Nov. 1	Hawk	Robson	Colombo	London
1	British Crown	Andrews	Hong Kong	Cardiff
1	Vanguard	Potter	Singapore	Do.
1	Coniscliffe	McKay	Colombo	Sunderland
2	Prins Hendrik (s.)	Braat	Batavia	Southampton

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Benledi, Genoa. For Singapore, Hong Kong, and Shanghai: Glengyle, Cheops, Lord of the Isles.

Sailing Vessels.—For Yokohama and Hiogo: Banda, Tamesa, Ziba. For Shanghai: M. A. Dixon. For Hong Kong: Belted Will, Nestor, Evelyn. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Sir Robert Sale, Shand. For Colombo: Strathmore.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Sarpedon (str.), Priam (str.), Ulysses (str.). For Manila: Estrella. For Batavia: La Gaul. For Padang: J. F. Kranz.

At Glasgow.—For Shanghai: Duart Bay. For Batavia: Gouverneur General Loudon. For Singapore: Mutlah, Ione.

At Greenock.—For Anjer: Loochoo.

SPOKEN.

Lennox, London to Singapore, Sept. 4, 5.28 N., 22.41. W.
J. L. P. W., Cardiff to Galle, Sept. 20, 1.20 S., 27.30 W.
George Croshaw, London to Singapore, Sept. 17, 8.15 N., 25.50 W.
Hindostan, Bordeaux to Batavia, Oct. 24, 46 N., 7 W.
Charity, Manila to Belle Isle, Sept. 18, 32 S., 12.39 W.
County of Elgin, Batavia to Holland, Sept. 13, 35.5 S., 20.28 E.
Lucy S. Will, Batavia to Boston, Sept. 11, 35.13 S., 23.44 E.
Excelsior, Singapore to Liverpool, Oct. 7, 18.18 S., 3.24 W.
City of Halifax, Manila to London, Sept. 19, 34.53 S., 21.18 E.
Batavia, Macassar to Amsterdam, Sept. 28, 31.38 S., 14.56 E.
Orange Grove, Batavia to Boston, Aug. 25, 28.44 S., 40.40 E.
Blackadder, Shanghai to London, Oct. 10, 21 S., 1 E.
Mary Whitridge, New York to Shanghai, Sept. 28, 6.37 N., 27.40 W.
Mogul, Singapore to London, Sept. 13, 27 S., 38 E.
Nyassa, Foochow to London, Sept. 19, 31 S., 14 E.
Johanna, Flushing to Batavia, Sept. 13, 9 N., 25 W.
Sourabaya, Greenock to Java, Sept. 14, 8 N., 26 W.
Persia, Cardiff to Ceylon, Oct. 3, 1.30 N., 22.30 W.
Amsterdam, Liverpool to Singapore, Sept. 7, 1 S., 23 W.
Cheshire, Cardiff to Java, Sept. 29, 10 N., 26 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 50s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 30s. To Manila: 24s. To Singapore: 21s. To Colombo: 21s. To Galle: 18s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s

CASUALTIES.

Rotterdam, Nov. 3.—The Torrington (str.) from Batavia for this port, grounded near Maasluis on the 2nd inst., and was floated after lightening.

Cadiz, Oct. 26.—The Batrak (str.) from Liverpool for Singapore, has put in here with slight defect to a piece of machinery. She will proceed to morrow.

New York, Oct. 20.—The William Woodbury, which arrived here on the 18th inst. from Ilo Ilo, reports:—Sept. 15, in long. 26 W., had heavy westerly gales off the Cape, then moderate weather to lat. 20 N., thence heavy variable gales; lost and split sails, and received other damage.

St. Helena, Oct. 11.—The Mirzapore, from Saigon, arrived here on the 1st inst., experienced very heavy weather from the 1st to 15th Sept.; off Cape of Good Hope lost and split several sails.

Manila, Oct. 6.—The Hastings, from Swatow for Newchwang, in ballast, has put in here leaky, having been driven out of her course.

Hong Kong, Nov. 1.—The Braemar Castle (s.), from London, has had steering gear damaged, and lost wheel, having encountered heavy gales.

The Weymouth, for San Francisco, which left here Oct. 2, has put back with loss of fore and main topgallant masts.

MISCELLANEOUS.

Brouwershaven.—815 blocks of tin have been landed by divers from the wreck of the Thomas Sorby (str.), Java to Rotterdam, which stranded Oct. 8, at Oo erbank.

Malta.—Arrived, Nov. 1, Glenroy (str.), from London, for Shanghai; 3, Erl King (str.), from Shanghai, for London.

Port Said.—Arrived, Nov. 1, Pontianak, from Greenock, for Singapore; Ajax, from Liverpool, for Shanghai.

Suez, Oct. 30.—Arrived, Glenartney, from Amoy, for New York; 4, Orestes, from Shanghai, for New York; Flamingo, from Shanghai, for London.

St. Helena.—Arrived, Sept. 23, Maria Rickmers, from Rangoon, and left for Geestemund; 26, Aydon Forest, Maulmain, and left, 27, for Falmouth; Oct. 1, Mirzapore, Saigon, and left on the 2nd for Belle Isle; G. Broughton, Bassein, and left for Liverpool; 3, Conte Geza, Scapary, Rangoon, and left, 4, for Falmouth; 4, King Cedric, and left for Cork; Benedetto M, Bassein, and left, 5, for Falmouth; 5, Denbighshire, Hong Kong, and left for London; 6, Cordelia, Manila, Star of Peace, Singapore, both left, 7, for Liverpool; 7, Bremontier, Manila, and left, 8, for Falmouth; 8, Ludovic and Charles, Ilo Ilo, for Cork; Slieve Bloom, Bassein, and left for Cork; Rowena, and left for Liverpool; Bremero, Akyab, and left, 9, for United Kingdom; 9, J. A. Brown, Batavia, and left for Boston; Louis de Geer, Maulmain, for Hamburg; Star of India, Rangoon, for Cork; Tecumseh, Singapore, and left for Liverpool; Emma and Robert, Batavia, Duke of Northumberland, Bassein, both for Falmouth; Annie Florence, Colombo, for London; Magnolia, Rangoon, Annie Torrey, Maulmain, Florence Treat, Rangoon, all three sailed, 11, for Falmouth; India, Rangoon, for United Kingdom; 11, Florence, Singapore, for London; Cuba, Rangoon, for Liverpool; Arakan, Akyab, for Nantes; Othello, Rangoon, for Falmouth; Les Bon Fils, Batavia, for Marseilles; Amstelstroom, Batavia, for Amsterdam; West, Rangoon, and left, 12, for London.

Passed.—Oct. 11, J. T. C. K., from Bourbon, for St. Nazaire; Admiral Tegethoff, Manila, for Cork.

Oct. 11, the Regent, from Manila, for New York, having landed her rudder, a survey was called on Sept. 27, when surveyors found it to be in such a defective state that they recommended the same to be condemned and a new rudder procured. Another survey was held on Sept. 30, when the hull, sternpost, stem, mainmast, and other spars were found very defective. Surveyors recommended a further discharge of cargo until the vessel be lightened to the extent of two sheets of copper out of water, and then to be again surveyed, which, having been carried out, a survey was held on the 4th inst., and recommended the following, viz.:—To procure and fit a new mainmast, a new foreyard, and upper mizen topsailyard, new port cathead and port bumpkin, caulk the vessel outside and put in graving pieces where required, fasten woodends, caulk decks, repair bulwarks, &c., forward and ends of beams on topgallant forecastle.

Port Elizabeth.—Arrived, Sept. 26, Carl, from Hong Kong; Isurium, from Maulmain.

Ascension.—Passed, Sept. 26, Banquereau, from Philippine Islands, for London; Oct. 12, Star of Peace, Singapore, for Liverpool; 13, Queen of the North, Colombo, for London.

LAUNCHES.

On the 18th Oct. Messrs. John Elder and Co. launched from their yard at Fairfield, Govan, a handsome iron screw steamer, 2,900 tons gross register, and of the following dimensions:—Length between perpendiculars, 376 feet; breadth, moulded, 37½ feet; depth, moulded, 29 feet; engines, 500-horse power. This vessel has been designed and constructed for a new mail service between San Francisco, New Zealand, and Sydney, and is most beautifully fitted up, having accommodation for 170 first, 30 second, and 100 third-class passengers. On leaving the ways she was named Zealandia, the ceremony being performed by Miss Russell, daughter of Mr. Thomas Russell, special postal commissioner for New Zealand. A large number of ladies and gentlemen who witnessed the launch afterwards sat down to luncheon in the offices of the builders. She will be commanded by Captain J. S. Ferries, formerly of China. The London agents for the line are Messrs. Lawrance, Clark, and Co.

On the 2nd inst. Messrs. A. M'Millan and Son launched from their yard at Dumbarton, a beautiful iron clipper sailing ship of 1,015 tons, built to the highest mark at Lloyd's, and to the order of Messrs. Hatfield, Cameron, and Co. as an addition to their "Bay" line of sailing ships; she received the name of Duart Bay from Miss Alice S. Hatfield, daughter of the managing owner. This vessel was launched with her spars aloft, and, being almost completed, will in a few days take her berth at Glasgow to load for Shanghai. She will be commanded by Captain Millar.

The Loss of the Thomas Sorby.—A Board of Trade Inquiry has been held at Middlesborough, before the stipendiary magistrate and Captain Nicholas and Ronaldson, nautical assessors, into the loss of the screw steamship Thomas Sorby, Captain Jackson, on the Ooster Bank, coast of Holland, on the 6th October, while on a voyage from Batavia to Rotterdam. The inquiry resulted in the certificate of the captain being suspended for six months.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Bangalore	2,063	450	Nov. 11	Mediterranean, Aden, Bombay.
Gwalior...	2,725	450	Nov. 16	Gibraltar, Malta, Port Said, and Suez.
*Khedive..	3,742	600	Nov. 18	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Malwa ...	2,938	450	Nov. 25	Mediterranean, Aden, Bombay.
*Surat.....	3,141	550	Dec. 2	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Bokhara..	2,932	450	Dec. 9	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.

Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar-proof Vaults, at rents from £2 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

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TANJONG PAGAR DOCK COMPANY, LIMITED.

REPORT OF THE DIRECTORS.

GENTLEMEN,

Your Directors now have the pleasure of presenting you with the Balance Sheet and Profit and Loss Account for the half-year ending 30th June last.

After making allowance for all necessary payments for that period, including depreciation on property and plant, as well as $13,908.62, the cost of maintenance and repairs effected thereon, and depreciation on tug boats, there remains $40,886.08, which, added to $25,426.37 brought forward from last half-year, makes $66,312.45 to be disposed of.

Your Directors recommend that from this sum an interim Dividend at the rate of 10 per cent. per annum be declared, leaving $36,312.45 to be carried forward.

The claim against the Company in consequence of the accident to the ship *England* has been settled, the vessel taken over, repaired, and sold. The loss on this account amounts to nearly $50,000, and it is to assist in meeting this contingency that it is recommended to carry so large an amount forward.

Mr. Parkes, the Engineer, engaged to determine the site of, and to make plans and estimates for the New Graving Dock, having completed his surveys, has returned to England, where he will act on the Company's behalf as non-resident Engineer, and Mr. Edward Jackson has been engaged for the actual supervision of the work under Mr. Parkes' directions.

Mr. Jackson is now in Mr. Parkes' office preparing the working plans of the New Dock, and is expected here, to commence work, in October next.

Mr. Parkes estimates that the cost of the New Dock will be about £30,500.

Mr. E. M. Smith returned from his year's leave of absence on 15th May, and resumed charge of your business; Mr. S. A. A. Muggeridge being appointed Assistant Manager and Assistant Secretary.

(Signed) THOS. SCOTT, Chairman.

BALANCE SHEET, 30th June, 1875.

CAPITAL AND LIABILITIES.

Capital—Original Shares.		
Total amount received from shareholders	$300,000 00	
Total number of shares	3 000	
,, ,, issued	All	
Remaining unissued	None	
Amount received per share	$100	
Arrears of calls	None	
Shares forfeited	None	
Original Shares—New Issue.		
Total amount received from shareholders	300,000 00	
Total number of original shares, new issue	3,000	
Total number issued	All	
Remaining unissued	None	
Amount received per share	$100	
Arrears of calls	None	
Shares forfeited	None	
		$600,000 00
Liabilities.		
Debentures No. 5, due 1st Sept., 1876	$65,100 00	
Do. No. 6, due 19th April, 1878	57,400 00	
Do. No. 7, due 10th Oct., 1878	150,000 00	
		272,500 00
Loans at call		42,900 00
Reserve fund		67,248 00
Dividends unclaimed		418 00
Interest on debentures and loans due 30th June, &c.		13,158 92
Quit rent and assessment to 30th June		2,057 75
Directors' fees under Clause 67		1,000 00
Wages and salaries for June		8,324 93
Coolie contractors for June		7,453 99
Payments due under Clause 72		3,411 22
Current accounts		14,875 65
Chartered Bank of India, Australia, and China		54,477 81
Profit and loss, balance		66,312 45
		$1,154,138 77

We, the undersigned, have examined the above Balance Sheet with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

W. W. WILLANS, JOHN CAMERON, } Auditors.

PROPERTY AND ASSETS.

Property.		
Freehold land		$67,560 25
Dock, godowns, and coal sheds	$464,919 43	
Wharf	241,441 60	
Machine shop, buildings, and plant	39,511 93	
Boiler shears	9,301 24	
	$755,174 20	
Less depreciation	7,480 24	
		747,693 96
Movable Property.		
Working plant	$52,471 93	
Less depreciation	519 76	
		51,952 17
Steam tug *Pilot Fish*	$10,964 72	
Less depreciation	548 24	
		10,416 48
Steam tug *Weazel*	$3,221 07	
Less depreciation	161 05	
		3,060 02
Barque *England*		70,473 14
Stock in Trade.		
Iron	$37,574 87	
Steel	2,157 60	
Copper and yellow metal	14,840 65	
Nails and screws	10,822 18	
Miscellaneous stock	33,198 12	
Timber	8,960 41	
Firewood	51 99	
Gunny bags	115 62	
		107,721 4
Assets.		
Premiums of fire insurance paid, but belonging to next half-year		2,045 00
Goods to arrive from Europe		2,086 18
Remittances to London on account of stores		10,175 23
Preliminary expenses of new graving dock		6,027 52
Current accounts		74,927 38
		$1,154,138 77

We certify that this Balance Sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOMAS SCOTT, Chairman.
J. R. MACARTHUR, MARTIN SUHL, } Directors.

PROFIT AND LOSS ACCOUNT, 31st Dec., 1874, to 30th June, 1675.

To Dividend of 8 per cent. for the half-year ending 31st Dec. last		$48,000 00
,, Directors' remuneration under Clause 68		5,200 00
,, Balance carried down		25,426 37
		$78,626 37
To Interest on debentures, loans, and overdrafts to 30th June		$13,498 53
,, Current expenses, including salaries, rent, stationery, printing, advertising, &c., to 30th June		12,637 27
,, Directors' fees		1,000 00
,, Depreciation on property and plant		8,000 00
,, ,, s.s. *Pilot Fish*, 10 per cent. per annum		548 24
,, ,, s.s. *Weazel*, 10 per cent. per annum		161 05
,, Payments due under Clause 72		3,411 22
,, Balance, as per Balance Sheet		66,312 45
		$105,568 76

By Balance at credit of Profit and Loss Account 31st Dec. last		$78,626 37
		$78,626 37
By Balance from last half-year, brought down		$25,426 37
,, Profit this half-year, after making allowance for contingencies—		
Wharfage and storage	34,412 18	
Dock working account	24,895 96	
Machine shop ,,	14,602 66	
Boiler shears ,,	431 68	
Cartage	450 34	
Ballast	351 00	
Gunny bags, &c.	995 40	
Fire insurance	693 10	
S.S. *Pilot Fish*, working account	2 421 70	
S.S. *Weazel*	798 35	
	$105,568 76	

MEMORANDUM.

Balance of Profit an Loss Account as above	$66,312 45
PROPOSED DISTRIBUTION.	
Dividend of 5 per cent. for the half-year ending 30th June, 1875	30,000 00
Balance forward	$36,312 45

Singapore, 4th Aug., 1875.

E. M. SMITH,
Manager.

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Sourabaya	HOUGHTON and Co.
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Manila	LOYZAGA and Co.
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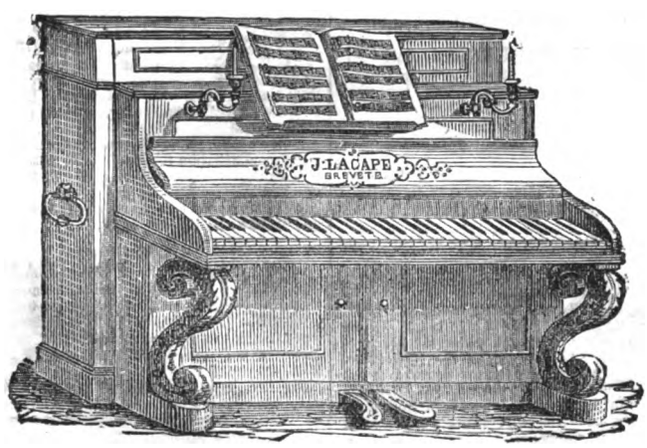
These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of seven octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

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E. M. SMITH, Manager.

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Amazone	... Nov.	21	For Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Anadyr	... Dec.	5	
Djemnah	... Dec.	19	
Ava	... Jan.	2	
Tigre	... Jan.	16	

The Steamers of the 21st November, 19th December, and 16th January connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 5th December, and 2nd January connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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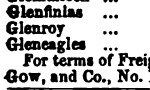
GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glengyle	100 A1	1,676	200	Nov. 11
Glenlyon	100 A1	2,119	275	To follow
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.



CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java, Japan, and Eastern Australian ports, the magnificent steamship CROCUS, 100 A1, 2,000 tons register, 225-h.p. nominal; R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail Nov. 13.

FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, GENOA, 100 A1, 1,271 tons register, 1,963 tons gross register, 180-h.p. nominal, 900-h.p. effective; Victoria Docks. This fine new high-classed steamer, just built especially for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yoko., & Hiogo	Benledi ...	100 A1	S.W.I.D.	Nov. 15
Pen., Sing., Hg Kg., Yoko., & Hiogo	Oxfordshre	100 A1	S.W.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (if sufficient inducement offer), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 15th Nov.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons net, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H.K., & Shanghai..	Lord of the Isles, s.s.	100 A1	1846	S.W.I.	Nov. 20
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des
Shanghai ...	M.A. Dixon	A1 14 yr.	415	S.Kath	With des

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

SOUTHAMPTON TO BATAVIA, SAMARANG, SOURABAYA, and MACASSAR, taking goods at through rates for all Java ports.—STAR BALL LINE, carrying his Netherland Majesty's Mails.—The splendid screw steamer, J. G. WALKER, 2,500 tons, 600-horse power, Capt. GREEN, will be despatched from Southampton on 23rd November. This new steamer made the last outward passage in 37½ days, including all stoppages.

For Freight or Passage apply to J. B. WALKER and Co., Cleveland-street, Middlesbro'; JAMIESON, GRIEVE, and Co., No. 17, Gracechurch-street, London, E.C.; GEO. SIMPSON, 63, King-street, Manchester; or F. W. BREWER, 1, Peninsular and Oriental-buildings, Southampton.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Tamesa	A1 16 yr.	S.W.I.D.	With des.
Do.	Ziba.....	AA1 13yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR HONG KONG DIRECT, the favourite China clipper EVELYN, A1 13 years, 762 tons register. South West India Docks; HENRY KNOWLES, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Genoa s.s.	1,900	Gellatley, Hankey, Sewell, & Co. ...	Nov. 13
Sir Robert Sale ...	704	Wright Bros. & Co.	Nov. —
Glengyle, s.s. ...	2,676	McGregor, Gow, & Co.	Nov. 11
Crocus, s.s.	2,010	T. Skinner & Co.	Nov. 15
Benledi, s.s.	1,557	Norris & Joyner...	Nov. 15
LIVERPOOL.			
Priam, s.s. ...	—	Alfred Holt ...	Nov. 15
GLASGOW.			
Mutlah	—	T. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

LONDON TO COLOMBO and SINGAPORE, calling at Portsmouth to embark troops, the splendid and powerful steamship THAMES, A1 100, 1,687 tons register, 180-h.p. nominal, A. CAMPBELL, Commander, carrying goods at through rates for Manila, Batavia, Samarang, Sourabaya, Macassar, Padang, Bangkok, and Saigon. Has very superior accommodation for chief cabin passengers, and carries a surgeon. Last shipping day 18th Nov. Loads in the Victoria (London) Docks.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIOGO, the well-known China clipper BANDA, A1 13 years 481 tons register; J. STOLLERY, Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, Nov. 8, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 637.] LONDON, MONDAY, NOV. 15, 1875. [Price 9d.—Subscription, £2 9s. per annum, Postage included.

THE MAILS.

IN consequence of the delivery of the French mail, which was due this day, on Monday last, we have no later advices from the Far East. This will account for the altered appearance of our present issue. The next inward mail left Alexandria this morning, per P. and O. steamer *Baroda*, and will probably reach London on its due date, the 22nd inst.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *Great Republic*, arrived at San Francisco Oct. 17.—From Hong Kong and Yokohama: Mr. T. W. Crocker, Mr. James M. Young, Mr. Henry Ferris, Mr. L. A. Yorke, U.S.N., Mrs. McDugall and three children, Dr. Ashmead and wife, Mrs. M. Pruyn, Mr. Charles E. James, Mr. A. Bellamy, Mr. F. A. Wheeler, Mr. A. De Negro, Mr. E. S. Loder, Mr. D. Gray, Mr. M. Sprague, Mrs. Gaffney and three children, Mr. A. Harper, Mr. M. Sullivan, Mr. A. Lacy, Rev. G. Borchard, Mr. M. Sweney, Mr. J. Driver, Mr. G. H. Ferguson, and 491 Chinese.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hindostan*, from Venice, Nov. 13.—To Ceylon: Mr. H. S. Saunders.

Per P. and O. steamer *Hindostan*, from Brindisi, Nov. 15.—To Yokohama (via Bombay): Mr. C. G. Dunlop. To Batavia: Mr. Lorraine. To Singapore: Major Gray. To Ceylon: Mr. T. Steele. To Galle: Mr. G. A. Talbot.

Per P. and O. steamer *Khedive*, from Southampton, Nov. 18.—To Singapore: Mr. A. P. Talbot. To Penang: Mr. Dirk van Rossum. To Ceylon: Mr. C. F. Hill.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 29.—To Penang: Mr. T. C Brown.

Per P. and O. steamer *Surat*, from Southampton, Dec. 2.—To Hong Kong: Mrs. J. Dixon. To Ceylon: Sir J. W. Copley. To Galle: Mr. V. Hamilton.

Per P. and O. steamer *Hindostan*, from Venice, Dec. 10.—To Singapore: Mr. and Mrs. MacVicar.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Yokohama: Mr. Bourgoin. To Shanghai: Mr. and Mrs. Little. To Hong Kong: Mr. Maiedo, Mr. Meyer, Mrs. Bailey. To Batavia: Mr. and Mrs. J. Wuste, Mr. Voute, Mr. Van Delden, Mr. and Mrs. Verkouteren. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome, Mr. Hinnekind and family, Mr. Sohst and family, Lieut. H. F. Braddel, Mr. F. A. Hervey. To Galle: Mr. A. MacFarlane, Mr. E. G. von Glehn, Mr. J. Tarn, Mr. and Mrs. Young, Mr. Bosanquet, Mr. Atkinson.

Per steamer *Glengyle*, from London, Nov. 15.—To Singapore: Capt. Grandin. To Shanghai: Miss Mealand, Capt. Burdis.

Per steamer *Sarpedon* (Holt's line), from Liverpool, Nov. 5.—To Shanghai: Mr. Bramfitt, Miss Dawson. To Hong Kong: Mrs. Lilly and child, Mr. and Mrs. Parkes and family.

TELEGRAMS FROM THE FAR EAST.

MURDER OF THE BRITISH RESIDENT IN PERAK.

(REUTER'S TELEGRAMS.)

PENANG, NOV. 9.—The *Pluto* has returned here from Perak with the news that Mr. Birch's body has been recovered in a mutilated condition. In the fighting with the Malays Captain Innes has been killed and Lieutenant Elliott (10th Regiment) seriously wounded. Lieutenant Booth and eight men of the 10th Regiment have been slightly wounded.

SINGAPORE, NOV. 10.—Governor Jervois has returned here from Perak. According to the latest reports the body of Mr. Birch was found in the river. Fifteen hundred British troops are on their way from Calcutta and Hong Kong to take part in the further operations against the Malays.

PENANG, NOV. 12.—The Residency at Perak is now garrisoned by 803 British troops, supported by the gun-vessels *Thistle* and *Fly*. Sultan Abdullah is friendly to the British. The murder of Mr. Birch is believed to have been unpremeditated. The Malays, however, are arming for defence. Governor Jervois is preparing to undertake military operations.

HONG KONG, NOV. 11.—Major-General Colborne, eleven officers, and 300 men of the 80th Regiment left for Singapore by the English mail steamer to-day.

SHANGHAI, NOV. 12.—Vice-Admiral Ryder, commanding the squadron on the China station, left to-day for the south.

(COLONIAL-OFFICE TELEGRAMS.)

Telegraphic intelligence has been received from Singapore that the besieged British Residency on the Perak River was relieved on the 6th inst. by Captain Innes. On the 7th a force composed of a detachment of the 10th Regiment, the armed police, and the sepoys of the Resident's guard attacked a stockade further up the river, and near the scene of Mr. Birch's murder. The attack failed, Captain Innes was killed, Lieutenants Elliott and Booth and eight men of the 10th wounded, and one reported missing. The Governor was on his way to Batu Rabit, a point on the river half-way between the sea and the British Residency. Orders have been given for the immediate despatch of reinforcements from Hong Kong and Calcutta.

Later telegrams throw some additional light upon the circumstances attending the murder of Mr. Birch in Perak. It appears that a proclamation had been issued and had been posted throughout Perak on the 1st November. Mr. Birch on that day telegraphed to Sir W. Jervois that the proclamation had been well received, and that all was quiet in Perak. On the following day, however, a Malay tore down the proclamation posted at Passir Sala, where the Resident was, and on being struck by the interpreter of the Residency, at once stabbed that officer. An affray followed in which Mr. Birch, who was in his bath, was murdered. The force sent to punish the perpetrators of this outrage consisted of Captain Innes, R.E., Lieuts. Booth and Elliott, with sixty men of the 10th, Lieut. Abbott, R.N., sixty Sikhs, and 50 Police and Malays with rockets. They arrived at the Residency on the 5th, and on the 6th marched through the jungle against the Maharajah Lela, in whose village the murder was committed, and who was found occupying a stockaded position. After an hour and a half's fighting the European troops charged the stockade; in this charge Captain Innes was killed, and Lieutenants Booth and Elliott were wounded, and it was considered necessary to order a retreat, which was effected in an orderly manner, and not before the enemy had abandoned the stockade. The Governor telegraphs that the principal chiefs of Perak remain unshaken in their loyalty, and that the Sultan has offered to assist with men and boats. He reports that the disturbances are still confined to a limited area, and that the Residency on the Perak River is securely held. He has at his disposal between 700 and 800 European troops, besides 80 artillery, and two men of war are on the station; others are expected, and, in addition, Major-General Colborne sailed with 300 men of the 80th Regiment on the 11th for Singapore.

(TIMES' TELEGRAMS.)

PENANG, NOV. 9.—The body of Mr. Birch has been found, tied to a tree. All this side of the Malay peninsula is greatly excited, and a general outbreak is feared. Governor Jervois is at Perak. Troops have been telegraphed for from Hong Kong. The *Modeste*, man-of-war, from Labuan, and the *Thistle* and *Fly*, gunboats, have arrived near Perak. There are about 400 troops at Perak.

PENANG, NOV. 10.—The Rajah of Lilla *(sic.)* has ordered the districts of Larut, Salangore, and Perak to take up arms. Johore and Queda are friendly. The troops have retired to Baturabet, Sultan Abdoolla's residence, ten miles below the Residency. The *Ringdove* and *Egeria* gunboats are expected from China. One thousand men with artillery are on their way from India. The Malays are ejecting the Chinese inhabitants who are friendly to the English, and are recruiting their forces in the outlying districts. A religious war is expected.

HONG KONG, NOV. 12.—In consequence of the outbreak at Perak, General Colborne, with Captain Huskisson as Aide-de-Camp, 300 men of the 80th Regiment, under the command of Major Amiel, Captains Tyler, Creagh, and Howard, Lieutenants Prior, Cole, and Walmesley, Surgeon L'Estrange, and Commissaries Johnston and Skinner, left yesterday for Singapore

PERAK, via PENANG, NOV. 12.—The Malays are stockaded within seven miles of the Residency. The gunboats are at Sabathang, ten miles lower down. The troops are intrenching at the Residency, and await reinforcements before attacking. We expect news of offensive operations seven days hence.

CALCUTTA, NOV. 14.—The 3rd Buffs, now quartered here, a Goorkha regiment, and a battery of Mountain Artillery, in the aggregate numbering 1,000 men, of whom about half are Europeans, have been directed to hold themselves in readiness to start for Perak. The British India Steam Company has been requested to have transports ready. If final orders are issued, the force will probably start by the middle of the week.

THE MURDER OF MR. MARGARY.

(REUTER'S TELEGRAM.)

SHANGHAI, NOV. 11.—The Commission, consisting of Messrs. Grosvenor, Baber, and Davenport, left Hankow on the 5th inst., on its way to Yunnan.

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THE SINGAPORE LEGISLATIVE COUNCIL.

The following is the full text of the opening passages of the address delivered by Sir William Jervois at the opening of the Legislative Council of Singapore on the 7th ult. The concluding paragraphs of the speech, which refer to the policy pursued towards the native States of the Malayan Peninsula, were given in our last issue.

The Session of this Council which was held during the earlier part of the year having been closed, in consequence of the departure of my predecessor, before the necessary Financial measures could be introduced, I have invited your attendance at this Supplementary Session for 1875, mainly with the object of bringing such financial measures before you. But I propose further, so far as the brief time before us will permit, to take advantage of your presence in Council to invite your assistance in maturing and passing, before the close of the Session and the year, certain other measures,—some of which you have already had before you, and some which will be introduced for the first time.

The Financial measures are two in number, the Final Supply Bill for 1874, and the Supply Bill for 1876. As regards the former of these measures, a report by the Acting Auditor-General on the accounts of the Colony will be laid on the table, from which full particulars may be learnt in regard to the revenue and expenditure for 1874, and from which it will be seen that in regard to certain detailed items of expenditure the payments have been in excess of the amounts provided to the extent of $81,301.85, for which a covering Ordinance is now necessary; but taking the expenditure as a whole, and thus setting the savings on certain votes against the excesses on others, the expenditure fell short of the amounts provided by the original, supplementary, and surplus supply Ordinances to the extent of $73,642.98. It will be my object in the coming year, when the estimates which are now about to be introduced have come into force, to endeavour to keep the expenditure as nearly as possible in accordance with the detailed provisions; but at the same time, the Council must be aware that unless a margin were allowed to every detailed vote such as would greatly increase the aggregate of the estimates, and at the same time offer an opportunity and a temptation to undue outlay, it cannot be expected that the expenditure can always be covered by the estimates in every particular. While keeping the expenditure as a whole within the amounts provided a certain degree of latitude must be allowed to the Government to make the necessary re-appropriations when it is found that any detailed votes (whether through unforeseen circumstances or through want of foresight on the part of the framer of the estimates) are insufficient for the due performance of the public service. The financial statements will show that at the beginning of 1874 there was a balance to the credit of the colony of $745,000, and that this amount by excess of expenditure over revenue was reduced by the close of the year to $614,000, of which $523,000 was appropriated to certain specified public works; so that the available balance at the beginning of this year was only $91,000. The balance to the credit of the colony at the present time is, however, estimated to exceed $200,000.

Several Bills will be introduced that have already been laid before the Council in previous sessions, and I hope that the matters to which they relate will be finally settled during the present session. Amongst these are the Civil and Criminal Procedure Bills and the Repeals Bill, which have now for some time been before the public. I have not been able to bring into operation Ordinance No. IX. of 1875, entitled An Ordinance for regulating the Immigration of Native Labourers from "British India." Finding that the Government of India had been parties to the measure, and that, in the Ordinance as finally agreed to by this Government, the suggestions of the Government of India had only been partially adopted, I thought it advisable to await the result of a communication which I made to the Indian Government on the subject. I have received an intimation from the Government of India that the Ordinance, in its present form, does not meet their concurrence. Under these circumstances, therefore, I cannot submit the Ordinance to the Secretary of State for the assent of Her Majesty. The Government of India have promised full explanation by letter, and, after the receipt of their despatch, the question will again be submitted for your consideration. I have given much consideration to the course which should be adopted with reference to the Chinese Immigration Ordinance No. X. of 1873. My predecessor, a few days, before my arrival here, when addressing the Secretary of State relative to the circumstances under which the Ordinance had not been brought into operation, stated his opinion that the protection of Chinese Immigrants and Emigrants could be effected by giving some additional powers to the Police, and by a modification of the Registration system in force at Hong Kong, but worked under the Municipal Commissioners instead of under the central Government. The preparation of a Bill had accordingly been commenced for dividing the town of Singapore into wards, and for electing Wardmasters and Custodians upon whom it was proposed that certain powers should devolve. On being requested by the Secretary of State to report my views on this proposal, I stated that it appeared to me that the system in operation at Hong Kong would not be applicable to Singapore, and that it would not be advisable to hand over to the Municipal Commissioners, whose hands are already full, business relating to the protection of Immigrants and Emigrants.

I am of opinion that a well considered master and servant's Ordinance, somewhat on the principle of the Ceylon Master and Servant's Act, in conjunction with the Straits Settlements Passenger Ordinance, No. VI. of 1874, would meet the objects proposed to be obtained by Ordinance No. X. of 1873. This mode of proceeding will, moreover, possess the advantage of dealing with all sections of the community, instead of being applicable exclusively to Chinese immigrants; and certain other questions having reference to the relations of employers and employed would, at the same time, be dealt with. I propose that a Bill dealing with the relations of masters and servants and with other matters to which I have referred, shall, in due course, be laid before you. In pursuance of arrangements that were made before my arrival, a Bill for incorporating the trustees of the Raffles Museum, Library, and the Horticultural Gardens will be laid before you. As you are doubtless aware, a Bill has been framed for the purpose of reclaiming a portion of the foreshore at Georgetown, in Penang, by building a seawall and making a public quay there. The measure has been much discussed, and considerable difference of opinion has been expressed as to the extent to which the scheme should be carried. So soon as a definite conclusion has been arrived at upon this point, I shall ask you to consider the proposal. A Bill will also be laid before you for the purpose of dealing with the Malacca land question.

A question having arisen as to the right of aliens to hold lands in the Straits Settlements, a Bill will be laid before you for the purpose of removing any doubts that may exist upon the subject. A Bill will also be laid before you for the purpose of dealing with the question of Registration of Titles to Land, and you will be asked to consider, apart from the main question, whether it would not be advisable under the circumstances in which we are placed, to introduce, at the same time, provisions for the compulsory or voluntary registration of some securities for the repayment of money, and other documents of a like description. Several papers will be laid before you upon various subjects on which legislation will probably be required before long, viz.: 1, Mahomedan Marriage Bill; 2, New Land Act—Consolidation of Indian Acts; 3, Assimilation of S.S. laws with Indian Government Laws respecting Native Shipping; 4, Consolidation of Shipping Ordinance; 5, Excise Amendment Bill; 6, Quarantine Laws. None of the matters to which they relate are, however, as yet in a sufficiently advanced stage to be dealt with at present. In the meantime I would commend them to your attention.

The Public Works included in the ordinary Estimates for the year are progressing satisfactorily. As regards those for which you have voted sums from the surplus revenues of the colony, I desire to notice specially that the building for the accommodation of the law courts has been completed, and that steady progress is being made in the works for the supply of water to the town of Singapore. The prison at Penang, which is built on the cellular principle, is now approaching completion; the new prison buildings at Malacca are also nearly completed. In Province Wellesley the approaches and abutments of the new iron bridge over the Prye river have been commenced, and steps are being taken with a view of obtaining the iron work of the bridge from England. The addition of a wing to the Raffles Institution, for the reception of Malay students, is being proceeded with, and plans for the building of the Raffles Library and Museum are under consideration. A commencement has been made in the works for a lighthouse at Pulo Pisang, near Singapore, and at Muka Head, Penang. A new light has been provided for the harbour of Singapore. The supply of the lights required for the new lighthouses, which have been authorised, has been delayed, pending a further reference to the professional advisers to the Board of Trade. I should add that his Highness the Maharajah of Johore has shown his interest in the establishment of a lighthouse at Pulo Pisang by a free grant of the land required for this object. A proposition for a light on the Sultan Shoal, with accomodation for pilots, will be submitted for your consideration.

I have directed to be laid upon the table, for serious consideration two reports of a Commission appointed to inquire into the causes o the outbreak last February in the Criminal Prison at Singapore. f confidently look forward to your support and co-operation to enablI me to adopt the recommendation made by that Commission for th erection of an entirely new Prison, constructed upon proper principles in lieu of the existing confused cluster of buildings, in which it is impossible either to ensure the maintenance of discipline or the security of the prisoners therein confined. The want of a properly organised Hospital for the especial use of the European community frequenting this port has been brought to your notice on a previous occasion, but as yet no steps have been taken for providing such an establishment. I propose submitting this subject to your consideration with a view to the erection of a suitable building to meet this long admitted want. Your attention will also be drawn to an application for improved hospital accommodation at Penang; and papers on the subject will be laid before you. The plans of a Town Hall, which is much required at that Settlement, have been prepared, and I shall propose to you that certain moneys, paid in 1869 into the Treasury by the proprietors of land on the Beach, in addition to a sum of $10,000 to be granted by the Municipality, in whom the building will be vested, shall be devoted to this object. In connection with the Penang public works, I shall also submit for your consideration that a residence should be provided on the Plain for the accommodation of the Governor of the Straits Settlements when he visits Penang.

In directing my attention to matters relating to the conduct of public business in this place, it has appeared to me that many advantages would be obtained by a concentration of the Public Offices. The Departments would thus be able to communicate more readily; a good deal of writing may perhaps thus be dispensed with,—an economy both in time and money effected. A proposal will accordingly be laid before you for providing in an economical manner the requisite accommodation for placing all the offices except the Post Office, and, perhaps, the Master-Attendant's, under one roof. On my arrival in this Colony I was struck with the great want of topographical information respecting the States of the Malay Peninsula, and I have taken some steps to secure a more accurate map of the country than we at present possess. A survey party which I recently sent across the Peninsula has satisfactorily performed a difficult task, and added much to our informatiou of the part of the country explored. I have also sought the co-operation of the Admiralty in a fresh survey of the Coast and prominent features n the interior of the Peninsula. Of surveys of these Settlements there ill shortly be ready for publication a fresh survey of the Town of Singapore, and of Penang; a trigonometrical survey of Province Wellesley is now in progress; and the allotment surveys at Malacca are being ushed forward with vigour.

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CONSULAR REPORTS ON JAPAN.

The Reports of Her Majesty's Consuls on the trade of Japan for the past year have been issued by the Foreign-office. The major portion of the figures have already appeared in Japan, and we therefore confine ourselves to giving as a matter of record the more important amounts, and extracting such general observations from the different reports as have a permanent value. The trade for the year 1874 again shows a falling off as compared with that of 1873. The extent of this decline is illustrated by the following table :—

	Imports.	Exports.	Total.
1872 ...	$26,188,441 ...	$24,294,532 ...	$50,482,973
1873 ...	27,444,068 ...	20,660,994 ...	48,105,062
1874 ...	24,223,629 ...	20,001,637 ...	44,225,266

The falling off in woollen manufactures is very marked, the imports of 1874 being only $1,585,896, against $4,879,140 in 1873. On the side of exports the total exports of raw silk show a decrease in value of $1,545,166, and silkworms' eggs of $2,301,185. For the loss in these two staples of nearly $4,000,000, compensation is provided in the increased export of tea, which shows an advance of $3,393,533. Mr. Gubbins, H.B.M.'s Consul at Niigata, says :—

The trade of Niigata cannot fairly be judged by the amount of foreign shipping visiting the port. If we judge by this alone, then the trade of the place may be said to have declined. But if we look at the fact of the town having increased considerably in size within the last two years, while the population has increased in the same proportion ; if we take into consideration that the people of other towns are deserting them to take up their residence in Niigata, and mark the various other signs which go to show that the place is really prospering ; and if we reflect that it has done this whilst labouring under the double disadvantage of having a harbour, which is no harbour at all, and of bad road communication with the capital, then I think it may be fairly argued that, though trade in foreign goods and foreign manufactures in foreign bottoms may not be extensive, still that a great trade is being carried on—a trade under the influence of which Niigata is steadily growing in size and prosperity until it bids fair some day to take rank with the principal towns of Japan.

Mr. Marcus Flowers, Consul at Nagasaki, calls attention to the *Go-rin-gin*, a tax which is opposed, and which he says is not only detrimental to the best interests of foreign trade, but is imposed in direct opposition to Treaty stipulations. He writes as follows on this point :—

At Nagasaki, whenever a Japanese merchant sells goods to a foreigner, whether for export or not, he has to obtain a permit from the Department called "Shonin-sewa-kawa," and to pay a tax of ½ per cent. on the value of the goods sold. Should he fail to comply with this regulation, his goods would be liable to be forfeited. The same is the case with all purchases made from foreigners by natives, but there is no equivalent tax on their transactions with one another. The "go-rin-gin" is levied even upon such articles as curios (if brought to a house for sale), milch cows, house furniture, white lime, and other items of domestic use or consumption; but, beyond the annoyance, it is not much felt, except in large mercantile transactions, where it not only has the effect of an increased export or import duty, but places foreigners at a disadvantage with native merchants in local traffic. I am informed by merchants here that they have not unfrequently been required by sellers of tea to raise their offers by ½ per cent., so as to place them on a par with offers of the same prices made by Yokohama native dealers, clearly showing that the tax ultimately comes out of foreign pockets. The Japanese authorities, I believe, defend the imposition, on the ground that it is a local rate intended for native municipal purposes, and not levied by the Central Government; but its payment is enforced by Government officials.

Mr. Russell Robertson, in his report on the trade of Kanagawa, gives an interesting account of the manner in which the Japanese Government turned the steamers, originally purchased for the war with China, to peaceful account. He states :—

The prospect of a rupture with the Chinese Government in consequence of the action taken by the Japanese Government against the savage tribes inhabiting the southern portion of the island of Formosa, induced the Japanese Government to make several purchases of foreign steamers during the summer of last year to be used as transports. In this work the vessels so purchased were employed for a short period, but, a peaceful solution of the difficulty having been arrived at, the greater number have since been utilised as mail and cargo steamers trading between this and coast parts, and to Shanghai, under the management of a Japanese company. The purchases under this heading amounting to 1,127,300 dollars.

(To be continued.)

A CHINESE VERSION OF THE LORD MAYOR'S SHOW.

(TRANSLATION FROM A NATIVE LETTER.)

The English Capital, *Nov.* 9.

It happened that the day on which I reached the English Capital was that devoted to the installation of the Taoutai, and I had an opportunity, in consequence, of witnessing a most curious and interesting barbarian spectacle. You must know that in this country (to such boundless length has popular licence proceeded) the people elect the Taoutai just as we allow the villagers in our country to choose the Te-paous. In order to gratify the mob *(po-sing)* the Lau-Mah (Lord Mayor, lit. old horse) as the Taoutai is called, proceeds in State to his yamen ; and so great a crowd assembles to witness the ceremony that the streets are crowded with many ten thousands of people. I managed with my foreign guide to force myself across the road, coming into close contact with the heads of two barbarian horses, which are very large and fierce, and pushed my way through the crowd to a convenient place wherefrom to witness the procession. On the way I was much struck by what seems to me a positive proof that foreigners sell children for the purpose of making medicines from their eyes and livers. In all the shop windows there were many tens of young children, both girls and boys, thus exposed for sale, and behind them stood haggard old women and old men, for whom even the doctrines of Confucius failed to evoke any respect, grinning blandly as they were bargaining for the sale of their unhappy offspring. After I had waited some time—not without rude interference on the part of a barbarian Yamun runner dressed in blue, who, using coarse language, called me a *dah-muh-fuh*—a movement in the crowd indicated that the procession was about to appear. It was heralded by a loud explosion of crackers,* just as is the case when our Taoutais appear in the streets (the idea evidently being taken from us), and, to the inharmonious strain of barbarian music, the Che-Hien and other officers were drawn through the streets in their carriages—some of which had as many as four horses, and were extremely handsome—that of the Taoutai being, as my guide assured me, of pure gold—such is the magnificence of these foreigners (*fan*), many of whom have never even heard the name of Confucius. I caught sight of the Lau-Mah as he passed. He was not so bad looking for a foreigner, and was dressed in robes which were evidently costly ; but they were gaudy, and lacked the taste of those worn by our officials on State occasions. After the procession had passed, I had great difficulty in getting away with my guide to one of the fire-wheel carriages which I described to you in my last letter. In the capital these carriages run under the ground, so as not to spoil the *Fung-shui;* and the screeching of the engines (lit. "breath-horses") and rattle of the carriages is truly deafening. Ah-yah ! the foreigners are clever people if they were only civilised and had the comfortable chairs which we have everywhere in China. However, I at last arrived at our home, with my devil friend, and lost no time in telling you of my first experiences in the English capital. By the bye, I fear political matters look threatening. On passing some of the landing-stages of the fire-wheel carriage road, I noticed a most insulting placard, in which one of our countrymen is represented dancing in an undignified attitude, and holding a plate before him. This clearly indicates contempt for the Chinese, and is intended to liken the stability of our country to the frangibility of porcelain. My guide assures me this is only an advertisement of a theatrical performance, but I am certain it has a deep hidden meaning, and is designed to inflame the populace. What has a Chinaman or a plate to do with barbarian dramas ?

P.S.—Nov. 10th.—I went again to-day to the "City," or business part of the capital, but did not see any more children exposed for sale. My friend assures me that those I saw yesterday were only in the windows to witness the show ; this may be true or may not be so, but the circumstance is at least worthy of note.

* Probably the preliminary performance on the kettle-drums which to some extent resembles the sound of Chinese crackers.—*Translator.*

THE YUNNAN EXPEDITION.

(To the Editor of the *London and China Telegraph.*)

SIR,—From your issue of the 1st inst. I gather that people in the North of China suppose that the Yunnan outrage affair is practically settled, and that we are to have another show of Chinese officials in London. Now, if our Minister at Peking has no better guarantee than two Chinese officials coming to our Capital to reiterate the promises made to him in Peking, on this head, I for one do not think much of the settlement which is reported to have been made. That the Chinese Government will pay a money indemnity for the murder of Mr. Margary I have no doubt ; but that they will ever assist in bringing the actual murderers to justice I do not believe ; for, had they ever contemplated doing so, most of us know that they could have done it long since. Up to the present time our mode of transacting diplomatic business with the Chinese Ministers has, I think, been anything but satisfactory ; that our Minister at Peking has been thoroughly hood-winked in this affair I think is pretty patent to most people who know anything of China. One London journal has already hinted at Mr. Wade's recall from Peking. If such be the case, it is to be hoped that some judgment of character will be exercised in appointing his successor, and that we shall not have another of the Chinese book-worm class—one who will make Chinese literature more his study than his country's interest. It is well known that a student of Chinese, when studying the language under a Chinese tutor, is very apt, after being daily from morning to night closeted with the teacher, to become imbued with Chinese theories, without the cunning which all Orientals and Asiatics have, as a rule ; the consequence is that such men are practically unfit to cope with a Chinese in business or any other matter where brain and a knowledge of people is wanted—without going out into the world again ; I have known many in the British Consular Service in China such as I allude to. I do not

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depreciate the knowledge of the Chinese language, but I think a knowledge of the people would have been of very material service to our Minister at Peking, in the Yunnan outrage affair, and in many others.—I am, &c., OLD CHINA.

10th November, 1875.

THE MURDER OF MR. BIRCH AT PERAK.

(THE TIMES.)

The intelligence of Mr. Birch's death has been followed by news from the Straits Settlements, which may contain the seeds of another "little war." It may be presumed that an Administration presided over by a Minister who denounced as "an act of folly or of ignorance rarely equalled" the abandonment of the Treaty rights which gave us the exclusive command of the Straits of Malacca will be careful to secure our dominions on the Peninsula. As yet, however, little is known of the outbreak at Perak, except that it has cost us the life of Mr. Birch and an unsatisfactory conflict between a mere handful of British troops and the Malays. Whether the Malays have only broken out in a momentary spasm of that savage frenzy peculiar to their race we must wait patiently to see. It is fortunate that the supreme power in those regions is in the hands of an energetic and prudent Governor, Sir William Drummond Jervois, and not less that forces probably adequate to any operations that are likely to be needed are accessible. Troops were ordered up from Singapore immediately on the receipt of the startling news from Penang, and 400 men, according to the despatch we have received, are now at Perak, supported by a British man-of-war from Labuan and two gunboats. Further reinforcements have been summoned from Hong Kong. The Government of India, too, would not hesitate to give instant help in case of an emergency, and the naval squadron assembled at Bombay to do honour to the Prince of Wales would be immediately available, if necessity should arise for more serious service. The Malay Peninsula is thinly peopled, and the petty Princes who bear rule outside the limits of the British Settlements are too weak and too divided to threaten any prolonged resistance to European forces. Nevertheless, the fortunes of the Dutch in the north of Sumatra, where the Atchinese are still unsubdued, have not been of a kind to make us ambitious of the gains or glories of a Malayan quarrel. The story of Mr. Birch's murder is still unknown to us in any detail, and we can only hope to interpret the meaning which underlies the meagre facts supplied in the despatches by a general review of our position, relations, and interests in the Straits Settlements. These Settlements are among the oldest European stations in the Eastern Seas; the Portuguese held them first, but Holland displaced Portugal as the mistress of those seas, and in each interchange of power the Settlements on the Straits of Malacca fell to the ascendant nation. But the stations on the main land have in modern days become obscure when compared with the quicker growth of the two islands, Penang and Singapore, which were rescued from Malayan pirates, the former by a private adventurer in the last century, the latter by Sir Stamford Raffles some sixty yeare ago. The trade of these islands is considerable, and that of Singapore must always be great, standing, as does "the little shop," — such is said to be the signification of the name,—in the gateway between the Indian and China Seas. But, besides, we retain on the mainland of the Peninsula two "Provinces"—Wellesley, opposite Penang, and attached to that Lieutenant-Governorship, and Malacca, two hundred and forty miles to the south at the narrowest point of the Straits. The former is held by us subject to a tribute to the Rajah of Quedah, who is himself a vassal of the Siamese kingdom. But south of Wellesley Province and surrounding Malacca are several small States—Perak, Salangore, Pahang, and Johore—claiming complete independence, and most of them in alliance with the British Crown. We have Treaties of Commerce with all of them, and have defined by Treaty the boundary questions which gave at one time not a little trouble on the borders of Malacca. The kingdom of Perak lies along the coast between the southern frontier of Wellesley Province and the northern frontier of Malacca, and its capital, on the river of the same name, enjoys the presence of a British Resident. Down to 1867, the Malayan Settlements, which had been a part of the dominions of the East India Company, were attached to the Presidency of Bengal, and probably the character of the relations between the British and their native neighbours still retains in some measure the impress of Indian policy. We are not unfamiliar with the difficulties that arise in India itself when well-intentioned but somewhat peremptory English officers attempt to correct from the Residency the perversity or the stolidity of a Native Prince. But, compared with the Malay Mussulman Rajahs of the Peninsula, the most capricious and perverse of Hindoo rulers must be easy to guide.

(SECOND ARTICLE).

A revival of the old fanaticism has for some years been spreading through the Mahomedan world, and the Dutch in Atchin have encountered of late most unwelcome evidence of the vigour with which it had seized upon the Malay population of the north of Sumatra. The success of the Atchinese in resisting the Dutch invasion would tend to add fervour to this fanaticism; and nothing is more probable than that it would pass from the western to the eastern sides of the Straits of Malacca. Should this prove to be really the case, we must expect to have to deal with a troublesome foe. The Malay when roused is singularly fierce and reckless of life, and if reanimated by Mahomedan enthusiasm is not likely to submit after a first defeat. We need not anticipate anything like the difficulties the Dutch have had to encounter; but we must not expect the successes of our troops to be immediately decisive. On the other hand, it is not impossible that the local apprehensions of the hour may somewhat exaggerate the indications of a religious war; and there are not wanting, as we have said, some considerations to justify a hope that this may be the case. On the one hand, if such a war were being set on foot, it would seem somewhat remarkable that even two of the Native States should adhere to us. It may be remembered, indeed, that there have been of late years continual quarrels between some of these small communities, and, unless the religious fervour aroused be very warm, it ought to be possible to prevent their uniting. We may reasonably indulge a hope that the matter is somewhat less serious than it may at first seem. If it arose in any way from diplomatic intervention, it may, after a sufficient display of force, be permanently settled by the same means. But, whatever may be the course of affairs, it is to be hoped we shall be warned to restrict within the smallest limits possible our further intervention between these wild and inflammable communities. It ought to be well understood by this time that to appoint Residents, without whose advice and assistance nothing of political or commercial importance can be done, is practically to undertake the indirect government of such States, and to entangle ourselves in all their disputes. Of course, piracy must be put down and peace maintained in a channel of such importance to commerce as the Straits of Malacca, but the more this can be effected by external rather than by internal pressure the better. It will now be necessary to avenge the deaths of our representatives and to vindicate the supremacy of our flag; and we may fairly hope the cost will not be heavy. But when this has been accomplished, we trust the lesson will prove sufficiently effectual not to need inculcation by the personal presence of British Residents at Malay Courts.

(THIRD ARTICLE.)

The trouble seems to spring, in the first instance, from the usual cause—the irrepressible demands of commerce. If the Malay Peninsula possessed no attractions and were simply a nest of pirates we might have contented ourselves, as we have done elsewhere, with maintaining the Police of the Seas by inflicting severe punishment on the natives for acts of piracy. But the Peninsula is a very rich country. Not merely, as we stated the other day, does it contain valuable mines of both the common and the precious metals, but its almost virgin soil is extraordinarily productive. It is rich in alluvial deposits, and the climate is both salubrious and unvarying. There is never any difficulty in obtaining Chinese labour; and a letter we published last December described the profits realised on such commodities as tapioca, sugar, and tobacco as varying from 20 to 100 per cent. The Chinese labour needs only to be directed by European experience, and this, of course, is forthcoming; our Flag being assumed to be always at hand to afford protection in emergencies. The native chiefs, moreover, appear acute to perceive that their revenues are likely to be augmented by such enterprises, and last December our correspondent furnished some curious details of the introduction of civilised agencies among them. The Maharajah of Johore, then, as now "our fast friend," was said to be developing eagerly the resources of his Province. His steam sawmills were constantly at work, roads were being formed in various directions, and he had secured the services of an eminent civil engineer from the North-West Provinces of India to superintend his improvements. A line of railway, even, had been commenced some two years before, and was being rapidly pushed forward. Another young Malay Sovereign, disregarding a prophecy that evil would attend the Ruler who first allowed minerals to leave his country, had visited Singapore with the view of opening up its resources. At Salangore the Sultan not only defrayed voluntarily, by punctual payments into our own Exchequer the expenses of a British Resident at his Court, but had issued a Proclamation notifying that he had been pleased to consent that in future all revenue should be collected by the Agent of the British Government, and that he would grant concessions on liberal terms to all settlers, guaranteeing to them the same protection for life and property that they would find under the British Flag. His territory is said to be admirably adapted for the cultivation of tobacco, sugar, and tapioca, and it was expected that many settlers would avail themselves of the offer. The State of Perak was, at that time, described as "most interesting" for a different reason from that which now attracts attention to it. In that district of the State known as Laroot, the industrious Chinese were busily working the tin mines, and with such effect that the revenue derived from that district alone was estimated at a hundred thousand dollars a-year. The then Acting Resident, Captain Speedy, was actively opening up roads, forming reservoirs of water for the mines, and employed upon other works of public utility. Meanwhile, their dawning perception of the pecuniary value of commerce did not prevent these chiefs from indulging their old feuds; and we were told of the Bandahara of Pahand quarrelling with the Maharajah of Johore, and of Sir Andrew Clarke proceeding in person to the disturbed district, accompanied by Her Majesty's ships *Charybdis*, *Hart*, and *Avon*, and there arranging the terms of an accommodation, the matter ending with a request from the Bandahara for the Governor's good offices in procuring for him labour to reopen the rich gold mines of his country. These are the strange, incongruous Principalities with which we have been negotiating in due diplomatic form, and with the successive governments of which we have been interfering. It seems that the Treaty of Pulo Pangkor, negotiated last year, and destined, perhaps, to be famous as the starting point of new relations, was by no means a new experiment. Its preamble recites, among other reasons for its acceptance, that, "whereas a state of anarchy exists in the kingdom of Perak, . . . and whereas Her Majesty's Government is bound by Treaty stipulations to protect the said kingdom and to assist its rulers: Now, Sir Andrew Clarke has proposed the following Articles of arrangement." We take the opportunity to annex more territory, as a pledge that the Chinese miners will keep the peace towards each other; and we bind over their head men to well and truly pay a sum of $50,000 to Her Majesty, her heirs or successors, in any of her treasuries in the Straits Settlements.

One conclusion, it would seem, may be pretty safely drawn from this review of the facts. It is in the highest degree improbable that States which have for some years been eagerly taking advantage of the temptations which our commercial enterprise offers them would be suddenly drawn into religious war. On the other hand, "A Straits Resident" adduced specific evidence that our interposition in Perak had failed, and that the conditions necessary to insure the observance of our Treaty were wholly absent. Sir William Jervois, the present Governor, in his opening speech last October, said that in Perak "the re-

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lations between the adviser and the advised have been unsatisfactory from the very commmencement. While Her Majesty's Government hold the chiefs responsible for keeping the engagements entered into by them with the British Government, there is scarcely one of those engagements which has not been violated by them. The Resident's advice is disregarded, and he must either passively look on while acts are committed which he disapproves but cannot control, or he must assume to himself a power which is inconsistent with his position as adviser, thus practically taking upon himself the Government of the State so far as the opposition of Rajahs and Chiefs will permit him to do so." "The result," the Governor presently concludes, "is eminently unsatisfactory to all concerned." These people have, in a word, seen enough of our money to want our assistance, and too little of our power to understand the necessity of keeping faith with us. It is not easy to see the way out of such a complicated entanglement. Of course there are those, especially Residents in the Straits, who say that if the Malays cannot govern their country as we like we must do it for them. People, however, with a less direct interest in the matter will expect the Government by all means to avoid burdening us with so troublesome a responsibility. Meanwhile, there is the tin, the silver, the gold, and the alluvial soil on the one side and English traders, with strongholds at Penang and Singapore, on the other; and how they are to be kept at a prudent distance it will be every year more difficult to say. We may hope for the best in the present local disturbance; but it is evident that we have sown the seeds of a plentiful growth of difficulties in the future.

(STANDARD.)

The immediate effect of Sir Andrew Clarke's intervention was eminently satisfactory. The Sultan ascended the throne with the concurrence of his subjects, the civil war came at once to an end. Piracy at sea and the "squeezing" of traders on land by petty chiefs ceased, and industry and commerce revived. Indeed, the material progress of the country within a few months was remarkable, and nothing more was heard in England of Perak till the news of the assassination of Mr. Birch reached us a few days ago. It is easy to conjecture who was the author of the outbreak, and the latest telegram confirms our suspicion. It was scarcely reasonable to suppose that the chief who, for nearly four years, had occupied the throne would cheerfully accept a subordinate position, and advices from Penang tell us that Ismail is reported to be collecting large forces, with the object of expelling the British. All the Rajahs—*i.e.*, the chief officers of State—are suspected of complicity in the murder, and we may therefore regard ourselves as on the eve of another little war. It is some consolation to think that Sir William Jervois is equal to the occasion. On the 4th, that is to say, the day after the arrival at Singapore of the news of Mr. Birch's murder, troops and a detachment of native police were despatched to Perak, and the next day the Governor himself started for the scene of operations. We believe that besides the 1st battalion of the 10th Regiment, or a portion of it, there are a battery of artillery and some Madras Sepoys at Singapore. These will furnish, with the aid of the navy, a tolerably substantial force, but it must not be supposed that we have an easy task before us. The Malays are fierce, turbulent, and addicted to bloodshed. Those on the coast, too, are hereditary pirates, who have at various times engaged in resolute contests with our men-of-war. The Malays, moreover, have plenty of arms and ammunition, and are well skilled in constructing stockades. Indeed, our first conflict with them shows that they are capable of fighting with resolution. Apparently, as soon as our troops disembarked they proceeded to raise the iege of the British Residency.

(PALL MALL GAZETTE.)

Should the outbreak prove only to be the partial and comparatively unimportant affair it was at first considered, we shall probably not have to wait long for its suppression. Should it definitely declare itself in the more serious sense which is now feared, we shall at least have spared no effort to take it in time. On the whole, we may still hope that the former view of the matter was and remains the correct one, and that we have only a race insurrection and not a religious war to deal with. In the former case it will be some slight comfort to reflect that in quelling the outbreak we shall be at the same time "avenging the death of our representative and vindicating the supremacy of the flag." War with a savage race is always a wretched and inglorious business, but it is just one degree better to find ourselves engaged in it in self-defence that to have to undertake it in cold blood as a measure of punishment following upon fruitless attempts at obtaining peaceful redress.

(DAILY NEWS.)

Our immediate duty is happily clear. We must show the populations around our Settlements that no temporary successes will avail to secure impunity to those who have committed this great crime. Already troops and seamen are on their way to Penang from China and India; and, were it necessary, the fleet which assembled at Bombay in honour of the Prince of Wales would contribute a powerful force for the assertion of our power. It is not, however, probable that any very large number of men will be required for this purpose The picture which has been drawn of a stubborn resistance to our advance, such as the Dutch have encountered on the part of the Atchinese, does not represent the expectations of those who best know the country and people. The Malays are a waspish race, but they are not important as a political or military power, and are, perhaps, on the whole less dangerous in the field than in civil life. Whatever their power, however, it must this time be effectually broken. Our interests in the neighbourhood of Perak are too great to allow us to permit turbulent Malay chiefs to bring our authority into question. A new etymology of Singapore has been offered within these few days, according to which it means "the little shop." If such is the interpretation now current in the Straits, it is time to revive an older derivation, according to which Singhapura signified "the Lion's Town." A grave question, however, lies in the background, whether we shall assume the government of Perak when we have reduced its chiefs to subjection. There are plenty among us who would settle this question off-hand, and for whom it is a doctrine beyond discussion that the British Empire is to be enlarged at all times, in all places, and by all means. Lord Carnarvon has lately shown that that is not the view he takes of British duties or British interests, and if he approves of any further extension of our government to Malay territory it will probably be not because such an annexation is desirable on its own account, but because events have made it inevitable.

(MORNING POST.)

The account, meagre as it is, of the murder would lead to the conclusion that the unfortunate officer was engaged in making a kind of tour of inspection, and that some of the lawless chiefs whom his presence in the country kept in check seized the opportunity of despatching him. Success in this matter no doubt encouraged them to proceed further to attack the Residency, which, it is presumed, is at Bandar. If Passir Sala and the latter place are at any distance from each other the occurrence of the murder at the former and the besieging of the residence at Bandar would produce the impression that the disaffection to the system lately introduced into the State is wide spread, but we are not at all disposed to think the feeling is a general one, believing it to be really confined to a few disappointed petty Rajahs who are interested in keeping up the old lawless condition of the country. The latest telegram goes to support the view that there is no general dissatisfaction in the Peninsula, inasmuch as it states that the Assistant-Resident at the neighbouring State of Salangore is safe; and the opinion we have formed as to the identity of the perpetrators of the murder that has been committed and the authorship of the outbreak is confirmed by the statement that "the native Rajahs" are suspected of being concerned in those crimes. These Rajahs are doubtless some of the men referred to by Sir Andrew Clarke as likely to be guilty of intrigues, and by the late Resident himself as "freebooting chiefs," who, driven from other States, thought that in the probable grievances of the ex-Sultan they saw a chance of future difficulties by which they would benefit. The telegram speaks directly of the complicity of Ismail in the present disturbance of the peace that has reigned in Perak for upwards of a year, and of his collecting large forces with the object of attempting to expel the British. There is ample reason to question the sincerity of Ismail's acquiescence in the arrangements made by Sir Andrew Clarke, and the symptom of his having played a double part is that he never surrendered to the Sultan Abdullah the regalia of which he possessed himself when he usurped the throne. It is true that he expressed his willingness to give them up whenever the Sultan chose to go to his residence and fetch them, but the restored Monarch did not seem to have sufficient confidence in the good intentions of his dethroned predecessor to trust himself in his immediate neighbourhood. In fact the relations between these two chiefs have not been cordial since Sir Andrew Clarke decided the question as to which of them was the rightful Sovereign. Ismail no doubt felt deeply aggrieved at his removal, for, although it was legally done, he was called to the throne by the voices of a number of chiefs, who supported him in preference to the rightful successor, because he was old, lived a retired life a long way up the Perak River, and was less likely to interfere in the government of the country than a young, active, and determined person like Abdullah.

(DAILY TELEGRAPH.)

Of course, the question that will be asked on all sides is whether these proceedings on the part of the British authorities at the Straits have been wise. We fear little glory can be achieved in fighting a set of piratical miscreants in a small Malay State, so insignificant that its boundaries are hardly marked in our best atlases. But nowadays we fight from a sense of duty rather than from a vain appetite for glory, and we are morally bound to avenge the murder of Mr. Birch, and uphold the authority of the Sultan Abdullah, whom we seated on the throne of Perak, becoming at the same time security, as it were, for the orderly government of his anarchical kingdom. More than that, we have placed the other native States of the Malay Peninsula under British protection also. In each of them a British Resident is stationed to "advise and control" the native Government. We have no reason to believe that steps have been taken to afford these officers greater safety than that which Mr. Birch enjoyed. At any rate, it is very clear that if we submitted to have our Resident assassinated at Perak, we could hardly consider the lives of his colleagues at Sangalore, Rambow, or Sunje Ujong worth six months' purchase. It is too late now to go back in our dealings with these States. Indeed, it would be the height of absurdity to conclude that the policy of protection initiated by the late Liberal Government in September, 1873, has been a failure, merely because, in one of the States affected by it, and that the most chaotic and disorderly, the British representative has been assassinated. It must be remembered that our flag was perpetually suffering outrage under the old system of non-intervention. Lord Kimberley gave the first indication to the Governor of the Straits Settlements to take decisive action in restoring order in the Malay Peninsula in a despatch to Sir Andrew Clarke, dated 3rd September, 1873, when he wrote that "Her Majesty's Government find it incumbent to employ such influence as they possess with the native Princes to rescue, if possible, these fertile and productive countries from the ruin which must befall them if the present disorders continue unchecked." And in his Lordship's instruction to Sir Andrew to try "whether it would be advisable to appoint a British officer to reside in any of these States" is the germ of that policy of disguised annexation which in the case of Perak has had the murder of Mr. Birch for its first fruits. But it does not at all follow that had Lord Kimberley abstained from even entertaining the idea of placing Perak under "protection" we should have escaped outrage. During that period of non-intervention when, in the words of Governor Sir Harry Ord, our policy towards Malacca was "unconnected, inconsistent, and incongruous," Perak was a seething cauldron of internecine warfare, which every now and again boiled over on to British territory in Wellesley Province. The police-stations there were frequently attacked by some one or other of the Malay and Chinese combatants in Larut. The boats of Her Majesty's war-ships were assaulted off the coast; and if a policy of non-intervention had been continued much onger, the Perak succession war and the faction struggles of the

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Chinese miners at Larut would have been beyond doubt fought out in the very streets of Penang.

(ARMY AND NAVY GAZETTE).

The murder of the British Resident at Perak is likely to have serious results. Our first attempt to avenge his death has been unsuccessful, and involved the death of one officer and the wounding of two officers and eight men. This failure seems to have so encouraged the Malays that it is probable that the whole peninsula has by this time taken arms against us. Reinforcements have been telegraphed for, and are said to be on their way. We may, therefore, soon expect to hear of sharp fighting, for the Malays are desperate adversaries, and possess no little cunning in fortification. It strikes us as disgraceful that the Governor of the Straits Settlements should be left in so helpless a condition as to be unable, from his own resources, to bring the natives of Perak to their senses. Had he been in a position to have at once despatched a substantial force to the scene of the outrage it is probable that the enemy would have dispersed; whereas, owing to the necessary delay for reinforcements, that which was at first but a spark is rapidly becoming a wide-spread conflagration. The 1st battalion 10th Regiment is distributed throughout the Straits Settlements, and there is also a battery of garrison artillery, and some armed police. No Sepoy regiment, however, seems to be there. If the Governor was unable to send more than a detachment to Perak, there was no reason why he should have sent in command, as apparently he did, a captain of Royal Engineers. Captain Innes was doubtless a very clever and gallant man, but he must have been quite without any practical knowledge of soldiering, for from his entry into the service up till 1870 he was employed in constructing permanent fortifications, repairing barracks and butts at Shoeburyness, and acting as aide-de-camp to Sir William Gordon when that officer was Director-General of Engineers. From 1870 till the day of his death he was Assistant-Colonial Engineer at Singapore. Such a training certainly did not fit him for the task so unfortunately entrusted to him.

The following letter from Lieut.-Col. Palmer has also appeared in *The Times*:—

Penang was better known as the Prince of Wales's Island, belonging to the King of "Quedah," whose daughter married the late Captain Light, of the Hon. the East India Company's maritime service, and received the Prince of Wales's Island as her dowry, and this lady, or Princess, was the mother of Colonel Light, who distinguished himself during the whole of the Peninsula War as the confidential aide-de-camp of the late Duke of Wellington, and who subsequently, at the Duke's suggestion, on the 1st of May, 1836, went out as Surveyor-General of South Australia, whose colleague, Rear-Admiral Pullen, now survives him. Colonel Light's father, Captain Light, after his marriage with the Princess of "Quedah," sold the Prince o Wales's Island to the Hon. the East India Company. Hence it came into possession of England. Colonel Light was originally in the Royal Navy, which service he left to join the Duke of Wellington's Staff. He landed with him in the Peninsula, and remained upon his Staff until after Waterloo. After that he went back again to his old profession, the Navy, and commanded a line-of-battle ship for the Pasha of Egypt, which position he gave up to go out to Australia as Surveyor-General of South Australia, to found, or at least to try the experiment of founding, the colony upon Mr. Edward Gibbon Wakefield's plan of being self-supporting, which experiment his old commanding officer, the Duke of Wellington, expressed himself extremely anxious should be tried, and which has proved a most triumphant success, without costing England a single shilling.

A Straits Resident, in a letter to *The Times*, says —

Mr. Birch, the Colonial Secretary of the Straits Settlements, was ppointed Resident of Perak, and how matters have been going on since /e read in the opening speech of Sir Wm. Jervois, the newly-appointed lovernor of the Straits, delivered on the 7th of October :—

"In Perak . . . the relations between the adviser and the advised have been unsatisfactory from the very commencement. While ler Majesty's Government hold the chiefs responsible for keeping the ngagements entered into by them with the British Government, there s scarcely any one of those engagements referred to which has not een violated by them. The Resident's advice is disregarded, and he ust either passively look on while acts are committed which he dispproves but cannot control, or he must assume to himself a power hich is inconsistent with his position as adviser, thus practically aking upon himself the government of the State so far as the opposi- ion of rajahs and chiefs will permit him to do so. The result is emiently unsatisfactory to all concerned."

This is sadly commented upon by the news since received by telegram—the murder of the Resident and the civil war between Abdullah nd Ismail. The disturbance, however, is strictly confined to Perak. A erak chief, such as the Rajah Lela, may send requests, but can send o commands to Salangore. The Malay population is thinly scattered long the coast and the rivers, and can offer no such resistance as the tchinese have done to the Dutch. The moral which those who know he Straits draw from these troubles is this:—If the Malays cannot overn their own country we must do it for them. The interests held n it by British subjects are too extensive to be ignored.

There is no such person as the Rajah of Lilla. The Maharajah Lela s probably what is meant, and this is merely the title of one of the fficers of State in Perak. The States of Perak, Salangore, Kedah, nd Johore are totally independent of each other; the quarrels and ifficulties in which we have been forced to take part of late years are ifferent in each case, and there has been nothing as yet to lead us to ear that the unfortunate outbreak in Perak has extended beyond that ingdom.

Since the establishment of our settlements in the Straits of Malacca he inability to profit by the natural advantages of the rich country ing close to them has been a constant source of complaint to the ercantile community. Representations and entreaties for protection ave repeatedly been made to Indian and Colonial Governments, but, fearing the probability of being drawn into petty wars, they for many years turned a deaf ear, and, strictly enjoining a policy of non-interference on the Straits Governors, warned the merchants that they must venture into native territory at their own risk. What was wisely denied to the interest of a few traders was, however, forced upon us at last by the internal warfare and misgovernment of the Malayan kingdoms themselves. They might be left alone as long as they confined their quarrels to the limits of their own territory, but they are too close neighbours to our colony for this to be possible; and when the coast became unsafe, when trading vessels belonging to British subjects were seized and robbed, when the river communication with a friendly State was stopped by a score of freebooting rajahs, when the Penang house of the Mantri of Larut was blown up, and the large Chinese population was threatening to fight out Larut quarrels on our soil, it was about time to interfere for the sake of the peace of our own settlements.

The Government in the Malay States, though nominally in the hands of one Sovereign, is really divided between a number of chiefs. These, like the feudal barons of old, are independent masters of their own bit of territory; they levy their own taxes, and are perpetually encroaching on, and being encroached upon, by their neighbours. Each chief has a swarm of needy brothers, cousins, and followers, who consider themselves bound to be supported by him in dignified idleness, for to work is unfashionable, and to rob as ungentlemanlike a mode of living as it was among the Highlanders a century ago. It is easy to conceive in what degree such a class would appreciate the blessings of a common treasury and settled Government, the aims towards which our interference has tended. The ruling Sovereign may be well disposed towards us and anxious to improve his country, but his nobles do not consider themselves bound by his engagements, and he has no power to control them. Another fruitful cause of trouble in these States is the question of succession which is differently regulated in all. In one succession is hereditary, in another elective, in a third it goes to the nephew; but the rules are so vague that the death of a sovereign is usually the signal for a fight for succession.

So much for the Malay aristocracy to which I have given precedence, but the element in the Native States, which is of most importance and which connects our interests with them, is that of the Chinese population. The Chinese are the mainstay of the Straits Settlements. They come down in thousands yearly, and supply the labour market of the Colony. From this numbers go across to the Malay States to work the tin mines, and settle into different trades, which they find as profitable in the fancy prices which a country rich in minerals alone can afford to pay for produce. It is curious to find in a wild Malay State the gardeners, carpenters, goldsmiths, &c., all Chinese. The tin mines are, in fact, worked by the capital of Chinese merchants settled in the Colony, who send their labourers from there, and who make the prosperity of the Malay kingdom as they do of our settlements.

In Perak (to give it its right pronunciation) there has been a complication of quarrels. Its Northern province, Larut, adjoining Province Wellesley, was governed by the Mantri (minister) of Perak—an officer sixth in rank of the fourteen chiefs who govern that unlucky kingdom. Larut was rich in tin, and the Mantri gave a concession to work its mines to a rich Penang Chinaman. Not able to resist the temptation of immediate profit, however, he sold the mines again to a second applicant, and soon had two rival clans of Chinese settled, or rather fighting tooth and nail, on his territory. The Mantri wished to make himself independent, and set up Larut as a separate kingdom, and his refusal to pay tribute to Perak brought about a quarrel between him and the Sultan. This was further complicated by the quarrel for succession on the death of the Sultan. It is said to be necessary, according to Malay customs, that on the death of a Sovereign his successor should be present at the funeral ceremonies. On the death of Sultan Ali, of Perak, accordingly, the heir whom he had recognised in his lifetime, Rajah Abdullah, was summoned to attend. Whether he feared treachery among the chiefs or had not proper notice does not appear clearly. At any rate, he failed to appear, and, it being necessary that the body should be buried the chief next in rank, Rajah Ismail, was elected, and performed the funeral obsequies. Abdullah contended for his rights; half the chiefs sided with him and half with Ismail. The Mantri backed Ismail to try and gain his object of an independent sovereignty, and each took a side with the Chinese miners of Larut to gain their important support.

The effects of our non-interference policy were now somewhat amusingly illustrated. Help or permission to buy arms and ammunition was strictly denied to the Malays, but the Chinese fitted up their war-boats in our harbours, sent provisions and reinforcements from Penang, and even brought their wounded to our hospitals. At last, as I mentioned already, a house in Penang belonging to the Mantri of Larut was blown up, and it was seriously feared that the quarrel would be fought out in Penang.

Such was the state of things when Sir Andrew Clarke arrived as Governor in the Straits in November, 1873. He at once seized the situation and the remedy. He went to Perak, summoned a Council of chiefs, and throwing the weight of his influence into the scale of Rajah Abdullah, induced them to accept him as their Sultan. The Mantri was allowed to retain Larut as a Governorship, and an agreement was signed by which all revenue was to be collected for the Sultan of Perak. A specific charge on it was to be made for the salaries of the chiefs, and British Residents were to be placed in Perak and Larut to "advise" on the Government of the country. Most of the chiefs agreed to this arrangement, and signed it. They would not have considered it civil to refuse what an English Governor asked them; but as soon as his back was turned they reverted to the old state of things. Rajah Ismail retired to the jungle, accompanied by several chiefs, and carrying with him the regalia. Polite requests were made to him from time to time to give it up, but when he declined no attempt was made to enforce our demand or to show the Malays we must be obeyed—a fatal mistake. Sufficient importance was not attached to the defection of the discontented chiefs, and it is evident that this discontent and rebellion has gained strength with time.

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THE PRIME MINISTER ON CHINA.

At the banquet which was given at the Guildhall on the evening of Lord Mayor's Day Mr. Disraeli spoke as follows on the subject of our relations with China :—

Had it fallen to my lot only a month ago to have returned thanks I should, perhaps, have had to announce a war between this country and one, friendly relations with which it is the interest and wish of the citizens of London especially to maintain and cherish. A war with China, which was then impending, would have been a war with a country with which of all others England would not be placed in collision. We have no wish to invade or appropriate their territory. Although I cannot but believe that any military proceedings on our part with them must be certain of success, the result, though successful, would scarcely be triumphant. Besides, it is our interest to strengthen the centralised Government which seemed to be prepared to make war upon us, and which always becomes more feeble when war is waged by them. Fortunately, that evil has been averted. The good sense of the Chinese Government, and in a great degree the energy and resource of Her Majesty's Minister in that country, have, I believe, prevented that evil, and I think we may fairly count now upon that calamity not occurring. For myself, I have always been of opinion that the longer peace was maintained with China the greater was the chance of that peace being permanent, because the more the people are enriched by commercial communications with Europe the more contented and less troublesome they become to that Central Government which it is our wish and interest to strengthen. I have referred to the labours, the successful labours, of Mr. Wade, Her Majesty's Minister in China; because we are too apt to forget when men are toiling thousands and tens of thousands of miles from their native country in the public interest, how keen is the appreciation, on their part, of any sympathy which may be expressed for them by the country they represent; and I cannot but believe at this moment, when Mr. Wade, at Peking, hears that on the Lord Mayor's day there was such an expression of sympathy in this assembly of his fellow-countrymen with his labours and his position, he will experience a reward which perhaps no honours can rival, and certainly few can exceed.

The Times, on the subject of Mr. Disraeli's remarks, writes as follows :—

Mr. Disraeli performed his task (at the Lord Mayor's banquet very satisfactorily. His topics were well chosen, and his statements) were reassuring. Last year he told his audience that to pretend that there was no cause for anxiety in the state of affairs on the Continent would be to trifle with any body of intelligent men, and he declared that Her Majesty's Government would spare no efforts to preserve for Europe the inestimable blessings of peace. For language of this kind, disquieting even when accompanied with the most hopeful anticipations, there is no need this year. For the time, at least, there is a lull. Mr. Disraeli is able to contemplate foreign affairs as more immediately associated with British interests, and he begins by carrying his hearers to the most distant regions of Asia. He congratulates them that a war with China has been avoided by the energy and resource of the Queen's representative in that country, and by the good sense—that is, we must suppose, the prudence—of the Chinese Government. If it had been his duty to speak a month ago, he might have had to announce a war with China, but that danger is at an end. This declaration will be very satisfactory to the public. Our concerns with the vast and still almost unknown Empire of China are of more real importance to the British Empire than Continental disputes about a province or a river. Our ships hover on every point of the Chinese coast; our merchants peer with eager curiosity into the interior, and every one acquainted with those regions is possessed by the conviction that there the next generation, if not the present, will witness one of the greatest revolutions of humanity. What is to be our policy in presence of an immense political mass concerning which the most discordant predictions are hazarded, one man thinking that its parts may be welded together by an energetic Ruler into a Power formidable to all Asia, another holding that disruption is inevitable? The prevailing opinion in this country is that, whatever forces are at work in China should be permitted to have their play without interference from us, since we are really ignorant of their nature and have no capacity to direct them. Now, war with China must mean the acquisition of territory and the assumption of immediate political power. The experience of former wars and their results show that the mere infliction of punishment will make no essential change in the demeanour of the Chinese and in our relations with them. We may capture fortresses, we may sack a palace, we may levy contributions, we may exact an indemnity; but as soon as we withdraw, the Chinese will hedge themselves in with almost the same exclusiveness, and return after a short interval to the old provocations. They do not need any further proof of the superiority of Europeans in arms. They recognise it, and the recognition is now the dominant influence on their policy. A new war would be looked upon as futile if at the close we returned to our former limits, and took no guarantees for the future submissiveness of Government and people. What this would lead to in the end need not be dwelt upon. We should have, with or without allies, to take upon ourselves the tutelage of the most populous Empire in the world. It is better, therefore, to avoid as long as possible the use of force, which would lead to the assumption of unlimited responsibility, and to hope that peaceful influences will gradually remove the difficulties which now beset our dealings with the Chinese race.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Nov. 10

The First Chamber has voted the several Bills which were laid before the members. The Railway Bill was carried by a majority of thirty-two against two, after a very short debate, whereupon the Chamber took recess. At the same time Parliamentary business was opened again by the Second Chamber, when Mr. Van Heemstra, who has been elected M.P. for the district of Haarlemmermeer, took his seat. The public debate upon the East India Budget will begin on Thursday, but the discussions will be, it is said, very quiet, except upon some cardinal points. The task of the Ministers of the Home and Financial Departments in defending their respective Budgets will be more difficult. The section report is as sharp and critical as possible, and the struggle will be a hot one. It is thus anything but improbable that we may be involved before the end of the year in a Parliamentary or Ministerial crisis. Several Liberal papers condemn these party-manœuvres, and protest against endeavours to overthrow the Ministry without any plausible reason for it. This policy of the "Rotterdam Coterie" is the less justifiable, because the Liberals are not backed by a sufficient majority to assume the reins of Government with any chance of success.

The topic of the day in our literary and colonial circles is the fact that Mr. Funke has published the fourth edition of Multatuli's "Max Havelaar, or the Coffee Auctions of the Dutch Trading Company"—a book that fifteen years ago struck the whole country with horror, as Baron Van Hoewell stated in the Second Chamber. The new edition is highly remarkable, because a mass of notes and elucidations are added to it, most of which are of a very startling character. A few days ago a translation of the first edition was published in Berlin, which is a horrible piece of literary work. That the translator, a certain Mr. Stromer, does not understand the Dutch language is certain, and that he was even destitute of a good dictionary is probable. Whole pages remain untranslated, and in others the most ridiculous mistakes are made. "Max Havelaar oder die Hollander auf Java" is a mere parody of a book which does our national literature the greatest credit.

On the 3rd inst. our Queen was suddenly attacked by a marsh fever of so violent a character that a second attack would have placed her life at once in danger. Happily only a partial relapse occurred, and Her Majesty is now much better, although her condition is still critical. The King, who was at *Het Loo*, returned express to the Hague, whilst the Prince of Orange came back from Paris. The voyage of Prince Alexander has, of course, been delayed. A bulletin is published daily by the *Staatscourant*.

The Minister of the Colonial Department announce that no open competition for the manufacture of the rails of the Sourabaya Passaeroean Malang line was necessary, because the well-known Krüpp of Essen offered to deliver them at his own risk in Java at a very advantageous price, whilst he would guarantee their good quality. This secret contract is disapproved both by the Chamber and by the press.

I regret to record the death of Mr. J. B. van Son, ex-Minister. He died at Blois le Duc, at the age of seventy-one. His demise is a great loss to the Ultramontane Party, of which he was an eminent leader. Mr. J. Fransen Van de Putte, member of the First Chamber, is very seriously ill, and there seems to be a very small chance of his recovery.

The greatest quietude prevails in our market for Colonial Produce, but the auctions, however, continue satisfactory. Second hands being badly provided a revival of trade is probable. The prices of most articles remain unaltered. Some demand has prevailed for Raw Sugar, and October prices are fully maintained.

According to a statement of the Minister of the Colonial Department, given in the to-day's sitting of the First Chamber, the net receipts of the coffee sold here during the current year will be f.6,000,000 more than the valuation in the Budget.

BIRTHS, MARRIAGES, AND DEATHS

BIRTHS.

BOONE—On the 13th Sept., at Shanghai, the wife of the Rev. Wm. J. Boone, of a son.

CAIRNS—On the 12th Sept., at Hong Kong, the wife of R. H. Cairns, of a daughter.

FERRIES—On the 11th Nov., at Canton Villa, Forres, N.B., the wife of Capt. I. S. Ferries, str. *Zealandia*, of a son.

HAGEDORN—On the 28th Sept., at Singapore, the wife of Egmont Hagedorn, of a son

JONES—On the 10th Nov., at 14 Belgrave-terrace, Lee, S.E., the wife of E. Duffield Jones, M.A., late of H.M.'s Consular Service in China, of a daughter

RICKARD—On the 29th Oct., at Hong Kong, the wife of G. P. Rickard, Royal Naval Yard, of a son.

VOGEL—On the 27th Sept., at Macao, Mrs. E. Vogel, of a son.

MARRIAGES.

ALABASTER—MACGOWAN.—On the 15th Sept., at the Cathedral, Shanghai, by the Right Rev. Bishop Russell, assisted by the Very Rev. Dean Butcher, Chaloner Alabaster, H.B.M. Consul at Taiwan, to Laura Abbie, daughter of D. J. Macgowan, M.D., of New York and Shanghai.

DEATHS.

HEAD—On the 2nd Nov., at 2, Church-road, St. Leonards-on Sea, Jane Elizabeth, widow of the late Lieut.-Colonel Charles Franklin Head, aged 67 years.

STEWART—On the 4th Nov., at 14, Sussex-gardens, Hyde-park, Algernon Stewart late of the Ceylon Civil Service, aged 64.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo lbs
July 18 ...	Glenlyon (s.)	Foochow ...	1,297,500
„ 20 ...	Black Prince	„ ...	1,041,420
„ 20 ...	Forward Ho!	„ ...	1,383,104
„ 21 ...	Blackadder	Shanghai ...	1,372,476
„ 26 ...	St. Andrew's Castle ...	Canton ...	366,731
„ 26 ...	Norman Court	Shanghai ..	1,200,000
Aug. 6 ...	Fiery Cross	Foochow ...	850,000
„ 23 ...	Osaka	Canton ...	800,000
„ 23 ...	Undine	Shanghai ...	1,300,000
„ 27 ...	Bellona (s.)	„ ...	1,065,325
Sept. 10 ...	Min	Foochow ...	839,142
„ 15 ...	Quang-Se (s.)	Shangha ...	1,500,000
Oct. 3 ...	Flamingo (s.)	„ ...	2,000,000
„ 3 ...	Whiteadder	Foochow ...	1,000,000
„ 30 ...	Glencairn...	Shanghai ...	2,000,000

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, NOV. 15, 1875.

THE ASSASSINATION OF THE BRITISH RESIDENT AT PERAK.

It will be within our readers' remembrance that for some years, under Governor ORD'S misguiding leadership, we openly supported the Mantri of LARUT in his attempts to establish his independence against the Sultan of PERAK. Subsequently we found out—to quote official documents—"that the Mantri is undoubtedly lowest in rank of the "four principal officers of the Perak Government, and "has assumed in Perak a position of independence which "his office and rank do not justify;" so that finally we had, in our late convention, to restore the present Rajah to supremacy, relegating the Mantri to a subordinate jurisdiction. First we allowed arms to be supplied to one side, and then we turned round and aided the other. Neither Rajah nor Mantri can ever have entertained any real friendship for a predominant foreign race; and as by our own error we contrived to affront both, we shall not have to travel far in search of motives which *may* have—we do not say which *have*—brought about the tragic end of our unprotected representative. If the Malay tribes are really getting riotous; if they are indeed working up their easily excitable blood, and preparing for a foolish, hopeless, and deplorable struggle against British interference, two very serious and instructive reflections are forced upon us.

The murder of a British official by a Malay kris is no common occurrence. Passionate, violent, and revengeful as the race undoubtedly are, it is still true that to find a precedent for a tragic incident of this sort we must go back more than fifty years. Half a century ago, when our power and authority in the Straits were not nearly so consolidated as now, the British representative at Bencoolen was similarly assassinated; and we much fear that the present outrage would not have been attempted, and Mr. BIRCH might still have been alive, had we but acted more promptly in the matter of Mr. MARGARY'S death, instead of allowing his blood to be still practically unavenged, and thus leading other native races to believe—for notions of this kind very readily pass from mouth to mouth—that by cutting down a British officer they will get rid of their difficulties without fear of retribution. Again, how comes it that the Malays of the Peninsula are thus fingering their krises, and on the itch for a struggle? Why is the fever for war seemingly so rife? Plainly the long-lingering hostilities in Sumatra have produced their natural consequences; a native Potentate is there seen for years holding his own against the hitherto invincible Whites; the sympathies, the hostile feelings, and the warlike instincts of the tribes on the mainland have therefore all been aroused, and can with difficulty be held in check.

Our Government should have foreseen these things, or, at least, should have discovered the mischievous influences at work; and the conclusion they would have properly drawn would be that we ought to press the Dutch to make speed to bring their campaigns to a conclusion, so as to restore peace and order to the districts which, by a not very defensible treaty, we made over to their rule. We have repeatedly urged the necessity of the case, and begged the intervention of our Government as the wisest course to pursue. It must also be remembered that though we approved of the policy pursued by Sir ANDREW CLARKE towards those Malay Rajahs who were directly in treaty with the Straits Government, something more has lately been done with which we are by no means so content. Before the newly organised States have yet had time to put their affairs in order, before—as events now prove—we have finished our work in Perak, Larut, and Salangore, we see the Governor of Singapore interfering in the affairs of Tringanu—a province entirely under Siamese control—and thus unnecessarily sadling himself with a fresh complication, spreading uneasiness among the native populations instead of allaying it, and trying his new experience in places where it is certain not to be useful. before he yet knows whether what we have been doing in Perak and elsewhere is going to turn out good or ill. We believe that, all circumstances considered, Sir ANDREW CLARKE'S experiment—the scheme which leaves the Rajahs a very considerable share of independence within their own dominions, conceding them full power over all matters affecting religion and Malay custom, while it enables us to control their general administration and supervise their finance through a Resident Political Agent—was the best one that could be adopted; and it has yet to be proved that this plan will miscarry. Nevertheless there are men who ought to know, who have been saying for some time back that the Malay Straits are in a great mess, and that the policy of appointing Residents has turned out a failure.

If this view be correct it is to be regretted, for in the face of the outrage on our official we cannot go back; we must go forward. And the only step forward which is still left for us to take is annexation. No one will ever accuse us of having cried up annexation; if trade can be peacefully conducted; if there are no pirates; if life and property are safe, all that British commerce requires can be obtained without robbing natives of their territory or burdening our Government with fresh duties and additional expense; but what can we do with these hopeless Malay Principalities? We must either make them over to the tender mercies of rival chieftains and turbulent Chinese; or if we cannot keep them in order by means of political agencies, we have nothing for it but to take their territories completely under our control on such terms as may be fair to all the hereditary ruling families.

By a special telegram from Penang to *The Times* it is stated that Mohammedan fanaticism is mixed up with the outbreak. This is an unpleasant aspect, but we are inclined to think that the telegram gives an exaggerated and excited view of the whole matter; indeed, some items, such as that about the "Rajah of Lilla," are simple nonsense. We must condemn the expedition in which Captain INNES lost his life as premature and abortive. It was of the last importance not to be defeated in our first raid on the enemy. The action of Governor JERVOIS in asking for reinforcements is approved by those who know the position of affairs in the Straits; but it is hoped that the use of them will be confined to the vicinity of the outrage, and for this purpose it is believed that the forces reported to be proceeding from Hong Kong and Calcutta are far in excess of the requirements. According to a telegram from Calcutta, dated yesterday, it appears, however, that the troops have not actually started, and we judge that Governor JERVOIS will countermand them, as it is clear that no general rising of the Malays need be feared, though it looked like it in the early stage of the affair.

THE PACIFIC MAIL COMPANY.

AFTER a long course of mismanagement and chicanery, the Pacific Mail Company at last shows signs of being placed under satisfactory management. Mr. G. S. SCOTT, the Vice-President, is now in Europe, and it may be assumed that the object of his visit is to place the agencies and connections upon a proper footing. As an instance of the policy which is being taken up by the new board of directors, we may mention that an end has been entirely put to a very costly opposition on one of the Company's lines. Arrangements have been made for the transfer of the Pacific Mail Company's vessels on the Yokohama and Shanghai line to the Japanese Company. We have always been of opinion that the Company's legitimate field was on the main line between San Francisco, Yoko-

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hama, and Hong Kong, and that any line supported by them, to act as feeders to their vessels, would certainly, considering the enormous number of local vessels employed on the China and Japan coasts, have very little chance of working with profitable results.

We understand that the following details of the Company's fleet, taken at a recent date, may be relied upon. The vessels on the Japan line, which, as above mentioned, have been sold to the Japanese, consisted of four wooden side-wheel steamers, the *Nevada*, *Golden Age*, *Oregonian*, and *Costa Rica*, old boats, which were run last year at a loss to the Company. The Japanese Company, which receives a subsidy from Government, will run steamers in connection with the Pacific Mail line from San Francisco to Japan, on equitable terms. The price obtained by the Pacific Mail Company for these steamers is 700,000 Mexican silver dollars, which will realise in American currency about $800,000. The fleet in its present enlarged and reorganised state consists of twenty-seven vessels, with an aggregate measurement of 71,451 tons, as follows :—*City of Peking*, 5,079 tons ; *City of Tokio*, 5,079 tons ; *City of San Francisco* (new), about 3,500 tons ; *City of New York* (new), about 3,500 tons ; *City of Sydney* (new), about 3,500 tons ; *Colima*, 2,905 tons ; *Acapulco*, 2,572 tons ; *Granada*, 2,685 tons ; *Colon*, 2,714 tons ; *City of Panama*, 1,490 tons ; *Great Republic*, 3,831 tons ; *China*, 3,836 tons ; *Colorado*, 3,727 tons ; *Alaska*, 4,510 tons ; *Constitution*, 3,575 tons ; *Arizona*, 2,793 tons ; *Montana*, 2,676 tons ; *Henry Chauncey*, 2,656 tons ; *Costa Rica* (side-wheel), 1,917 tons ; *Costa Rica* (propeller), 1,457 tons ; *Dakota*, 2,135 tons ; *Golden Age*, 1,869 tons ; *Honduras*, 2,700 tons ; *Salvador*, 1,065 tons ; *Winchester*, 730 tons. In addition to these the Company have British iron steamers under charter. The latest additions, namely, the *City of San Francisco*, the *City of New York*, and the *City of Sydney*, are described in the New York *Nautical Gazette* as vessels of the most magnificent build, being what is known as "three-deckers," with all the latest improvements. Their dimensions are, length 353 ft., and breadth of beam at widest 40ft. The frames are of iron, and each vessel has six water-tight bulk-heads. They were built expressly for the Company on the Delaware by JOHN ROACH, and under the special inspection of Bureau Veritas, and are classed in the first division of that registry.

A postal contract has been entered into by the Pacific Mail Company for the conveyance of the English mails between San Francisco and New South Wales and New Zealand for a period of eight years from the present time ; and the vessels for this line, which are of 3,000 to 5,000 tons register, have been built expressly for the route, are of great strength and power, and have passenger accommodation of the highest character. The Company also run a line of steamers every ten days to Victoria, British Columbia, for which they receive a subsidy from the Government for carrying the mails.

The accounts of the Company were taken in hand by Mr. SCOTT upon his assuming office, and he at once set about systematising the Department so as to arrive at the monthly earnings and exponses, the result being the publication of a statement showing the figures for the months of July and August, 1875, which were—

	July, 1875.	August, 1875.
Gross earnings	$485,308.82	$516,912.17
Total expenses	396,014.74	373,674.94
Net earnings	$89,294.08	$143,237.23

The total net earnings for two months are $232,531.31, an increase of $147,299.94 over the corresponding months of 1874 ; while a statement of the general financial results of the Company's business since March, 1875, shows a net reduction of the liabilities from that date to the end of September of $1,467,234, so that the position and credit of the Company have steadily and materially improved under its new management. It may be hoped, therefore, that the Pacific Mail Steam Company have now completely got over the troubles which they have so long had to contend against; and that they have before them a future of success well merited by the original enterprise they showed in establishing the line, and the energy which has of late been displayed in overcoming difficulties such as would certainly have been sufficient to baffle any ordinary men of business.

AFTER a protracted delay the award on the "Opium Essays" has been announced. The committee of examination consisted of Sir C. E. TREVELYAN, Sir BARTLE FRERE, and Sir LOUIS MALLET. The first prize is £200, and the second £100, and the donor is Mr. EDWARD PEASE, of Darlington, who invited the competition with a view to elucidate and expound what is known as the Opium trade, and the connection of our Government with the same. Mr. PEASE is an active member of the Anti-Opium Society, which we have frequently noticed, and it was chiefly through the medium of the Society that the Opium debate was introduced into the House of Commons last June. On that occasion Mr. J. W. PEASE, M.P., most ably expounded the subject. The first prize has been awarded to Mr. SPROAT, Agent-General for British Columbia, and the second to the Rev. F. S. TURNER, Secretary of the Anglo-Oriental Society for the Suppression of the Opium Trade.

WE understand that, at the recommendation of the Premier and Secretary of State for Foreign Affairs, the QUEEN has been pleased to bestow on Mr. WADE, our Minister at Peking, the dignity of Knight Commander of the Order of the Bath. It is our lot to differ from the course pursued by Mr. WADE as the representative of British interests in China, but we most heartily congratulate him on the honour bestowed on him. It is a fitting tribute to his ability and services.

WE hear that the long-pending disputes between the Home and Indian Governments in regard to the cost of the last China War are to be taken in hand and concluded by a Committee representing the various departments. We believe that Mr. RAVEN, the senior clerk at Greenwich College, will represent the Admiralty, and Mr. KNOX the War Department.

Naval and Military.

In the present position of affairs in the Malay States it will be of interest to state that the military force now stationed at Singapore consists of the 1st battalion 10th Regiment 500 strong, and a detachment of artillery, No. 9 battery 2nd brigade (120 gunners and 4 officers). It is telegraphed that reinforcements have been sent for by the Governor of the Straits Settlements from Hong Kong and Calcutta. These will amount in all to about 1,500 men, and it is announced that Major-General Colborne will accompany the 80th Regiment from Hong Kong.

Volunteers from the infantry regiments at Aldershot, including ninety-four men of all ranks, with five women and four children, to the 28th Regiment, which is under orders to proceed from Malta to China, will go to Portsmouth on the 18th inst., and embark for Malta to join head-quarters.

Captain T. St. C. Smith, 49th Regiment, has been selected to succeed Captain Brooke, 15th Regiment, as Brigade-Major at Hong Kong. Captain Smith joined the army December 19, 1862 ; became lieutenant July 4, 1865, and captain April 7, 1875. He passed from the Staff College in December, 1872, and was afterwards adjutant of his regiment.

Some misconception has arisen in the papers here with reference to the death of Captain Innes in the attack on the stockade at Perak. The telegrams not being clear on the subject, it was assumed that he was an officer in the 10th Regiment; but as our readers will of course be aware, Captain Innes was for some time Assistant Colonial Engineer, and we presume he was sent up on the special emergency. In a letter to *The Times* on the subject Sir Harry Ord, the late Governor, says :—

Captain Innes held the appointment of Assistant to the Colonial Engineer of the Straits Settlements, and had been for some time employed in the superintendence of civil works at Penang. His position and duties entirely exonerated him from the necessity of taking part in any military operations; but it is probable that, knowing, as he would, the importance of immediate activity, and seeing the smallness of the force available for the purpose, he thought it right, as he did under somewhat similar circumstances in 1873, to place his military experience and services at the disposal of the authorities, and, having relieved the Residency, he lost his life in the attack on the stockade on the following day. In him the Service and the Straits Government have lost an officer of great intelligence, ability, and zeal, combined with sound judgment, and the Royal Engineers one of their corps whose past career gave high promise for the future.

Another correspondent, signing himself "In Memoriam," concludes with a well-merited tribute to Captain Innes' memory, as follows :—

This occasion is an appropriate one to note that, although unworthy exclusiveness has hitherto succeeded in virtually depriving the branch

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of the profession to which it was his pride to belong of all hope of occupying those higher posts of military command which are the legitimate objects of every soldier's ambition, and has even recently procured the exclusion from any claim to staff employment of those Engineer officers who have passed the Staff College, they yet are ever ready to take the foremost place in the post of duty and danger, and are not excluded from the privilege of sacrificing their lives for their country.

The *Army and Navy Gazette*, on the subject of the recall of Assistant-Controller Malony from Hong Kong, says :—

Without entering fully into the circumstances, it appears that certain orders given by the general officer commanding were demurred to by the Controller, and it was only by rigorous measures the General was enabled to have instructions carried out at such a distance from the War-office. The Control Regulations enable the Control Department to put their own construction upon these regulations, and which has in this case tended to put the authority of the officer commanding at defiance. When the Control Department was formed it was feared that collision must ensue—the entrusting of so much authority to the Civil Department of the Army, as represented by the War-office under the name of Control—and although the Department ran its course, the predictions have been fulfilled. The War-office, by the prompt recall of the Controller from Hong Kong, must have been fully cognisant that the Service could not be carried on if their orders were to be in opposition to the authority of the general officer in command of the troops. The appointment of Controller at Hong Kong is a very lucrative one, and the sudden withdrawal of that officer is doubtless a hardship, but discipline must be considered before everything.

The correspondent of *The Times* at Hong Kong writes :—

Her Majesty's ships of war in harbour are the Modeste, Ringdove, Midge, and Lapwing. Commodore Parish returned from three months' leave of absence on the 22nd of September, and hoisted his flag on board the Victor Emmanuel. Her Majesty's ship Lapwing arrived from Singapore on the 19th of September. On the receipt of the news of the wreck of the Peninsular and Oriental Company's steamer Sunda off Turnabout, on her way to Japan, the Company's agent applied to the naval authorities for a diver to proceed to the wreck. The application was at once granted, and a warrant officer with an experienced diver proceeded to Station Island in the Peninsular and Oriental Company's steamer Bombay, on the 21st of September. As soon as the news of the wreck was known at Foochow Her Majesty's ship Hornet at once went to guard the Sunda, but, previous to her arrival, pirates had stripped the steamer of the whole of the cabin fittings and furniture. The Hornet remained at Station Island on the 20th of September. Assistant-Controller Maloney, late in charge of the Control Department, proceeds by mail steamer to-day to Southampton. Official intimation has been received that the 80th Regiment, stationed here, will proceed to Singapore in February next, on being relieved by the 28th Regiment, now at Malta Quartermaster Hyde, 1st Battalion 10th Regiment, at Singapore, has an extension of leave from the 1st of January next until the arrival of the battalion at Gibraltar. Lieut. W. Sheppard, R.A., having completed his examination for promotion, has been granted two months' leave to the 25th of November, 1875. The United States gunboat Ashuelot left for the north on a cruise on the 23rd. The Spanish transport Marques de la Victoria, 2 guns, arrived from Manila on the 24th of September.

The correspondent also writes under date October 2 :—

The Ringdove went to Canton on the 28th of September. The Lapwing was sent into the dock of the Hong Kong and Whampoa Dock Company on the 29th of September, and returned to her moorings on the 1st of October. She is to undergo a thorough refit by the naval yard authorities. The Ocean Steamship Company's steamer Orestes sailed for London on the 30th September, after having embarked sixteen time-expired men of Her Majesty's 80th Regiment, including four prisoners from the same regiment. The Spanish transport Marques de la Victoria went into dock on the 27th September; remains here refitting.

In accordance with instructions from the Horse Guards received at Aldershot Thursday, reinforcements of all ranks of the 1st battalions of the 6th and 9th Foot are held in readiness to proceed, *viâ* Suez Canal, to join the service companies of their battalions in India.

The Avon gunboat, which has seen much service in Chinese waters, was placed under the shears in the ship basin at Portsmouth on Friday in order to have her engines and boilers lifted. She is in a very dilapidated condition, and will require new boilers and a thorough overhaul.

Miscellaneous.

THE TRAGEDY ON BOARD THE "QUEEN OF ENGLAND."

The following has been received at Lloyd's, from Hong Kong :—

"P. Dethleffson, master of the Siamese ship *Queen of England*, reports :—Left Hong Kong August 8, bound for Bangkok ; had a continuation of S.W. monsoons, and was beaten down to lat. 10 N., long. 113 E. At two A.M., Aug. 9, when on the poop on watch, a seaman named Noan came up, I thought for a lamp, but he seized a belaying pin and attempted to strike me. I caught hold of him, and grasped a knife in his hand, cutting my arm. The man then jumped on to the main deck. I cried out for the mate, but he gave no answer, so I went down, but stopped at the wheelhouse, where I found the helm deserted. I then went below, and found the chief mate with his throat cut, and his head nearly severed from his body. I reprimanded the man for leaving the wheel, and asked his reason for so doing. The man replied that Noan had threatened to kill him, therefore he left the helm, and fell down on the deck, pretending to be dead. Seeing the state of affairs I went to the cabin, procured my revolver, and returned to the main deck. The night was very dark and squally, and I could not see the murderer. Through loss of blood I became insensible, and fell on deck. In falling the revolver went off, passing through the forefinger of my left hand. I remained insensible till daylight. When I recovered I asked a Chinaman to get me some water, which he did. I then called for the serang, and asked him where the man who had attempted to murder me was. He answered that the man was aft, that he had thrown the compasses, chronometers, charts, instruments, clothing, lamps, &c., overboard. He had also broken and was still breaking up the furniture in the cabin with a handspike. I asked the serang why, if there was only one man mutinous, the crew did not seize him, and they immediately got different implements and attempted to secure the murderer, who, upon seeing them coming towards him, jumped overboard from near the wheelhouse. The Chinese supercargo received a cut on the right side of the head from Noan, who was not seen again after he leaped into the sea. The charts, chronometers, &c., being lost, and the ship having been without a helmsman for some time, her position was not known; but, after making several observations, we ultimately succeeded in making for Lyeemoon Pass, and anchored inside Green Island at seven P.M. on the 26th of September. The man Noan was suffering from a disease known amongst the Malays and Siamese as gillah or amocque. It takes the form of ringworm, and is attended in every case by madness of more or less severity.

A LETTER from St. Petersburg says that a courier from Japan has arrived there with the news that the treaty for the cession to Russia of the island of Saghalien, in exchange for the Kurile islands, has been signed at Yedo by the Russian and Japanese Plenipotentiaries. Immediately after the ratification of the treaty, a Russo-Japanese Commission proceeded to Saghalien on board the Russian ship-of-war *Wsadnik*, and another to the Kurile islands on board the Japanese steamer *Hokio-Matchi*, in order to place the two States in possession of their new territories. The Russian diplomatists and naval officers had an audience on the occasion of the Mikado and his young wife, and the head of the Russian Commission was presented with their portraits. Russia will convert her new possession into a great naval station, and make penal settlements in the interior which are to take the place of those now in Siberia; while Japan, by the acquisition of the Kurile islands, rounds off her territory on the north and obtains in the rich fisheries of the neighbouring waters an inexhaustible supply of the chief article of food consumed by her population.

MESSRS. ELKINGTON, the eminent silversmiths, have on view at their establishment in Moorgate-street, a magnificent Hunting Knife, formerly the property of the King of Portugal. This wonderful production is by Raphael Tez, who was eleven years engaged on the work. The sheath which is of solid silver is magnificently carved—representing nearly every animal of the hunting-field, the grouping and execution of which is perfectly marvellous. As a work of art and for elaborate chasing it is perhaps unsurpassed. The price is £10,000. It will be remembered that it was recovered from the wreck of the steamer *Cadiz*, which foundered while on a voyage from Lisbon to London in May last.

A CORRESPONDENT of the *English Independent* calls attention to a very important proclamation issued by the Chinese authorities at Foochow warning the people that persecution of Christians is illegal. It bears the name of a man associated with the Viceroy and other mandarins of high rank, and is looked upon by the correspondent who notices it as of so much importance as to deserve the name of the Christian Charter. We observe that the first prizeman for the best essay on Christianity, offered by the committee of missionaries at Canton, is stated to be the preacher of the London Mission Chapel at Hong Kong.

RUSSIAN MISSIONS IN JAPAN.—The "Holy Synod" of Russia has ordered a general collection to be made throughout the empire in aid of the orthodox Greek missionary service in Japan. That service was founded in 1875, and comprises four priests, residing partly at Yeddo and partly at Hakodadi. There is a school in either place, the two being attended collectively by 110 children for general instruction and thirty adults for instruction in religion. A third school, with a hall for prayer attached, is about to be established at Sendai.

A ST. PETERSBURG telegram states that China has postponed the war against Kashgar, because of the continuance of serious disorders in several of the Western Provinces.

TWO Japanese students, says the *Allgemeine Zeitung*, have taken the degree of Doctor of Philosophy, *in signi cum laude*.

A RUSSIAN missionary in the province of Irkutsk has, it is stated, baptised four Chinese lamas.

Monetary and Commercial.

Telegrams from New York report that the late unsatisfactory condition of the Tea market is likely to cause the failure of houses engaged in the trade, but none of any importance are spoken of. From Manila a report comes of the stoppage of Messrs. Russell, Sturgis, and Co., an old-established American house, but not to be confounded with Messrs. Russell and Co., of China, whose interests are quite distinct.

The Hong Kong and Shanghai Bank have appointed a London committee of supervision to work in co-operation with the directors at Hong Kong. This arrangement was recommended by many shareholders as likely to be conducive to the Bank's interests. The committee consists of Mr. A. H. Phillpotts, director of the London and County Bank ; Mr. Albert Deacon, of Messrs. E. and A. Deacon, London ; Mr. E. F. Duncanson, of Messrs. T. A. Gibb and Co., London. We hear that Mr. Greig, the manager at Hong Kong, comes home on leave, and that Mr. Jackson, lately acting in London, takes charge there.

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From the report of the Canton Insurance Company received by last mail we gather that the accounts for 1873-4, and up to the 25th April, 1875, stand as follows :—

1873.		
First dividend, $150 per share		$45,000
Second „ 14½ „		4,350
First return to contributors, 13.80 per cent. ...		90,000
Second „ „ 1.33 „ ...		8,700
		$148,050
Reserve fund		50,000
		$198,050
1874.		
To reserve		$25,000
First dividend		45,000
First return to contributors, 9 per cent.		60,000
Balance		47,967
1875—to 25th Sept.		
Premium		$597,520
Returns and reinsurances	$48,904	
Charges	9,337	
Commissions	36,723	
Losses	355,421	
		450,385
Balance		$147,135

The Bank of New Zealand has declared a dividend of 10 per cent. per annum and a bonus of 5s. per share for the half year ending 30th September last, being equal to 15 per cent. per annum on the paid-up capital.

The directors of the Otago and Southland Investment Company (Limited) announce that the accounts of the company for the half-year ending the 31st of July last have been duly audited, and the result enables them to declare the usual interim dividend at the rate of 10 per cent. per annum, free of income-tax.

The agents of the London Chartered Bank of Australia show the balance of profit and loss for the half year ending June 30 (including £9,657 brought forward) to amount to £48,917, from which it is proposed to pay a dividend of 4 per cent. on the paid-up capital for the half year free of income tax, carrying forward £8,917.

The Stock Exchange Committee have allowed the scrip and bonds of the Six per Cent. Debentures (1875) of the Eastern Extension, Australasian, and China Telegraph Company (Limited) to be quoted in the official list.

The total quantity of tea delivered from the bonded warehouses in London during the week ended the 6th inst. was 3,366,689 lb., of which 2,202,433 lb. was for home consumption, 826,268 lb. was removed coastwise, 270,784 lb. was exported, 62,484 lb. was sent coastwise for exportation, and 4,720 lb. was for ships' stores. The duty received amounted to £55,061, which, when compared with that of the preceding week, exhibits an increase of about 2½ per cent.

Our readers will recollect the curious circumstances under which the French Brig *H. and L.*, of Nantes, put into Macao, in October last year, when the men on board her were taken into custody by the French Consul, on suspicion of having thrown the captain overboard. The men are now being tried at Brest, to which port they were taken, but the case is likely to last some days, on account of its being necessary to employ interpreters for all the witnesses.

In the Bankruptcy Court a sitting has been held for the passing of the public examination of Mr. E. M. De Bussche, who has been a large steam-ship owner. The debts and liabilities were about £160,000, a great portion of which were secured. It was understood that the unsecured debts were about £80,000, and the assets about £20,000. On behalf of the bankrupt a further adjournment was granted to carry out an arrangement with the debtors by which the case could be taken out of the Court.

The Court of Bankruptcy has confirmed the arrangement entered into by the creditors of Mr. W. J. Henley, telegraphic engineer and cable manufacturer, of Woolwich, by which a company is to be formed to take over the works, the creditors receiving preference shares for their debts at par, with the option of receiving 7s. 6d. in the pound by three annual payments.

The Swinging Saloon Steamer Company (Bessemer), which is now in course of liquidation, will not be able to make any return to its original shareholders, and there is no probability of a revival of the invention.

The liquidation of the estate of Robert Scheibler and Co., of London and Shanghai, who failed in 1873, is now closed, and a final dividend, making with the previous dividends 9s. 8d. and a fraction in the pound, is payable to-day at the offices of Messrs. Cooper Bros., and Co.

The amounts of Bar Silver to hand during the week have been sold at 56 15-16d. per oz. principally for Spain. The market is very quiet, and there is now no demand for India. Mexican Dollars have been placed at 55 7-16d. per oz., showing no alteration in price.

The submarine cable between Madras and Penang is interrupted.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of October show, as far as the exports are concerned, the present contracted state of our foreign trade, the total for the month being £18,474,744, against £21,918,528 in October last year, or a decline of 15¾ per cent., and compared with the corresponding month in 1873 a decline of 17¼ per cent. The total for the first ten months of this year is 7¾ per cent. less than the same period in 1874. The large decrease in the export total is spread over all the chief articles, and not only has there been a diminution in value only, but the quantities, with one or two unimportant exceptions, exhibit a considerable decline. In textile fabrics cottons have fallen 10¾ in quantity and 13 per cent. in value ; jute stuffs, 39¼ per cent. in quantity and 44 per cent. in value ; linens, 4 per cent. in quantity and 6¾ per cent. in value ; woollen cloths, 10 per cent. in quantity and 17¼ per cent. in value ; and worsted stuffs 10¼ per cent. in quantity and 9¾ per cent. in value. Of coal the quantity exported has been 1,338,675 tons, valued at £847,291, against 1,399,389 tons, valued at £1,086,456 in October last year, equal to 4½ per cent. in quantity and 22 per cent. in value. Of iron and steel the quantity has diminished 20 per cent., and the value 32 per cent., and among other articles which show a decrease in their value totals the following are the most important, viz. :—Alkali, 26 per cent; beer, 30¾ per cent. ; cotton yarn, 11¼ per cent. ; haberdashery, 31 per cent. ; hardware, 13¾ per cent. ; machinery, 18¼ per cent. ; silk manufactures, 21¼ per cent. ; and woollen yarn, 23½ per cent. The only favourable changes have been in arms and ammunition, which have increased in value 31½ per cent. ; copper, 9¼ per cent. in quantity and 9½ per cent. in value; and seed oil, 20¼ per cent. in quantity and 10½ per cent. in value. The export account, taken as a whole, is one of the worst published for a long time, and fully bears out the anticipations formed after the Collie failures in July, that our shipping trade would show in the course of a few months the extent of the mischief done to legitimate commerce. For the ten months the totals are — £187,840,338, £202,859,436, and £216,016,759—in 1875, 1874, and 1873 respectively.

The import total shows a slight improvement, the value in October being $29,196,220, against £27,912,351 in the corresponding month last year, or 4½ per cent. more, but 7¾ per cent. less than in October, 1873. The total for the ten months is about ⅛ per cent. higher than that of the corresponding period in 1874, but 1 per cent. less than 1873. Of wheat the quantity imported has been 5,144,080 cwt., against 3,758,934 cwt. in October last year, or an increase of nearly 37 per cent., while the value shows an augmentation of 45½. Maize exhibits an important rise, viz., from 902,494 cwt. to 2,232,994 cwt.; but of other cereals and flour the supply has been less. Raw cotton has diminished from 668,893 cwt. to 605,828 cwt., or 9½ per cent., while the corresponding value has fallen 17 per cent. The total for the 10 months was £310,710,915, against £311,232,178 in 1874, and £307,322,729 in 1873.

The following is an extract from the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		1873.	1874.	1875.
		For the Month ended 31st October.		
China and Hong Kong	lbs.	632,200	1,681,200	1,104,800
Japan	„	752,100	160,000	1,050,800
Straits Settlements	„	162,520	308,630	132,200
Ceylon	„	17,400	19,500	4,900
		For the Ten Months ended 31st October.		
China and Hong Kong	lbs.	8,810,880	12,609,200	12,297,500
Japan	„	6,769,250	4,558,700	12,412,500
Straits Settlements	„	1,786,450	2,100,590	1,712,500
Ceylon	„	178,500	325,600	110,900

COTTON MANUFACTURES.

To		1873.	1874.	1875.
		For the Month ended 31st October.		
China and Hong Kong	yds.	23,245,620	21,507,060	26,791,800
Japan	„	2,479,700	377,800	2,626,200
Philippine Islands	„	1,604,700	1,039,500	3,317,800
Java	„	1,617,600	2,915,700	4,293,900
Straits Settlements	„	6,558,100	6,848,100	5,786,300
Ceylon	„	4,262,800	3,548,300	3,217,900
		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	275,113,820	308,634,500	340,203,300
Japan	„	18,427,147	15,649,400	34,531,600
Philippine Islands	„	7,979,640	9,372,340	26,903,600
Java	„	15,473,950	31,856,300	49,392,000
Straits Settlements	„	57,591,550	79,832,720	70,185,200
Ceylon	„	31,145,400	31,811,200	27,166,900

WORSTED STUFFS.

To		1873.	1874.	1875.
		For the Month ended 31st October.		
China and Hong Kong	yds.	1,041,220	1,114,750	1,276,900
Japan	„	127,720	77,520	632,400
		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	13,614,680	10,963,300	13,052,000
Japan	„	2,399,540	1,183,600	8,019,200

WOOLLEN AND WORSTED CLOTHS.

To		1873.	1874.	1875.
		For the Month ended 31st October.		
China and Hong Kong	yds.	177,830	125,190	159,900
Japan	„	31,290	—	16,600

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To		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	1,856,090 ...	824,560 ...	1,481,500
Japan...	„	877,810 ...	123,340 ...	229,300
LEAD TO CHINA AND HONG KONG.				
For the month ...	tons	616 ...	1,010 ...	251
For the ten months	„	3,095 ...	7,677 ...	8,090

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 30th Sept. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)...	£1,113,762 ...	£1,134,220 ...	£1,256,241
Hong Kong	693,621 ...	640,348 ...	1,071,646
Japan...	468,148 ...	264,268 ...	629,950
Straits Settlements	551,465 ...	567,836 ...	523,989
Ceylon	284,547 ...	262,012 ...	247,894
Philippine Islands	77,249 ...	89,531 ...	236,183
Java	166,542 ...	344,997 ...	334,593
Siam	19,379 ...	— ...	1,507
Cochin-China	— ...	268 ...	2,209
Borneo	— ...	— ...	—

To	For the Nine Months ended 30th Sept. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao) ...	£3,966,041 ...	£3,636,883 ...	£3,924,016
Hong Kong	2,469,201 ...	2,325,795 ...	2,811,046
Japan...	1,330,100 ...	889,936 ...	1,979,549
Straits Settlements	551,465 ...	567,836 ...	523,989
Ceylon	284,547 ...	262,012 ...	247,894
Philippine Islands	309,243 ...	322,915 ...	667,504
Java	560,621 ...	909,887 ...	1,280,626
Siam	29,587 ...	27,541 ...	12,958
Borneo	— ...	15 ...	252
Cochin-China...	— ...	306 ...	4,050

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1875, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)...	£3,738,227 ...	£4,585,180 ...	£5,868,635
Hong Kong	158,279 ...	261,797 ...	431,584
Macao	3,127 ...	6,015 ...	10,380
Japan...	147,096 ...	123,248 ...	52,310
Straits Settlements	513,740 ...	523,487 ...	657,674
Ceylon	1,420,211 ...	801,321 ...	921,801
Philippine Islands	249,556 ...	322,043 ...	284,596
Java	74,925 ...	125,267 ...	103,124
Siam	— ...	— ...	491
Borneo	— ...	14,667 ...	15,696
Cochin-China	— ...	13,760 ...	521

From	For the Nine Months ended 30th Sept. 1873.	1874.	1875.
China (exclusive of Hong Kong and Macao)...	£7,596,062 ...	£7,512,640 ...	£9,571,978
Hong Kong	518,992 ...	535,173 ...	874,506
Macao	693,353 ...	36,023 ...	17,466
Japan	447,704 ...	529,479 ...	246,015
Straits Settlements	2,409,351 ...	1,828,225 ...	2,285,878
Ceylon	3,573,897 ...	2,975,197 ...	3,625,282
Philippine Islands	1,114,996 ...	1,208,572 ...	1,186,260
Java	399,853 ...	119,364 ...	1,403,213
Siam	4,235 ...	— ...	491
Borneo	30,211 ...	52,940 ...	28,715
Cochin-China	— ...	25,269 ...	521

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 10, at Rotterdam, from Batavia, County of Sutherland (str.); at Liverpool, from Manila, Buenaventura (str.); 10, at Hamburg, from Rangoon, Gutenburg; from Sourabaya, Goodall; at London, from Colombo, Letty Gales; 11, off Dungeness, from Batavia, for Nieuwe Diep, Voorwaarts (str.); 12, at Falmouth, from Bassein, Sapphire; at Liverpool, from Akyab, Jorgen Bruhn, Affezione Seconda; at Queenstown, from Rangoon, Antonio Ferraro; 10, at St. Nazaire, from Reunion, Argus; Oct. 6, at Callao, from Yokohama, Abana; 15, at London, from Shanghai, Diomed (str).

DEPARTURES.—Nov. 9, from Glasgow, for Batavia, County of Forfar; 7, from Hamburg, for Shanghai, Altona (str.); 6. from Flensburg, for Rangoon, Doris Brodersen; 10, from Liverpool, Childers; 11, from Cardiff, G. F. Haendel; 9, from Amsterdam, for Padang, Gezusters; 12, from London, La Sofia; from Cardiff, for Yokohama, J.M.R.A.; 11, from Aberdeen, for Rangoon, Bay of Naples; 12, from Cardiff, for Yokohama, Trino; 11, from London, for Rangoon, Alpi; from Sunderland, for Singapore, Caldew, Charmer; from Liverpool, for Galle, Windsor; 15, from London, for Shanghai, Glengyle (str.).

SPOKEN.—Duke of Edinburgh, from New York to Japan, Oct. 1, 11 N., 27.20 W.

CASUALTIES.—The Jonge Jan, from Rotterdam, for Batavia, and the Marjory, of Arbroath, have been in collision in the Downs; both vessels sustained damage. Plymouth, Nov. 12.—The Cheops (str.), Dryden, from London for Shanghai, has put back with loss of bulwarks, stanchions, bridge smashed, and four boats damaged, having experienced heavy weather. Cardiff, Nov. 12.—The Alma, from this port for Hong Kong, has put back with loss of anchor, and other damage. Amsterdam, Nov. 11.—The Kennemerland, De Jong, arrived at Nieuwe Diep, from Batavia, reports having experienced very heavy weather off the Cape of Good Hope, durlng which she sustained some damage about the bow, and lost several sheets of copper. Very heavy weather was also encountered on the 6th and 7th Nov., and on the latter day the vessel, while in charge of a pilot, struck the ground near Kamperduin three times, so heavily that the deck seams, &c., were started. The vessel also shipped heavy seas. On sounding the pumps she was found to be making little or no water. St. Thomas, Nov. 10.—The J. A. Brown, from Batavia, for United States, has put in here with loss of jibboom, jib, and flying sails.

MISCELLANEOUS.—Gibraltar, Nov. 7, passed, Prins Hendrik (str.), from Nieuwe Diep, for Batavia; at Gibraltar, the Isabella Ridley; from Java, and cleared on Nov. 3, for Marseilles.—Aden, arrived Nov. 12, Teviot (str.), from Shanghai, for London.—Suez, Nov. 11, arrived, John Howard, from Batavia for Rotterdam.—Barbadoes, Oct. 24, the Frederick Keating, from Cardift for Manila, has arrived here from lat. 7.40 N., lon. 20.30 W.. with the crew in a state of mutiny.—Port Said, arrived, Nov. 13, Deucalion, from Liverpool, for Shanghai.—Suez, Nov. 13, arrived from Batavia, for Nieuwe Diep, Prins Van Orange.

ARTICLES OF IMPORT.

TEA.

The market has remained in an inactive state, dealers being well supplied, and are not buyers, except at some further concession in prices; and this they have obtained where Teas have been for absolute sale. The commercial difficulties in Russia, and the high cost of Teas sent there from China direct this season, have told their tale, and a regular breakdown has occurred which has more or less reacted on this market. The export from China to latest advices is about the same as last year, and it would seem the war rumours during September induced operations in China at advanced prices, and, it is quite likely, will tend to a full total supply in excess of last season. There is little encouragement, however, to ship the common kinds of Tea to this country, as there is now an over-supply, the consumption being more on good quality, bought at very low prices during July and August, owing to the injudicious action of one or two large importers. With increased imports of Canton Scented Caper, and not of desirable quality, prices are hardly so firm, though in comparison with those ruling three and four months ago the range on common is 1d. and 2d., and medium to fine quality 3d. per lb. advance. Green Tea (except, perhaps, Hyson for export) sells lower and lower, and must tire out even those sanguine importers who have so long been hoping for the favourable change.

The report of the Silk Association of America gives the following comparative tabular statement of Imports for the month of Oct.:—

	Oct., 1875.	Oct., 1874.
Silks	$885,181 ...	$755,862
Satins	3,086 ...	19,819
Crapes	35,603 ...	19,262
Pongees	— ...	—
Plushes	1,999 ...	11,167
Velvets	125,469 ...	131,439
Ribbons	179,612 ...	179,778
Laces	50,876 ...	54,464
Embroideries	— ...	—
Shawls	410 ...	—
Gloves	850 ...	—
Cravats	16,400 ...	10,969
Handkerchiefs	9,724 ...	1,187
Mantillas...	— ...	—
Vestings	— ...	—
Hose	1,974 ...	2,185
Sewings	— ...	2,358
Braids and Bindings ...	67,410 ...	108,034
Silk and Worsted	13,380 ...	30,563
Silk and Cotton... ...	134,643 ...	216,639
Silk and Linen	— ...	591
Total	$1,525,619	$1,544,317

CAMPHOR.—The market is inanimate, and there are no sales to report.

COCOANUT OIL has been steady, but transactions have been limited. Cochin is obtainable on the spot at £42 for fine, £41 to £41 10s. for good, and at £40 to £40 10s. for medium. Ceylon has changed hands at £39 for pipes, £39 5s. for puncheons, and at £39 10s. for hogsheads.

COIR GOODS.—At the public sales the following supplies were brought forward, viz., Yarn 895 bales 171 tons, and Fibre 200 bales 37 tons. There was a good demand for Yarn on the whole, but second-hand parcels went off slowly, prices were very irregular, varying from previous terms to a further advance of £2 per ton. Common Ceylon Fibre also sold rather dearer.

INDIARUBBER.—In auction 45 baskets 2 bags ordinary Java of old import sold (without reserve) at 8¾d. to 10¾d per lb.

SPICES.—*Nutmegs:* At the public sales 65 cases Penang went at rather easier rates for small shipping kinds; brown 110 to 112's at 2s. 10d.; 91's, 3s. 5d.; 82 to 78's, 3s. 8d.; 67's, 4s. 3d.; one case bold, 59's, at 4s. 6d. Some of the small sizes were bought in. Low and defective limed sold at 1s. 10d.; 31 boxes brown, badly sea-damaged, sold at 1s. 10d.; 2 cases bold brown Dutch, 86's, *realised 3s. 5d. Mace:* 20 cases Penang and 13 cases Batavia, by auction, were chiefly taken in above the previous value. A few lots of the former sold; good, rather bright, at 3s. 3d.; pickings, 1s. 2d. to 1s. 4d. per lb. *Cloves:* There have not been any public sales of Zanzibar; 84 bags Ambóyna were part sold at 1s. 7½d. per lb. for good quality. *Cinnamon:* The quarterly public sales will take place on the 29th inst.; they are expected to con-

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tain about 3,000 bales; 242 bags chips by auction this week went at 4½d. to 4⅝d. for mixed of middling to fair quality; a few lots dust at 2d. to 2¼d.; 174 bags ordinary bark at 2⅝d. per lb.

SAGO.—In public sale 1,335 bags met a steady demand, and 1,000 bags sold, fine bright small pearl at 17s. to 17s. 6d., one lot 18s., fair ditto 16s. 9d., large at 16s. 6d., medium also at 16s. 6d. *Flour:* Of 1,141 bags Borneo 400 bags sold at 13s. to 13s. 6d.; the remainder bought in at 13s. 6d. to 14s.

TAPIOCA.—Of 2,062 bags Singapore 1,050 bags sold at steady prices, consisting chiefly of good white small at 2¼d. to 2¼d., bold Malacca kind at 2½d., medium ditto at 2d. Of 162 bags Penang 65 bags damaged sold at 2⅝d. for first-class. *Pearl Tapioca:* Of 1,069 bags offered 519 bags good medium sold at 18s. to 18s. 6d., being barely previous rates, the remainder small only partly sold at 20s.; privately 250 bags medium have been sold at 18s. 3d. *Flour:* 580 bags Singapore were bought in at 2¼d. to 2⅝d.; 380 bags fine white Alma Penang withdrawn.

TURMERIC.—Scarce, and wanted. Market very firm for all kinds; 100 bags sliced Java, of low quality, sold at 10s. 3d. to 10s. 6d. per cwt.

TIN.—The news of the disturbances in the Malay States has caused an advance in the price of Straits, which is now quoted £86, both on the spot and afloat. Banca stands at £91, showing no change, and Billiton at £85, being £20 per ton lower.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov. 3	Bechardass Ambaidas	Metcalf	Rangoon	London
3	C. P. D.	Griffiths	Do.	Falmouth
3	Amarapoora (s.)	—	Do.	Glasgow
4	Wellington	Cowan	Do.	Greenock
4	Furness Abbey	Hall	Do.	Liverpool
4	Victor	Eves	Bassein	Do.
4	Menzaleh (s.)	Rhodes	Colombo	London
4	Queensbury	Herring	Do.	Do.
4	Maximos	Fabrique	Singapore	Marseilles
4	Etha Rickmers	Hess	Akyab	Bremen
5	Madeline	Equilbe	Do.	London
5	Africa (s.)	Galilee	Hong Kong	Do.
5	Pennine	Beggs	Colombo	Do.
5	Illovo	Connon	Do.	Do.
5	Clausina	Rickaby	Singapore	Do.
5	Cambay	Evans	Maulmain	Amsterdam
5	Petronella	Brakke	Sourabaya	Do.
5	Pater	Zachrissen	Rangoon	Liverpool
5	Nieuwland	Ruhaak	Batavia	Rotterdam
5	Batavia (s.)	Crocco	Do.	Marseilles
7	Seaward	McGregor	Akyab	London
7	Prince Arthur	Minstin	Bassein	Do.
7	M. D. Rucker	Ahrens	Do.	Do.
7	Aldebaran	Orlandsen	Rangoon	Do.
8	Nyassa	Garrick	Foochow	London
8	Eastern Province	Meehan	Singapore	Do.
8	Amicizia	Marengo	Bassein	Do.
8	Adriatic	Roffe	Rangoon	Do.
8	Sei Amici	Esnerio	Do.	Do.
8	Senno	Dellacassa	Bassein	Do.
8	Libertas	Lucovich	Rangoon	Liverpool
9	Queirolo	Gorziglia	Akyab	London
9	Maria Guiseppina	Carbone	Do.	Do.
9	Aydon Forest	McCauley	Maulmain	Falmouth
10	Osseo	Lee	Akyab	Do.
10	Kennemerland	De Jong	Batavia	Amsterdam
10	County of Elgin	McKenzie	Do.	Rotterdam
11	Scotland (s.)	James	Shanghai	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 25	W. H. Besse	—	Hong Kong	Astoria O.
28	Tiari	Schiaffino	Singapore	Cadiz
30	Louis August Constine	Visser	Samarang	Amsterdam
31	Jonge Jan	Vogelsang	Batavia	Rotterdam
Nov. 4	Sarpedon (s.)	Ferguson	Shanghai	Liverpool
4	Archos	Hazelton	Singapore	Sunderland
4	Shand	Sangster	Do.	London
5	Cheops (s.)	Dryden	Shanghai	Do.
5	Windermere	Miller	Singapore	Cardiff
6	Wm. D. Seed	Proctor	Do.	Ardrossan
7	Fiery Cross	Taylor	Batavia	London
8	Oswingo	Waycott	Manila	Cardiff
8	Ione	McBride	Singapore	Glasgow
9	Hollinside	—	Do.	Shields
9	Alma	Lahmeyer	Hong Kong	Cardiff
9	Estrella	Mendezona	Manila	Liverpool
9	Loochoo	Beal	Anjer	Greenock

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Benledi. For Singapore, Hong Kong, and Shanghai: Glengyle, Lord of the Isles, Crocus.

SAILING VESSELS.—For Yokohama and Hiogo: Banda, Tamesa, Ziba. For Shanghai: M. A. Dixon. For Hong Kong: Belted Will, Nestor, Evelyn. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Sir Robert Sale. For Penang: Glenisla. For Colombo: Strathmore.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Priam (str.), Ulysses (str.), Menelaus (str.). For Batavia: La Gaul. For Padang: J. F. Kranz. For Singapore: Gem. For Penang: Invincible. For Galle: Windsor.

At GLASGOW.—For Shanghai: Duart Bay. For Batavia: Gouverneur General Loudon. For Singapore: Mutlah. For Colombo: Ysusquiza.

SPOKEN.

SEAFIELD, Cardiff to Colombo, Sept. 30, 9 N., 27 W.
PANDOVANO ANTONIO, Cardiff to Singapore, Sept. 23, 8 N., 24 W.
BATAVIA, Macassar to Amsterdam, Sept. 17, 35 S., 22 E.
AMSTEL, Cardiff to Singapore, Sept. 10, 4 N., 23 W.

FREIGHTS AND CHARTERS.

The rates of freight for vessels on the berth remain as last quoted; business is quiet.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meast. To Hiogo: 50s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 30s. To Manila: 24s. To Singapore: 21s. To Colombo: 21s. To Galle: 18s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s

CASUALTIES.

LIVERPOOL.—Nov. 5, the Sarpedon (str.), which left here yesterday for Shanghai, collided with the schooner James, which vessel sank; crew saved; the former proceeded, apparently uninjured.

PORT ELIZABETH.—Oct. 13, the Ceylon, from Zebu, for New York, has arrived here leaky; will have to discharge; extent of damage not yet ascertained.

BATAVIA.—Nov. 10, the Dutch mail steamer Willem Kroonprins der Nederlanden, from Singapore for this port, with London mails of Oct. 1, collided at entrance of Banca Straits with Dutch steamer Atjeh, and sank immediately; passengers and crew, except two, saved; latter vessel slightly damaged,—later, divers will be sent down to try and save all that is possible from the Willem Kroonprins der Nederlanden, but the salvage will be a very difficult operation, as it will be impossible to do anything except in fine weather. Arrangements have been made to salve ship and cargo at 50 per cent. value when recovered, after deducting expenses; salvers themselves will pay all charges and disbursements if nothing can be saved.—The Domenico Galliano, from Cardiff to Singapore, took fire at sea Oct. 17, and has put in here; extinguished the fire; must discharge; extent of damage not yet ascertained.

HONG KONG.—Nov. 9, the steamer Ocean, from Saigon, arrived here, encountered heavy gales, during which she had boats stove, and everything movable on deck washed overboard.

The Viking (str.) arrived here on the 8th inst. from London, encountered heavy gales after leaving Singapore, and lost boats; had sails split, wheel and steering gear damaged, and deckhouse stove.

AMOY.—Nov. 10, the Glengyle, coasting steamer, from Shanghai for Swatow, struck on a sunken rock in Three Chimneys Head Passage, Namoa Island, and foundered; master, third mate, and fourth engineer missing.

YOKOHAMA.—Sept. 19, the Wm. v. Name, arrived here from New York, reports having experienced heavy weather off the Cape of Good Hope, during which she split sails, had decks swept, water casks stove, and boats damaged.

MISCELLANEOUS.

HAVRE, NOV. 2.—The master (Rousseau) of the Bremontier, from Manila, for Falmouth, which vessel arrived at St. Helena Oct. 7, died at sea.

ROTTERDAM, NOV. 4.—The Torrington (str.), which grounded on the 2nd inst. near Maasluis, has arrived here uninjured.

GIBRALTAR, NOV. 5.—Arrived, Voorwaarts (str.), from Batavia, for Nieuwe Diep; 7, Galley of Lorne (str.), from Shanghai, for New York, and proceeded.

MALTA, NOV. 2.—Passed, Diomed (str.), from Shanghai, for London.

SUEZ, NOV. 7.—Arrived, Glenroy, from London, for Shanghai; 9 Cybele, from Shanghai, for London.

ST. HELENA.—Arrived, Oct. 14, Black Prince, from Foochow, for London; 16, Loyola, from Ilo Ilo, for Cadiz; Ugglan, from Akyab, for Antwerp; 18, Spotorno, from Rangoon, for Channel, f.o.; 19, Societa, for Havre; 20, Hougomont, from Penang, for London; 21, Maggie Douglas, from Zebu, for Falmouth.

PASSED.—Oct. 13, Blackadder, from Shanghai, for London; 14, Trio, from Maulmain, for Falmouth; 15, Quorn, from Rangoon, for Channel, f.o.; 17, N.K.C.F., from Samarang, for Amsterdam; 18, Black Prince, from Bassein, for Queenstown.

SAIGON.—Oct. 6, the Calabar (str.) arrived here on the 3rd inst. from Hong Kong; reports that owing to some defect in the feed pipes one of the boilers had run dry, and consequently gave out. After the accident steam was kept up in one boiler, and when off Cape St. James signalled for a tug, which brought the steamer in here. The repairs will cost about $3,000, and will be completed in about fourteen days.

SWATOW.—Nov. 11, the Sally, of Shanghai, will probably be a total loss at Cupchi Point.

FOOCHOW.—Sept. 28, about 200 bales of Manchester goods, probably all more or less sea damaged, have been salved from the Sunda (str.), and are being brought here.

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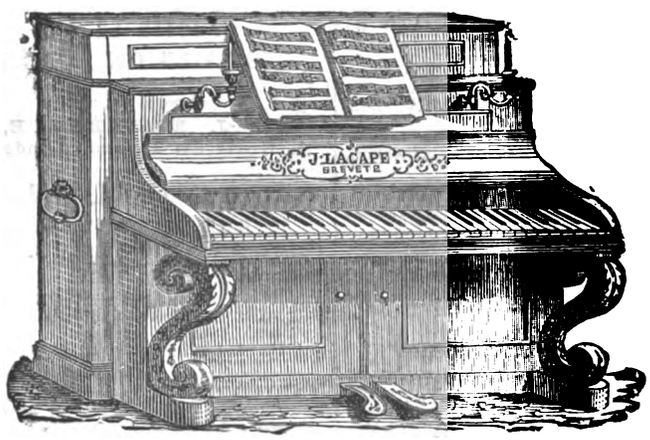

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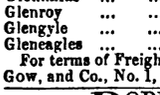
Glenlyon	100 A1	2,119	275	Dec. —
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

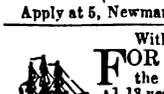


ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Tamesa	A1 16 yr.	S.W.I.D.	With des.
Do.	Ziba.....	AA1 13yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.



FOR HONG KONG DIRECT, the favourite China clipper EVELYN, A1 13 years, 762 tons register. South West India Docks; HENRY KNOWLES, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

Steam via the Suez Canal. To sail Nov. 16.

FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, GENOA, 100 A1, 1,271 tons register, 1,963 tons gross register, 180-h.p. nominal, 900-h.p. effective; Victoria Docks. This fine new high-classed steamer, just built especially for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London. E.C.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Sing., H. K., Yoko., & Hiogo.....	Benledi ...	100 A1	S.W.I.D.	Nov. 17
Pen., Sing, Hg Kg., Yoko., & Hiogo.....	Oxfordshre	100 A1	S.W.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (if sufficient inducement offer), taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 16th Nov.; the favourite Clyde-built full-powered screw steamer BENLEDI, 100 A1, 1,557 tons gross, 1,000 tons net, 160-horse power nominal; J. W. BUCHANAN, Commander; South West India Docks. This fine steamer is well and favourably known in the China trade, and has splendid accommodation for saloon passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing ,H.K.,& Shanghai..	Lord of the Isles s.s.	100 A1	1846	S.W.I.	Nov. 25
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des
Shanghai ...	M.A.Dixon	A1 14 yr.	415	S.Kath	With des

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

LONDON TO COLOMBO and SINGAPORE, calling at Portsmouth to embark troops, the splendid and powerful steamship THAMES, A1 100, 1,687 tons register, 180-h.p. nominal, A. CAMPBELLI, Commander, carrying goods at through rates for Manila, Batavia, Samarang, Sourabaya, Macassar, Padang, Bangkok, and Saigon. Has very superior accommodation for chief cabin passengers, and carries a surgeon Last shipping day 18th Nov. Loads in the Victoria (London) Docks.

For Freight or Passage appty to TEMPERLEYS, CARTER, and DARKE, 21, Billiter-street, E.C.

CASTLE LINE of STEAM PACKETS from LONDON.—For SINGAPORE HONG KONG, and SHANGHAI, taking goods at through rates for Java, Japan, and Eastern Australian ports, the magnificent steamship CROCUS, 100 A1, 2,000 tons register, 225-h.p. nominal; R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Genoa s.s.	1,900	Gellatley, Hankey, Sewell, & Co. ...	Nov. 16
Sir Robert Sale ...	704	Wright Bros. & Co.	Nov. —
Crocus, s.s.	2,010	T. Skinner & Co.	Nov. 25
Benledi, s.s.... ...	1,557	Norris & Joyner...	Nov. 17
Glenylon, s.s. ...	2,119	McGregor, Gow, & Co.	Dec. —
LIVERPOOL.			
Priam, s.s. ...	—	Alfred Holt ...	Nov. 15
GLASGOW.			
Mutlah	—	T. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA AND JAPAN, FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SOUTHAMPTON TO BATAVIA, SAMARANG, and SOURABAYA, taking goods at through rates for all Java ports.—STAR BALL LINE, carrying his Netherland Majesty's Mails.—The splendid screw steamer, J. B. WALKER, 2,500 tons, 600-horse power, Capt. GREEN, will be despatched from Southampton on 23rd November. This new steamer made the last outward passage in 37¼ days, including all stoppages.

For Freight or Passage apply to J. B. WALKER and Co., Cleveland-street, Middlesbro'; JAMIESON, GRIEVE, and Co., No. 17, Gracechurch-street, London, E.C.; GEO. SIMPSON, 63, King street, Manchester; or F. W. BREWER, 1, Peninsular and Oriental-buildings, Southampton.

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KEROSENE, MODERATOR AND OTHER LAMPS FOR INDIA AND HOME USE.

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FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

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THE LONDON AND CHINA TELEGRAPH.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 638.] LONDON, MONDAY, NOV. 22, 1875. [Price 9d.—Subscription, £2 9s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns. The Agency at Hong Kong has been transferred to Messrs. Lane, Crawford, and Co.

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 22.
JAPAN—Yokohama	Aug. 20	Oct. 3	Oct. 11*
Yedo			
Osaka and Hiogo	—	—	„ 7*
Hakodadi			
Nagasaki	—	—	„ 2
CHINA—Peking	—	—	Sept. 25
Tien-tsin	—	—	Oct. 1
Chefoo	—	—	Sept. 29
New-chwang	—	—	„ 25
Hankow	„ 6	Sept. 23	Oct. 3
Kiu-kiang	—	—	Sept. 30
Chin-kiang	—	—	„ 29
Shanghai	„ 20	„ 30	Oct. 8
Ningpo	—	—	„ 4
Foochow	„ 20	„ 30	„ 9
Formosa	—	—	Sept. 28
Amoy	—	—	Oct. 11
Swatow	—	—	„ 12
Hong Kong	Sept. 3	Oct. 11	„ 14
Canton	—	—	„ 12
Macao	—	—	„ 13
PHILIPPINES—Manila	—	—	„ 10
COCHIN-CHINA—Saigon	—	—	„ 17
SIAM — Bangkok	„ 3	„ 7	„ 16
BORNEO—Labuan	—	—	„ 11
Sarawak	—	—	„ 12
JAVA — Batavia	„ 3	„ 5	„ 16
Samarang	—	—	„ 8
Sourabaya	—	—	„ 16
MALACCA STRAITS—Singapore	„ 17	„ 16	„ 21
Penang	„ 17	„ 14	„ 23
CEYLON—Galle	Oct. 1	„ 21	„ 31
Colombo	„ 1	„ 22	„ 28

* By Pacific mail *via* San Francisco, received Nov. 18.

THE MAILS, &c.

The P. and O. mail, bringing the above advices from China and the Straits Settlements, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail, with the Japan advices, reached London, *via* San Francisco, on the 18th inst. The next inward (French) mail, with a week's later dates, viz., Shanghai 15th, Hong Kong 21st, Singapore 25th Oct., which is due, *via* Marseilles, on Monday next, the 29th inst., left Suez on the 16th inst., three days early.

The lines of the Eastern and Great Northern Telegraph Companies are both out of order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Nov. 18.—None. To Venice, arrtved Nov. 21.—From Shanghai: Mr. W. Evans. From Hong Kong M. Peterman. From Batavia: Mr. L. L. Ledebaer.

To Southampton, per P. and O. steamer *Australia*, expected to arrive Nov. 27.—From Yokohama: Mrs. Shepherd and three children. From Shanghai: Mrs. Evans and infant, Mr. W. Shepherd. From Hong Kong: Mrs. Creagh, Mr. W. Craig, Mr J. Thomas, Mr. D. Lester, Mr. F. Howaldt. From Singapore: Mr. A. D. Macdougal-

Per steamer *Orestes* (Holt's line), arrived in London Nov. 21.—From Shanghai Mrs. Westphal, infant, and three children. From Foochow: Mrs. Lark. From Hong Kong: Capt. Shearer. From Penang: Mr. James Hoomam, Mr. Wood.

PASSENGERS OUTWARD.

Per French steamer *Amazone*, from Marseilles, Nov. 21.—To Yokohama: Mr. Bourgoin, Mr. Hewens, Mr. Caillens. To Shanghai: Mr. MacCarttry, Mr. Turner, Mr. Budd, Mr. Juver, Mr. Moudon, Mr. Hellana, Mr. and Mrs. Little. To Hong Kong: Mr Macedo, Mr. Meyer, Mrs. Bailey. To Saigon: Mr. Tournier. To Batavia: Mr. Voute, Mr. Van Delden, Mr. Gillespie. To Singapore: Mr. Baumgarten and family, Mr. Thos. J. Broome, Mr. Hinnekind and family, Mr. Sohst and family, Lieut. H. F. Braddel, Mr. Kumpen, Mr. F. A. Hervey, Colonel Smith, Mr. Koger, Lieut.-Colonel Smith, Mr. Verkouteren, Mr. Pfeiffer. To Galle: Mr. A. MacFarlane, Mr. E. G. von Glehn, Mr. J. Tarn, Mr. Bosanquet.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Yokohama: Mr. and Mrs. Fanconnet. To Shanghai: Mr. Godeaux. To Saigon: Mr. Alquier. To Batavia: Mrs Van Lawick, Mr. H. D. Lyon, Comte Zichy, Mr. Frolke. To Singapore: Comte Herngasze. To Galle: Mr. Boustead, Mr. Northmore.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Yokohama: Mr. Kreitmann, Miss Seymour. To Hong Kong: Mr. and Mrs. Pelham Warren. To Port Said: Monsr. de Lesseps and family.

Per French steamer *Ava*, from Marseilles, Jan. 2.—To Galle: Mr. Newman.

Per P. and O. steamer *Malwa*, from Southampton, Nov. 18.—To Shanghai: Mr. H. A. Johnstone, Mr. Yard. To Singapore: Mr. A. P. Talbot, Mr. Hoatson, Mr. A. Manners. To Penang: Mr. Dirk van Rossum. To Ceylon: Mr. C. F. Hill.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 29.—To Penang: Mr. T. C. Brown.

Per P. and O. steamer *Surat*, from Southampton, Dec. 2.—To Hong Kong: Mrs. J. Dixon. To Ceylon: Sir J. W. Copley. To Galle: Mr. V. Hamilton.

Per P. and O. steamer *Hindostan*, from Venice, Dec. 10.—To Singapore: Mr. and Mrs. MacVicar.

Per steamer *Priam* (Holt's line), from Liverpool, Nov. 17.—To Shanghai: Miss Meyrick. To Singapore: Mrs. Gottlieb and family, Mrs. Johnson and family. To Penang: Mr. Van der Honert, Mr. Pasteur.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 5th Oct., and by the Pacific mail we have news to the 11th Oct.; the P. and O. mail from London, Aug. 6, arrived out on the 25th Sept.; the French mail of Aug. 13 on the 30th Sept., and the P. and O. mail of Aug. 20 on the 3rd October The *Japan Herald* supplies the following items of news:—

News has arrived of an occurrence which has caused much excitement here, and may eventually exercise an important influence on Eastern affairs generally. Until within a few days ago, the Government has deemed it prudent to observe a strict reticence with regard to its relations with Korea. The truculent missives, teeming with invective, despatched some three years ago by the Koreans to the Japanese, were denied by Soyeshima, the then Minister for Foreign Affairs, as having been received —though not a doubt remains but such was the fact. Brooding over these repeated insults, the Japanese have anxiously awaited an opportunity to avenge them; but circumstances have been adverse to the consummation of their desire. Meantime the project of an invasion of Korea has been steadily entertained, and with the object of acquiring information in respect to the Korean coast and harbours, two ships were secretly despatched some months since, and have been actively engaged in that service up to within a recent period. As might have been anticipated, the hostility of the Koreans towards the Japanese has led to one of these ships being fired into; and a reprisal has been made, by an assault on the attacking fort, and its dismantlement. After the affray thirty Koreans were found dead, and many more jumped into the sea and were drowned. Ten prisoners, thirty-six cannons, ten rifles, and many other things were taken. One Japanese was killed and another badly wounded. This act

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has precipitated a crisis, and the Japanese Government has issued the subjoined notification:—

Some time ago our ship the *Unyo-Kan* coasted round the eastern and southern shores of Korea. She was then further proceeding along the western coast in the direction of Newchwang in China, and in the course of her voyage was passing the neighbourhood of the Korean island of Kôkwa on the 20th September when she was suddenly fired upon by the Koreans. Our men were landing to inquire the reason of this, when a hot fire was opened upon them which the ship was obliged to return. The next day a landing was made, the fort was captured, and its armament seized. Two of our men have been wounded. The ship has returned to Nagasaki. The above intelligence having been received by telegraph it is herewith communicated for your information.

Apparently it is sought to create the impression that the *Unyo-Kan* was merely passing the island of Kokwa, in prosecuting her voyage in the direction of Newchwang, and that the outrage upon the Japanese flag was both unprovoked and unexpected. But it has been no secret that the presence of Japanese ships-of-war in Korean waters taking soundings has been extremely distasteful to the Koreans, who by gestures warned the Japanese to desist, but without the effect of causing them to depart; as they continued to persist, being within range of the Korean guns, they were fired upon. On the part of the Koreans we have no information of the amount of their loss; but two Japanese were wounded, and the ship then returned to Nagasaki, and reported by telegraph the occurrence to the Government. The latest that we hear is that a gunboat is to be forthwith despatched to demand explanations, and to inquire whether the firing on the Japanese flag was an act of mere local hostility, or whether it was by order of the Government itself? Of the latter we apprehend there is but little room for question, and now that blood has been drawn, the gunboat, if she comes within reach of Korean ordnance, it is probable, will also be fired at. It is not to be expected that the barbarous Koreans should observe any of the preliminaries to war which are recognised by civilised States; and since it is not likely that the Koreans will abate anything of the belligerent attitude they have assumed, the two countries may in point of fact be regarded as being actually at war. The Government has a large stock of war material on hand, and a fleet of steamships available for transport service, which would render possible,—taking the Island of Tsushima as a base of operations,—the throwing quickly upon the Korean Peninsula of an army of some 25,000 to 30,000 men armed with weapons that would give them a tremendous advantage over their foes, which, with reinforcements following, would in all likelihood enable them, as Taikosama did before, to conquer the country. In that case, would the Japanese be disposed to retire? or would they not rather, having subjugated the Peninsula, permanently occupy it, and annex it to the Empire.

The Government is not without hope that the difficulty between England and China, arising out of Mr. Margary's murder, may so far embarrass the Chinese Government as to prevent it rendering any assistance to its neighbour. Amongst the members of the Cabinet disunion prevails, but the party in favour of war has the majority. Okuma, the Finance Minister, who so strongly urged the Formosan expedition, is understood to be opposed to war with Korea, pleading the poverty of the treasury as his principal reason. Kido has resigned, and Iwakura, officially sick, has ceased to attend the sittings of the Council of State. Discontent prevails generally among the *samurai*. To pass over the Korean outrages is felt to be lowering to the national dignity, and may lead to a civil war, because there is no occupation or outlet for the warlike energies of the fighting class. On the other hand, the Japanese treasury is too exhausted to meet a protracted drain upon it, such as China coming to the assistance of the Koreans might involve. There is, however, abundant national spirit amongst the military classes of the Japanese; if they thought the honour of the nation is at stake, they would devote themselves with ardour to the contest.

During the early hours of the 1st Oct. the Settlement was visited with a storm of wind and rain, which though short, was of the most violent description, approaching in force almost to the strength of a typhoon. But little damage is to be seen in the Settlement, the most noticeable loss being the Governor's flagstaff, but tiles, shutters, plaster, pigeon cots, &c., as usual in such cases, came to grief. The roofs of houses and godowns were severely tried by the torrents of rain that fell, and many are the complaints of damages sustained through leaks. Many casualties occurred to native buildings, which always happens whenever the weather becomes anything out of the common. Several of the streets in the native town were flooded, and converted into little rivers, through the defective drains being unable to carry off the water. These streets did duty as channels for the water to run off, and they received such a cleansing as they had not had for many a day.

The first lot of silk worms' eggs made their appearance on the market on the 9th Oct., and a total of some 32,000 *cartons* has arrived. No business has yet been transacted, but the Japanese seem to count on a medium price of $1 for the ordinary classes; whilst for the extra qualities, such as those from Shimamura, &c., they expect to receive from $2 to 2.50. In this view we think that they will find themselves mistaken. The number of *graineurs* who have arrived is this year very small, and, in consequence of the nearly entire disappearance of the disease in Italy and the consequent large production of eggs, coupled with the bad result given by the imported Japanese seed, but few of these have orders to fulfil. These gentlemen are therefore acting on their own account, and from what we can learn, they do not feel inclined to speculate unless the Japanese agree to their prices, which would be about an average of twenty-five to thirty cents per card. Between these and Japanese views there is a wide difference, and we fear that the natives will again have to resort to the burning process, always provided that they found its results last year to be satisfactory.

On the 30th Sept. a large casting was most successfully made at the engineering establishment of Messrs. Whit field and Dowson, on the Creek. The casting consisted of an ordinary four-bladed propeller (for the Mitsu Bishi Mail Co.'s s.s. *Kishiu Maru*), weighing two tons, and having a diameter of ten feet. The screw was dug out of the mould next day, being still quite hot, and was found to be as perfect as could be desired. Owing to recent additions of machinery, of all descriptions and of the newest designs, to the plant of Messrs. Whitfield and Dowson, that firm now possesses very superior facilities for turning out engineering work of all kinds.

The members of the newly re-organised Dramatic Corps are already giving signs of their good intentions. Having taken over the Public Hall, with all its outstanding liabilities, it therefore behoves them to be stirring. The pieces in rehearsal are "The Wonderful Woman," and the farce of "An Ugly Customer," and the opening performance will probably be given towards the end of October. With the really good actors which the corps possesses there is every reason to hope that the approaching season will be a success, both financially and otherwise.

One of the severest shocks of earthquake experienced for some years occurred on the 6th October. It seems to have been felt most severely on the Bluff, where the tops of some chimneys, tiles, and plastering were thrown down, but no damage of material consequence resulted. In connection with this subject, it may be mentioned that the volcano of Asamayama has lately shown increased symptoms of disquietude.

The Kobusho (Department of Public Works) has become restive under the criticisms on the incompetency of its native officials, and has issued an order forbidding any of its foreign *employés* to give information respecting the business of the department.

A rowing match between the English and Scotch fours took place on the 7th Oct., and was won by the former.

Signora Palmieri has given several concerts, both here and in Yedo, with great success.

The Mikado visited the *Kadzoku Kuaikuan* (or Daimio's Club) on the 7th Oct. H.M. was received and entertained by the members with the usual ceremonials.

The acting-editor of the *Akebono Shimbun* has been awarded thirty days' imprisonment for a contumelious article on revenue stamps published in a recent issue of that journal.

CHINA.

—o—

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

We have at last more definite news from Peking, which, though not authentic, seems to be reliable. Briefly, the Tsung-li Yamen want to refuse to ratify honestly the terms of settlement arranged between Mr. Wade and the Viceroy at Tientsin. They are willing to promise in a general way that the guilty parties in Yunnan shall be punished, that a letter of apology shall be sent to the Queen, and that the Province of Yunnan shall be opened to trade, but they want to do these things China fashion, and Mr. Wade insists on having them done properly and in good faith. In short, when it comes to the pinch, the Chinese want to put England off with vague promises, and Mr. Wade finds that his long negotiations with Li-Hung-chang have advanced him very little. It is rumoured that the execution of Li-Si-tai is demanded, and the punishment is fully deserved; but we can well believe that the Chinese shrink from the determined measures, involving the probable use of force, which it would involve.

Mr. Wade has notified the Foreign Legations that he would haul down his flag on the 30th Sept., should the Government not accede to his demands. So we must have definite information in a very few days. It is reported that the state of affairs is becoming known among the Chinese, and that some are leaving Tientsin under the impression there would be a fight. But possibly the Mandarins may encourage this idea, in order to appear in the eyes of the people to the last as heroes ready to die; so that if they do yield they may be at least able to say—"We resisted to the last." It is evident from all this that the report of a *settlement* of the Yunnan affair having been arrived at before H.M. Minister left for Peking, was premature. A basis of agreement had been discussed between Mr. Wade and the Governor-General Li Hung-chang; but conclusive negotiations remained to be carried on with the Tsung-li Yamen at Peking; and the difficulties opposed by the latter appear to be much the same

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that harassed the Viceroy. It is reported among the Chinese in Tientsin that the Yamen object to the regulation of the transit dues demanded by Mr. Wade, and the punishment of Yunnan officials—which were practically the leading features in the programme. In fact, they would like, of course, if they could, to reduce the whole terms to meaningless generalities.

It will be remembered that one of the conditions laid down by Mr. Wade at Tientsin was free intercourse between the British Minister and the heads of the chief departments of Government, other than the Tsung-li Yamen ; the purport of the demand evidently being to place Foreign Ministers on a proper footing. The following Imperial decree, published in the *Peking Gazette* of the 28th September, seems to yield this point ; and it may be that this concession has determined Mr. Wade to continue negotiations :—

The Tsung-li Yamen has presented a memorial praying a declaration from the Throne on the subject of certain prescriptions in our decrees, and regarding the conclusions arrived at (by the Yamen) in the matter of intercourse between the chiefs of the principal departments of State and the Foreign Ministers residing in the capital. The explanation of the prescriptions that apply to the decrees is perfectly correct. As regards intercourse with the chiefs of departments, We command that action be taken in the manner the Yamen has proposed.

We are informed that the Yamen's memorial (referred to in the edict) is satisfactory in tone, and will be published in due course. The publication of the edict before the memorial which called it forth is habitual, and to be noticed in every day's *Gazette*. We believe that in the edict quoted above the proper designation for foreign Ministers appears for the first time in an official document of this kind.

While all must feel much anxiety concerning the present state of affairs at Peking, we think the feeling prevails that there is no immediate or serious cause for alarm. Business—everything indeed—seems to be pursuing the even tenor of its way, as if nothing serious was disturbing men's minds. But a very decided interest will be felt in the developments of the next few days.

The remains of the late Emperor are to be removed from the capital to the Imperial Cemetery at the beginning of the next Chinese month. We understand that Li Hung-chang leaves in a few days to participate in the imposing ceremonies connected therewith.

A large tract of country east of the Pei Ho has been flooded recently, consequent upon the breaking of the banks of the canal dug by Governor Li more than a year ago, and intended to connect the Pei Tang Ho and the Pei Ho. It is reported to be over two feet deep around the arsenal. The weather continues fine.

SHANGHAI.

The present mail brings advices from this port to the 8th October ; the French mail from London Aug. 13 was received on the 25th Sept., and the following P. and O. mail of the 20th Aug. arrived out on the 30th Sept. The following summary of news is from the *North China Herald* :—

At the meeting of the China and Japan Marine Insurance Company the report and accounts (including the proposal to pay a dividend of 4 per cent. on the half year) were passed. The proposal to wind up the company involved some discussion, and ended in an adjournment till the 19th Oct. The show of hands was in favour of the proposal to wind up. The directors (under clause sixty-one of the Deed of Settlement) fixed the 18th for taking a poll, which will be held at the company's office on that day, when it will, we believe, be open to all shareholders on the register to vote.

The minutes of a meeting of Treaty Consuls held on the 27th September do not show very definite results on any of the points mooted. The question of Bund line of the French Concession is to be brought before the Taoutai.—Correspondence regarding the passage of troops through the Settlements is going on.—The Taoutai simply denies responsibility in regard to cleansing the Soochow Creek, and leaves the matter in the air.—Several letters have passed between the Council, the Consuls, and the Taoutai regarding Wharfage Dues, but nothing has been elicited from the latter except a complaint that foreigners help Chinese to evade Lekin taxes, and that his revenue therefore falls short. —An alteration is mooted in the Harbour Regulations, to enable kerosine oil-laden ships to come nearer the Settlement. They would then be confined to the Pootung side, in the 9th Section. —Mr. Haas is preparing a report on the subject of Lekin taxes. —The better protection of foreigners travelling in the interior has also been subject of correspondence.

We hear by telegram of the loss of the ocean str. *Hector*, which left Shanghai for London, *vid* Amoy, on the 2nd inst. The information is very meagre, merely stating that the ship had run on shore on the island of Chih-seu, at the entrance to the last named port, and was likely to become a total wreck, her hull having parted, admitting water to the depth of, at least, eight feet. Fortunately no lives are reported lost, and as soon as the news was received in Amoy the steamer *Formosa* was despatched to the assistance of the stranded vessel, and in the hope of saving cargo. At the time of the latest despatches about 1,000 packages had been saved. The O. S.S. Company, to which the *Hector* belonged, have been particularly fortunate in their freedom from losses at sea, and accidents of any kind to their ships, the foundering of the *Ajax* (afterwards raised) in the Hwangpoo, and the comparatively trifling accident to the *Ulysses* in the Red Sea, being the only ones of any moment until the present.

The purchase of new plant for the Fire Department, to the amount of Tls. 2,500, was sanctioned at the last meeting of the Municipal Council. The sum seems a large one, unless it is intended to cover the cost of a new steamer to replace the *Deluge ;* in which case it might have been as well to say so.—The purchase of land for the extension from the Cemetery to the Sikawei-road is in the hands of Mr. Haas. We hope, now fine weather has returned, to hear soon that arrangements have been completed, and the work begun.—Debentures to the amount of Tls. 28,000, bearing interest at 8 per cent., are to be issued for the purchase of and repairs to the Tunsin property.

Owing to the new magistrate at the Mixed Court sentencing so many native convicts to imprisonment, pressure for room is already beginning to be felt in the cells of the municipal police stations, the gangs of cangued prisoners, for whom nightly accommodation has also to be found, adding to the difficulty. At the present rate of police activity and magisterial impartiality there will soon be a demand for more cells.

The programme has been published of the Autumn Prize Meeting of the S.V.C., which will be held on the 15th, 16th, and 18th Nov. There appears to be more interest attaching to this competition than has been the case for several meetings past ; that is, judging by the lately increased attendance at the range for practice. It is supposed that the list of competitors will reach over a score, which, although giving an improvement on the too frequent repetition of the same names (all praise to their owners nevertheless) which has marked late meetings, is not nearly so great a number as it is desirable to see at the targets. Still, as betokening a growing interest in rifle shooting, the increase must be accepted with congratulation, and in the hope that on future occasions there will be further additions. The list of prizes includes, on the first day, the National Rifle Association Silver Medal, the winner of which is entitled to shoot once for H.R.H. the Prince of Wales's prize (aggregate value £200) at Wimbledon, under rule 7 of the National Rifle Association—and the Municipal Challenge Cup ; on the second day, the Officers' Cup and the Ladies' Purse ; and on the third day, the Companies' Match and the Consolation Prizes. The Gold Cross and Championship of the meeting will, as usual, go to the highest total scorer in competitions one to four, and in the individual firing in five. The Defence Committee have ordered sixty rounds of ball cartridge to be supplied annually, gratis, to each member of the corps—thirty rounds each for the spring and autumn competition.

Three officers of the United States Army, Major-General E. Upton, Brigadier-General G. A. Forsyth, and Major P. Sanger, have been visiting Shanghai. They are appointed by their Government as a kind of commission to make a tour round the world for the purpose of inspecting, as far as can be permitted, all the recent improvements in naval and military armament among the nations. While in Japan, we are informed, not the least hindrance was offered to them—they went where they listed and their questions were answered with perfect freedom. The same degree of facility was, it seems, afforded them among the Chinese in this district at least, for they visited the Arsenal at Kiangnan, where probably they were deeply impressed, not only with the strength and beauty of the first native iron-clad, now lightly floating on the Hwangpoo, but also with the other excellent imitations of Western skill to be found at that institution. The visitors have proceeded to Peking, and on their return will probably make a voyage up the Yangtsze.

As the time for holding the Autumn Regatta approaches much interest is beginning to be felt in several of the contests, more especially in that for the blue ribbon of the meeting, between the English and Scotch Eights, the crews for which have been selected and are now in active training on the upper waters of the Soochow Creek. The Scotch are by far the heavier crew, averaging forty-eight stone a side, against their adversaries' forty-three. But neither are well down to their work yet, and it is too early to say whether skill will beat weight, or whether weight and skill will put the lack of both to the blush. Barring accidents or illness, the following crews will pull the race :—

Scotch.		English.	
Shepherd...	bow	Bois	bow
Hall	2	Pryer	2
Sharp	3	Cheetham	3
Scott	4	Glover	4
Andrew	5	Wyatt	5
Campbell...	6	Westall	6
McLeod	7	Morriss	7
D. Glass	stroke	Lewis	stroke
B. Clarke	cox.	Dowdall	cox.

At a meeting of the "three-year-olds," it was unanimously agreed to accept the challenge of the "Veterans" to row an eight-oared race at the forthcoming Regatta, and Haslewood was elected Captain. We hear that the crew will be the same as last year's "two-year-olds," with the exception of Johnston, last year's stroke, who is unable to row through ill-health. His

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place, however, will be well filled, if, as we hear is likely, Burrows takes the stroke oar.

We have received from Mr. Tapp, H.M. Registrar of Shipping, two volumes containing a useful digest of information regarding the surveying and registration of ships: one entitled "Instructions to Consuls in China and Japan concerning their Duties in respect of the Registration of Ships;" the other, "Instructions to the Surveyors in China and Japan employed in the Measurement of Shipping," &c. A work entitled "The Treaty Rights of the Foreign Merchant, and the Transit System in China," by the late Baron von Gumpach, has been published at the *Celestial Empire* office.

The engineers' storekeeper of the steamer *Patroclus*, Henry Jordan, has been drowned under somewhat peculiar circumstances. Deceased had been on shore, and returned on board early. Some "skylarking" then ensued between him and his shipmates, and he fell against a rope stretched across a side gangway. The rope being slack he fell over it, and it is surmised that he must have struck something in his fall, as he never rose again, although every effort was made to rescue him. An inquiry was held at the Consulate, before Mr. Mowat, respecting the occurrence, and the death was proved to have been accidental.

The *Taitsing*, which has just arrived, reports having experienced awful weather when in the Batshi channel, between Formosa and the Manila Islands, consequent on the change of monsoon. Three of the crew were washed overboard and drowned, and five others disabled, the vessel herself receiving much damage.

A few days since a large native cargo boat, heavily laden with cotton bales, capsized during a squall near the Yang-tsze-poo Creek. The crew and several passengers were picked up by some passing boats, as well as about thirty or forty packages of cargo. The boat was afterwards righted, and towed to Shanghai by the steam life-launch.

The M.M. steamer *Anadyr*, while steaming down the river, came into collision with the steamer *Teviot*, which was being towed into the stream. The *Teviot's* port gangway and one boat were smashed. The mail steamer received some slight damage to her bow.

The entries for the Shanghai Autumn Races closed on Saturday, and compare favourably with former meetings. The entries are for the Griffins, thirty-two; Criterion, twelve; Leger, twenty-one; French Challenge, eighteen; Mongol, twenty-five; Engineers' Challenge, twenty-one; Consolation, forty-seven. The total amount is Tls. 2,600.

A cricket match has been played at Chinkiang, between the Chinkiang Cricket Club and eleven of H.M.S. *Swinger*. The former were victorious. The cricket match Mih-ho-loongs v. the Club has been won by the latter.

Mr. Dave Carson and his troupe have been giving a series of amusing entertainments in the Lyceum Theatre.

The following land lots have been offered at auction by Messrs. Bisset and Co.:—

1st, the premises in Peking-road, occupied by Messrs. Hyde, Hertz and Co.; 2nd, a building site on the Bubbling Well-road; 3rd, a lot of land in rear of the P. and O. Co.'s Pootung premises; 4th, the property at Pootung Point, formerly belonging to Messrs. Collyer and Lambert. The first lot was started at Tls. 5,000 and bid up to Tls. 5,500, but it was not sold, the reserve being Tls. 9,000. Second lot was offered at the upset price of Tls. 100 per mow, but there was no bid made. Third lot was started at Tls. 1 and knocked down for Tls. 26 per mow. Fourth lot, the only bid made was Tls. 500, when the lot was withdrawn, the reserved price being stated to be Tls. 5,500. For the fifth lot, a property situated west of the Woosung-road, Hongkew, registered at the U.S. Consulate, title deed No. 123, containing two mow eight fun—the highest bid was Tls. 25 per mow, but as this did not reach the reserved price, the lot was not sold.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

A telegram received on the 30th Sept. narrates a tragedy which has occurred on board the German schooner *Anna*. The crew was composed of Chinese, who, as alleged, when not far from Foochow, mutinied and murdered the captain and mate. Having thrown their bodies overboard, they made off with the xessel, and will doubtless run her on shore somewhere in the vicinity. Meanwhile the German despatch-boat *Cyclops* has gone in pursuit, and will, it is to be hoped, succeed in overhauling the rascals.

Apropos of the Huang Kow riot, we hear that at the eleventh hour a few houses have been burnt (a barbarous and senseless proceeding, we think), and *mirabile dictu!* five men have been arrested, one of whom has, we understand, received four hundred strokes of the bamboo, while the rest have been cangued for short periods. The strangest part of the story has yet to be told. If we are correctly informed, these five men were drawn by lot, so that there is no absolute certainty that any of the really guilty parties have been punished. In the case of Mr. Blacklock's murder, a few months ago, men were found willing to personate the murderers for a pecuniary consideration. In the present instance the culprits, in a serious attack on foreign property, are, practically speaking, allowed to go unpunished.

Kwo-Sung-Tao, the recently appointed Ambassador to England, together with the Fantai, visited the Torpedo College and made a lengthened inspection of the very beautiful collection of scientific apparatus which Mr. Betts has recently received from England. Kwo-Sung-Tao was so much pleased with the experiments shown that he decided to take Mr. Betts to Peking with him, in order to carry out a course of experiments in Torpedo Engineering before Prince Kung and Li Hung-Chang. Mr. Betts will accordingly leave in company with Kwo-Sung-Tao in the *Ching-An*, Chinese gunboat. There is, we understand, a great probability that the Torpedo College may be permanently removed to Tientsin.

The autumn inspection of the "Bow and Arrow" troops will take place at the South Camp next month. The battalion of Honan men, has been packed off to Formosa. The men will there have ample opportunity—if so minded, for displaying to the full, their belligerent qualities.

Great preparations are being made in the city for the military examinations, which—like the civil examinations—just concluded—are triennial. The coming series are, however, especially ordered by the new Emperor, to commemorate his accession to power.

We understand that the recently-constructed forts in Formosa are tumbling to pieces. They were probably erected on the same economical principles as in former times influenced the manufacture of the wooden cannon with which many of us are familiar.

The Futai, or Governor of the Province, is expected from Formosa next week. His Excellency is said to be far from satisfied with his new location, which, to say the least, cannot be, under existing circumstances, an enviable one.

HONG KONG.

Our advices by this mail extend to the 14th Oct.; the P. and O. mail from London Aug. 20 was received on the 25th Sept., the following French mail of Aug. 27 arrived out on the 3rd Oct., and the P. and O. mail of Sept. 3 was received on the 11th Oct., the last-named mail being brought on by the steamer *Agamemnon*, owing to the detention of the P. and O. steamer *Kashgar* at Singapore by an accident to her engines. The following items of news are from the *China Mail*:—

The position at Peking may be thus defined. About the 24th Oct. Mr. Wade notified the other foreign representatives that, unless his terms were acceded to on the 28th, he would two days afterwards haul down his flag and leave the capital. The stipulated time expired, but although no intimation was made public that the Chinese had given in, Mr. Wade gave no signs of departure. In the *Peking Gazette* of the 28th there appeared an edict conceding the right of personal correspondence on the part of the foreign Ministers with the chief officers of the Chinese Government, thus setting aside the Tsung-li Yamen as a medium of communication. The same *Gazette* also contained the text of a memorial and edict respecting the dilatory action of the authorities, in regard to inquiring into the Yunnan outrage and directing greater speed and vigour. The appearance of these documents, which embodied two of Mr. Wade's demands—the use of a proper title as applied to foreign Ministers and permission for them to deal directly with the Government—is supposed to have led Mr. Wade to postpone any declaration of hostilities. Since the date above-named the advices from the north have reported that "War is averted for the present," and that strong hopes are entertained of a peaceful solution. Much excitement prevails to learn the actual state of affairs, but as no communications are allowed to be made to the press, great uncertainty still exists. The impression of the majority is that there will be no war. The effect of the uncertainty on the import trade is most disastrous, and Mr. Wade's action in listening to further negotiations, after once fixing a definite time for his departure, is freely criticised.

A confirmatory meeting of the shareholders of the Chinese Insurance Company took place on the 6th Oct., at the head office, Messrs. Olyphant and Co.'s, to confirm the special resolutions passed at the last extraordinary meeting. There were present:—Messrs. A. André (in the chair), Belilios, Burrows, C. M. Kerr, Geary, Hayllar, Q.C., Brereton, E. Sharp, McCulloch, Chun Kum, Kwongkee, Foong Ming Shan, Fung Tang, J. H. Cox, Simonis, and others. The Chairman read the notice of meeting, and then proposed the confirmation of the special resolutions. Mr. Belilios having seconded the proposition, it was carried by a large majority, as the Chairman declared, the dissentients being only Messrs. Sharp, McCulloch, Cox, and Simonis.

We hear from Taku that another of the rowdy outbreaks which occur at intervals there took place on the 26th September. A foreign lady, who was passing in a chair near Hopkee, the compradore's house, was mobbed and insulted by a crowd of villagers. She was in a close chair, and the ruffians banged this about and pulled open the door, shouting at and insulting her, and of course very seriously alarming her. There seem to have been other foreigners in the party, including another lady, who escaped molestation. The whole party took refuge in Hopkee's, and Captain Hunter went to the British Consulate to report, a

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large crowd being assembled outside the door. Not a single mandarin was to be found—in fact, the Taku mandarins are only head policemen at the best—so Mr. Middleton went down in person with the Consulate Constable and another foreigner who was at hand. News reaching the crowd that an official (and the Taku people seem to have more respect for foreign officials than their own) was coming, they broke up; and when the relief reached Hopkee's the Chinese about were perfectly quiet. After waiting some time for the mandarin, who did not appear, the whole party left, and proceeded without annoyance or hindrance to the Pilot town. No reason whatever is assigned for the outbreak of rowdyism, and it is curious that only one member of the party seems to have been annoyed. It would seem likely that she must have been rather behind, and separated from the rest of the party, but no such explanation is given.

In the Supreme Court on the 12th Oct. Mr. Snowden delivered judgment in a Chinese case which had occupied a great deal of the time of the Court. The claim was originally brought before the Court for the recovery of $40, alleged to have been borrowed by the wife of the defendant of the plaintiff's wife. At the first trial, his Honour saw fit not only to nonsuit the plaintiff, but to fine her $15 for perjury, promising her at the same time that if she prosecuted the second defendant and her witnesses for perjury, and succeeded in convicting them, he would remit the fine. The plaintiff's husband being absent at the time, she was unwilling to take the necessary steps, but applied for a re-hearing, and this his Honour granted, merely with the object of allowing the fined plaintiff an opportunity of clearing her character. In the re-hearing, which occupied the Court many hours, the same conflicting evidence as at the first trial was given, but his Honour saw sufficient reason to remit the fine of $15; his decision of a nonsuit was, however, confirmed. The above was the purport of the judgment which his Honour delivered on the second trial of the case. Mr. Brereton appeared for the appellant.

We regret to announce the death of Mr. D. R. Caldwell, one of the oldest residents in this colony, and in native judgment the most perfect master of the colloquial who ever owned European parentage. Mr. Caldwell passed through several vicissitudes during his long connection with Hong Kong, and his acts at one portion of his career became the theme of bitter comment for and against him. Few present residents, however, are able to recall those troublous times, and of late years Mr. Caldwell has been chiefly known to us as an experienced and courteous authority on matters Chinese. He was a member of the Masonic fraternity, in which he held high office, and had gained the hearty respect of his fellow masons, who will very sincerely regret his loss.

We see by an advertisement in the *Chinese Mail* that the Dutch Government desires to induce Chinese emigrants to settle in Atchin, and for that purpose promises to employ all those who may feel inclined to try their fortunes there. The remuneration will, it is stated, be $8 per month for an ordinary labourer, $15 to $20 for carpenters, $12 for gardeners, and $14 for fishermen, with food, lodgings, and medical assistance to all of them. Labour under these conditions is guaranteed to immigrants for two or three years, but no contracts are made; and it seems that the Dutch Government trusts to the high rate of wages as a sufficient inducement to keep these workmen long enough to become accustomed to the country and make them form a permanent settlement.

The ordinary general meeting of the Canton Insurance Company was held on the 24th Sept. The accounts for 1873, showing net profit of $198,050, were finally passed. In those for 1874 the open account showed $162,967.66 at credit, which allowed of a payment of $25,000 to reserve fund, of a first dividend of $100 per share and first return to contributors of 9 per cent., leaving $47.967.66 to meet further possible liabilities and pay final dividend. The closing of the 1874 office was authorised without further reference to the shareholders. For 1875 the accounts showed a balance of $147,134.13 at credit.

The following account, duly certified, of the averag amounte of bank notes in circulation and specie in reserve in Hong Kong during the month ending 30th Sept. is published in the *Gazette*:—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation ...	$451,830	$200,000
Chartered Mercantile Bank of India, London, and China ...	452,386	160,000
Chartered Bank of India, Australia, and China	521,023	200,000
Hong Kong and Shanghai Banking Corporation	1,430,812	500,000
Total	$2,856,051	$1,600,000

Great indignation has been caused at Macao by the high-handed action of the Hoppo, who has commenced to tax provision junks as well as strictly enforcing the squeeze on those carrying ordinary merchandise. A Portuguese official has been sent to Canton to remonstrate, and reprisals are threatened as soon as two men-of-war now on their way out arrive. Trade at Macao is said to be almost extinct.

The chief officer of the Chinese revenue cruiser *Anlan* was brought before the Mixed Court at Canton, on the 27th Sept., to answer the charge of causing the death of the Chinese steward on board, surnamed Cheong. It was alleged that the chie officer gave the steward a push while he was leaving the vesse on resigning his post, and was knocked into the water, from which he never came out alive. Mr. Murray—the officer referred to—was acquitted.

The Viceroy of Canton transferred his seals of office to the Governor on the 30th Sept. He is now buttonless, and is in a position no better than one of the subjects over whom he lately ruled. His career in Canton barely lasted six months, he having assumed office on the 1st March last.

Another pump has been ordered to be sent to the disabled steamer *Sunda*, so as to enable those engaged upon the vessel to pump her out entirely, between the tides. It is hoped that we may see the *Sunda* in harbour in about a fortnight's time, as she will float as soon as the accelerated pumping power is brought to bear—three-fourths of the hull being perfectly sound.

The first cricket match of the season—Club Eleven *versus* Twenty-two—took place on the 2nd Oct. The ground had been got into fair condition, and some good play enlivened the afternoon.

At a meeting of the Hong Kong Yacht Club Mr. W. H. Forbes was elected Commodore, Mr. J. McLeod Vice-Commodore, and Messrs. C. F. Nunn and A. MacG. Heaton as members of Committee. Mr. E. Beart was re-elected Honorary Secretary and Treasurer.

W. C. Edwards and S. R. Rozario, bankrupts, appeared on the 4th October to apply for their discharge, but the application in each case was adjourned *sine die*.

Captain Templer and the divers employed at the wreck of the steam-ship *Japan* have given over operations for the season and returned here.

H.M.S. *Princess Charlotte* has cleared for Canton, where she will be broken up.

It is rumoured that the Chinese intend to establish a company of merchants and commission agents for silk and tea, with a capital of 100,000 taels, a branch of which is to be opened in Lombard-street, London.

The condition of the River Min between the Anchorage and Foochow is again attracting attention. It is filling up very fast, partly through junks being allowed to discharge their mud ballast in the fairway, partly through the neglect of the authorities to provide steam dredges.

An edict has been published in the *Peking Gazette* confirming the appointment of Kwo-Sung-Tao and Hu K'ien-shon as envoys extraordinary on a mission to England, and conferring the button of the second rank upon them.

It is stated that Li Hung-chang has sent to Europe for six iron steamers, to be built to carry two 160-pounder guns, each gun to fight all round. The builder is to decide if the ships shall be turretted. It is believed they are intended for the defence of the Peiho.

PHILIPPINE ISLANDS.

MANILA.

(Translated for the *Straits Times*).

The Manila *Comercio* gives some further particulars of the novel construction of large vessels as well as small craft, introduced by Mr. Jackson, of that city, which, on experiment, are found to have many advantages over former plans, both in speed and capacity. A newly designed craft on this model, named the *Ensayo (i.e., The Trial)*, has lately been launched at Manila. The *Comercio*, after stating that its trial trip on the river there gave satisfactory results, concludes a notice on this subject as follows:—

It is now intended to try it in the bay, and, if the experiments result in showing the goodness of the system, it may be said that before long a complete transformation of the class of vessels now used for carrying purposes will be effected. Once more have we to praise Mr. Jackson for his unwearied desire to solve problems relating to ship-building, a subject with which he has given proofs of his fitness to deal.

It would appear that the *Ensayo* is, in fact, a sort of modified lorcha.

Respecting the construction of railways in the Philippines, the *Comercio* says:—

We reproduce in our issue from the *Gaceta*, the Royal decree relating to concessions for, and the construction of railways in these islands, a subject which, although it does not attain here the importance it possesses in other countries, may, and doubtless will, become important at a not distant date. Surveys are now being made for a railway to the Pambanga, and, we believe, as far as Pangasinan, which, as is supposed, is to be the first one to be constructed. Members of the mercantile community here do not fail to collect information respecting whatever bears upon the subject, in order to turn it to account, and to utilise the matter when it is taken in hand.

SIAM.

BANGKOK.

In a recent issue we noticed that some excitement had been caused at Bangkok, through the approach of a body of Chinese marauders, supposed to be from the Province of Yunnan; and,

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by the mail just in, we observe that a correspondent of the *Straits Times* at that port gives further details of the matter. It appears from his account that the nucleus of the 1st Corps of the Siamese Army left Bangkok about a fortnight ago, and was early in October last at Saraburi, seventy miles N. by E. of Bangkok, collecting transport for its advance to Korat and North Eastern Siam. The nucleus of the Army of the North was to leave on the 10th of that month and establish its headquarters at Pi-chai, two hundred miles north of Bangkok. The third Army, the principal army, of which the 1st Corps is but the advanced guard, was to leave one month later, and march to North Eastern Siam *vid* Korat, which was to be its base. The 1st Corps consists of six thousand men led by Chao Phya Mahindr. This General will be under the orders of his Royal Highness Somdet Krom Pra Bamrap Parapax, the King's Uncle, Commander-in-Chief in the Army of the North-East. The Army of the north was commanded by the Minister of the North in person. The number fixed for these armies was not ascertained, but it was believed that at least thirty or forty thousand men would be engaged. Strange to say, scarcely anything was known of the enemy, the Haw Chinese. It was, however, reported that they were rebels driven from China, who first with permission of the King of Cochin China established themselves in Tonquin, and were extending their dominion into North-Eastern Siam. It further appears that in consequence of Yunnan having been for many years the scene of civil war, a large number of its more peaceably disposed inhabitants have been driven to Siam and Cochin China for refuge. The Imperial armies of China were long defied by the Mahometan rebels of Talifoo, but ultimately crushed them, and with less difficulty put down the rising of the true Chinese, who, emulous of the success of the Tae Pings, and believing in some prophet who announced the end of the Tartar rule, rose to the war cry of "China for Chinamen." These defeated patriots are supposed to be the present invaders of Siam. A number of them have been for several years established in the city of Chieng Kwang, otherwise called Pruen, and their rule has extended over the eight nearest cities, and eight or ten thousand square miles of country inhabited by Laos people called Puen, and by numerous tribes of Kha and other savages.

From private advices of a later date we have reason to believe that the expedition has been entirely successful, and that these marauders have been effectually expelled. The affair has not been without some use, as it has afforded the Siamese an opportunity of practising themselves in the expedition of troops somewhat upon the European principle.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 21st Oct.; the P. and O. mail from London Sept. 17 was received on the 16th Oct.. We take the following items of intelligence from the *Straits Times*:—

The criminal Assizes were opened in the commodious and elegant new Court House, facing the Esplanade, and the Bench was graced on this occasion by a number of ladies. The Chief Justice made a congratulatory address to the members of the Bar, to which the Deputy Attorney-General replied, and the ladies were afterwards entertained at tiffin in the Judge's Chambers. The only case of public interest tried so far has been the prosecution of seven well-known Boat Quay gambier and pepper traders on a charge of rioting, with minor counts, in having broken into houses where coolies were kept in confinement, during the excitement about "kidnapping" which prevailed in the latter part of last year. The traders were tried before a special jury, who, after hearing the evidence for the prosecution, submitted to the court that they were able to arrive at a verdict without hearing evidence for the defence, they being in favour of acquittal by a majority of five to two.

Sir William Jervois gave no explanation of his policy towards Perak in Council but a proclamation was issued in the *Government Gazette Extraordinary* reciting that whereas the Sultan and chiefs of Perak had all failed to fulfil their part of the Pangkor Engagement, and had requested the British Government to undertake the Government of Perak, this Government will appoint Commissioners and Deputy Commissioners to administer the affairs of that State with the assistance of a Council of the Malay chiefs. This is a long stride in advance of the system under which the residents have hitherto been vainly endeavouring to establish order and good government, with no further power than that of advising of the native rulers, and at the same time is better than annexation, which would be attended with difficulties, and might seriously embarrass this Government in its dealings with the other Native States.

PROCLAMATION.

By His Excellency Sir William Francis Drummond Jervois, Companion of the Most Honourable Order of the Bath, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Colonel in the Corps of Royal Engineers, Governor, Commander-in-Chief and Vice-Admiral of the Colony of the Straits Settlements, &c., &c., &c.

WM. F. DRUMMOND JERVOIS.

Whereas on the 20th day of January, 1874, an engagement was entered into at Pulo Pangkor between certain Chiefs of Perak among themselves and with the then Governor of the Colony of the Straits Settlements, Colonel Sir Andrew Clarke, R.E., K.C.M.G., C.B., on behalf of the British Government; whereby, after reciting that a state of anarchy then existed in the Kingdom of Perak, owing to the want of settled Government in that country, and the non-existence of any efficient power for the protection of the people and for securing to them the fruits of their industry; that large numbers of Chinese were employed and large sums of money invested in tin-mining in Perak by British subjects and others residing in Her Britannic Majesty's possessions, and that the said mines and property were not adequately protected; that piracy, murder, and arson were rife in the said country, whereby British trade and interest greatly suffered, and the peace and good order of the neighbouring British Settlements were sometimes menaced; and after further reciting that certain Chiefs of the said Kingdom of Perak for that time then being had stated their inability to cope with their then difficulties, and together with those interested in the industry of the country, had requested assistance; and that Her Majesty's Government was bound by treaty stipulations to protect the said Kingdom and assist its Rulers, articles of arrangement as therein specified were agreed to with a view of establishing order and good government in the State of Perak.

And whereas the then Governor of the Straits Settlements on the 2nd day of November, 1874, issued a Proclamation informing all people that a letter had been received from the Right Hon. Earl of Carnarvon, of Highclere Castle, Newbery, High Steward of the University of Oxford, Constable of Carnarvon Castle, Doctor of Civil Law, Principal Secretary of State to Her Most Gracious Majesty Victoria, of the United Kingdom of Great Britain and Ireland, Queen and Empress of India, Minister of the Great Queen, in which the Minister of the Great Queen giving the Orders of the Great Queen's Government says that the said engagement is approved of by the Great Queen, and the Minister charges the Governor to acquaint the several Chiefs who have entered into these agreements that Her Majesty's Government will look to the exact fulfilment of the pledges which have now been voluntarily given, and will hold responsible those who violate the engagement which has been solemnly agreed upon;

And whereas copies of the said Proclamation in the Malayan language were delivered to all the Chiefs who signed the said engagement, and were distributed throughout the country of Perak and otherwise made known to the Chiefs and people of Perak;

And whereas the said articles of engagement have been fulfilled in every respect on the part of the British Government, but the said Chiefs of Perak have not fulfilled, and are now unable to fulfil, the said engagement on their part, and they have no efficient power to administer the Government of the country of Perak, nor to maintain peace and order therein, and unless timely steps are taken, the said country is likely to revert to a state of anarchy and confusion, whereby British trade and interests must greatly suffer, and the peace and good order of the adjacent native States under British protection, as well as of the neighbouring British Settlements be seriously endangered;

And whereas the people in Perak are greatly oppressed by certain lawless Chiefs and Rajahs, whilst no steps are taken by the Sultan and other native authorities to put a stop to these evils, so that the gravest crimes are committed without fear of inquiry or punishment;

And whereas this conduct of the Perak Chiefs, with the absence of all law to protect life and property, has hitherto deterred foreigners from investing capital in Perak to any considerable extent, and the resources of the country are still undeveloped and likely to remain so, without some radical change in the Government and administration of justice; and whereas the Rajahs and Chiefs of Perak are divided into factions, parties, and individual interests, fostering and encouraging jealousies and enmities which they confess themselves unable to reconcile; and whereas certain persons, British subjects and others, not subjects of the State of Perak, have engaged and are engaging in illegal transactions with certain chiefs of Perak which tend to create interests subversive of order in the State and hostile to the interests of the Straits Settlements; and whereas the British Government has incurred, on behalf of the Government of Perak, financial responsibilities for which there is no adequate security under the present system of government; and whereas the Sultan of Perak and other chiefs of that country, with the view of reconciling opposing factions and promoting order and good government in the country of Perak, have requested Her Britannic Majesty's Government to administer the government of Perak in such way and manner as Her Britannic Majesty's Government may think most beneficial;

Now, this is to make known to all people that, in compliance with the request of the said Sultan and Chiefs of Perak, Her Britannic Majesty's Government have determined to administer the government of Perak in the name of the Sultan, and to this end His Excellency the Governor of the Straits Settlements is about to appoint Officers, who will be styled Commissioners and Assistant Commissioners of Her Majesty the Queen, to carry on the Government of that State under His Excellency's instructions; further, that the Sultan of Perak has invested such British Officers as are or may be accredited to his Highness from time to time as such Commissioners or Assistant Commissioners, as aforesaid, with powers to issue and enforce Proclamations and Orders, and generally to administer the Government of Perak.

And this is further to make known that a Malay Council, consisting of Rajahs of Perak of the highest rank, will be appointed to aid the aforesaid Commissioners in matters touching the affairs of the Government of Perak. And this Proclamation is especially to make known to all the inhabitants of Perak and others whomsoever it may concern, that the Government of Perak will hereafter be carried on in pursuance of the arrangement herein proclaimed, and to warn all people

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to conduct themselves accordingly. Given at Singapore, this 15th day of October, 1875, by his Excellency's command, C. J. IRVING, Acting Colonial Secretary.

The distinguished Russian traveller and explorer, M. Mikluho-Maclay, returned to Singapore, and has furnished the following brief details of his very venturesome journey up the Malay Peninsula. He traversed the States of Johore, Pahang, Kalantan, Lege Sa Rumen, Jalor, Patani, Todion, Teba, Tscheno, and Sangora, and he went back to Quedah, after a journey on foot, and in part upon elephants, of one hundred and thirteen days.

M. M. Maclay states that he found all the Malay Rajahs (always excepting his Highness of Johore) anything but glad to see him, and in fact he was regarded with the greatest mistrust, which oftentimes retarded his journey. The conduct of the Siamese Rajahs, however, was a striking as well as welcome contrast to the distrust and bad will of the Malays. In spite of all obstacles, the good and bad wishes of friends and foes, the world generally will be glad to learn that M. M. Maclay made good his way and performed a feat which has never before been achieved by any European. He declares himself satisfied, moreover, with the scientific results of what we venture to call one of the most difficult and dangerous journeys ever undertaken by an European. M. Maclay was in danger of his life at any moment after leaving Johore, and we heartily congratulate him on his safe arrival back, as well as his success. We learn M. Maclay proceeds to Java to repose and recruit in the cool retreat of Buitzenzorg.

We learn that Mr. Daly, one of the surveyors who recently surveyed the country up the Moar river and across to Pahang, is about to make a second attempt to survey the district between Sunghie Ujong and the Moar river. The opposition of the Rumbowe people was, it is believed, due to the fact that the surveying party were going to Pahang, a State to which the Rumbowe people are very unfriendly; but in order to prevent molestation in the present excursion, we understand Mr. Daly has asked for a military escort from the troops stationed at Sunghie Ujong.

The Colonial steamer *Pluto* left for Klang, taking down Mr. Davidson, the Resident. After effecting the relief of the light-house in Malacca Straits, the *Pluto* touched at Malacca, and returned to Singapore.

His Highness the Maharajah of Johore has been invited to proceed to India to attend a grand investiture of the Star of India, during the visit of H.R.H. the Prince of Wales.

The United States frigate *Tennessee*, the flagship of Rear-Admiral Reynolds, commanding the Asiatic squadron, anchored in the harbour this forenoon, and saluted the British flag, the salute being returned from Fort Canning.

The public will be glad to learn that his Excellency Sir William Jervois intends to have an office in the Public Buildings, where he will usually attend on two days of the week for the transaction of business. This arrangement is made for the convenience of the various departments, with a view to diminish the numerous and frequently vexatious written references to his Excellency now rendered necessary by the scattered location of the various offices and their distance from his Excellency at Government House, and it will enable all who have business with his Excellency to do so without the trouble and loss of time now entailed by having to go to Government House for this purpose.

It may not be generally known that, in addition to his duties at St. Andrew's Cathedral, the Venerable Archdeacon Hose also officiated as military chaplain at this station. The duties at St. Andrew's are being performed by the Rev. Mr. Gomes, and we are glad to learn that the Rev. Frank Smith will officiate as military chaplain during Mr. Hose's absence.

A telegram announces that the screw-steamer *Medina*, Captain Black, belonging to the Singapore Steamship Company, has gone ashore near Aden, and there is no hope of saving the vessel; she was on her voyage to Jeddah, with pilgrims. The steamer *Timour* has been chartered to take on the pilgrims, and no lives were lost, so far as is known. The block of the vessel, we believe, was insured in London.

PENANG.

The *Penang Gazette* of the 21st ult. contains the full report of Lieut. Governor Anson for the year 1874, which was laid before the Legislative Council. The Finances of the Settlement again exhibit a considerable increase. The excess of Revenue over that of 1873, was $51,529.83; the result of an increase of $56,417.55, and a decrease of $4,887.72. The value of the imports and exports together was $36,006,634, being an increase over their value in 1873 of $4,190,073. The value of the imports alone was $17,023,461, being an increase over that of the imports of the previous year of $2,449,211. The increase took place principally in the imports from the United Kingdom, $241,256; British India, $435,650; Hong Kong, $466,956, Singapore and Malacca, $890,915; China, $192,195; Germany, $8,827; Italy, $1,570; Japan, $38,040; Malayan and Peninsula, $338,505; Portuguese colonies in India, $1,586; and Sumatra, $179,217. The actual increase was thus distributed: United Kingdom, $241,256; British colonies, $1,625,336; Foreign countries, $582,519. There was a decrease in the value of imports from British Burmah $117,705; from Ceylon of $20,400; from Africa of $19,325 from Arabia of $6,520; from France of $18,876; from Java of $3,300; from Siam of $127,388; and from Sicily of $2,672. A rather serious error in regard to finances (which it is to be hoped will be at once remedied) is pointed out in the report. It appears that the expenditure, as shown in the Penang returns, does not represent the true expenditure of the settlement; several items, some of which—such as military contribution, conveyance of mails, stationery, printing, &c., are considerable, being included in the estimates and accounts of the Settlement of Singapore. This has misled the public of Penang into the belief that the revenue of this Settlement far exceeds the actual expenditure, and that, in consequence, the surplus revenue thus accruing must be very considerable; and in this belief they have often complained that the assumed large surplus has been expended on works of public utility in Singapore, instead of in Penang.

The sub-committee appointed by the Penang Association to report on the Government reclamation scheme for Beach-street have sent in their opinion with reference to the late Governor's scheme. Having consulted the various owners of property adjoining the sea, they have to report that there is only one opinion with reference to that scheme, and that is, that such an extensive reclamation as is therein contemplated is not called for, and far exceeds what was aimed at by those who signed the petition to Government in October, 1873. To ascertain, however, what their wishes really were on the subject of a reclamation on a smaller scale, an amended scheme was proposed, but on its being laid before the owners of the various properties from the Jetty to China-street Ghaut—ten in all—only a minority were in favour of it, and the majority, considering that the public roadway would rather increase than diminish the existing difficulties of shipping cargo, and that such a reclamation would decrease the value of their properties, declined to move in the matter.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—For some little time after date of last report (25th Sept.) transactions continued on a fair scale, but had since gradually lessened, and values had for the most part, declined. Yarn was in limited demand, though more inquiry was apparent for low qualities of 16/24; 24/32 was quieter. Shirtings, with exception of 7 lbs., were lower, and, at the moment, it was difficult to effect sales. T-Cloths, 7 lbs., had been in better demand. Small sales had been made of Drills, Indigo Shirtings, Turkey Reds, Cotton Sateens and Prints; but Velvets were neglected. For Woollens the inquiry had been limited to Black Lustres (of good quality,) Mousselines and Blankets. Sales of various kinds of Cloth had been made at ruinous rates. In metals there had been more doing, a small advance offered by dealers having induced business.

NEWCHWANG.—Messrs. Bush Brothers Circular says:—Business continues dull. Manufactures are neglected. Small lots of American Drills found buyers at Tls. 3.20; English Drills, 15 lb., at Tls. 2.35; 6 lb T-Cloths, at Tls. 1.13; 7 lb. do., at Tls. 1.35.

HANKOW.—Woollens are reported in moderate demand. Cottons very dull.

CHINKIANG.—Messrs. Spencer and Wolff write:—There has been hardly anything doing in Piece Goods. Some few dealers have arrived, but as yet their transactions have been of too trivial a nature to establish quotations. Grey Shirtings: The only goods inquired for are those saleable at Tls. 1.58 to 1.65 per piece, the better makes attracting no attention. T-Cloths: Here again dealers refuse to look at anything but cheap makes of 6 lb. and 7 lb cloth. English Drills still continue scarce and wanted. Fancy Cottons and Woollens have ruled very dull.

SHANGHAI.—The Chamber of Commerce Circular says:—Grey Shirtings: Although the market has not been at all animated, there has been all through a steady demand for the lowest qualities of 7 and 8¼ lbs. both for local and outport consumption, and for Japan. The sales of such goods aggregate a large total, and it is only there comparative scarcity that prevents further extensive business at the same, or perhaps even better prices. In medium and best goods there has been little doing, and old rates can hardly be said to be maintained. Heavy Shirtings are quite neglected, and of nominal value only. White Shirtings have been very little inquired for. Where business has resulted it has been at lower prices, the more marked reduction being in the finer counts. T-Cloths of all descriptions may be quoted lower. Transactions have been only moderate, and confined to common qualities. Mexicans are quite out of demand. American Drills and Sheetings are saleable at a reduction. Jeans are out of stock. English Drills may be quoted a little lower, but sales have been made freely, and demand continues. In Jeans sales have been made at lower prices, but inquiry has been extremely limited. English Sheetings have been quite neglected, and are lower in value. Dutch Drills are saleable at a decline, but stocks are increasing. Fancy Cottons show little change.—Assorted Chintzes are scarce and the turn higher. Velvets on the contrary are only saleable at lower prices. Woollens.—Spanish Stripes have been sold both privately and at auction at old prices to a slight advance, and continue in fair demand. Medium Cloth of common quality is wanted, but the better descriptions are extremely dull. Camlets and Long Ells have been offered freely at auction, but competition has barely sufficed to maintain old rates. Common Lastings are in moderate demand, but the better qualities are not wanted, and are lower. Figured Orleans can be placed at low prices.

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TIENTSIN.—Common Shirtings were readily saleable; in other Cottons there was little doing. C. P. H. Camlets were inquired for.

HONG KONG.—Business had continued dull. Cotton Yarns: Values had undergone no change, and the sales reported are very moderate; the only inquiry of any importance was for Nos. 28 to 32, which were very scarce, and were held for figures above the ideas of dealers. Piece Goods: A fair inquiry existed for 7lb. Grey Shirtings of certain qualities, but 8·4lb. were not in immediate request, and the heavier weights were altogether neglected. White Shirtings continued very dull of sale. 6lb. T-Cloths of best make were scarce and wanted; ordinary 7lb. entirely neglected; but 8lb. of superior quality had been freely bought. English Drills of 14lb. weight had been in request, and had commanded a slight improvement in price. Woollens: But little business had been done in articles under this head, and few changes were reported.

CANTON.—Lead: There had been some small inquiry, and quotations were—L B, $8.25 to 8.30; W B, $8.35 to 8.40. Quicksilver: Prices have advanced to $110 to 112 per picul.

BATAVIA.—There had been no improvement in the state of the market for Cotton Manufactures, if anything the demand had been duller, which may be partly attributed to the occurrence of the Native Fast. Sales had been of an extremely unimportant nature, and prices of nearly all descriptions of goods had further given way.

SINGAPORE.—The market had been quiet, although the inactivity had been less extreme than previously; the market had been benefited by the continuance of some demand for Siam, and also by the commencement of inquiry for the Bugis traders, who had arrived in large numbers, although they had not yet begun to buy freely.

PENANG.—The market had been in a very stagnant condition, and only a small business had been practicable at generally unaltered rates.

EXPORTS.

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TEA.

YOKOHAMA.—Business had been restricted, and towards the close was almost suspended, owing to the general unfavourable tenor of advices received from New York by wire. Native holders were not so far prepared to reduce their demands to meet home rates, and, in consequence, quotations were in a measure nominal. The sailing vessels Ambassador and Cremona were on the berth for New York at £2 per ton of forty cubic feet; the steamer Fleurs Castle, loading at Shanghai for New York, via Suez Canal, had engaged from here, about 660 tons tea freight, at £3 15s.

HANKOW.—Messrss. Evans Pugh, and Co's. report says:—Our last bore date of the 13th September, since when a considerable amount of business has been transacted, the settlements reported having amounted to about 11,500 chests, against 6,000 Chests during the corresponding period last season. Shipments to Shanghai, consisting of the commoner grades, we estimate at 8,500 Chests, against 10,000 Chests in 1874. Prices of the better classes have been fully maintained. Medium kinds may be quoted about a tael a picul higher, the advance being caused chiefly by advices of the rates paid in Shanghai for such. No transactions have been reported in Oonahms, so the quotations we give below for these descriptions must be considered as nominal. Supplies of third crops are rather heavier than those coming to market at the same time last year, but the total Export for the season is not likely to be at all excessive. The Export of Hankow Teas per Customs Returns is now 52,774,192 lbs. against 51,966,600 lbs. in 1874. Quotations are:—For Second and Third Crop Oopacks, Tls. 11.00 to 16.50; ditto Oanfas, Tls. 11.75 to 13.50; ditto Oonahms, Tls. 10.00 to 11.00.

KIUKIANG.—Black: Supplies had been fairly liberal for the time of year. A few chops had been settled on this market, but the bulk of the arrivals had gone forward to Shanghai on native account. Export from the commencement of season to 30th Sept., 1875, 20,851,746 lbs.; do., 1874, 20.058,056 lbs.

SHANGHAI.—Black: A fair demand had existed, and settlements as a rule showed worse value than those previously reported. The market closed firm. Supplies had been moderate even for the time of year, and the stock on offer was reduced to a small compass. Settlements for the fortnight, 12,086 chests; stock, 7,050 chests. Quotations, duty paid:—Hohow, 9½d. to 1s. 7d.; Oonam, 9¾d. to 1s. 0½d.; Ningchow, 1s. 0½d. to 1s. 9d.; Oopack, 10d. to 1s. 2¼d. Green: In the early part of the interval a good demand existed at prices last quoted. Telegrams having been received giving unfavourable valuations of opening settlements, less business was being done, and stocks were accumulating. Pingsueys found little favour with buyers generally, notwithstanding that they were being offered at reduced prices. The following were about the prices paid;—For Country Tea, Tls. 23 to 3 8 per picul; Pingsuey, Tls. 29 to 32; Local-packed, Tls. 21 to 21.5; stock, 93,950 half chests.

FOOCHOW.—Messrs. Westall, Galton and Co.'s weekly letter says:—Buying has continued on a moderate scale, operations in Congou being almost entirely for the London and Continental markets. Congou.—Settlements during the past few days, in the common to good common kinds, show rather better value, but with this exception, prices for all grades remain unaltered. The stock and daily arrivals are now mostly composed of very undesirable Teas, and parcels with any pretensions to quality continue to realise extremely full values. Souchong.—Business has continued to about the same extent, prices having rather a hardening tendency towards the close of the week. Oolong.—A few small strings have been taken for America at former rates. Flowery Pekoe.—No transactions to report. Scented Teas.—Settlements show no change.

CANTON.—Messrs. Deacon and Co.'s Report says:—During the interim a fair amount of transactions in tea had been made, and the advanced rates then advised had been maintained. Congous: Shipments from both this port and Macao have consisted chiefly of contract teas, musters of which have not been generally shown on the market; the few market settlements reported show no change on the business of last English mail. Scented Teas: There has been a continued inquiry for Capers, and purchases, which include many parcels of undesirable tea, have generally been made at fully the advance quoted in our last report. There has latterly been a better selection on offer, but at the close teamen are demanding most exorbitant rates. From the anxiety to buy leaf in the country, and from the reckless prices paid there, it would appear that natives have entered into some considerable contracts. Pekoes have been dealt in to a fair extent, and we quote no alteration, fully previous rates having been paid: "long leaf" kinds still form the bulk of the settlements, "new makes" being very scarce. Canton Greens: No transactions are reported.

SILK.

YOKOHAMA.—Subsequent to the date of last report, and on receipt of more favourable telegrams from Europe, a large business was done at stiffening rates; since then the market had become quieter, and there was more disposition amongst dealers to sell currently. Transactions, which included a few parcels of Filature Silk at $550 to $670 (London cost 20s. 6d. to 24s. 9d., Lyons cost f.57 to f.69), consisted principally of Hanks. The arrivals of Oshius were small, and had been readily taken at previous quotations. Silkworms' Eggs: Total arrivals 300,500 cards, and there had been no transactions. Last year, at same date, the arrivals were 1,450,000, and the settlements 400,000 cards.

SHANGHAI.—Business during the fortnight had been only on a fair scale. The higher prices in many instances asked by holders had driven most English buyers out of the market (especially as the lower costing grades of Tsatlees and Taysaams showed a sad alteration as regards packing and sorting when compared with earlier shipments), and Continental houses, although still buying, were hardly so energetic as when the lower Silks were better. Kiahings were still in great request, and prices in some instances Tls. 30 above the lowest point of the season, and a large business had been done in re-reels for America at rather higher rates. The general market closed very inactive; holders, although possessing a large stock, did not show any uneasiness, although rather eager in their demands for offers at "market rates." We hear of hardly any known chop Silks having been settled. Settlements, Chinas, 4,600 bales. Total settlements since June 1, 1575, 37,800 bales, against 1874-75, 46,000 bales; 1873-74, 32,700 bales. Comparative unsold stock on this market, at date 1875, 15,000 bales; 1874, 11,000 bales; 1873, 6,000 bales.

CANTON.—A fair business had been transacted. Shipments per last French mail steamer were 387 bales, and since then 700 bales are reported to have changed hands. Fine descriptions had hardly been dealt in, and the demand had run steadily on No. 4 and common quality. Prices had ruled as last quoted, and there was no prospect of a decline. About 1,000 bales of fifth-crop Silk had been received from the country, the sixth yield was expected to be somewhat short, as leaves were reported to be scarce.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1d.	4s. 1⅛d.	4s. 1¼d.
Shanghai ,, ...	5s. 6⅛d.	5s. 8d.	5s. 8¼d.
Canton ,, ...	4s. 1⅛d.	4s. 1⅛d.	4s. 1¼d.
Hong Kong ,, ...			
Macao ,, ...			
Singapore ,, ...	4s. 1⅛d. to 4s. 1⅛d.	4s. 2d. to 4s. 2⅛d.	4s. 2¼d.
Manila ,, ...	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0¼d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 304	220½
,, Hong Kong	27⅞ to 27¼ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 73.4.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 16 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, $1260 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 17 per cent. discount.
Hong Kong Fire Insurance Company, $297½ premium.
Union Insurance Society, $500 per share.
China and Japan Marine Insurance Company, Tls. 94 per share.
China Fire Insurance Company, $39 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $202½ per share.
Shanghai Steam Navigation Company, Tls. 62 per share.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7⅛d. at Hong Kong 4s. 1d.

TELEGRAMS FROM THE FAR EAST.

MURDER OF THE BRITISH RESIDENT IN PERAK.

(TIMES' TELEGRAMS.)

CALCUTTA, Nov. 18.—The 3rd Buffs start for Perak to-morrow. The 1st Goorkhas are expected from the Punjab on the 20th, and will follow with artillery shortly. The 21st Fusiliers, from Madras, and four Engineer officers, are also under orders for the Straits.

☞ *For Mail Shipping, Births and Deaths, and Shipping Postscript, see pp. 836-7.*

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 22, 1875.

THE official career of Mr. WADE, who, as reported in our last issue, has just been made a K.C.B., extends over a period of more than twenty years. He first landed in Hong Kong in the year 1842. He was born in the year 1820, and entered the Army as ensign in the 81st Foot in 1838, and served afterwards in China and elsewhere in the 42nd Highlanders and the 98th Foot, from which he retired as lieutenant in 1847. He was appointed Interpreter in the Canton Dialect to the Supreme Court, Hong Kong, in 1846, and in 1847 Assistant Chinese Secretary; in 1852 he was made Vice-Consul at Shanghai, and subsequently was appointed an Inspector of Customs for the Chinese Government. In 1855 we find him appointed Chinese Secretary at Hong Kong, in succession to the well-known Dr. GUTZLAFF, and in the same year sent by the late Sir JOHN BOWRING on a special mission to Cochin China. Owing to his familiarity with the native character and language he was attached to Lord ELGIN'S Mission to China in 1857-59, and in the last-named year he was appointed Chinese Secretary to our Mission at Peking. In this capacity he accompanied Lord ELGIN'S Special Mission to Peking in October, 1860. In 1861 he was nominated a Companion of the Bath, Civil Division; in the following year he became Chinese Secretary and Translator to the British Legation in China, and was Acting Chargé d'Affaires at Peking from June, 1864, to November, 1865, and again from November, 1869, to July, 1871, when he was appointed Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade in China.

BY the telegrams, official and other, which we give elsewhere, with reference to the outrage at Perak, we are glad to find that the fears at first entertained that there might be a general rising prove unfounded, and that the matter is, as we suggested, confined strictly to the district of Perak. It is also a subject of congratulation that some unsatisfactory rumours which had gained currency as to the origin of the quarrel also prove to be groundless. It is to be regretted that a journal of the influence of *The Times* should have suggested so miserable a policy as that which it indicated upon the assumption that the whole difficulty had been caused by "irrepressible commerce." Nothing could be more weak or more unsuited to such a contingency as that which has arisen than to withdraw the Resident and retire from what we have undertaken. So obviously futile and dangerous a policy need not be discussed in writing for people possessing any kind of knowledge of the subject. We have only one duty to perform, and that is to re-establish the Residencies upon a stronger basis, and under better and more favourable conditions than those entered into by the treaty between Sir ANDREW CLARKE and the native Rajahs.

A STATEMENT is made on the authority of a REUTER'S telegram to the effect that the Portuguese Government will take steps to put a stop to the blockade of the port of Macao and the arbitrary action of the Chinese cruisers in those waters. We trust that this may be made an opportunity of strengthening Sir ARTHUR KENNEDY in the action which he is taking in reference to the blockade of Hong Kong by the Customs cruisers. The point is of much importance; as if the Portuguese should be able to withstand the action of the cruisers, and thus afford protection to the native traders which they cannot obtain at Hong Kong, the effect would obviously be to divert a considerable amount of trade from the latter place.

THE HONG KONG BLOCKADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—Referring to the article on the Blockade of Hong Kong, in the 8th November issue of your paper, I beg leave to direct your attention to a point which seems to have escaped your notice, as well as that of others, who have considered the much-discussed question of the advisability of allowing the Government of China to appoint a Consul to represent the Empire within the colony of Hong Kong, viz., that such an official should not necessarily be a Chinaman. In the event of a foreigner holding such an office there would be no reason to apprehend that the appointment would, to quote your own words, "establish an *imperium in imperio* in regard to the native population, and cause them to be subjected to squeezes, and otherwise harassed in a manner detrimental to the interests of the colony." I do not wish to express an opinion upon the important Blockade question, which will no doubt engage the earnest attention of Sir Arthur Kennedy on his return to Hong Kong; but merely to point out a circumstance in connection with the suggestions, respecting the appointment of a Consul for China, which has hitherto been lost sight of.

Should it be deemed prudent to let the Chinese Government be represented in the colony at all, surely it will not be difficult to find a European or American, possessing a sufficient knowledge of the Chinese language, able to form a connecting link between the different interests now at work, and thus be the means of settling the irregularities which threaten to ruin the trade of Hong Kong entirely.—I am, &c.,

D.

London, Nov. 15, 1875.

Literature.

The Language and Literature of China. Two Lectures, by ROBERT K. DOUGLAS, of the British Museum, and Professor of Chinese at King's College, London. London: Trübner and Co.

The above two lectures, which we noticed at the time they were delivered, will form a valuable text-book for scholars, as well as an interesting and concise dissertation upon a very important subject for general readers. In the first lecture, Mr. Douglas reviews the construction of the Chinese characters, giving the well known-instances which tend to the idea that they were originally hieroglyphic; but his examples of the various divisions under which Chinese scholars themselves divide the characters go far to show that probably, from a very early period, the writing partook of both elements, and was in part hieroglyphic and in part phonetic, increasing in the latter direction as the language advanced, and it became necessary to make more accurate definitions. It is probable that the old controversy as to whether the original Chinese writing should properly be considered hieroglyphic or phonetic will never be thoroughly decided; but there can be no doubt that in its fully developed state the written language of China partakes of both elements. In regard to grammar, Mr. Douglas follows Stanislas Julien in holding that, although there are no inflexions in the Chinese language, it nevertheless possesses a grammar which is dependent upon the position of words and their connection in the sentences in which they occur. Mr. Douglas alludes to the benefits which might result from the introduction of an alphabetical system, but states that from a Chinaman's point of view the written character is looked upon as unchangeable. The Lecture upon the Literature of China is one of the most interesting which we have read on the subject. It has the great merit of being concise without being spiritless, and gives a large number of facts within a small space, with just sufficient well-digested thought and opinion to keep up the flow of idea necessary to sustain interest in the reader's mind. We regret that our space does not permit of our going at greater length into this subject, but heartily recommend Mr. Douglas's work to all interested in the Language and Literature of China.

Genesis and Science. By the Rev. MUCHLEISEN ARNOLD, B.D., D.D. London: Longman, Green, and Co.

In the course of the above essay, in which the author (who was formerly Colonial Chaplain at Batavia) attacks many of the materialistic views prevalent in the present day, some valuable remarks are made on the subject of Chinese Antiquities. Observing that it is universally admitted that no ancient nation possesses any *historical* record as old as the Hebrews, the writer goes on to notice that Egyptian, Chinese, and Babylonian records will help us greatly in ascertaining the real antiquity of our race, if we carefully eliminate the purely mythical from the historical legends. The Chinese allow ten *Ki*, or mythical ages, in which gods and demi-gods ruled for two or three millions of

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years; and the Japanese also speak of several millions of years, during which seven heavenly spirits governed the earth prior to the commencement of their national history. The author refers to the record in the Shu-King of the deluge of Yu, as confirmatory of the scriptural account of the Deluge. There are also many other parts of this work which, in addition to its general importance, will be especially valuable to readers in the Far East.

Chinese Sketches. By HERBERT A. GILES, of H.B.M. China Consular Service. London: Trübner and Co.

The above work is written in a pleasing unpretentious style, which contrasts favourably with the highly coloured accounts of China, which from time to time emanate from the press. Mr. Giles gives a truthful picture of the ordinary life, and the general tone of thought of the Chinese, and is temperate and just in the opinions which he expresses. His object, as set forth in the preface to the book, is to dispel the idea generally entertained that the Chinese as a nation are an immoral degraded race—that they are utterly dishonest, cruel, and in every way depraved—that opium, a more terrible scourge than gin, is now working frightful ravages in their midst—and that only the forcible diffusion of Christianity can save the Empire from speedy and overwhelming ruin. His own opinion, formed after an experience of eight years, and with which those who know the Chinese best will agree, is that, with all their faults, the Chinese are a hard-working, sober, and happy people occupying an intermediate place between the wealth and culture, the vice and misery of the West. We observe that with reference to opium smoking, the writer of the sketches under notice is of opinion that though opium is a curse, its effects have been greatly exaggerated; and that where opium kills its hundreds, gin counts its victims by thousands.

The *Geographical Magazine* for November contains a notice of a journey made by Mr. M. Maclai to the Malay Peninsular with the object of ascertaining whether there existed any traces of a Papuan population. The journey was an arduous one, but the results are not final. In the course of his journeyings, Mr. Maclai came into contact with the Orang-Raijet or Orang-Utang people (who are doomed to extinction by the Chinese and Malays constantly penetrating into the interior), and he feels convinced that the above race exhibit traces of admixture with some other race, non-Malay, and probably Papuan. Captain Burton furnishes some important criticisms on Mr. Stanley's recent exploration of Lake Victoria Nianza. Mr. Stanley had impugned the accuracy of Speke's observations, and Captain Burton takes up the cudgels on behalf of his late companion; and, while pointing out that the carefulness of his work (which was already notorious) has been strikingly confirmed by Lieutenant Cameron, also shows how Stanley, through want of experience in observations, has gone wrong. He points out that the perimeter of the lake, which Mr. Stanley has set down as amounting to about 1,000 miles, is on the testimony of his own map only 550 miles or thereabouts. After some humorous remarks on Mr. Stanley's "mangroves growing in sweet water," and his apparent credulity as regards native reports, Captain Burton puts on record his own view of Lake Victoria, which is that, when carefully surveyed, it will probably turn out to contain large and wooded tracts, which in the wet season cause the lands about the Eastern-head of the reservoir of the Nile much to resemble the parts lying near its mouth. Captain Burton, however, does full justice to the actual topographical results obtained by Mr. Stanley in defining the limits of the lake and exploring some of its feeders, as well as to the energy and perseverance displayed by him.

Almost Ashore. Words by THOMAS JENNER, and Music by CHARLES DOUST. London: Robert Cocks and Co.—This song has been composed and published with a view of giving the profits to the training ship *Arethusa*, and is dedicated to the Earl of Shaftesbury. The words form a manly and practical appeal to afford aid to one another in trouble and when "almost ashore"; and they are set to a flowing melody in the key of C major, for baritone or mezzo soprano voice, with an easy accompaniment and *ad libitum* symphony; the whole producing a stirring song likely to become deservedly popular.

Map of India; indicating the Probable Route and Date of Visit of the Prince of Wales. London: Edward Stanford.—This map will be acceptable to all who wish to watch the journey of his Royal Highness. Its great merit is its simplicity. It shows at a glance the route to be taken, the cities and towns to be visited, and the probable dates when the Prince will arrive at them.

NOTE.—In our notice of *Rambles of a Globe Trotter* we omitted to give the names of the publishers, Messrs. Chapman and Hall, Piccadilly.

The collection of M. Bing of Japanese bronzes, pottery, and lacquer-ware, which has been lately on exhibition at Paris, has been purchased by the South Kensington Museum. It consists of a large number of vases, bottles, incense-burners, &c., many decorated with a kind of diaper of the meander pattern in relief.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 4, Lorne (str.), Punjaub; from New York, Sept. 23, New Republic; Oct. 1, Ugo.

At SHANGHAI.—From London, Nov. 10, Braemar Castle (str.); from New York, Chinaman.

At HONG KONG and CANTON.—From Liverpool, Nov. 10, Achilles (str.); from Cardiff, Meteor; from Hamburg, Irene.

At BANGKOK.—From Monte Video, Oct. 7, Bianca Pertica.

At MACASSAR.—From Sunderland, Nov.—Vice Admiral May.

At BATAVIA.—From London, Oct. 8, Lea Foam; from Glasgow, Sept. 29, Bromo (str.); Oct. 6, Barbadian; from Cardiff, Reichtstag; from Greenock, 8, Grenada; from Bordeaux, 5, Dupuy de Lome; from Rotterdam, 2, Groningen (str.); Hœk van Holland, Elizabeth; 12, Ocean; from Amsterdam, 8, Dordrecht II.; 13, Conrad (str.); from Mauritius, 5, San Giovanni; from Port Elizabeth, 12, Maria Becker; from Buenos Ayres, 5, Connaught; from Monte Video, 9, C.O. Whitmore.

At SINGAPORE.—From London, Oct. 4, Belle of Southesk; from Liverpool, 13, Estrella de Chile; 29, Banian, from reenock; 18, Crested Wave; from Cardiff, 12, Laura R. Burnham; 13, Queen of the Age, G. F. Muntz, Hengist; 15, St. Bernhard, 18, Centaur.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York, H. A. Litchfield; for San Francisco, Hants County.

From SHANGHAI.—For London, Sept. 15, Quang-Se (str.); 19, Cybele (str.), Orestes (str.); 26, Flamingo (str.); 29, Olympia. (str.).

From AMOY.—For New York, Nov. 5, Miako.

From HONG KONG and CANTON.—For London, Oct. 3, Ada; for Trieste, 7, Rover of the Seas.

From BANGKOK.—For London, Oct. 3, Josephine; Nov. 3, Lucia.

From BATAVIA.—For Channel, f.o., Sept. 28, Helene; 29, Sea; 30, Louis de Geer; Oct. 5, Saarikoski; 12, Veritas; 14, H. I. Libby; for Marseilles, 13, John Howard (str.); for Holland, 1, Equator; 5, Vrachtzoeker, Cornelia; 6, Zes Gezusters; 7, Kosmopoliet II.; for Copenhagen, 3, Tordenskjold; for New York, 8, Frolic.

From MACASSAR.—None.

From SINGAPORE.—For Channel, f.o., Oct. 13, Adeline; for Marseilles, 21, Chiara.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Cremona.

At HIOGO.—For London, Merse.

At SHANGHAI.—For London, Ascalon, Halloween, Tamerlane; for New York, Challenge, Fire Queen, Wylo.

At HONG KONG and CANTON.—For London, England's Glory, Melbrek, Evelyn Wood; for New York, Thyatira, Midnight, Harwich, Morro Castle.

At BANGKOK.—For London, Attila; for Marseilles, Rollo.

At BATAVIA.—For Holland, Groningen (str.), Kortenaer, Noordzee Canaal, Mindin, Dordrecht II., Oceaan.

At SINGAPORE.—For London, Belle of Southesk, Estrella, De Chile for Liverpool, Adelaide, Hengist; for Marseilles, Nuovo Guiseppno for Hamburg, August Leffler.

At PENANG.—For Queenstown, Alabama.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To London, by steamer, Silk $500 per bale; Tea, $18.00, per ton of 40 cubic feet; New York, sailing vessel, £2 per ton.

From SHANGHAI.—To London, by steamer, £25 to £2 10s. per 40 feet; sailing vessel, £2 10s. per 50 feet; to New York, by steamer, £3 10s.; sailing vessel, £2 to £2 10s. per 40 feet.

From HONG KONG and CANTON.—To London, per steamer, £2 7s. 6d.; £2 15s. per ton of 40 cubic feet; sailing vessel, £2 10s. per 50 cubic feet; to New York, £2 5s. to £2 10s. per 40 cubic feet.

From BATAVIA.—To Channel; £3 3s.; to Continent £3 5s. 6d.

From SINGAPORE.—To London, by steamer, dead weight, £2 12s. 6d. to £2 15s.; pepper, £3 10s.; measurement goods, £3 10s.; Hides, £4, sailing vessel, dead weight, £2 5s. to £2 7s. 6d.; light freight, £2 17s. 6d.; to New York, £2 5s. deadweight, £3 to £3 7s. 6d. light freight.

From PENANG.—To London, by steamer, tin, £1 10s.; Tapioca Flour, £3 10s.; to New York, Tin £1 10s.; measurement goods, £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Sept. 24	Donna Maria	Cheribon	England
Oct. 1	Luzon	Sunderland	Anjer, f.o.
„ —	Lepanto	Newcastle	Batavia
„ —	Duchess	Do.	Do.
„ 3	Sea	Batavia	Channel, f.o.
„ 4	Sooloo	Boston	Manila
„ 5	Belle Justine	Marseilles	Saigon
„ 6	Sea Star	Singapore	London
„ —	C. O. Whitmore	Montevideo	Do.
„ —	Herrmanns	Shanghai	New York
„ —	Franz Uthemann	Rio de Janeiro	Anjer, f.o.
„ —	Confluentia	Capetown	Do.
„ 8	Caribou	New York	Do.
„ —	Kosmopoliett II.	Batavia	Rotterdam
„ 11	Marianne	Saigon	Do.
Nov. 2	Lothair	Yokohama	New York

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SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 18, at Falmouth, from Rangoon, Conte Geze Scapary; at Liverpool, King Cerdic; 19, at London, from Foochow, Legislator (str.); from Yokohama, Erl King (str.); at Falmouth, from Akyab, Lesseps; at London, from Singapore, Tynedale; at Leith, from Akbab, Vittoria Chnestro; at Queenstown, from Manila, Admiral Tegetthoff; 20, at London, from Shanghai, Orestes (str.), Blackadder; 21, at Liverpool, from Manila, Papa; from Singapore, Bertie; at London, from Shanghai, Flamingo (str.); at Falmouth, from Manila, Dorothea.

DEPARTURES.—Nov. 17, from Southampton, for Batavia, Friesland (str.); from Sunderland, for Singapore, W. W. Smith; 15, from Marseilles, for Reunion, Aline; 18, from Liverpool, for Rangoon, Prince Patrick; from Sunderland, to Singapore, Mary; 17, from Antwerp, for Rangoon, Admiral; 16, from Hamburg, for Singapore, G. H. Wappaus; 17, from Marseilles, for Reunion, Anita; 21, from London, for Hong Kong, Belted Will; for Yokohama, Banda.

SPOKEN.—Wyk-Ann-Zee, from Amsterdam, for Sourabaya, Nov. 8, 49 N., 6 W.; Mogul, from Singapore, for London, Sept. 29, 34.12 S., 17.29 E.; Amstel, from Batavia, for Amsterdam, Oct. 2, 28.18 S., 9.31 E.; George Croshaw, from London, for Singapore, Oct. 4, 20 S., 27 W.; Asterion, from Cardiff, for Singapore, Oct. 15, 6 N., 24 W.; Haidee, from London, for Colombo, Oct. 18, 6 N., 28 W.

CASUALTIES.—Plymouth, Nov. 21.—The Martin Von Rossen (Dutch barque), from Rotterdam, for Batavia, has put in here leaky.

MISCELLANEOUS.—Suez, Nov. 19, from Foochow, Flintshire, from Shanghai, Teviot, both for London; Galle, Nov. 21, passed, Glenearn (str.); Suez, arrived Nov. 21, Sarpedon, from Liverpool, for Shanghai.

THE MAILS.

PRESENT INWARD P. AND O. MAIL.—BRINDISI, NOV. 18.—The P. and O. Company's steamer Baroda arrived here at 8 P.M., and the mail left at 9.40 P.M. for London.

HEAVY PORTION OF PRESENT INWARD P. AND O. MAIL.—PORT SAID, Nov. 15.—The P. and O. steamer Australia left here at midnight for Southampton, where she may be expected to arrive about the 28th inst.

NEXT INWARD MAIL.—SUEZ, NOV. 16.—The Messageries Maritimes steamer Djemnah, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles. She may be expected at the latter port on the 23rd inst.

INWARD MAIL, DUE DEC. 13.—GALLE, NOV. 18.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF NOV. 12.—SUEZ, NOV. 19.—The P. and O. Company's steamers Mongolia and Assam left here to-day for Bombay and Calcutta respectively.

OUTWARD MAIL OF OCT. 22.—GALLE, NOV. 16.—The Messageries Maritimes steamer Sindh, from Marseilles, Oct. 24, left here to-day for Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAIN—On the 2nd Oct., at Hong Kong, the wife of George Murray Bain, of a daughter.
CUNNINGHAM—On the 25th Sept., at Kobe, the wife of J. K. Cunningham, of a son.
KNOOP—On the 20th Sept., at Shanghai, the wife of H. A. Knoop, of a son.
KORTHALS—On the 4th Oct., at Yokohama, the wife of W. C. Korthals, of a son.
LAND—On the 27th Sept., at Ningpo, the wife of J. M. Land, of a daughter.
LAW—On the 28th Sept., at Shanghai, the wife of Alexander Law, chief engineer s.s. *Glengyle*, of a son.
LUCAS—On the 28th Sept., at Hiogo, Mrs. Henry Lucas, of a son.
PICHON—On the 6th Oct., at Shanghai, the wife of Dr. L. Pichon, of a son.
PURVIS—On the 12th Nov., at Rogir, Singapore, the wife of John W. Purvis, of a daughter.
SOUZA—On the 11th Oct., at Hong Kong, the wife of A. J. da Silva e Souza, of a daughter.
STRACHAN—On the 5th Oct., at Yokohama, the wife of W. M. Strachan, of a daughter.

MARRIAGES.

DRISCOLL—MERREDEW.—On the 2nd Oct., at St. John's Cathedral, Hong Kong, by the Rev. Heyward Kidd, Thomas Nathaniel Driscoll, of Waterford, Ireland, to Mary Ann Merredew, of Croydon.
MATTHEW—THOMSON.—On the 15th Nov., at Christ Church, St. Pancras, Rev. Walter E. Matthew, H.M.'s Chaplain, Kandy, Ceylon, to Ada M., daughter of the late Mr. William Thomson, C.E., St. Helen's, Lancashire.
OSWALD—RUSSELL.—On the 17th Nov., at St. Margaret's, Lee, by the Rev. John Digby Russell, brother of the bride, Thomas Ridley Oswald, Esq., to Wilhelmina Catherine, youngest daughter of the late Christopher Russell, M.D., of Enniskerry, Co. Wicklow, Ireland.
WILLANS—SHEWARD.—On the 15th Nov., at St. Matthew's, Paddington, by the Venerable Archdeacon Hunter, William Blundell Willans, eldest son of the Hon. W. W. Willans, of Singapore, to Jane Florine, only child of George Sheward, of Leinster-square, London.

DEATHS.

BELDER—On the 19th Sept., at Macassar, suddenly, Carl Belder, late of Singapore.
CALDWELL—On the 2nd Oct., at Hong Kong, Daniel Richard Francis Caldwell, aged 59 years.
FINLAYSON—On the 19th Sept., at Yokohama, Robert Finlayson, engineer, P. and O. Company, son of the late Mr. John Finlayson, Kincardine-on-Forth.
MALTBY—On the 23rd Sept., at Nagasaki, Samuel Maltby, aged 45 years, formerly of Hanwell.
NOYES—On the 15th Nov., in London, Philip Algernon Noyes, C.E., Government Engineer, Ceylon Railway, aged 32.
STEPHENSON—On the 13th Nov., at Holcombe, Georgina Mary, the beloved wife of Thomas Stanley Stephenson, of Manchester. Friends will kindly accept this intimation.
XAVIER—On the 4th Oct., at the General Hospital, Shanghai, M. F. Xavier, aged 38.

Naval and Military.

We are requested to state that the paragraph which we quoted from a military contemporary, respecting the recall of the late Assistant Controller at Hong Kong, was founded on a misconception, and that officer's withdrawal was solely due to the change resulting from the reorganisation of the Control Department, which is about to take place.

The troopship Juno, Captain Poland, will leave Portsmouth for Hong Kong in a few days, with supernumeraries for ships on the station. She will proceed *via* Suez Canal, calling at Singapore.

Major J. P. H. Crowe, of the first battalion of the 10th Regiment (Singapore), V.C., has been promoted to the rank of Lieutenant-Colonel, vice P. B. Lucas, retired on full pay.

Lieutenant H. J. Johnson, of the 80th Regiment (Hong Kong), has been appointed Instructor of Musketry.

The correspondent of a contemporary writes:—I am extremely sorry to hear from China that a Commander who stands tolerably high on his list, though comparatively young, having been promoted by the now obsolete "haul-down" system, has so far overstepped the mark as to administer corporal punishment to one of his men. It was, I admit, a gross case of insubordination, but it certainly did not call for such a punishment. The Commander in question, being at the time on detached service, took it upon himself to call the offence "mutiny," and so thought himself empowered to go to extremes. It is his first, and we may rest assured it will be his last, attempt at straining the regulations to suit his ideas, for the Commander-in-Chief has not forgotten to let his views be fully known both to the Commander and to the Admiralty; and if their Lordships do not give this injudicious officer a caution I shall be much surprised.

THE CHINESE MISSION TO ENGLAND.

The Hong Kong correspondent of the *Cologne Gazette* observes, referring to the appointment by the Chinese Government of an envoy in London, that the Chinese doubtless expect that this mission will be as successful as was that of Chung-How to Paris after the Tientsin massacre. But Napoleon was at that time absorbed in the war with Germany, and the French Republic was satisfied with a ransom and the execution of some coolies bought for the occasion. "The position of the English representative," says the correspondent, "is entirely different, especially under the present Ministry. The mission may go to England if the Government wishes it; but the negotiations will remain in Mr. Wade's hands as before. There are still some important differences of opinion to be settled between the negotiators. The very first point—'the punishment of the guilty'—is beset with difficulties. Mr. Wade includes in the term 'guilty' all who were concerned, whether directly or indirectly, in Mr. Margary's murder. Now, if it be true that the order to cause the English mission to miscarry on the frontier of Yunnan came from the Government at Peking, then Li and Prince Kung are among the 'guilty.' If, on the other hand, the Governor of Yunnan acted on his own responsibility, he would be among the first to be punished, and after him would come the General Lee-see-tai. . . . The Chinese Government holds that only those who were directly concerned in the murder should be punished—namely, the two or three soldiers who pulled Mr. Margary off his horse and then killed him. On the other points, it will be easier to come to an understanding, though, according to Chinese reports, Mr. Wade asks as compensation for Mr. Margary's relatives 150 myriads of silver (£450,000), while the French got for their nuns only about $7,000 each. The Chinese Government at that time bought thirteen poor coolies for execution at less than $200 a head, and paid the money to their relations. A case came under my personal notice in the province of Canton the other day, where a poor man sold his son to take the place of a robber sentenced to death for $80. The average price of a head, which in such cases is called by the Chinese a 'melon,' is $100." The correspondent adds that the Chinese greatly fear the appearance of a British fleet at the mouth of the Peiho. They have neither ships of war, guns, nor money to make an effectual resistance; and they are threatened on the other side by Russia, who, repeating her policy with regard to the Treaty of Paris during the Franco-German war, has taken the opportunity to make some extensive demands on account of the plundering of a caravan in the year 1872.

THE Bishops of the American Protestant Episcopal Church have collated the Rev. Dr. S. I. J. Schereschewsky, a Polish Jew by birth, who became a Christian, a priest of the Church, and then a missionary some fifteen years ago, and was sent out to China under Bishop Boone, to the vacant post of Bishop of Shanghai. We believe that Dr. Schereschewsky declines to accept this post.

The thirty-fifth annual general meeting of the proprietors of the P. and O. Company will be held at the company's offices, Leadenhall-street, on the 7th proximo, for the purpose of receiving the report of the directors for the year ending the 30th September, 1875, and of declaring a dividend; also for the election of two directors, in the room of Mr. Thomas Stock Cowie and Mr. John Ralph Engledue, two of the present directors, who go out of office by rotation; likewise for the election of two auditors, in the room of Mr. Godfrey and Mr. Deacon, who go out of office; the directors and auditors so going out of office are re-eligible, in conformity with the provisions of the deed of settlement of the company, and they offer themselves for re-election. The dividend will be 2½ per cent., with a payment of 1 per cent. from the proprietors' underwriting account, making (no interim dividend having been declared in June) a total payment of 3½ per cent. for the year.

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Monetary and Commercial.

Tenders for £700,000 in bills on India were received at the Bank of England on the 17th inst. The amounts allotted were :—To Calcutta, £385,500 ; to Bombay, £293,300 ; and to Madras, £21,200. Tenders on all the Presidences at 1s. 9½d. will receive about 5 per cent., above in full. These figures show a great falling off in the demand for remittances to the East.

The report of the Trust and Loan Company of Canada for the six months ending the 30th September last state that the balance at credit of revenue amounted to £23,245, and a dividend is recommended at the rate of 8 per cent. per annum, with a bonus of 1 per cent. The sum of £7,727 is carried to the reserve fund, and £1,767 to the next account.

The directors of the English Bank of Rio de Janeiro (Limited) have declared a dividend on account of 4 per cent., free of income-tax, on £500,000, the paid-up capital of the Bank.

The directors of the Borelli Tea Company (Limited) have declared an interim dividend of 7 per cent. on the season's operations.

The directors of John Brown and Co. (Limited) have resolved to declare an interim dividend at the rate of 7½ per cent. per annum.

A petition has been forwarded to Sir Stafford Northcote, praying for a remission of the Marine Policy Duty, signed by the principal merchants, members of Lloyd's, and leading marine insurance companies. The duty is 3d. on every £100 or part of £100, and the Government calculate that they derive £125,000 from it. At present underwriters prefer to insure abroad. They suggest that a penny stamp should be affixed to each policy ; and the increase of business would probably compensate the Government for the loss of revenue.

It is notified that the interest and responsibility of Mr. James Bulloch and Mr. William Cunningham Fairley, in the firm of Bulloch Brothers and Co., at Rangoon, Akyab, Bassein, Chittagong, and Moulmein, ceased on the 15th August, and in the firm of J. and G. Bulloch and Co., London, on the 31st ult. The business will be carried on under the same styles as heretofore by the other partners, Messrs. George Bulloch, James Henderson, and John Halliday, London; James Dickie, Glasgow ; and James Matthew Leishman, James Halliday, John Ferrie, William Allan Carswell Hardie, William Charles Grieve, and William Hutton Griffin, in the East.

A circular has been issued by Hooper's Telegraph Works (Limited), announcing the issue of the first portion of the £80,000 Six per Cent. Debentures authorised at the last meeting ; these debentures to rank after the £100,000 to be given to Mr. Hooper.

The total quantity of tea delivered from the bonded warehouses in London during the week ending the 13th instant was 3,336,914 lb., of which 2,142,493 lb. was for home consumption, 751,894 lb. was removed coastwise, 307,854 lb. was exported, 130,898 lb. was sent coastwise for exportation, and 3,775 lb. was for ships' stores. The duty received amounted to £53,562, which, compared with that of the previous week, shows a decline of about 2¾ per cent.

Bar Silver has been very quiet during the past few days, the Indian demand has ceased, and other orders have been almost completed ; the consequence has been that the price which last week was 56 15-16d. per oz. has declined to 56⅝d. per oz. Mexican Dollars have also decreased in value, but the amount now on the market, £70,000 in value, has not yet been placed.

The amount of bullion per P. and O. steamer *Malwa*, from Southampton, on the 18th inst., was : — In gold, to Galle, £1,367 10s.

ARTICLES OF IMPORT.

TEA.

Depression has been the prevailing feature in the market during the past week, and it would seem dealers have gained their point, as importers, to make sales, have again been obliged to give way. As regards the home trade, consumption goes on apace, and all interested have done brilliantly, so far, this season; the difficulty now experienced is the inferiority of teas offering as compared with those ruling at similar prices during the first three months of the current season. The advices from China still insist in stating a shorter total than last season ; meanwhile, however, the export creeps up, and the short shipments to America of Oolong and Green will doubtless come here, for low as these classes rule in the market they are even worse in New York; bad Japan leaf (largely on the increase), still continues to take the lead both in the United States and Canada. Indian Tea is being produced largely in excess of any former year, the imports for the ten months to 31st Oct. being 19,450,000 lbs., consumption 18,930,000 lbs.

Messrs. Goddard and Co.'s Circular says :—The market continues very dull, with a large amount offering out of recent arrivals. At auction prices show a fall. The demand has continued for siftings and broken-leaf Kaisow kinds, although prices are a little less strong ; good quality has ruled up to 10d., and even higher, whilst preferable common Congou is neglected at 10½d. to 11d. ; and common black-leaf kinds also remain very unsaleable. All the higher classes are difficult to place, except at a reduction. Scented Teas of all descriptions are dull of sale, and mostly cheaper. Green Teas are still offered at auction, and are lower. A chop of fine Moyune, of last season : Gunpowder, No. 1, sold at 1s. 10d. ; Young Hyson, No. 1, at 1s. 4d., and No. 2, 10d. Indian sorts have been offered freely ; medium qualities little easier, but finest maintain their value. In public sale 11,958 packages, without reserve, were disposed of during the week. Black-leaf Congou sold from 9⅝d. to 10⅝d., including some second-hand parcels, which showed a fall of about 1½d. per lb. on February sales. Red-leaf Congou obtained 11½d. up to 1s. 7¼d. ; Foochow Caper sold at 1s. 2¼d. to 1s. 2¾d. Deliveries from London, from 1st to 15th inst., inclusive, or thirteen days, 1875, 7,353,418 lbs., against thirteen days, 1874, 7,318,756 lbs. Imports, deliveries, and stocks in London, from Jan. 1 to Nov. 1 :—

	1874.	1875.
Imports...	123,363,249 ...	150,995,281
Deliveries	143,207.208 ...	150,375,690
Stocks	69,480,266 ...	79,053,114

Messrs. Arthur Capel and Co.'s Report says :—

We have had a very quiet market during the past week. The export demand is very limited, whilst the floods in the country have interfered with the home trade. Business has been on a limited scale, and where sales have been pressed prices have ruled in favour of buyers. Scented Teas.—Canton Capers : The commoner kinds have sold rather easier, but good to fine remain firm at full prices. Orange Pekoes : The long-leaf kinds have sold 1d. per lb. lower. Foochow Capers, from 1s. 2d. to 1s. 3d., show 1d. per lb. reduction. Orange Pekoes have sold at the decline quoted last week. Green Teas.—Prices have again given way, the quantity offering being in excess of the requirements of the trade. Common to fair Young Hysons and nearly all grades of Pingsuey Teas must be quoted lower. Fine Gunpowders show no change.

The following is from Messrs. W. J. and H. Thompson's Tea Circular :—

There is little change to notice in the market during the week, although for the last two days there has been rather a better inquiry The late arrivals consist mostly of common grades, and importers are willing to meet the market at the late reduction in prices, but continue firm holders of all good and useful qualities. Foochow Congous.—Siftings and broken leaf are still in demand at 8½d. to 10d.; common to good common, 10d. to 11d., and fair, 11½d. to 1s. 2d., are dull at quotations. Medium to good are more firmly held at 1s. 5d. to 1s. 8d., but transactions have been on a limited scale. Black Leaf Congous : Common to good common continue to be pressed at auction at 10d. to 11d., and these sell at irregular prices; fair to medium and good to fine are dull at late quotations. Tayshans : Common to fair are saleable at 10d. to 1s. per lb. Souchongs : Medium are in demand at 1s. 4d. to 1s. 6d. per lb. Scented Teas : Common Canton Capers, 9½d.; fair, 1s.; medium, 1s. 3d. to 1s. 5d., but the sales are limited. Orange Pekoes, common, 10½d.; fair, 1s. to 1s. 2d.; Foochow kinds sell with difficulty ; medium to good, 1s. 3d. to 1s. 7d. per lb. Green Teas : Large quantities continue to be brought to auction on arrival, and the prices realised are most irregular, but lower for Ping Sueys and old imports.

SILK.

The market has been very dull during the week ; transactions have been on the most limited scale ; prices, however, of China Silk remain very firm, importers not giving way in the slightest degree. Japans and Cantons share in the general quiet. Deliveries during the month are, however, fairly satisfactory, being from 1st to 18th inst. :—China 1,593, Canton 389, Japan 320, Bengal 118 bales ; total, 2,420 bales.

COFFEE.—During the week the supply at auction, although larger than for some time past, has been moderate; and with a slow demand the sales have gone off flatly at a reduction in value of Plantation Ceylon of fully 3s. from last mail's rates. Yesterday a small supply, consisting largely of triage, &c., went off with more spirit, and firmer rates were secured. Closing prices are, triage and ordinary 80s. to 95s., pale 96s., grey to coloury small 96s. to 101s., low middling 100s. to 102s., middling 102s. 6d. to 104s., good middling to bold 104s. 6d. to 108s. 6d., pea-berry 112s. to 118s. 6d. per cwt. No sales of Native Ceylon or of other East India have been made.

COIR GOODS.—Small quantities of Yarn at the public sales yesterday met little demand, and except for fine qualities which brought full rates, prices were occasionally cheaper. Ceylon Yarn sold in bales good at £38 15s., chiefly fine make and colour from £43 5s. to £48 10s., superior at £50, in dholls very common to common at £23 to £26, good common to medium at £27 to £32, good medium to good at £32 15s. to £38 15s.

CHINA STRAW PLAIT.—At auction 297 bales were brought forward, and about 160 bales were disposed of at previous rates for mottled, but rather cheaper for white, the bulk consisting of the latter, ordinary coarse kinds at £8 10s. to £9 15s., middling to good £10 12s. 6d. to £16, a few lots fine £19 15s. to £21 5s., the remainder mottled at £6 15s. for common, and £7 5s. to £10 12s. 6d. per bale for middling to good fair.

COCOANUT OIL has not been in much demand; Ceylon quoted £38 15s. to £39. Cochin £41 10s. to £42 per ton.

CAMPHOR.—Small sales of China have been effected at 69s. per cwt.

COTTON.—There has been an improved demand, more especially for American, which is 1-16d. dearer. East India has been firmer without a decided recovery. Quotations, on the spot :—Tinnivelly 5d. to 5⅝d., Western Madras 5d., Northern ditto 5¼d., Bengal 4¾d., Scinde 5d.

COLOMBO ROOT.—In auction 15 bales dull to fair bright quality were sold at 27s. 6d.

GAMBIER is again easier, small sales of whole bales having been made at 26s. 10½d. down to 26s. 9d. per cwt.

GALLS.—At auction 115 cases China were bought in at the reduced rate of 62s. 6d.

HEMP.—There has been more inquiry for Manila, and sales to the extent of about 1,200 bales have been effected, mixed to good fair from £28 to £30 10s.

HIDES.—At the periodical public sales the moderate supply of East

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India in the hair, which consisted largely of Dacca sorts, met with fair competition. Singapore, &c., Ox and Cow were well competed for, and realised slightly advanced rates. Of Buffalo, Singapore, &c., and Batavia were only partly sold, without change in value.

JAPAN WAX.—One case good slabs has been sold at 49s. 6d. per cwt.

PEPPER.—*Black:* Very little business has been done by private contract this week; and at auction most of the parcels brought forward were taken in. Of 2,071 bags Penang a few lots West Coast sold at 4⅞d., being a decline of ⅛d.; for the remainder of the parcel 4¼d. bid and refused. 252 bags Trang were partly taken in at 5¼d. for good. Some lots very low grey sold at 4½d. per lb.; 769 bags Singapore withdrawn. *White:* Transactions privately have been upon a limited scale at former rates. At auction 674 bags Singapore and 467 bags Penang were withdrawn, reduced offers only being made.

RICE.—Transactions have been upon an unusually small scale. A cargo of 760 tons Moulmein, off the coast, has sold at 8s. 1½d. for the Continent; two cargoes Rangoon of the new crop sold at 8s. 3d., March and April shipment.

RATTANS.—At public sale 19,171 bundles (38 tons) chiefly sold, Penang at £32 to £34, the bulk damaged Singapore, &c., from £11 12s. 6d. to £20 5s. per ton.

SAGO.—1,827 bags part sold at rather easier rates for small grain; low to good, 16s. to 17s.; a few lots bold at 16s. 6d. per cwt. *Flour:* At public sale 399 bags Borneo sold at 13s. to 13s. 3d. per cwt.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 6	Abana	Mathias	Yokohama	Callao
Nov10	County of Sutherland.	Auld	Batavia	Rotterdam
10	Buenaventura (s.)	Yspizua	Manila	Liverpool
10	Gutenburg	Breckwoldt	Rangoon	Hamburg
10	Letty Gales	Hedgecock	Colombo	London
10	Argus	Bachelot	Reunion	St. Nazaire
12	Jorgen Bruhn	Bruhn	Akyab	Liverpool
12	Affezione Seconda	Lauteri	Do.	Do.
12	Anotonio Ferraro	Crovetto	Rangoon	Queenstown
13	Goodell	Crockett	Sourabaya	Hamburg
13	Voorwaarts (s.)	Van Roggen	Batavia	Nieuwe Diep
13	Kendrik Fish	Watts	Manila	New York
15	Charity	—	Do.	Belle Isle
15	Rowena	Bolton	Rangoon	Liverpool
15	Diomed (s.)	Jackson	Shanghai	London
15	Denbighshire	Williams	Hong Kong	Do.
15	Banquereau	Hogg	Ilo Ilo	Do.
16	C.P.D.	Griffiths	Rangoon	Do.
16	Forward Ho	Wade	Foochow	Do.
16	Fratelii Tixi	Deandriss	Rangoon	Do.
17	Samarang	Davidson	Maulmain	Falmouth
17	Mic Mac	Wilson	Rangoon	Do.
17	Sapphire	Berry	Bassein	Liverpool
18	Star of Peace	Laird	Singapore	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 9	Christina A. P.	Capra	Hong Kong	Callao
Nov. 6	Doris Brondersen	Nielsen	Rangoon	Flensburg
7	Altona (s.)	Hore	Shanghai	Hamburg
9	County of Forfar	—	Batavia	Glasgow
9	Gezusters	De Boer	Padang	Amsterdam
10	Childers	—	Rangoon	Liverpool
11	G. F. Haendel	Sanders	Do.	Cardiff
11	Bay of Naples	Cottar	Do.	Aberdeen
11	Alpi	Sapelli	Do.	London
11	Caldew	Petersen	Singapore	Sunderland
11	Charmer	Guthrie	Do.	Do.
11	Windsor	Reaume	Galle	Liverpool
12	La Sofia	Valle	Rangoon	London
12	J.M.R.A.	—	Yokohama	Cardiff
12	Trino	Sastoy	Do.	Do.
13	Atholl (s.)	Thomson	Colombo	London
13	Elizabeth Maria	Opstelten	Padang	Penarth
13	Penedo (s.)	Cain	China	Antwerp
15	Glengyle (s.)	Kayle	Shanghai	London
15	Mary Nelson	Thompson	Colombo	Cardiff
15	Jane Sprott	Germin	Manila	Hull
15	Devon	—	Penang	Shields
16	Canton	Crnnty	Hong Kong	Cardiff
16	Lima	Elbrock	Singapore	Do.
16	Foreningen	Salmen	Rangoon	Do.
17	Priam (s.)	Scale	Shanghai	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Benledi. For Singapore, Hong Kong, and Shanghai: Lord of the Isles, Crocus.

SAILING VESSELS.—For Yokohama and Hiogo: Banda, Tamesa, Ziba. For Shanghai: M. A. Dixon. For Hong Kong: Belted Will, Nestor, Evelyn. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Sir Robert Sale. For Penang: Glenisla. For Colombo: Strathmore.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Ulysses (str.), Menelaus (str.), Stentor (str.). For Batavia: La Gaul. For Padang: J. F. Kranz, John N. Gamewell. For Singapore: Gem. For Penang: Invincible.

At GLASGOW.—For Shanghai: Duart Bay, Stad Amsterdam (str.) For Batavia: Gouverneur General Loudon. For Singapore: Mutlah. For Colombo: Ysuisquiza.

SPOKEN.

DUKE OF EDINBURGH, New York to Japan, Oct. 1, 11 N., 27.20 W.
MALLENY, Cardiff to Hong Kong, Oct. 16, 6 N., 24 W.
SYLPHIDE, Cardiff to Singapore, Sept. 1, 12 S., 35 W.
INDIAN EMPIRE, Cardiff to Galle, Oct. 18, 4 N., 23 W.
LIVERPOOL, Liverpool to Galle, Oct. 11, 7 N., 82 E.

FREIGHTS AND CHARTERS.

The rates of freight for steamers on the berth have advanced; sailing vessels remain as last quoted.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 50s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 50s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 30s. To Manila: 24s. To Singapore: 21s. To Colombo: 21s. To Galle: 18s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s

CASUALTIES.

DEAL, NOV. 11.—The Jonge Jan, from Rotterdam, for Batavia, and the Marjory, of Arbroath, have been in collision in the Downs; both vessels sustained damage.

PLYMOUTH, NOV. 12.—The Cheops (str.), Dryden, from London for Shanghai, has put back with loss of bulwarks, stanchions, bridge smashed, and four boats damaged, having experienced heavy weather.

CARDIFF, NOV. 12.—The Alma, from this port for Hong Kong, has put back with loss of anchor, and other damage.

AMSTERDAM, NOV. 11.—The Kennemerland, De Jong, arrived at Nieuwe Diep, from Batavia, reports having experienced very heavy weather off the Cape of Good Hope, during which she sustained some damage about the bow, and lost several sheets of copper. Very heavy weather was also encountered on the 6th and 7th Nov., and on the latter day the vessel, while in charge of a pilot, struck the ground near Kamperduin three times, so heavily that the deck seams, &c., were started. The vessel also shipped heavy seas. On sounding the pumps she was found to be making little or no water.

ST. THOMAS, NOV. 10.—The J. A. Brown, from Batavia, for Boston, U.S., has put in here with loss of jibboom, jib, and flying sails.

MISCELLANEOUS.

GIBRALTAR.—Nov. 11, the Glenartney (str.), arrived here yesterday from Amoy, and proceeded to-day for New York.

The Isabella Ridley, from Java, for Marseilles, left here on the 3rd inst.

MALTA.—Nov. 9, sailed, Orestes (str.), from Shanghai, for New York; 11, arrived Burmese (str.), from London, and proceeded for China and Japan.

PORT SAID.—Arrived, Nov. 13, Ducalion, from Liverpool, for Shanghai; 15, Batrak, for Singapore; Sea Gull, from London, for Colombo; Prins Hendrik, from Nieuwe Diep, for Batavia.

SUEZ.—Nov. 11, arrived, John Howard, from Batavia, for Rotterdam; 13, Prins van Orange, from Batavia, for Nieuwe Diep; 15, Emiliano, from Manila, for Liverpool; 17, Quang-Se, from Shanghai, for London.

BARBADOES.—Oct. 24, the Frederick Keating, from Cardiff for Manila, has arrived here from lat. 7.40 N., lon. 20.30 W., with the crew in a state of mutiny.

ADEN.—Nov. 12, arrived, Tevoit (str.), from Shanghai, for London.

LAUNCHES.

On the 15th inst. Messrs. John Elder and Co. launched from their yard at Fairfield a magnificent iron screw-steamer of 2,800 tons gross, and of the following dimensions:—Length between perpendiculars, 376 feet; breadth, moulded, 37½ feet; depth, moulded, 29 feet. This is the second vessel designed and constructed for the new mail line of steamers between San Francisco, New Zealand, and Australia, by Messrs. John Elder and Co. The engines will be 500-horse power nominal. When finished, the vessel will be fitted up in a very elegant manner, having accommodation for 170 first-class, 30 second, and 100 third-class passengers. On leaving the ways she was named Australia by Mrs. Hepkins, and is a sister ship to the Zealandia, launched on the 18th ult.

On the 17th inst. Messrs. John Elder and Co launched from their shipbuilding and engineering works, Fairfield, a handsomely-modelled screw-steamer of 1,100 tons gross and 175 h.p. nominal, and of the following dimensions:—Length between perpendiculars, 220 feet; breadth for tonnage, 30 feet; depth, moulded, 23 feet 3 inches. This vessel has been constructed to the order of Messrs. Matheson and Co., London, for their China coasting trade, and has been built to Lloyd's special requirements, under the superintendence of Captain Crockett. She is fitted with steam windlass, steam winches, &c., and has large accommodation for Chinese passengers. Her engines, which are to be supplied by the same firm, will be upon their compound principle, having two inverted cylinders, direct-acting, with all the latest improvements. The ceremony of naming her the "Sin Nanzing" was performed by Miss Harvie.

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THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.
Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar-proof Vaults, at rents from £2 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

The loss of many kinds of securities is irreparable, the loser having no recourse against the Government or other party issuing them. A constant watch is kept both inside and outside the building. There is a room especially adapted and reserved for ladies. The premises can be inspected, and further particulars obtained on application. HENRY WEST, Manager.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office
Office hours, 10 to 4; Saturdays, 10 to 2.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on that occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

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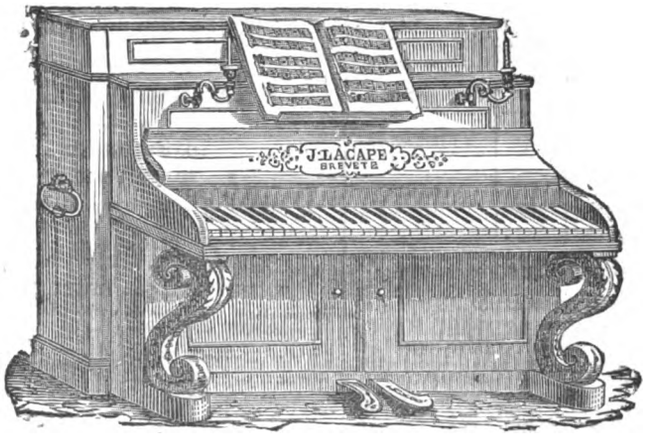

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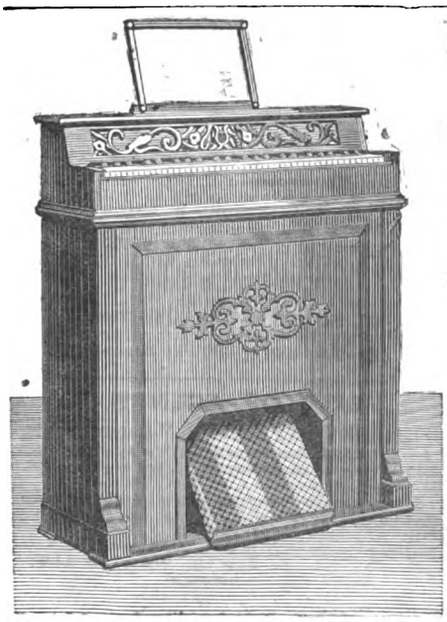

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THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 639.] LONDON, MONDAY, NOV. 29, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns. The Agency at Hong Kong has been transferred to Messrs. Lane, Crawford, and Co.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 26.
JAPAN—Yokohama	Aug. 20	Oct. 3	Oct. 12
Yedo			
Osaka and Hiogo	—	—	„ 8
Hakodadi			
Nagasaki	—	—	„ 12
CHINA—Peking	—	—	„ 4
Tien-tsin	—	—	„ 9
Chefoo	—	—	„ 10
New-chwang	—	—	„ 5
Hankow	„ 6	Sept. 23	„ 10
Kiu-kiang	—	—	„ 9
Chin-kiang	—	—	„ 1
Shanghai	„ 27	Oct. 9	„ 15
Ningpo	—	—	„ 11
Foochow	—	—	„ 17
Formosa	—	—	Sept. 28
Amoy	—	—	Oct. 18
Swatow	—	—	„ 19
Hong Kong	Sept. 3	„ 11	„ 21
Canton	—	—	„ 19
Macao	—	—	„ 20
PHILIPPINES—Manila	Aug. 27	„ 3	„ 16
COCHIN-CHINA—Saigon	—	—	„ 25
SIAM—Bangkok	Sept. 3	„ 7	„ 16
BORNEO—Labuan	—	—	„ 23
Sarawak	—	—	„ 24
JAVA—Batavia	„ 17	„ 20	„ 24
Samarang	—	—	„ 21
Sourabaya	—	—	„ 16
MALACCA STRAITS—Singapore	„ 24	„ 24	„ 28
Penang	„ 17	„ 14	„ 23
CEYLON—Galle	Oct. 8	„ 31	Nov. 4
Colombo	„ 8	Nov. 2	„ 2

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, *via* Marseilles, on the 26th inst., three days in advance of its due date. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 19th, Shanghai 22nd, Hong Kong 28th Oct., Singapore 4th Nov., is due, *via* Brindisi, on Monday next, the 6th proximo.

The lines of the Eastern and Great Northern Telegraph Companies are still out of order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Djemnah*, arrived Nov. 23.—From Yokohama: Messrs. Colomb, Petit-Jean, Henon. From Shanghai: Messrs. Lucas, Hoyt, Eldridge, Kelly, Fleury, Dugat, Mr. Hunt and family. From Hong Kong: Mr. and Mrs. Chapman, Mr. Brock and family, Mr. Ross, Mr. Walkinshaw, Mr. Youell. From Batavia: Messrs. Knappers, Vet, Van Oven, Winkeuzin, DeHaad, Arnand. From Singapore: Messrs. Deacon, Behn, Bordoy, Chauritto, Alloin. From Galle: Mr. Bell, Mr. and Mrs. Proust.

PASSENGERS OUTWARD.

Per P. and O. steamer *Baroda*, from Brindisi, Nov. 29.—To Penang: Mr. T. C. Brown.

Per P. and O. steamer *Surat*, from Southampton, Dec. 2.—To Hong Kong: Mrs. J. Dixon. To Ceylon: Sir J. W. Copley. To Galle: Mr. V. Hamilton.

Per P. and O. steamer *Hindostan*, from Venice, Dec. 10.—To Singapore: Mr. and Mrs. MacVicar.

Per P. and O. steamer *Hindostan*, from Brindisi, Dec. 13.—To Hong Kong: Mr. D E. Travers. To Singapore: Mr. A. Black, Mr. Fester.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 16.—To Ceylon: Mr. E. Corvant, Mr. T. J. Jones.

Per P. and O. steamer *Baroda*, from Brindisi, Dec. 27.—To Singapore: Rev. and Mrs. Aitken.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Yokohama: Mr. and Mrs. Fanconnet. To Shanghai: Mr. Godeaux, Mr. Seul. To Saigon: Mr. Alquier, Mr. Forestier. To Batavia: Mrs Van Lawick, Mr. H. de Lyon, Comte Zichy, Mr. Frolke, Mr. and Mrs. J. Wust. To Singapore: Comte Herngasze. To Galle: Mr. Boustead, Mr. Northmore, Dr. Anthony.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Yokohama: Mr. Kreitmann, Miss Seymour. To Hong Kong: Mr. and Mrs. Pelham Warren. To Port Said: Monsr. de Lesseps and family.

Per French steamer *Ava*, from Marseilles, Jan. 2.—To Galle: Mr. Newman.

Per Pacific mail steamer *City of Tokio*, from San Francisco, Nov. 1.—To Yokohama George V. Culbertson, A. P. Parker, R. Terada, J. D. Babcock, Commander R. S. McCook, W. B. Woodson and wife, Mrs. J. W. Lambreth and child, Mrs. L. Eldridge and two children, Mrs. M. M. Eldridge, Mrs. Fanny Lord, Mrs. M. Loring, E. C. Lord.

Per steamer *Benledi*, from Gravesend, Nov. 25.—To Hong Kong: Mrs. Ball. To Hiogo: Mrs. Kenwick, Mrs. Kannelly and son. To Yokohama: Mr. Matthews, Mr. Stephen, Mr. Marrable.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 18th ult., and published in our last issue.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

Little is known about the political *status* at Peking. Very little leaks out. Diplomatic men are very close. It is generally reported that the officials of other Legations do not know the precise nature of the demands made by the British Government. A little while ago we were assured that a settlement had been arrived at; and now we have equally reliable information that a settlement has not been effected, but that Mr. Wade will still not leave Peking. A little while and ye shall see me, and again a little while and ye shall not see me, seems to be the burden of the song. The announcement that Mr. Wade was expected here, though based on credible information, seems to have been premature, inasmuch as he has not come, and—so it is said—is not coming. Mr. Grosvenor arrived a day or two since, *en route* for Shanghai. How much further he is going no one knows. Either England or Yunnan are surmised as his ultimate destination; but no one knows There are some so confident believers in Mr. Wade's secrecy that they doubt whether he even admits to himself what his purposes are. Another surmise is that Mr. Wade has given the Chinese more time, but no one knows. All we do know is that more than eight months have elapsed since Margary's murder, and that nothing has yet been done to avenge his death; and what we may be certain of is that Mr. Wade has nothing to fear from pursuing a firm, definite policy; he is sustained by the voice of the English people, and that carries with it the voice of the English Government. The Governor-General, Li Hung-Chang, has arrived at Peking, and has called on Her Majesty's Minister. He has likewise had several conferences with the Tsung-li Yamen, besides audiences of the two Empresses. Li went to Peking ostensibly for the funeral of the late Emperor. The reason for his going before that event is supposed to be that he may take part in the negotiations.

The memorial of the Tsung-li Yamen regarding intercourse between foreign Ambassadors and Chinese Ministers of State, which called forth the edict we gave last week, has been published in full. It may be interesting to explain that the high

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State Departments at Peking are the "Nei-ko," or grand secretariat, which is a special Yamen independent of the six Boards, and the "Chun-chi-ch'u," or Grand Council, as foreigners call it, and which is composed of members of boards or other high functionaries indiscriminately. The term used in the edict would include the members of these departments, and it is, we presume, with them that the right of intercourse is acquired.

Peking as a city has shown signs this year of unwonted prosperity. Much building, in a small way, has been done. Shops not tenanted for years before have been painted, gilded, papered up, and opened. Waste pieces of ground have been enclosed. Actually the public roads are having some attention paid them, and are being raised above the rain flood water mark. The surest sign of the prosperity of the place is the flourishing state of the building yards. New yards are opened, and the old ones look more lively. Whence comes all this prosperity? Is it better trade, better harvests, better times for the nation generally? It may be; but I am afraid one cause of the apparently flourishing state of things is the nation's disaster in the end of the career of the late Emperor. When he came of age and married large sums were spent in many ways, much of which was spent in the city. Then again his death, and that of the Empress, necessitated the erection of tombs, and created many other expenses which also benefited Peking. Perhaps, however, these events are not sufficient to account for the increased prosperity, but they have something to do with it.

Great preparations are being made for the double Imperial funeral, which takes place about the 16th October. The road to the Royal tombs is being smoothed and levelled. All summer there have been soldiers encamped in neat huts round the Prospect Hill, in the grounds of which the two coffins rest. The soldiers sometimes had a damp time of it, but made the best of their situation, and in many cases had quite pretty gardens in front of their temporary homes. The two neat temples, where prayers are said for the Imperial souls, still hold up their drooping heads. They looked well enough at first, but now they are battered and weather beaten, and it is just as well that their time is up, for they don't look as if they could hold out much longer.

Cold weather has now fairly set in. Fans have disappeared. The mat awnings that shaded the courts and houses in summer are everywhere taken down and carted away along the street. Everywhere, too, you meet people carrying a little roll of blue cloth in one hand, or a large bundle of white new cotton, folded together and bound by a string, in the other. As you pass the doorway of yards you may see the khang straw mat spread out, and a woman shaping out and sewing up wadded garments, which even now have an attractive look about them.

The *Monocacy* arrived at Tientsin on the 1st October, and is likely to remain through the winter. Generals Upton and Foresyth and Major Sanger arrived on the 1st Oct., and left the following morning for Peking. H.M.S. *Dwarf* is lying in the river, at Mr. Wade's disposal, but whether for despatches or any other purpose does not appear.

NEWCHWANG.

A correspondent writes from this port as follows:—

We have news from Chefoo that politics at Peking are settled for the present, so I suppose the treaty has been signed, with the mental reservation on the Chinaman's side to break it if possible. What could we do if war broke out? No one would leave business, property, &c., unless our Consuls said they could not protect us, and then only on the chance of being well recouped for losses. It is, however, very careless of our Government to leave this port so unprotected as it generally is, especially during the winter. The three gunners we have had for the last two winters are better than nothing, but what use would they be in case of a row amongst the Taoutai's soldiers, or a sudden whim on the part of those soldiers who went into the interior some months ago, and who ever and again come here, either on the way back to Tientsin, or just to have a little "spree?" Why, they would consider it a lark just to stray towards the quarters of the Sisters of Charity, and repeat the doings at Tientsin.

Monsigneur Ridel (Bishop of Korea), with his Secretary, Monsieur l'Abbe Blanc, have started for Korea. Their plan is to travel to the neutral ground, and when the traders meet, at the opening of the gates, to slip into Korea, disguised as mendicants, in company or at the heels of some fellow Christians. I very much fear that they will earn the martyrdom which they escaped from in 1868, when some twelve priests and two bishops were murdered. It is said that the reigning monarch (who upset his step-father some short time ago) is favourable to Roman Catholics.

SHANGHAI.

The present mail brings advices from this port to the 15th October; the French mail from London Aug. 27 was received on the 9th Oct. The following summary of news is from the *North China Herald*:—

The first ordinary meeting of shareholders in the North China Insurance Company, for the present term, was held on the 15th Oct., at the offices, Hankow-road. Present—Mr. E. H. Lavers, chairman; Messrs. J. Hart, F. H. Bell, H. P. Hanssen, M. S. Gubby, and J. M. Vickers, directors; and Messrs. Cameron, P. Maclean, Maitland, Francis, Kirchoff, Love, Pollock, Dalgleish, Campbell, Sutherland, Taylor, Brand, Dyce, Westall, Hogg, Percival, Mackintosh, Bade, and H. S. Morris, secretary—twenty-four shareholders, representing 540 shares. The Secretary read the notice calling the meeting, and afterwards the minutes of the previous meeting, which latter were confirmed without comment, and signed by the chairman.

The Chairman said: We have met to-day for the purpose of laying before you the directors' report and balance-sheet for the first half-year of the term 1875-77. They have been in your hands for some time, and no doubt have had your attention. The premia collected during the half-year amount to Tls. 503,246.51; interest and sundries to Tls. 13,285; making the total receipts Tls. 516,531.51, which is in excess of the receipts for any similar period since the formation of the company. The premia in 1872 from January to June was Tls. 487,054; 1873, Tls. 352,435; and in 1874, Tls. 364,258. The interest should amount to more than it does, but it is now impossible to deposit money at the old rates. You will notice that the expenses of working the company's business amount to about 10 per cent. on receipts, which cannot be considered excessive. The losses paid to 30th June, all by first-class vessels, amount to Tls. 169,812.85, or about 30 per cent. of the premia received, but some salvages may be expected. Since June 30 we have paid further losses to the extent of Tls. 57,000, and we regret to state that owing to recent wrecks—those of the *Deerhound*, *Sunda*, and *Hector*—the company may lose about Tls. 100,000. The premia collected to date, since 30th June, amount to about Tls. 216,000, irrespective of latest returns from London and other distant agencies. The amount carried forward from working account on 30th June, Tls. 290,153.68, may be considered as eminently satisfactory. Many shareholders are under the impression that the directors reduced the company's lines by the first few steamers from Hankow to London, and thus caused great inconvenience. I may state that the company took full risks on nearly every steamer, the average being Tls 81,696. We consider about Tls. 80,000 a full line by first-class steamers. We did not, however, retain the whole amount, but reinsured part of it. At a meeting recently held of the China and Japan Insurance Company, it was stated that this company was the first to make the return of 33⅓ per cent. on local risks. This I must contradict. It is, however, true that this company was the first to make public the reduction alluded to, but other companies had been giving large returns to insurers long before we did so. I do not know that there is anything more for me to say with regard to the accounts before you; but you will perceive in the report that in preparing the present accounts the rate of exchange, which was formerly 6s., is taken at 5s. 6d., which the directors consider a more accurate data for keeping the company's books. This difference of exchange increases such salaries as are made payable in sterling to that extent.

Mr. Hogg said he hoped it would not appear to the directors invidious on his part to call attention to the increase in the item of directors' and auditors' fees, but he had heard the subject mentioned by shareholders, and thought it would be satisfactory to them if it were explained. Of course, everybody must be highly gratified with the way in which the directors had managed the affairs of the company but in these days of economy it was worth while to notice how much the fees had increased. In 1874, from 1st January to 30th June, the amount was Tls. 1,830; from 1st July to 31st December, Tls. 510, or for the year, Tls. 2,340; in 1873, first half-year, Tls. 1,660; second half-year, Tls. 1,640; for the year, Tls. 3,300; while in the first half of 1875 the amount was Tls. 2,350. In future, it might be satisfactory to keep the directors' and auditors' fees separate.

The Chairman, in reply, said it must be borne in mind that the business of the company had increased very much indeed; the present half-year showed a greater increase than before, and the shareholders must admit that, doing so large a business, it was necessary for the directors to devote more attention than would be required by a small one. The directors' fees were placed at Tls. 20 for each meeting, and it was now proposed to make the remuneration Tls. 1,000 each per annum, which would be less than Tls. 20 for each meeting would come to. The directors had to attend at the office more than once a week, and were often called upon by the Secretary to consult on affairs of interest to the company.

Mr. Maitland said, having been a director himself, he thought he was a fit person to speak on the subject of the resolution. The Chairman had taken the words out of his mouth, as to what he could have said about the time it took the directors to look after the interests of the company. He thought the amount of business laid before the meeting in the report and balance-sheet must prove that it required a great deal of time and attention in looking after it. The directors had very often to meet more than once a week, and were frequently consulted by the secretary; and when they considered the members of the Board were merchants, it must be borne in mind that it was something to them to be frequently called away from their business. He thought the original fee of Tls. 10 per meeting was very small, and that Tls. 1,000 per annum was not too much, and therefore had much pleasure in proposing—"That the remuneration of the directors shall be taels six thousand (Tls. 6,000) for the current year."

Mr. D. Brand seconded the motion, and it was carried unanimously.

The Chairman proposed the second resolution—"That the report of, the directors and accounts for the half-year ending the 30th June 1875, as printed and laid before the shareholders, be passed." Mr. H. P. Hanssen seconded, and the motion was carried unanimously. Mr. F. H. Bell moved, and Mr. J. Hart seconded—"That the appointment of Mr. M. S. Gubbey and Mr. J. M. Vickers, as members of the Court of Directors, in the place of Messrs. Maitland and Wood, resigned, be

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confirmed." Carried unanimously. There being no other business, the meeting broke up with the usual vote of thanks to the Chairman.

A report has been drawn up of the proceedings of the Polytechnic Society thus far, and was approved for publication at a meeting of the committee held on the 30th Sept. The accounts show a deficiency of Tls. 436.55; but donations are promised and expected which will convert this into a surplus. Altogether the institution looks flourishing. The building now being constructed for it in Canton-road will probably be opened in December.

The Municipal minutes go over the same ground in regard to wharfage dues, as those of the meeting of Treaty Consuls. Steps are being taken to build a bridge over the Soochow Creek, opposite Szechuen-road. The subject of new roads is referred to, but no information as to their progress is yet forthcoming. A proposal from the French Council to again defer the separate taxation of wheelbarrows till January was declined. We are glad to see that Chinese prisoners are to be made to work. We are not sure that the substitution of imprisonment for flogging is always desirable, and it is to this change, we believe, that the accumulation of prisoners is in some measure attributable. Certainly, without work, it is no punishment at all; and the effect will be that the Council will become hotel keepers to all the scoundrels in the neighbourhood. The police are to arrest Chinese depositing building or other material on the roads or beach grounds without having obtained a permit.

We hear it is estimated that the cotton crop in this neighbourhood will be, at most, 40 per cent. of an average one. Prices have opened at Tls. 14 and 14½ per picul, for cotton packed for the Hankow market, which is, we believe, some Tls. 5 or 6 over the opening prices last year. It is said that the cotton hongs which last year at this time were buying 50 or 60 piculs a day are now getting only three or four; the country people clinging to what they have, partly, no doubt, in hope of higher prices, but partly also because they think they will not have much more than will occupy the women and furnish seed for the next year.

A few days since thirty boys, who are going to America by the next American mail, called at the United States Consulate-General, to pay their respects to Mr. Seward. Eighteen of them came from Kwangtung, the others from different provinces. They are bright well-clad lads, of from eight to fourteen years of age. It will be remembered that three lots of boys have gone to America in previous years. It is expected that more will go next year—making up the whole number of the Educational Mission to one hundred and fifty youths. Mr. Seward addressed to them a few pleasant remarks, which they received with less indications of appreciation than boys of Western origin would have evinced. It is not unlikely, however, that most of them understood very well what he said, and will remember its purport for the rest of their lives. The sentiment that, in all the long history of China, few events have been so significant as this one of which they are a part, should make an impression upon their minds, undeveloped as they are.—Mr. Kwong Ki-chiu, the compiler of the dictionary recently reviewed by us, will proceed with the boys to America.

Tenders are invited for a new Municipal loan of Tls. 28,000 for the purchase of the Tunsin property. It will be well worth the while of a bank which gives only 5 per cent. on deposits to lend the whole sum at 8 per cent., and calmly pocket the difference. The Council will, however, we think, better meet the wishes of the community by allotting the debentures in small quantities among local investors, than by issuing them to capitalists even on better financial terms. The Municipal debentures afford the best and safest local investment, and the Council should for the moment regard itself as somewhat in the position of a savings' bank.

His Excellency Kwo Sung-pao, the Ambassador Elect to England, has arrived from Foochow. Several of the foreign Consuls called on him on the 13th October, and were visited in their turn forthwith. We hear that he is to leave by the *Shingking* for Tientsin, to get his final instructions.

It is stated that Ting Jih-chang, late Futai of Kiang-su, has been appointed to succeed at Foochow the Commissioner, Shen, who is now daily expected to arrive in Shanghai, *en route* to Nanking to assume the duties of Viceroy of the Two-Kiang. Official notice of the appointment has been here for several days, and a special despatch boat from Foochow has been placed at the service of Ting at Tientsin. He, however, instead of availing of the steamer, has determined to make the trip overland. Age, infirmities, and a dread of sea-sickness, are said to have influenced him to adopt this course. He is expected to reach here towards the close of the present month, and as his appointment is made to include the Arsenal at Shanghai, as well as that at Foochow, he will doubtless delay here some time en route to the latter city, which he will most likely make his residence. Ting is a man of considerable ability, and it is expected by the Chinese that his administration will be one of vigour, progress and improvement in the right direction.

There are thirty-two entries for the Rifle meeting—quite as many as can be conveniently accommodated at a single target, and a slight increase on last autumn, although less than the previous year. There has been some fair practice, and occasionally very good scores have been made. The entrants are, from No. 1, Co. 8; No. 2, 8; No. 3, 4, and the Miholoongs, 12. The latter have a strong team, and are likely to win the company's match; 2 to 1 against them wanted.

Besides the recent auctions of land which have resulted in no sales, we hear that one or two important private sales have been lately effected. Lot No. 81, in the Honan-road, between the Nanking and Kiukiang roads, measuring as per title-deed 5m. 2f., and valued by the last assessment at Tls. 4,000 per *mow*, has been sold with the Chinese hongs upon it for Tls. 45,000. Lot No. 11b, in the Hankow-row, at the back of the Custom-house, measuring 5m. 8f. 6l., and valued in the last assessment at Tls. 4,500 per *mow*, has been sold with all the hongs upon it for Tls. 30,500. The value of the land alone, according to the assessment, would be nearly Tls. 28,000. Lot No. 364, in Hongkew, at the corner of the Hongkew and Nanzing roads, measuring 4m. 7f. 8l. 3h. has, we believe, been also sold, for about Tls. 8,000.

The mafoo whose life was attempted three weeks ago by another mafoo in an opium shop at the back of the Horse Bazaar has died, but not from the effects of the wounds inflicted on him, from which, in fact, he had quite recovered. He was in ill-health at the time of the attack, and on being let out from the hospital to attend the Mixed Court to give his depostition, the magistrate, seeing he still looked very ill, advised him to return there. Instead of returning at once, he went to an eating-house and opium shop, and after gorging himself with rice, &c., smoked several pipes of opium, after which he went back to the hospital, rapidly became worse and died. The accused has been sent into the city for punishment.

A few days ago, a griffin, which had been purchased as a speculation by a mafoo, broke loose from its stable in the Tientsin Road, and galloped off at a rapid pace among the crowds of Chinese who inhabit the lower portions of the road. There was a great stampede, but one young man failed to get out of the animal's way, was knocked down, and his skull fractured, from the effect of which he died. The unlucky mafoo was of course pursued by the deceased's relatives, and has had to compromise matters by the payment of $90.

The ship *John R. Worcester* reports having encountered a typhoon on the 1st October, in latitude 28° 21′ North and 136° 04′ East. During the height of the typhoon, when the ship was lying over with the upper dead-eyes of the lee rigging under water, the cargo shifted, and she began to make water fast. The report narrates how all on board fought manfully through the danger. The lowest point reached by the barometer was 28° 95′.

The steamer *China* reports that, when passing Dodd Island on the 5th Oct., at 11 A.M., a ship's boat was observed on the rock, a boat's mast erected as a flagstaff, and near by a kind of tent, composed of sails and mats. There were no signs of either Europeans or Chinese about. The weather was too boisterous to admit of a landing being effected.

A Cantonese boy, employed on board the steamer *Glencarn*, who had come out from England with the ship, suddenly disappeared a day or two since, when it was found that he had stolen eleven sovereigns, forty dollars, and a valuable gold chain and ring, belonging to persons also employed on board.

The British ship *Leander*, which has arrived in the river, has made the round voyage, from Shanghai to New York, thence to London, Sydney, and back here, in exactly eleven months. Her passage from Sydney to this port was made in thirty-eight days.

For two days the concession at Chinkiang was entirely given up to a rabble of Chinese soldiery waiting the arrival of some "great man;" petty mandarins have been galloping about the place at full speed, to the imminent danger of passers-by, and all this in defiance seemingly of the proclamations that Mr. Medhurst caused the Taoutai to issue after the late trouble.

The graves of British subjects buried on Silver Island have been removed, to make room for the new fort which is being built there.

The cricket match, Scotch *v.* English, has been played, and won by the former.

The following additional items of news are from the *Celestial Empire*:—

A very considerable improvement is noticeable of late in the share market. Not only have most stocks risen in value, but they are difficult to procure. It is not strange that there should be few sellers, seeing that holders as a rule cannot sell at a profit. Hong Kong and Shanghai Bank shares have risen from the lowest point to which they were ever depressed, viz., 30 per cent. discount, to 13 per cent. discount. It is believed that the Bank is doing a good local business, and if the directors in Hong Kong confine their operations to legitimate banking business the shareholders have fair prospects before them. Part of the present appreciation of the stock is probably due to an impression prevailing that some of those securities which have absorbed so much of the Bank's money are improving in value. We are surprised that S.S.N.S. do not improve more rapidly; they are, it is true, some Tls. 3 above their lowest point, but it is difficult to discover any reason for a fall of some 20 per cent. since our last report. As a glance at the Customs' Returns will show, there is a good traffic on the river, and it is understood that what benefits one company is equally profitable to its rival. There are good grounds for believing that the period of greatest depression in shares is past, and we trust it may prove to be so, as

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the total value of shares in the local joint-stock companies gives a very high average per head to the number of foreign residents in China—something like $3,000. At the same proportion in the United Kingdom, the investment of capital in joint-stock undertaking would represent 21,000 millions sterling.

The *entente cordiale* between China and the faithful little dependency of Japan, Liuchiu, will certainly be strengthened by an incident which occurred a few weeks ago. A Liuchiuan junk, bound from one island of the group to another, laden with fifty bags of tribute rice for the King, somehow got out of her course, encountered bad weather, and was blown away into the Gulf of Pecheli, off a town in the province of Shangtung called Yung-ch'en. Her appearance created a good deal of interest, and the Che-hsien of the district went down to investigate her condition. The crew, twenty-five in number, are described as much resembling the Japanese in physiognomy; the ship was undamaged, and she had been free from pirates, but the unfortunate men on board had exhausted all their provisions and were more than half starved. It says wonders for their conscientiousness and loyalty that although reduced to the utmost verge of hunger the fifty bags of rice, consecrated to the use of the King, were left untouched. None of them could speak Chinese; the purser, however, knew a few Chinese characters, by writing which he was able to inform the mandarin that his name was Ts'ai Teh-Tsz, that the captain was called Tu Ching-tsz, a native of La-pa Fu, how they had got into trouble in the manner above described, and would not touch their rice because it was tribute. The Che-hsien immediately gave orders for their being refitted, and well looked after; then informed the Taoutai of the circumstance. The Taoutai memorialised the Empress Dowager upon the subject, and her Imperial Majesty gave orders for a mandarin-boat to guide them down as far as Shanghai and protect them from pirates on the way.

The imperturbability of the Chinese has at no time been more manifest than during the last few months, when the interest of foreigners in the political questions of the day has run so high. For a very long time it seems to have been simply impossible to stir them up at all upon the subject of impending trouble; the majority of them have pooh-poohed the idea of any such thing, while the remainder have with characteristic apathy hardly given a thought to it either way. But now, owing to the continual references in the foreign and native press, they are beginning somewhat to realise the situation and to show some uneasiness about the future. The general impression in well-informed official circles is that England is taking an undue advantage of her position and attempting to force China to do things which are simply impossible, on pain of immediate hostilities. It is true that the six or seven conditions imposed by Mr. Wade do make up a very formidable demand, and may seem to them rather out of proportion to the offence—viz., the murder of an English official by a Chinese military mandarin; but one must not forget that all the concessions now required ought to have been made years ago, and the murder of poor Margary is only the crowning point of a long list of infidelities and outrages. The Chinese are now talking about hardly anything else, and the other night it was bruited about in all the tea-houses that the gunboat which had arrived had brought news of an open rupture.

A rumour has reached us that the Chinese are at last going to establish a company of merchants and commission agents for silk and tea, with a capital of Tls. 100,000, a branch of which is to be opened in Lombard-street, London. This is a project that has been long talked about but never realised, and we have no means of knowing whether the present report is a well-founded one or not. There is no doubt that if such is the case the Chinese will be able to experience themselves the exact condition of the trade, and will see the futility of demanding enormous prices on this side. Such smart losses as have been sustained during the last few years would soon absorb the capital, unless the Government came to their assistance and supported them as it does the China Merchants' Steam Navigation Company; support worth having in the latter case, seeing that the Company are thereby enabled to pay 14 per cent. dividend while other local companies can hardly pay six. We have heard in former days, in King Cotton's time, 1863-64, of several native Indian firms establishing agencies in London; but they none of them prospered in the land. Perhaps the astuter Celestial may be more successful.

The Municipal finances on the 1st October stood as follows:—Bank deposit account, Tls. 15,000, Bank current account Tls. 7,629.98, and on hand, Tls. 1,638.16; being a total of Tls. 24,268,14. With reference to the deposit of Tls. 15,000, notice has been given to the Hong Kong and Shanghai Bank to hold the sum at the disposal of the Council on the 1st proximo. The Council will thus effect a small saving in the difference between the bank rate of interest and their own offer of 8 per cent., by applying this sum of Tls. 15,000 towards the purchase of the Tunsin property. It has been said that a certain bank would have accommodated the Council with the Tls. 28,000 at the rate of 7 per cent.; but the Council's business is to spend money, not to save it.

Large profits on silk, we believe, are generally considered a sort of thing one reads about, but very seldom sees. We hear, however, that some handsome returns have been lately realised by re-importations of silk from Europe to China, stuff worth about 9s. to 9s. 6d. on the London market, and selling here at Tls. 250 per picul, equal to about 12s. 6d. per lb. A considerable number of bales have been re-imported on this wise, a certain portion of which are common Hainins. The next variation in the China trade will probably be an occasional reshipment of piece goods to Manchester.

FOOCHOW.

We take the following summary from the *Foochow Herald*:—

The foreign drilled battalion, under the command of Captain Macmahon, turned out on Monday morning for inspection by Generals Chung and Tuck. The men, on the whole, went through their movements very creditably, but the marching was, as usual, far below the standard. The bare legs of some of the men, and a number of loose trousers—flying in the air—did not favourably strike our unprofessional eye. Compared, however, with a few companies of gingal men, whose evolutions, or rather antics, we witnessed subsequently, Captain Macmahon's men did wonders, and we quite felt that the foreign officer deserved the warm praise accorded to him by the inspecting generals.

We are now in possession of more definite information with regard to the mutiny and murders on board the German schooner *Anna*. It appears that the vessel was seized by the Chinese crew—consisting of six Foochow men—on the 23rd ult., a little to the north-west of the White Dogs. The captain and mate were, we regret to add, murdered, and their bodies thrown overboard. The vessel was then run in amongst a group of islands, some forty miles north of Matsou, and anchored on the 25th ult. under an island called Hse Yung. Here the cargo was transferred to fishing boats, and generally dispersed among the island villages. The crew, as nearly as can be ascertained, after making the most they could out of the cargo, returned to their homes—three of them being natives of a small village a little below Pagoda Anchorage, and the other three of a village in the Chang-lok district, some eight or ten miles from the Pagoda. One of the three who belongs to the village nearest the Anchorage was arrested by *Mao* (Wai Yuen) and his police the night before last, and handed over to the Min magistrate yesterday (October 14). The arrest of this one is almost sure to lead to the capture of all the others. No part of the cargo has yet been recovered, unless some was found by the German gunboat *Cyclops*, which reached the Anchorage yesterday afternoon. *Mao* (Wai-Yuen) is the assistant of the *Tung San Chü*, stationed at Mamoi, and is a most active and energetic young officer. He deserves great credit, we understand, for the energy and goodwill he has displayed in the matter. We cannot close this brief notice without also commending the energetic action of the United States Consul—to whose promptitude the result now accorded is mainly due.

The Great Northern Telegraph Company have entirely suspended operations on the line to Amoy, pending notice from the Chinese authorities that the necessary protection will be given to the construction party. The higher officials are now, we believe, quite willing to carry out the contract, but have to contend with fierce opposition from the *Literati* and petty Mandarins. Anonymous placards appear nearly every day in the different towns and villages on the route, calling upon the people to resist the innovation. "As you sow, so shall you reap," is a saying that applies with particular force to the present difficulty. Had not those in authority secretly incited the plunder of the company's property in January last, they would not now have to contend with rowdies, in addition to incurring a certain and absolute *pecuniary loss*. Moreover, had the higher officials acted with ordinary honesty and straightforwardness in the first instance, they would not now be put to the humiliating necessity of declaring their inability to reduce a mere rabble to law and order—within a few hours' march of their Yamen gates.

A meeting of the Rowing Club was held at the Club-house. There were present: Messrs. Hickling (Chairman), Sanderson, Tennant, Dunne, Dermer, Gardner, Sayce, Thomas, Robinson, Nind, C. D. Smith, Kinnear, and Weeks (Secretary). The Chairman informed those present that the meeting had been convened hurriedly, as Regatta time was approaching, and then called upon them to assist him in putting through the business before them with promptitude. In the first place, the old committee retired, and a new one must be elected without delay. He therefore begged that they would choose a new one, and regretted that Mr. Haslam and himself had to resign. A new committee was then proposed, and Messrs. Sheppard, Sanderson, Young, Kinnear, and Weeks were duly elected. The object for which the meeting was then called was proposed by Mr. Dermer; it was as follows:—"If possible, there should be a Regatta this year before Christmas;" Mr. Gardner seconded, and it was carried unanimously. Mr. C. D. Smith then proposed that "As the Club had a credit balance of over $600, a cup be given at the Autumn Races;" Mr. Sayce seconded. This, on being put to the meeting, was rejected—we think, rightly, as new boats are required, especially "two pairs;" and the boat-house might be burned down at any time, and the properties destroyed, conse-

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quently funds should be kept in hand. The accounts, which had been on the table, were then passed. The Secretary was requested to place a list on the Club table—inviting entries for the Regatta; and the programme of last year was thought to be the best one to be adopted.

HONG KONG.

Our advices by this mail extend to the 21st October; no later mail from London had been received. The following items of news are from the *Daily Press*:—

We notice that one of the two European Custom-house officers from Canton who were the cause of some sixty-five balls or so of opium being thrown overboard from the Canton steamer *Kinsham* as she was starting from the wharf here, through showing themselves alongside, has been moved from Canton to Takao. He left yesterday morning in the steamship *Namoa*.

For the last week or ten days a great many Chinese shoemakers have been busily engaged in Circular Pathway, and other bye-streets of Taipingshan, making large numbers of cartridge pouches for the Chinese Government. The pouches are to complete contracts made between dealers of muskets in the Colony and the Canton authorities to supply as many stands of arms as the colony can produce, each to be fitted out with bayonet, pouch and belt complete.

As will be seen by our Shipping Report, the French steamship *Gunga* encountered a heavy gale in lat. 17 N., long. 113 E., on the 13th and 14th instant, which only partly moderated on the 15th. In fact, it may be said to have been a typhoon, propably the same the British bark *Finzel* steered away to get clear of. The deck of the *Gunga* is a complete wreck, the iron work fairly doubled up like tin and broken like wood. On two occasions, when heavy seas completely buried the vessel, the sailors bid each other good-bye, concluding she was gone for ever. The storm was terrific, but fortunately the vessel came out of it with only one Chinese passenger washed overboard. Two of the boats were smashed and carried away, and everything moveable went over the side.

The Honolulu Government is evidently determined to utilise the appropriation for immigration voted by the last Legislature. They offer a bonus of twenty-five dollars a head for bringing free immigrants from China; and this inducement is extended to the transportation either of one-fifth as many women as men.

A Naval Court of Inquiry into the loss of the steamship *Hector* was held at Amoy on the 18th inst. The Court ordered that the master, Captain Robinson, have his certificate suspended for fifteen calendar months.

The port of Tsuruga, in the province of Echizen, on the west coast of Nipon, will, we hear, says the *Japan Gazette*, be opened to foreign trade during the current month.

At the Peak the maximum temperature during the past week recorded in Saturday's *Gazette* was 72·0, the minimum 60·5; at the Harbour Master's Office, Praya West, the maximum was 80·0, the minimum 66·0. The greatest rainfall was on the 10th inst., when 0.12 inches fell.

The Hong Kong Cricket Club played a match on Friday, soon after two, but owing to the want of punctuality on the part of some of the members, and the defaulting of others, the first day's play was not a success, as the team was made up as the afternoon wore on. For the second day there were three substitutes for the West. Messrs. Handley and Anton scored 23 and 22, not out, respectively, and with the help of the extras the innings reached the respectable total of 117. Before play was finished the first day Mr. Griffith bowled three wickets in excellent style. Next day, although requested to attend at one, some of the players displayed the same dilatoriness, and it was past two before the first ball was delivered. A good stand was made, and the score proceeded rapidly from 17 to 85, owing chiefly to the vigorous hitting of Mr. Wodehouse, who was well backed up by Mr. Skinner. Mr. Cole made 29, his chief items being a six and a five. The fielding of the West was very good, but their bowlers could not get on the spot. The match was not finished, but six of the West wickets had fallen when time was called, five to Mr. Greig.

RIFLE CONTEST AT KOWLOON.

The return rifle match between five of the sergeants of the Royal Engineers and five Inspectors of Police took place on Saturday afternoon, at the Military Rifle Range at Kowloon, the conditions being five rounds each at 200, 400, and 500 yards respectively. Some very fair shooting was displayed by both sides, but the Inspectors of Police, who were badly beaten at the Victoria Range, managed on this occasion to keep in front, winning the match by seven points. After the match was finished the sergeants of the Royal Engineers intimated their intention of again challenging the Inspectors of Police.

ACCIDENTS.

On Friday evening about seven as a gentleman and his wife were returning from their evening drive they met with an accident which might have proved serious. It may be known by many people who are in the habit of taking a stroll eastward, that at the Eastern guard-house corner the roads and pathways are being repaired, making it difficult for two carriages to pas abreast. This was attempted by the gentleman, and, we believe, one of the German Community, and to add to the difficulty a chair got between them. The trap belonging to the German gentleman came in contact with the chair, thrusting the poles of the latter through the splash board and lamp of the other's carriage. The lady was frightened and jumped out, the horse became restive, and had it not been for the courage of a gentleman who seized it by the head the accident might have proved more serious.

Another carriage accident happened on Friday evening. A horse and carriage was going along the Praya Central, eastward of Ice House-street, when the horse took fright at a coolie or something in the road, and bolted, running full tilt with its head against one of the pillars at the rear of the Hong Kong and Shanghai Bank. The animal fell down and expired in a very short time, having crushed in the frontal bone over the brain.

A Chinaman, driving a pony and trap, also came to grief on Friday evening. We understand that he had neared the Eastern Guard-house, when either the pony took fright, or, owing to the occupant's bad driving, the trap came in contact with a kerbstone and was upset, the Chinaman being summarily landed in the road.

A fourth carriage accident happened one day last week. Mr. McNulty, the proprietor of the British Hotel, was driving his wife home from Wanchi in his trap, when it came in contact with a stone and jolted him out on to the road. He unfortunately fell with his face on the ground, and his mouth striking a stone, his front teeth were completely knocked out, the lower jaw badly injured, and his mouth severely cut. Fortunately, Mrs. McNulty held on to the trap, and sustained nothing worse than a fright.

A Canton correspondent writes:—

The feud between the weavers' guilds has not yet been settled. Your readers will remember that during the recent fight a boy was accidentally killed. I understand that one of the ringleaders in the affray has been arrested by the Namhoi magistrate, and will probably experience decapitation. I hear there has been a fatal fire in Fatshan, a town some ten miles distant from this city. It occurred on the 13th instant, and originated, as in most cases, in the cook-house attached to a dwelling house. It is reported that three or four children were burnt or crushed to death; several men were also injured. The fire was subdued with great difficulty.

The departure of thirty more Chinese lads for tuition in the United States of America is a fact worthy of record. Three detachments of boys had already been sent there to be educated, and it is expected that more will proceed next year. It is intended to make up the number to one hundred and fifty. The boys who have just left are described as bright and well-clad. Eighteen of them were from the province of Kwang-tung. This Educational Mission is undoubtedly destined to exercise a salutary effect on the future of China. The lads will come back from America with their minds expanded and enlarged, and with a knowledge of Western civilisation and institutions which will be of the greatest value to them. They will, some of them at all events, be taken into the service of the Chinese Government, and a few may one day fill important posts. The rising race are more likely to effect reforms; many of the prejudices of olden times will, it is to be hoped, have melted away in another decade; and it is not impossible but some of these lads may be leaders in the march of progress. They will, no doubt, learn something of a more liberal and enlightened system of government than that of China, and will be able to detect the weak points in their own system on their return. But in any case, whatever they learn or fail to learn, the result cannot but be beneficial to China, and the more Missions of the sort the Chinese promote, the greater good will ultimately accrue to the country.

The steamship *Gaelic*, 2,562 tons burden, W. H. Kidley, master, sailed from San Francisco, Sept. 16th, with 28 European and 567 Chinese passengers, 1,650 tons merchandise, $312,934.000 in treasure, and eighteen bags United States mails. From the 16th of Sept. to 19th had fine weather, on 20th it blew a strong S.W. gale; on 21st there was a high sea with increasing squalls; on 22nd the glass fell from 29·8 to 29·4, while blowing a heavy gale with a high confused sea; 23rd same, 24th to 26th heavy squalls and high westerly sea; 26th, glass fell to 28·52, with a furious gale, which reached hurricane force and blew away the main trysail and stove in the after port of the wheelhouse; 27th to the 1st of Oct., blew a fresh gale with heavy head sea. Oct. 1st at 6 P.M., ship pitching and rolling, great quantities of water across her deck; Oct. 2nd, squally weather and high head sea; Oct. 3rd, glass fell to 28·35, lower by 0·25 than it was when the *Gaelic* was in a typhoon on her last trip to San Francisco, water being shipped. Early in the morning the hatches were secured, as there was much water on deck; a furious gale followed, which lasted all day and night, with a tremendous sea from S.W. At 6 P.M. the ship was rolling and pitching so heavily that dinner was all but impossible, but no ship could bear it or behave better than did the *Gaelic*. Oct. 4th and 5th a heavy beam sea with drizzling rain; the glass rose to 29·4; 6th fine weather set in till the 8th; during the night of 8th and morning of the 9th

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there blew a heavy gale, but it calmed down under a heavy rain storm about 1 P.M. Fine weather during 10th and 11th; arrived at Yokohama Oct. 11 and at 4·6 P.M. landed mails and cargo and all of our cabin passengers, among whom were seven or eight English gentlemen travelling for pleasure to see the country and who are coming to Hong Kong by way of Shanghai. Left Yokohama Oct. 12th at 6.30 P.M.; had fine weather all the way to this port. Oct. 18th, met and exchanged signals with a steamer bound North, belonging to Messrs. Douglas Lapraik and Co., running between Amoy and Tamsui; reports all well on board. Arrived at Hong Kong October 20th at 7.50 A.M. This steamer brings for this port 1,510½ tons merchandise, $312,934 in treasure, and six bags of mail matter, four European and 567 Chinese passengers and 94 of a crew. Took pilot on board October 19th at 9.30 P.M.

A case of some interest in its bearing on the compradore system has been decided in the Summary Court by Mr. Justice Snowden. Mr. Lembke, a merchant, sued the defendant, one Lai-Ting, for the sum of $688.80 for goods supplied to him. The answer of defendant was, that he had paid to plaintiff's compradore (who had since absconded) the sum of $500 on account, and producing a receipt from that functionary for this amount, he paid a balance of $129.36, which he admitted to be due, into Court. Mr. Justice Snowden, after carefully going into the facts of the case, gave judgment only for the sum paid into Court. He says it was proved by the defendant's books, that as between him and the compradore the mode of business was to pay by large sums, not merely to the exact amount of the signed bills issued by the firm; and that defendant said most positively that the money was paid on a rough calculation of what was due to the plaintiff, and on account of the plaintiff. The Court could not assume the contrary without an atom of proof. Plaintiff had accepted payments on account, and took the excuses made by the compradore as true. The defendant produced a perfectly good receipt, if it was not in the form the plaintiff desired and expected, and no notice was given that payment was not to be made except on presentment of a signed bill. The Judge observed that the simple precaution of a heading to a bill to this effect would be a great protection against a dishonest collector, and concluded by ruling that the payment was proved, and that it was a good one, on the ground that the compradore was the plaintiff's authorised agent to receive payment, and that it was made in the usual course of business.

BORNEO.

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SARAWAK.

The *Sarawak Gazette* says :—

During the past fortnight three schooner loads of coal, amounting to more than 200 tons, have arrived from Sadong. We hear there is a locomotive engine on the way out for Sadong. This will do away with the present slow system of hauling down the coal carriages by buffaloes, and greatly facilitate the working of the mine.

The new steamer belonging to the Sarawak Steamship Company (Limited), which has been named the *Rajah Brooke*, has arrived at Kuching. As several of our Chinese merchants are shareholders in this company, there was more than ordinary interest taken in this arrival, the Taukays being naturally curious to inspect a steamer of which they are part owners. The steamer is a fine vessel; she steams ten knots, burns six tons of coal per diem'; she is fitted with two steam winches and modern improvements for lifting anchor, &c. A deck-house affords very good accommodation for a few passengers, and she is withal a good carrying ship, as we understand she took away about 7,000 piculs of sago-flour. Such a ship must be a paying one, and give the shareholders every satisfaction.

A new road is being made by Government, *i.e.*, the Pinding-road now takes another course. Some distance after passing Padungan Bridge the road diverges and rejoins the old road near Baroness Coutts's estate. The distance by the new route is about the same, whilst it cuts off all the steep hills and will open up a good ridable or drivable road to Pinding.

JAVA.

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BATAVIA.

The following items of news are from the Batavia newspapers of the 14th October :—

From Atchin we hear that the enemy are making preparations to attack our lines in great numbers during the fasting month. A telegram dated the 6th October, received from the Colonel of Infantry, temporarily charged with the functions of civil and military commanding officer at Atchin, contains the following intelligence :—"The Chief of Kigas, on the West Coast, is taking steps to acknowledge the sovereignty of the Netherlands. State of health favourable." In the Batavia Residency, in Palembang, and in Java, cases of cholera are still appearing.

The wreck of the British barque *Derwent* is advertised to be sold by auction at Batavia on the 18th Oct., together with her rigging, sails, two boats, provisions, 130 fathoms of chain, four anchors, three compasses, &c. On the same day it is also intended to sell there by auction the British barque *Adelaide*, 271 tons burden, along with her rigging and inventory complete.

The average price of about 10,000 piculs of Billiton tin sold by auction at Batavia on the 11th Oct. was guilders 54.83 per picul.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 28th Oct.; the French mail from London Sept. 24 was received on the 24th Oct. We take the following items of intelligence from the *Straits Times*:—

At a meeting of the Legislative Council on the 22nd Oct. Dr. Little put the question of which he had given notice at the previous meeting, whether "the editorial which appeared in the *Straits Times* of the 12th October on Perak and Laroot was authorised by Government?" The hon. Doctor explained that when he gave that notice no intimation had been given by Government to the Council as to what was going on in Perak, and he had not then seen the *Government Gazette* Extraordinary which was issued the same day. The members of Council, as also the public, were very anxious for authoritative information concerning the affairs of Perak, and up to the time of giving notice there had been no sound, no word, from Government on this subject, and his object was merely to ask his Excellency whether they were to take what appeared in that paper as an authorised statement, as, for all he knew to the contrary, the information might have been obtained from other and less reliable sources, or might have been merely a creation of the editor's brain. He would therefore ask his Excellency whether that editorial was authorised or not. His Excellency said that the only paper authorised by Government was the *Government Gazette*, and of course he could not undertake to be responsible for what appeared in other prints. He would say, in respect to Perak, that matters had only just been brought to a conclusion, and he had not therefore had an opportunity of coming before Council with a statement. There had, however, been no intention on his part to withhold information from the members of Council; he had conversed freely with several persons on the subject, and he believed, with one member of Council, and had he happened to converse with any of the other members he should have been glad to afford them any information in his power, on this or any other question. It was his intention in due course to lay before the Council a complete statement of what had been done in Perak, but he had been unable to do so hitherto, owing to the non-completion of the arrangements.

On the 21st October five more prisoners charged with taking part in the mutiny on board the schooner *Hawk* were examined before the police magistrate, and four of them were committed for trial at the present assizes; there being no evidence against the other, he was discharged. These prisoners had been rendered up to the Government by the Maharajah of Johore, who, it will be remembered, first asked that the whole of the prisoners in this case should be handed over to the Johore authorities for trial and punishment. These four prisoners will be tried together with the others already awaiting trial. The Criminal Assizes have been adjourned until the 1st November, when we understand the case will come on for trial before a special jury.

The *Pluto* has left for Perak, taking down Mr. Swettenham, who relieves Mr. Davidson at Salangore, the latter officer proceeding to Perak as Commissioner. The *Pluto* also takes down a large number of copies of H.E. the Governor's Proclamation, in the Malay language, for circulation in Perak.

CEYLON.

(FROM A CORRESPONDENT.)

The inhabitants of "the utmost Indian Isle, Taprobane," are resolved that on the occasion of the approaching visit of his Royal Highness the Prince of Wales they will not be behind their fellow subjects of the Indian continent in demonstrations of loyalty and attachment to the throne. The Prince is on his way, and as each day brings him nearer to his destination the enthusiasm of the Ceylonese seems to increase. The visit of the Duke of Edinburgh is not forgotten, but the expectation of standing in the presence of the King that is to be, appears to have inspired the natives of Ceylon with unusual energy and determination. Not content with preparations on a large scale for an exhibition of the celebrated "Tooth Relic" in the great Maligawa temple at Kandy, and a performance of the "Perakarra," or religious procession of elephants by torchlight in the ancient capital of the Kandian Kings, the Singhalese have resolved to commemorate the Royal visit by founding a College for the teaching of Oriental languages, such, for instance, as Singhalese, Elu, Pali, and Sanscrit. In the present day, when so much attention is being devoted in European countries to the study of Oriental literature and Eastern religions, we cannot avoid congratulating the Ceylonese on this excellent resolve. A Co-

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lombo journal (the *Ceylon Times*) has the following apposite remarks on this proposed undertaking :—

"That the time has fully come for reviving the study of the native languages and literature of Ceylon every one will admit. While European Orientalists are now fully recognising the value of Pali as an adjunct to Sanscrit studies, and while Childers, Fausböll, and others are striving hard to secure for it an interest in the minds of European scholars, it would ill become Ceylon not to do her best to second their efforts. It cannot be denied that the state of education in Ceylon is in a very backward condition. The only places where Pali is taught are the Temple schools and Buddhist colleges, and the best Orientalists among us speak very slightingly of the instruction given there. With some very honourable exceptions, whose names are so few that they might almost be told off on one's fingers, the Buddhist priesthood contains scarcely any members who are entitled to the name of scholars. As proof of the backward state of Pali scholarship we may cite the fact that the Government of British Burmah applied in vain to Ceylon for a person competent to fill the Pali Chair in the new Oriental College at Rangoon, although the terms which the Chief Commissioner was prepared to offer should have been sufficient inducement to any one qualified for the post. And the few good Orientalists that we have among us have done nothing to vindicate the learning of the Island in the eyes of the *literati* of Europe. Mr. Alwis's contributions to Oriental research have been confined to the pages of the local Asiatic Society's Journal, and so far as we are aware, he has never given European scholars the benefit of his extensive knowledge of the language and literature of ancient Ceylon by publishing at Home. The only Pali texts and translations that a Ceylon gentleman has brought out through a European publisher are, in the opinion of our best critics, not such as will raise the character of Ceylon scholarship in the eyes of Orientalists in Europe."

There is one slight error in the above. Mr. Alwis has given to the world other papers than those found in the local society's journal, and his works have been favourably noticed by some of the leading Orientalists of Europe.

The public museum at Colombo is, we believe, to be opened on the occasion of the Prince's visit, and the first stone of the breakwater is on the same opportunity to be laid, with Masonic honours, by the Grand Master of England. For the nonce other matters are allowed to lie over; political discussion and party strife, even the prevalence of leaf disease and consequent short crops, fail to create any movement amidst the excitement caused by the approaching visit. May its advantages be as great as are the preparations for the Royal visitor to the island.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1d.	4s. 1⅛d.	4s. 1⅛d.
Shanghai „	5s. 7⅛d. to 5s. 7⅛d.	5s. 8⅛d.	5s. 8⅛d. to 5s. 8⅛d.
Canton „ ...			
Hong Kong „ ...	4s. 1⅛d.	4s. 1⅛d.	4s. 1⅛d.
Macao „ ...			
Singapore „	4s. 2d.	4s. 2⅛d.	4s. 2⅛d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 302½ to 303	220⅝
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 73.2.5	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 14 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $1270 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 15 per cent. discount.
Hong Kong Fire Insurance Company, $300 premium.
Union Insurance Society, $600 per share.
China and Japan Marine Insurance Company, Tls. 91 per share.
China Fire Insurance Company, $40 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 63 per share.
Chinese Imperial Loan, £102.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500 ...	Tls.500 ...	Tls.215	Tls.20p.sh
Shanghai Gas Company ...	100 ...	100 ...	142 ...	11 p.c.
Shanghai S.N. Company ...	100 ...	100 ...	63 ...	7 p.c.
S. Tug and Lighter Company	850 ...	850 ...	600 ...	12 p.c.
French Gas Company	50 ...	50 ...	72 ...	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$500	$51¾ p.sh.
North China Insurance Co. ...	Tls.2,000 ...	Tls. 600 ...	800 ...	
Union S.N. Company	100 ...	40 ...	10 ...	
Yangtsze Ins. Association ...	500 ...	500 ...	$535	15 p.c.
Union Insurance Society ...	$2,500 ...	$500 ...	$620 ...	
China Traders Co. (Limited) ...	5,000 ...	1,100 ...	1260 ...	
China and Japan Marine Ins. Co.	Tls. 500 ...	Tls.100 ...	Tls.91	
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$167	12 p.c.
China Fire Insurance Co. ...	500 ...	100 ...	167	12 p.c.
Hongkew Wharf Co.	Tls.100 ...	Tls.100 ...	Tls.81½ ...	5 p.c.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs
July 18 ...	Glenlyon (s.)	Foochow ...	1,297,500
„ 20 ...	Black Prince	„ ...	1,041,420
„ 20 ...	Forward Ho !	„ ...	1,383,104
„ 26 ...	St. Andrew's Castle ...	Canton ...	366,731
„ 26 ...	Norman Court	Shanghai ...	1,200,000
Aug. 6 ...	Fiery Cross	Foochow ...	850,000
„ 23 ...	Osaka	Canton ...	800,000
„ 23 ...	Undine	Shanghai ...	1,300,000
Sept. 10 ...	Min	Foochow ...	839,142
„ 15 ...	Quang-Se (s.)	Shangha ...	1,500,000
„ 20 ...	Cybele (s.)	Foochow ...	1,504,382
„ 22 ...	Nankin (s.)	Hankow ...	2,000,000
„ 22 ...	Taviot (s.)	Shanghai ...	1,000,000
„ 26 ...	Olympia (s.)	„ ...	260,964
Oct. 3 ...	Achilles (s.)	„ ...	1,500,000
„ 3 ...	Patroclus (s.)	„ ...	1,000,000
„ 5 ...	Whiteadder	Foochow ...	1,252,327
„ 7 ...	Olympia	„ ...	63,951
„ 12 ...	Flintshire (s.)	„ ...	1,701,100
„ 30 ...	Glencairn...	Shanghai ...	2,000,000
Nov. 9 ...	Jerusalem	Foochow ...	1,400,000

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Oct. 13, 1875	61908056	45175655	1582670	12155501	120821882	17416
From June 1, 1874, to Oct. 13, 1874	66560615	44528681	484135	13838050	125411481	23295

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to Oct. 13, 1875	7954582	28208
Do. do. 1874, to Oct. 13, 1874	4090445	20985

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to Oct. 13, 1875	22308212	3512
Do. do. 1874, to Oct. 13, 1874	23884700	2348

TO AUSTRALIA.

From June 1, 1875, to Oct. 13, 1875	13,152,090
Do. do. 1874, to Oct. 13, 1874	12,393,697

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,012	62,890
1850 to 1851	63,972,000	22,114	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,154	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,585,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 9, Mikado; from New York, 6, Taitsing.

At FOOCHOW.—None.

At HONG KONG.—From London, Oct. 17, Glenfinlas (str.); 19, Chusan; from Cardiff, New Era; Nov. 13, Charger, Mirella; from Liverpool, 17, Glaucus (str.).

At MANILA.—From Liverpool, Oct. 8, Aurrera (str.); 13, Rona; from Hamburg, Sept. 30, Manila II.; from San Francisco, Oct. 12, Helicon.

At BATAVIA.—From Amsterdam, Nov. 13, Maibit; from Glasgow, —, County of Peebles.

At SINGAPORE.—From London, Nov. 13, Cawdor Castle (str.); from Shanghai, for New York, 18, Fleurs Castle (str.); from Liverpool, Yrurac Bat (str.).

DEPARTURES.

From SHANGHAI.—For New York, Oct. 12, Wylo.

From FOOCHOW.—For London, Oct. 15, Flintshire (str.).

From HONG KONG.—For London, Oct. 19, Teviot (str.); for San Francisco, 20, Weymouth, put back, previous to Nov. 1, for repairs.

From MANILA.—For London, Oct. 3, Hervatska; for Liverpool, 2, Elizabeth Ann, Glee Maiden; 7, Emiliano (str.), James Shepherd; for Santander, 9, Antela; for New York, 2, Moneta; for San Francisco, 9, Gazelle.

From BATAVIA.—For Boston, Oct. 19, Hazard.

From SINGAPORE.—For Liverpool, Oct. 22, Adelaide.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 5 ...	Wylo	... Shanghai ...	New York
„ 11 ...	Marianne	... Saigon ...	Falmouth, f.o.

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TELEGRAMS FROM THE FAR EAST.

THE DISTURBANCES AT PERAK.

(COLONIAL-OFFICE TELEGRAMS.)

COLONIAL-OFFICE, Nov. 22.—A telegram from Singapore, dated 21st instant, received *viâ* the Nagasaki and Wladiwostock line, states that General Colborne, with 300 men of the 80th regiment, left Singapore for Perak on the 18th inst. The *Ringdove* and *Egeria* had also started for Perak. On the 15th, the troops from the Perak Residency shelled and cook four stockades at the village of Passir Sala, where Mr. Birch was murdered. Some of Mr. Birch's property was found in the house of the Maharajah Lela. The troops afterwards returned to the Residency. Satisfactory news had been received from Mr. Davidson, the Acting Resident in Salangore, up to the 8th instant.

(BY POST.)

COLONIAL-OFFICE, Nov. 23.—A despatch received yesterday throws light upon the action of the Government of the Straits Settlements immediately before the outbreak. It encloses three proclamations, which are apparently those referred to in the first official telegrams as having been posted and subsequently torn down. The first of these proclamations, sealed by Sultan Abdullah on the 2nd October, acknowledges the British residents, and any other British officers appointed to reside in Perak, to be Judges, with power to punish all crimes, and try all cases, and to appoint magistrates. The second, sealed by the Sultan on the same day, acknowledges the same residents and officers to be the Sultan's representatives, to carry out in his name all the affairs of the country, as well as to collect and expend all the revenues, and appoint all the Datus and Punghulus, and, in fine, to set in order all the affairs of the country. The third proclamation, signed by Sir W. Jervois on the 15th October, declares that Her Majesty's Government, in compliance with the request of the Sultan and Chiefs of Perak, have determined to administer the Government of Perak in the name of the Sultan; and that, to this end, the Governor is about to appoint officers, who will be styled Commissioners and Assistant-Commissioners of the Queen, to carry on the Government of the State; and that a Malay Council of Rajahs of Perak of the highest rank will be appointed to aid the said Commissioners in matters touching the affairs of the Government of Perak.

(BY INDO-EUROPEAN TELEGRAPH, *viâ* TEHERAN.)

GALLE, Nov. 24.—Commander Sterling and Captain Whitla, of the 10th regiment, with 250 men, five guns, and two rockets, attacked on the 15th, at noon, and took four stockades. Six cannon were taken. They burnt the Lelor villages; the enemy fled in disorder; three of the British force were wounded. This success may cause the wavering chiefs to acknowledge the British power, and then peace may be restored.

CHINA MARKET REPORT.

HONG KONG, Nov. 18.—Cotton goods very little doing; 8¼ lbs. Grey Shirtings, $2.50; 16-24 water twist, $103. Tea: Canton, limited business. Total exports from China and Japan to Great Britain, from 1st June to date, 132,375,000 lbs.

SHANGHAI, Nov. 18.—Cotton goods nothing doing. Tea: Black, limited business; Green, very little doing. Silk firm. Blue Elephant chop Tls. 325.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

NEWMAN—On the 4th Oct., at Chefoo, the wife of E. Newman, of a son.
PIKE—On the 5th Oct., at Hankow, the wife of C. H. Pike, Imperial Customs, of a son.
PIRKIS—On the 1st Oct., at the British Legation, Peking, the wife of Albert E. Pirkis, of a son.
SHADGETT—On the 6th Oct., at Shanghai, the wife of J. Shadgett, of a daughter.
SOUZA—On the 19th Oct., at Hong Kong, the wife of E. F. de Souza, of a daughter.

DEATHS.

BROWN—On the 27th Oct., on board the steamship *Sumatra*, between Aden and Bombay, James Brown, M.B.C.M. of Glasgow University, surgeon, P. and O. Steam Navigation Company's Service, younger son of Robert Brown, quartermaster 60th Brigade Depot, Hamilton. N.B. Friends will please accept this (the only) intimation.
COATE—On the 8th Oct., at Shanghai, Thomas Acram Conte.
D'ALMEIDA—On the 11th Oct., at Macao, Antonio d'Almeida, late of Singapore, aged 58.
WAKFER—On the 7th Oct., at Shanghai, John Wakfer, Diver to the Customs, aged 58.

THE official announcement of the appointmeut of Mr. WADE, British Minister at Peking, to the dignity of K.C.B. appears in the *Gazette* of the 26th inst.

THE degree of Doctor of Divinity is to be conferred upon the Rev. R. S. COPLESTONE, who will be consecrated Bishop of Colombo in Westminster Abbey on the 28th proximo.

The prospectus has been issued, and will be found in full in our advertising columns of the Real Property Trust (Limited). The capital and funds of this Company are to be employed exclusively in the purchase of, or mortgage on, freehold or long leasehold property in England and Ireland, and heritable property in Scotland. The Trust will besides receive money on Debenture Bonds, with coupons attached, bearing interest at 4½ per cent. per annum, and also deposits. The capital is £1,000,000, composed of 50,000 shares of £10 each, and 500,000 shares of £1 each, and the present issue consists of 25,000 £10 shares, and 100,000 £1 shares. The shares are to bear a fixed rate of interest of 5 per cent., and the directors will only receive remuneration for their services after 5 per cent. has been paid to the shareholders.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 25, at Liverpool, from Bassein, G. Broughton; at Queenstown, from Manila, Ludovic and Charles; 26, at Liverpool, from Rangoon, Antonio Ferraro; from Bassein, Slieve Bloom; at New York, from Shanghai, Glenartney (str.); 27, at London, from Foocho, Cybele (str).

SPOKEN.—Ulva, from Singapore, to Marseilles, Oct. 6, 29 S., 8 E.; Florence, from Singapore, to London, Oct. 15, 12 S., 10 W(?); P.N.G.F., from Cardiff, to Singapore, Oct. 12, 10 N., 24 W.; Cordelia, from Manila, to Liverpool, Oct. 27, 8.50 N., 28 W.

DEPARTURES.—Nov. 24, from Falmouth, for Singapore, St. Aubin; 22, from Havre, for Saigon, Perseverant; 25, from London, for Rangoon, Onward; from Plymouth, for Shanghai, Cheops (str.); from Southampton, for Batavia, J. B. Walker (str.), Holland (str.); from London, for China and Japan, Benledi (str.); 23, from Antwerp, for China, Assens; 26, from Liverpool, for Shanghai, Ulysses (str.).

MISCELLANEOUS.—The Jacob Hansen, from Cronstadt, for Amoor, Oct. 28, left Elsinore on the 17th inst. The Cheops (str.), from London, for Shanghai, Nov. 5, which put into Plymouth for repairs, left there for her destination on the 25th inst.

Naval and Military.

The Simoom, troop-ship, Capt. M. S. L. Peile, has left Portsmouth for Malta, with volunteers for the 28th Regiment, referred to in our last issue; also supernumeraries for the East India and China squadrons, and a detachment of the torpedo company of Roy Engineers. The Himalaya, troop-ship, Captain W. B. Gran will meet the Simoom at Malta, and embark the whole of the 28th Regiment for conveyance to Hong Kong. Instructions have been telegraphed to Barbadoes, countermanding the previously-arranged detention of the Himalaya at that island, and directing her to proceed with all despatch to Malta. The hired transport Thames, Captain Campbell, will convey a portion of the supernumeraries and reliefs for Hong Kong, there being more than the Himalaya can take.

The following shows the naval movements at Hong Kong:—

The Ringdove returned from Canton on the 5th October, and went out to sea the same day for gun practice, and returned to harbour on the 6th. The Midge, after a thorough overhaul at the naval yard, went for a trial trip of her machinery on the 5th, returning to harbour in the afternoon; she proceeded in the evening with the Colonial Surveyor-General, on an inspection of the lighthouses recently erected at Green Island and Cape d'Aguilar, returning to harbour the next morning. On the 8th she went out to gun practice, returning on the 9th, and left again for Chefoo on the 12th to join the Admiral. The Modeste was docked by the Hong Kong and Whampoa Dock Company at Aberdeen on the 9th, and having been cleaned and had sundry defects made good to her keel proceeded on a cruise. The Spanish transport Marquess de la Victoria is in harbour refitting.

Captain Branke, Brigade-Major, proceedsto England by Messageries Maritimes mail steamer, on leave of abeence till February nect, when he takes up the appointment of Brigade-Major at Shornecliffe. Captain Huskisson, 80th regiment, aide-de-camp to the Major-General Commanding, is appointed Brigade-Major until the arrival of Captain Bran7e's successor. The Spanish transport, Marquis de la Victoria, remains in harbour refitting.

The Admiralty has adopted a system of issuing daily bulletins of the movements of Her Majesty's ships, both at home and—so far as they become known by telegram—abroad. This system will prove of great convenience to the public, and save the Admiralty officials considerable trouble in answering inquiries.

The Juno, Captain Poland, store and troop ship, for the China Station, has not yet embarked the supernumeraries. There has been a delay in consequence of the reports on the gunboats Frolic and Kestrel, rendering it doubtful if they can be recommissioned at Hong Kong.

Paymaster Russell Hill (1870), late of the Cameleon, on the Pacific Station, is appointed to the Victor Emmanuel, for service at the Shanghai Naval Yard.

Captain John Hobhouse Inglis Alexanuer, C.B., aide-de-camp to the Queen, died a few days since, in his forty-sixth year. In April last year, from increasing ill-health, he had to relinquish command of the *Hector*, 18, screw iron ship, armour-plated, coastguard ship at Southampton, in which command he was succeeded by Captain A. H. Hoskins. Captain Alexander had seen a good deal of service, and while in command of the *Euryalus*, 35, screw wooden frigate, during the Japanese war of 1865, was severely wounded, and, being permanently injured, was awarded a pension for wounds, and eventually made a Companion of the Order of the Bath and an aide-de-camp to the Queen.

The steamer Orestes has arrived from Hong Kong, having on board time-expired men, invalid troops, and prisoners belonging to the 80th Regiment. During the passage one death occurred on board.

Some of the ships on the East Indian station being below their proper strength, a number of men will be sent out from Portsmouth and Plymouth during next month by a hired vessel.

The new troopship Assistance, 2,037 tons, 1,300-horse power, will be commissioned at Portsmouth on the 1st prox. by Captain F. M. Prattent.

A telegram announces that the Challenger arrived at Valparaiso on the 19th inst., all well, and that the expedition had been successful.

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Legal.

COURT OF BANKRUPTCY.

IN RE ALEXANDER COLLIE AND CO.

This was a sitting for public examination. The bankrupts, Alexander and William Collie, were adjudicated upon the petition of the London and Westminster Bank, in respect of a debt of £1,400 due upon a bill of exchange dated the 4th of January, 1875, drawn by the debtors upon and accepted by Charles Carnie, and payable six months after date; and the act of bankruptcy upon which the adjudication proceeded was the presentation by the debtors of a petition for liquidation. A joint statement of affairs filed by Mr. William Collie returns the following items:—Dr. — Creditors unsecured, £90,025; ditto, subject to payment of their acceptances, £1,274,292; creditors partly secured, less value of securities, £39,418; creditors for rent, rates, &c., £844; and liabilities on bills discounted, estimated to rank £464,579. Cr.—Stock in trade at Manchester, £38,789; book debts estimated to produce £22,767; cash in hand, £9,914; bills of exchange and other similar securities, estimated to produce, £7,363; freehold premises, furniture, fixtures, and fittings, at Aytoun-street, Manchester, estimated surplus after payment of balance of purchase money, £75,000; other property, £32,160; bills of lading in hand, £2,427; surplus from securities in the hands of creditors, £31,046; and sundry assets requiring time for realisation, a judgment against a debtor, and further amounts, estimated at £509,875. A statement of the affairs of Alexander Collie, filed but not signed by him, shows debts of £1,641, with assets £45,054, inclusive of bankrupt's house at Palace-gardens, Kensington, furniture, and effects, subject to lien £28,755; pictures, water-colour drawings, and paintings, £14,500. The debts of William Collie separately are returned at £68, with assets, comprising property of various descriptions, £14,936.

Mr. J. Linklater, for the trustee, said the facts of this case were so notorious that he would scarcely be justified in bringing them before the Court again. The bankrupts failed a short time since, and the trustee had every reason to suppose that one of them would not be in attendance. The other had filed a statement which the trustee considered wholly insufficient, but he was in this difficulty, that he could not examine the bankrupt thereon, seeing that the whole matter was pending before another tribunal, and appointed to be heard on the 18th prox. The Registrar accordingly postponed the proceedings until the 12th January. Upon an application by the trustee to stay proceedings instituted by creditors in the Manchester Court to recover the value of certain parcels of goods rejected by the bankrupts as not being in accordance with contracts with these creditors, but which were at present in the hands of the trustee, forming a part of the property on the bankrupt's premises at the time the petition for liquidation was presented, the Registrar stayed the proceedings at Manchester, holding that the proper tribunal to try the questions at issue was the London Court.

IN RE ALEXANDER, PEARSE, AND COLLIE.

The bankrupts—Nathaniel Alexander, Brice Hugh Pearse, and Alex. Collie—carried on the business of East India agents at Great Winchester-street, and were adjudicated in September last on the petition of the London and Westminster Bank. The joint statement shows total unsecured debts, £239,529 11s. 10d., against assets £34,477 1s. The bankrupts, Alexander and Pearse, now applied to pass their public examination on this statement of affairs. The trustee offered no opposition, and the bankrupts were allowed to pass. The usual memorandum of non-attendance was made against Alexander Collie.

IN RE KILBURN AND KERSHAW.

This was a sitting for the public examination of H. W. Kilburn. Messrs. Kilburn and Kershaw carried on a very large business as silk piece brokers at St. Mary-axe, and were adjudicated in July last. Kershaw absconded, a reward of £200 being offered for his apprehension. The joint statement produced by Kilburn shows a total unsecured liability of £201,456, as against assets of £6,577 12s., his separate statement shows debts of £10,513, against assets £7,300. No opposition was made to the passing of the bankrupt, who was accordingly allowed to pass. The usual memorandum was entered against Kershaw.

Miscellaneous.

CHINESE EDUCATION IN CALIFORNIA.—A Californian paper states:—It may not be generally known that there are now two Chinese Sunday-schools that meet regularly in this city. One is connected with the Presbyterian Church and the other with the Baptist Church, the former having been many months in existence, and the latter only a short time. The attendance is variable, sometimes being as high as thirty at the Baptist Church. Evidence shows that the Chinese attend the Sunday-schools not because they are thirsting for religious instruction, but for the reason that it is a good chance to get an English education. They are indulged in their preference, for it is conceded that labour spent in impressing upon them the primal truths of Christianity would be thrown away while there is no common medium of language by which the teachers and pupils can make themselves understood one by the other. The method of instruction adopted is not the teaching of pupils to translate from one language into the other, as languages are usually taught in the public schools; but, beginning with the alphabet, the written language is taught in the same way as to young children in the primary schools. Most of the Chinese display great, not to say wonderful, aptitude for learning the alphabet and the first reading lessons, and acquiring correct pronunciation. A fact which will certainly be new to most people, namely, that the Chinese are great lovers of music, is mentioned. The paper above quoted from says that the Chinese learn to sing by ear with precision after a short practice, and evidently take great pleasure in exercising their musical powers. A short time since a part of the Chinese who had attended the Presbyterian Sunday-school left it for the Baptist school, and upon inquiry it was found that their principal reason for doing so was that in the latter the teachers sang several pieces every Sunday, while in the former they were accustomed to sing only a few stanzas.

CHINESE GENEROSITY.—A San Francisco paper has the following:—It will be seen in the columns of the *Alta* that the Chinese of this city have contributed quite generously in aid of their fellow-countrymen, and ours also, who have been severely pinched by the devastation of the fire in Virginia City. They have contributed in cash, and also in provisions, and goods, which will aid all the distressed, and have, perhaps unwittingly, reproved delicately those who refused food to the suffering and hungry Chinese in that city of silver and ashes, by requesting that no distinction of country shall be considered in the distribution of their donations. Mark one down in favour of the Chinese. They, in this, act upon the principle enunciated by Christ, although they may worship Confucius and burn Joss sticks in honour of their ill-favoured god. They have given for the good of all the sufferers of that city. Give the Chinamen the credit of this generous and Christian-like action.

Punch of last week makes the following facetious comments upon the paragraph which appeared in our last issue, with reference to the Opium Essays:—Mr. Pease, who appears to be no Free Trader, is an active member of the Anti-Opium Society. He offered the prizes with anti-opium intentions. The Prize Essays have been doubtless conceived in an anti-opium spirit. Yet they are announced under the title of "Opium Essays." Too many essays upon all manner of subjects are found to produce upon their readers the effect of opiates. Let us hope, however, that the Opium Essays may possibly prove so interesting that, on the contrary, they will deserve to be entitled "Anti-Opium Essays," by answering their purpose, and not that of the narcotic they have written against, but for which, in the latter too likely case they may serve as substitutes.

THE KING OF SIAM AND THE ECLIPSE EXPEDITION.—A letter to a contemporary says:—It will be remembered that before the departure of the Eclipse Expedition to Siam in the early spring, an anonymous letter appeared in the *Athenæum*, evidently calculated to prevent the acceptance of the invitation sent by the King of Siam to the Royal Society. The statements made in that letter were at once contradicted by the Siamese Consul, Mr. Mason. Under these circumstances I trust you will allow me to state that the members of the Expedition sent out to observe the late solar eclipse are indebted to his Majesty the King of Siam, not only for an exceedingly liberal entertainment during their stay in his country, but also for very material assistance in the work they had to do. The difficulties the Siamese had to overcome in such a short time were very great. A jungle had to be cleared in order to build the observatory and dwelling-houses; the drinking-water had to be carried by sea through a distance of fifty miles; and a lonely spot on the sea-coast, with only a few fishermen's huts, was converted during the time being into a lively and active village. Down to the commonest workman every one gave willing aid, and no complaint was ever necessary. It should be generally known that his Majesty the King expressed his regret to me that no student of natural science had been attached to the expedition, saying that he would have given him ample opportunity to study the geology, botany, or zoology of the country.

CHINESE AT QUEENSLAND.—"Chinamen and horses," writes the Palmer correspondent of the *Brisbane Courier* of the 10th September, "are dying like rotten sheep on the new track between Cooktown and Edwardstown. I have just got over the journey, and can therefore speak from experience. The Chinese appear to have an impression that the dead should bury their dead; or, at any rate, such is their horror of handling a dead body that they would submit to almost any sacrifice in order to get out of the business. The scene that presented itself to my companion and myself as we surmounted the hillock and looked down on the valley below us, some fifteen miles from Little's Camp, was as follows:—Two Chinamen lay dead and unburied while some half-score of their countrymen were huddled together in a terror-stricken mob, a police inspector covering them with a six-shooter, and a trooper doing the same thing with a Snider. The dead Chinamen and the rest were mates travelling together, and it appeared that when the two succumbed the others would have left them to rot where they had fallen, had not the inspector opportunely put in an appearance and threatened to shoot down the whole of the inhuman crew unless they buried their comrades. John at once caved in on seeing how matters stood. All hands turned to with their picks and shovels, and in a quarter of an hour the bodies were consigned to the earth."

FOREIGN MISSIONS.—The annual meeting of the Glasgow auxiliary of the London Missionary Society has been held. Mr. Allan occupied the chair, and with him on the platform were:—Rev. David Russell, Rev. P. Granville, Rev. Geo. Stewart, Rev. James Troup, Mr. George Smith. Deputies—Rev. J. Sadler, Rev. G. Cousins, Rev. A. T. Saville. The Rev. G. Stewart read the report, showing that the total number of missionaries in the service of the society in May last was 156. The ordinary receipts from subscriptions, donations, and collections had reached a higher amount than in any previous year. For six years running the income of the society had exceeded £100,000; and the directors were now resolved largely to increase the missions in India and China. The society was now prepared to employ female agency more largely than at any former time in their missions in India and China; and a committee of fifteen ladies, resident in and about London, had been appointed to examine candidates, superintend their training, and otherwise to aid in this new work. Among the addresses subsequently delivered was one by the Rev. J. Sadler, of Amoy.

THE SUEZ CANAL.—The following telegram has been received by the Bank of Egypt from Alexandria:—"Egyptian Government sold to English Government Suez Canal shares for £4,000,000 sterling. Minister is authorised to draw this amount on Rothschild at sight." The following may be stated to be the effect of this transaction:—The Khedive having offered to sell to Her Majesty's Government the shares which he holds in the Suez Canal for the sum of four millions sterling, the Government have accepted the offer, subject to the approval of Parliament. The Khedive is the holder of about 177,000 shares out of the 400,000 into which the capital of the Company is divided.

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At a meeting at the Theatre Royal, Preston, for the purpose of adopting a memorial to the Indian Government praying for the immediate and total abolition of obnoxious duties levied on cotton goods and yarns imported into India from this country, and from Lancashire in particular, Lord Winmarleigh and Mr. Clifton, M.P., were present, and spoke in favour of the object of the meeting. A memorial to Lord Salisbury praying that the alleged injustice of the tax may be done away with was unanimously adopted.

The *Inralide Russe* states that some functionaries of the Japanese Embassy at St. Petersburg have recently received the insignia of the new Japanese order. That order has numerous classes, and consists of a many-rayed white star, with a red circle in the middle, the arrangement of the colours being similar to that of the Japanese flag—a red sun on a white ground. The ribbon of the order is also red with at white edge.

Intelligence from Orenburg announces that a letter from Shjun-Kho, the Governor of Tchugutchak, dated the 10th day of the 8th moon, states that the expedition of Lieutenant-Colonel Sosnovski has set out from the Chinese provinces of Shang-sea. The Governor also announces that all along the route of the expedition the Chinese Government has placed detachments which will escort the Russians from station to station.

The Messageries Maritimes steamer *Djemnah*, with the present inward mail, arrived at Marseilles at 9 P.M. on the 23rd inst. She brings 54 passengers and a general cargo, including 846 bales of silk, 7,997 packages of tea, and 5,579 of sundries for London, which part of her cargo will be forwarded to its destination per company's steamer *Indus*, due in London on or about the 7th prox.

The P. and O. Company's steamer *Sunda*, which struck upon a sunken rock in the China Sea on the 14th September, and was subsequently beached for temporary repairs, has been safely towed to Hong Kong by the company's steamer *Columbian*.

The Naval Tribunal of Brest, before whom the crew of the *H. L.*, of Nantes, were brought on charges of piracy and murder in the China seas, has declared itself incompetent to judge the case, and has directed the prisoners to be tried by civil law.

The P. and O. Company's steamer *Malwa*, from Southampton on the 18th inst., with the outward India, China, and Australian heavy mails, arrived at Gibraltar on the 23rd inst., and left the same day for Malta and Port Said.

The Eastern and Australian Company's steamer *Bowen* left Singapore for Brisbane on the 17th inst., with London mails of October 15.

Petitions have been presented by the colonists of Natal that the Government will prohibit Chinese immigration.

THE P. AND O. COMPANY.

A letter has appeared in *The Times* from Mr. Bain, in which he reiterates the charges which he made in his Pamphlet against the Company; and the Secretary, Mr. Bethune, has sent the following reply. It is very much to be regretted that *The Times* should have allowed a letter of the kind to appear, when the slightest inquiry would have been sufficient to make it acquainted with the utterly unreliable character—to say nothing more—of its informant. It is due to our contemporary to state that it frankly apologises for the unfortunate error into which it was led:—

"Sir,—In the Money Article of *The Times* a paragraph is introduced about this company, in which it is stated that, before asking for powers to raise further capital, it is incumbent upon the directors to let the public see that nothing can be challenged in the management of the company's affairs. The directors are not aware that the management of the company's affairs has been challenged, unless by one or two discharged *employés* of the company, such as your correspondent, whose attempts to distort the policy of the directors and throw doubts on their integrity have been completely exposed more than once in the general meetings of the company, and whose *animus* in reiterating garbled statements has been strongly condemned by the proprietors assembled at such meetings. On the question of issuing debenture stock, which has given rise to the present criticism of *The Times*, I could hardly select a better illustration of *suppressio veri* on the part of your correspondent than that contained in the letter from which your information is derived. It is there stated that the company have inserted an advertisement in *The Times* of the 30th ult., to the following effect:—'That the company have applied under the Act, 1st Vic., cap. 73, to the Queen in Council to extend the company's powers under its existing charters by enabling the company to create and issue debenture stock not exceeding in amount £800,000 sterling, &c.'

"It is thus intended to imply that the directors have sought power to raise further capital, and your article thus interprets the communication addressed to you.

"But if that part of the advertisement in *The Times* which is really material for the purpose of showing the intention of the directors had been inserted in your correspondent's letter, instead of being disingenuously omitted, you would have found these words, which appear in *The Times* of the 23rd and 30th of October and 6th November:—'That such issue of Debenture Stock is to be authorised on the express condition that the amount raised thereby shall be appropriated solely and specially to the conversion or redemption of debentures of the said company of the like aggregate amount.' You will perceive, therefore, that the object of the directors is not that which is stated in your correspondent's letter, and, as a further explanation of their intentions, I enclose for your information an extract of the draft Annual Report to be presented to the shareholders at their meeting of the 7th December, which was approved yesterday by the Board, and of which, in publishing this letter, you may make any use you think necessary. In conclusion, I have only to observe that if the Editor of *The Times* considers that the interests of the public demand any further explanation than that which the accounts and reports submitted yearly and half-yearly to the proprietors secure, or that which the very full discussions at the meetings of the company elicit, and which are reported in *The Times* and other newspapers, the directors are perfectly ready to answer the challenge and to enter upon such explanations. But they naturally decline a controversy on the subject of the company's affairs with a person in the position of your correspondent, who as the proprietor of £20 nominal capital has already been more than sufficiently dealt with at the company's meetings, and who as a subordinate of the managing directors proved himself unworthy of their confidence.—I am, &c.,

"Nov. 24." "A. M. Bethune, Secretary."

In a subsequent issue *The Times* publishes the following:—

In some respects the following further letter from the Peninsular and Oriental Company is satisfactory, although it does not yet meet the points raised in Captain Bain's letter, one of which was that the separate vessels of the fleet were kept in the list at too high a valuation. We have no wish, however, to advocate his position in any way as against the company. Our only object in calling attention to it at all was rather that opportunity might be given to the Company to make good its title to be considered as sound as in its best days. Anything that should threaten materially to lessen its *prestige* or dim its prosperity would be to be deplored, and we can only hope that what may be lacking in this letter to a complete statement of the Company's position will be made up at the shareholders' meeting. The matter primarily interests them:—

"Sir,—In reverting to the affairs of this Company in your Money Article, you are good enough to say that the letter which I addressed to you yesterday contains on the point which it touches as complete a refutation as could be wished. You at the same time express your regret that my letter deals with the less significant portion of your correspondent's charge, or with matters personal between the company and himself, but that you doubt not that the other and graver charges may be as fully rebutted, although the statement shown to you privately, from which it appears that the company's fleet has been taken at 27s. per ton less value in 1874 than in 1867, does not affect the real question at issue.

"In reply to the latter observation, I may at once state that you will find upon referring to the printed slip handed to you regarding the value of the company's fleet, that you have misread the figures, and you will find that the difference in value in favour of 1874 as against 1867 there stated is not, as in your article, 27s., but £4 19s. 3d. per ton.

"The point which therefore now seems to require to be met is that the directors are alleged to have overvalued the company's fleet, with the motive, as seems implied by your correspondent's letter, of concealing a deficit and of deceiving not only the proprietors of the company, but also the Government, for the purpose of obtaining larger mail subsidies than are necessary from the public exchequer. Your correspondent alleges that this deficit amounts to £1,385,889. Upon the face of the matter common sense suggests the question, Why should the directors do anything so absurd, not to say guilty, and what has become of the £1,385,889?

"Your correspondent arrives at these figures of £1,385,889, or in one place at £1,522,821, by valuing the fleet himself, not as a going concern of great importance, but as if the company were suddenly about to stop, and the fleet be sold off; and he argues this conclusion from the opinion he says he has formed, and which he seems to think must be considered indisputable, as to the relative merits and valuation of the Royal Mail Company's and this Company's fleet.

"Now, if the cost and the various conditions of steam fleets could be tabulated in the same way as that of railways, there might be some utility in discussing this question from a comparative point of view; but it is obvious that in that case we should require to have the comparison of many fleets in an exhaustive manner, and especially of those of equal dimensions and engaged in a similar trade. These conditions certainly do not exist in the case of the Royal Mail Company and this Company, although the directors have little doubt that as the Royal Mail Company have enjoyed for several years past a far more prosperous trade and, in comparison, a far higher revenue than this company, they have been enabled proportionally to write down the value of their fleet.

"During the last eight years, namely, since the commencement of the present mail contract, the directors have called up from the proprietors the sum of £200,000. In that period they have built or purchased for the company twenty-three steamers, aggregating 67,134 tons and 10,880-horse power, and costing upwards of £2,000,000 sterling, a greater tonnage than that of the entire fleet of the Royal Mail Company. During that time the company have also spent important sums in repairing and renewing other portions of their fleet, and they have had the disadvantage of being obliged to sell at a considerable loss many steamers which a few years ago were thoroughly eligible for the company's work, but became prematurely obsolete through the opening of the Suez Canal. Notwithstanding the number of vessels sold, the net increase in the tonnage of the fleet since 1868 is 37,000 tons.

"The figures in the company's books clearly prove that this important addition to the company's fleet has been made not from new capital, except to the very limited extent of £200,000."

It is officially notified that the Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Report on the Silk Industry of Japan, from Messrs. Jaquemot, British merchants at Yokohama. The Report can be seen upon application at the Statistical and Commercial Department, Board of Trade.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 16.

Since my last letter the traffic on our river, especially from Transatlantic ports, has been very lively, and amongst the arrivals have been several vessels that had been retarded outside the channel several weeks by the strong easterly gales which prevailed in the North Sea and channel during the latter part of last and the commencement of this month. The arrivals from East India and China are very few though, and only comprise the *Dorothea*, from Rangoon; *Papa*, from Akyab; *Goodall*, from Sourabaya; and *Gutenberg*, from Rangoon. Of departures I only have to report the before mentioned *Altona*, s.s., Captain Muller, which vessel, after staying a good while on the river, went to sea on the 8th Nov., for Singapore, &c.; the *G. H. Wappaus*, for Penang and Singapore, is announced ready for sailing; *Zylland*, for Hong Kong, has the greater part of her cargo on board, and will soon be ready; *Deutschland*, for Hong Kong, and still loading; the *Candace*, for Yokohama and Hiogo, is also reported as on the eve of leaving; and the *Terpsichore* will soon leave here with a good number of between-deck passengers for Wellington (N. Z.), for which port, as well as for the New Zealand islands, emigration is actively going on. As the greater part of the emigrants from Germany to New Zealand consist of farmers and agricultural labours, it is intelligible that the English Government finds it to its interest to encourage this emigration as much as possible, which, as is universally known, is done by England in the most generous manner. The Deutsche Dampfschiff's steamer *Bellona*, recently arrived from China, has taken the berth, and is advertised to leave here on the 15th Dec.

A strong agitation is going on concerning the affairs of the International Bank, which establishment will be well known to your readers by its affiliated institution, the International Bank of Hamburg and London (Limited). The shares of this Banking establishment are quoted on our Bourse at m.80 to 80½, and a great number of shareholders are discontented at the loss incurred by the German Brazilian Bank, and advocate winding up. The directors and a section of shareholders consider a liquidation not to be the best means for saving the shareholders' money, and, think a reconstruction of the Hamburg establishment and a maintenance of the London branch institution to be the wisest course to be taken.

You will remember that in the year 1873 the two German vessels, *Gazelle* and *Marie Louise*, on their way from Hong Kong to some port on the Philippine Islands, under charge of carrying arms to the insurgents, were captured by a Spanish gunboat, taken into Manila, condemned, and subsequently sold. The German Government protested against the capture; and it is gratifying to state that the owners of the two vessels have been recompensed for the loss of their vessels. That they have received the full value though appears somewhat doubtful, as for the *Marie Louise* only m.14,500 (equal to £700) have been paid.

To diminish the dangers on the shores of our river below Cuxhaven, there has been a fourth light-vessel stationed between light-vessel No. 3 and Cuxhaven. Vessels that might have to enter the river without being able to obtain a pilot will only have to follow the line of the light-vessels, and after passing the fourth one steer right in for the Cuxhaven light, thus going clear of the bank on the south side, which for three or four years past has been increasing, and thus endangering the navigation.

Two engineers, Messrs. Wiese and Paulmann, have constructed a new light for ship signal lanterns, which has been tried against those used in our navy. The navy light dissolved in a distance of one and a half miles while the new light; either red or green, was still visible at a distance of four and a half miles. Our nautical public are well pleased with this new invention.

The *Henriette Behn*, recently reported as bound to the Amoor River, passed Elsinore on the Nov. 7, coming from Cronstadt, her cargo, as we hear, consisting for the greater part of provisions. As she is a fast sailer it is expected that she will reach China too early for the reopening of next years navigation at her port of destination.

As to the weather, it has again been very stormy. In Russia and all Eastern Europe an unusually early winter has set in, and in the opinion of old weather prophets we here also have to anticipate a severe and early frost.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Nov. 24.

The debate about the East India Budget was brought to an end, much to the satisfaction of the Minister of the Colonial Department, and the question still is, which party has made the most concessions, the Tories or Whigs. The Education question gave rise, as usual, to much debate, and Parliament was to a certain degree metamorphosed on this occasion into a synod. Everyone advocated what they thought the best course, but we did not advance one step towards a satisfactory solution. Every *nuance* of Christianity pleaded its cause, and it is only to be regretted that no Mohammedan was present to advocate that his religion should be the one taught. Mr. Van Goltstein defended warmly the rights of the "heathens." No privileges were given to them; the work of the missionaries was not frustrated if this did not become necessary by their own behaviour; statistics proved that the number of schools had increased, and if necessary more money would be asked for their maintenance—and the result of this warm and lengthened debate was that the "Education and Public Worship" votes were approved without being altered. Of more practical interest was the debate upon "Hull Works." The Minister was at once complimented, both by Messrs. Van de Putte and Van der Hoeven (who by mistake was represented in my last as a friend to the "squeezing system," whilst he is in one of the greatest opponents) for his plans about the regulation of the "*Heere diensten*," and the first-named advised the Minister to be as liberal as possible in this respect. A warm debate took place about the question Harbour r. Breakwater, at Batavia. The Minister defended the first project, and asked a credit for this purpose of f.300,000, the costs of which *in toto* will amount to sixteen millions. His opponents were of opinion that a harbour would prove to be unhealthy as well as very costly. The Minister, however, demonstrated that we spend so many millions, which are contributed by Java, upon our own public that it is now more than time to do something on behalf of the colony. By 56 against 11 votes the Chamber agreed to the Ministerial proposal. The debate upon the construction of railways was less fruitful in results.

The vote for war expenditure brought the Atjeh question on the *tapis*. How is the health of our troops, Mr. Nierstrasz asked, and what is done to improve it? Mr. van Goltstein answered, that all was done that could be done. Several members, however, protested that so much was neglected on this head, which cost us a good deal of money, and, what is far more to be regretted, a large number of lives. The necessity was urged that at last the secret documents about this unhappy war should be published, and it was demonstrated that it was of no use any more to postpone this *ad calendas græcas*. This publication was not against the interests of the mother-country. On the contrary, Mr. Van de Putte added, since Mr. de Rochemont published his pamphlet it is necessary that the official documents should be known by every one. The Minister, however, declined to accede to the request; it was of no use, he said, to enter on a retrospective debate, which would lead to nothing better than mutual recriminations. Thereupon Mr. Nierstrasz proposed the following motion:—"The Chamber being of opinion that the documents about Atjeh must not any longer be kept secret, passes to the order of the day." That proposal will be discussed in a future sitting. At the same time, Mr Nierstrasz asked what will be our future position in Sumatra? Must we wait till peaceful proposals are made? Or shall we at once put an end to this war? These are no questions to be put in a public sitting, the Ministr answered, but being pressed to give some definite reply, he assured the Chamber that everything is being done to obtain peace. On the last day of these Budget discussions an important debate took place about the opium question. Mr. Kuyper made a most eloquent speech, in which he sketched the very miserable results of the use of this drug, and he thought it a shame that so little was done by the Government to restrict the traffic therein. "Your speech is most eloquent," Mr. van de Putte said, "and it would make a sensation in an anti-opium league. It is true that the use of opium ought to be restricted, but is this practical? Strong and prohibitory measures were of no use, and bad as the traffic is in Java, it is still worse in British India and China." These are the outlines of the principal questions which were discussed. Let me add that the Minister was very clever in the defence of his Budget, which was approved unanimously.

The Minister of the Financial Department has laid before the members of the Second Chamber some Bills to alter the tariff of Customs duties; increasing the duty on spirits, imposing a duty on tobacco, and abolishing that on meat.

The members of the First Chamber will re-assemble on the 25th inst. for the despatch of business.

According to the *Vaderland*, Dr. L'Ange Huet has been appointed editor of the *Dagblad van Ned. Indie*, in the place of his cousin, Mr. Busken Huet, who will repatriate. It is gratifying to learn that the editor *in spe* is not so excitable as his predecessor.

On our Bourse the greatest dulness prevails, and, the speculation funds excepted, scarcely any transactions of importance have taken place. Speculators have lost a good deal of money, and it is feared that we shall soon hear of some more or less important failures. There is plenty of money on offer, and the rate of discount is very low.

The refiners of beetroot sugar at Roosendaal have addressed themselves to the States General to protest against the treaty between Holland, England, Belgium, and France about the sugar duties. A protest of the same tenor has been forwarded to the Second Chamber by the principal refiners of colonial sugar. Their opinion is that this treaty will seriously injure the interests of this trade.

On the 27th inst. a detachment of 150 soldiers will be shipped on board the steamer *Koning der Nederlanden*, to reinforce our East India army.

The whole month of November has been very stormy and rainy. Some districts have been inundated, but the damage done is not of much importance.

I am happy to state that her Majesty the Queen has quite recovered from her recent illness. Prince Alexander starts to-morrow for Algiers.

PRODUCE MARKETS.

No transactions of importance have taken place in our market for Colonial Produce. The only demand is for direct wants. In most instances, prices, however, are well maintained.

COFFEE.—In waiting for the result of the Trading Company's auction, which will take place to-morrow, a lull has prevailed, and it has been rather difficult to sell private lots. The brokers' valuation of the Coffee which will be brought under the hammer is based on 57c. to 57½c. for good ord.

TEA.—Without business. The market is firm, and prices are maintained.

RAW SUGAR.—Though prices are very low there is no spirit amongst buyers. Some lots of fine quality have been sold at f.¼ to f.¾ under October value. For inferior quality only f.2 to f.2½ can be obtained under October value. About 10,000 mats have changed hands.

RICE quiet. A lot of 6,239 bags table, ex Java, has changed hands at prices that did not transpire.

SPICES very firm. 154 chests Nutmegs and 21 chests Mace were sold at very satisfactory prices. 265 bags Pepper, ex Koning der Nederlanden, have been sold.

JAVA TOBACCO.—Important parcels of sundry marks have been sold, and high prices were paid for quality suitable for cigar covers. In public auction and by private tender 9,500 bales were taken from the market. Inferior quality was more difficult to sell. The stock includes 25,109 bales Java, 293 bales Sumatra, and 7,290 mts. cutten Java.

COTTON.—Large parcels are offered, but buyers decline to operate.

JAVA INDIGO very dull, and the transactions are limited.

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OUR POLICY IN THE MALAYAN STATES.

THAT the recent outbreak in Perak will very shortly be quelled, and with much less expense and trouble than was at first feared, the latest advices place almost beyond a doubt; it will, however, be time enough to comment on the immediate circumstances of the insurrection when the precise details have come compltely to hand. In the meanwhile, seeing that the entire question of our relations with the semi-independent Malay States must needs be reconsidered, the moment is an opportune one for tracing the ulterior causes which culminated in the murder of Mr. BIRCH. The simple fact appears to be that the Straits Government began lately to discover that the "Residential" system introduced into the native State, under Sir ANDREW CLARKE'S Treaties in 1874, though framed in the most conciliatory spirit, and the outcome of a real effort to present to each province its own autonomy while protecting British interests, and providing against a recurrence of bloodshed and violence, answers very well so long as the advice of the Resident is followed, but breaks down when his counsels are unheeded, and when engagements solemnly entered into are openly set aside. The British representative in such an event has no real power behind him wherewith to enforce agreements; he is a *vox et præterea nihil*, as the obstructives who oppose him very soon find out. Never regarded from the first as anything else but an interloper, he is kept at bay with excuses and procrastination, and his position becomes quickly an untenable one, because where it is his duty to see certain steps taken he has not the power to carry that duty out.

This being in brief the true state of affairs—at any rate in the disorderly province of Perak—Sir WILLIAM JERVOIS, by a proclamation of the 15th of October, published in our last issue—made a somewhat bold change of front. The engagement negotiated by Sir ANDREW CLARKE in January, 1874, has in every respect been fulfilled—so runs the proclamation—by the British Government; but as the Chiefs of Perak have not fulfilled, and are unable to fulfil, the engagement on their part, and have no power to administer their Government or maintain peace; for these and various other reasons set out at length, Her Britannic MAJESTY'S Government—at the request of the Sultan and other Chiefs of Perak—have determined to administer the Government of Perak in the name of the Sultan by Commissioners and Assistant Commissioners, with the further aid of a Malay Council composed of Rajahs of Perak of the highest rank. To this new arrangement, so far as we can ascertain, Sultan ABDULLAH had readily assented, and accordingly the proclamation expressly mentions that what was done was done by the Sultan's desire. ABDULLAH himself, indeed, seems to have been the first to take action. He issued an address to his people a few days before Sir WILLIAM JERVOIS announced his own change of policy; and though we have no copy of the native document yet to hand, we presume that it harmonised, or was intended to harmonise, with the many alterations, and formed in fact the first part in the new programme. It was over one or other of these two proclamations—probably the native one—that the quarrel arose, which ended fatally for Mr. BIRCH. There is really no need to attribute bad faith to "Sultan" ISMAIL, the former claimant to the throne; unwillingly and through dread of superior force, he had been induced to become a party to the original compact devised by Sir ANDREW CLARKE, and now he discovers that the arrangement then made is not to be adhered to, but that instead the country is to be handed over completely to British management. This probably is the way in which Sultan ISMAIL looks at the case, and, under feelings of this sort, one of his too-zealous adherents—either with or without instigation—tore down the hateful Proclamation. We think that Governor JERVOIS has shown the most ample reasons for the course which he adopted; but had he possessed a larger experience of the turbulent, excitable temper of the Malays when they deem themselves affronted, it is probable that before definitely announcing to the people of Perak this fundamental change in the mode of Government he would have sent a gunboat up the Perak river and placed the Resident and the Residency there well beyond the risk of injury. This seems to us to have been the one thing left undone which ought to have been done, and it is a pity that some of the executive officers of the Straits Government did not point out to Sir WILLIAM JERVOIS the necessity—of which they must have been very well aware—of making all things secure. It may not now be nearly so easy to obtain the sanction of the Colonial-office—who, after all, must take the uninstructed opinion of the public at home into account—to measures highly desirable in themselves, and which, but for this unlucky outbreak, would have been certainly approved.

For ourselves we have no kind of doubt that Perak and Laroot must either be made integral parts of the British dominions, or else Sir WILLIAM JERVOIS'S gilded-pill system of governing those Provinces by English Commissioners in the Sultan's name, and with the formal aid of a Malay Council, will have to be firmly and effectively carried out. The view taken by civilised nations is, of course, that a country ought not to be annexed, or an administration formed within it, without consulting the wishes of the people who dwell there. We cannot exactly take a popular vote on such a question in the East, but when we have assured ourselves, as in this case, that the only objects for which we interfere are to prevent anarchy, confusion, misery, and crime, and at the same time to protect our own subjects and their property, which every State is bound to do, it is a further satisfaction to reflect that while the Chinese who inhabit Perak and Laroot will beyond a doubt, and to a man, welcome the establishment of our Government there; the Sultan and some, at least, of his chieftains have positively requested us to take charge of the country. Lastly, as to the Malay community, if they are not better off under us than under their own rulers, we may as well admit at once that there is no difference between civilised men and savages. The present Sultan of PERAK, and his son Rajah MUDA YUSUF, the heir to the Crown, desire nothing so much as that the British Government should take possession of Perak altogether. This we have the best reason to know; as for ABDULLAH, he cares not a fig for doing the business of Sultan; all he cares about is to draw enough money to maintain a numerous retinue, buy expensive clothes, and gratify other more discreditable tastes. The State, however, which he is supposed to administer is very rich, though almost entirely undeveloped, and when order is restored, and the time-honoured system of "squeezing"—the greatest clog that was ever put upon industrial enterprise—has been gradually eliminated, an exceedingly important trade may be expected to spring up, no less to the benefit of the inhabitants than of the world outside. Some of our readers may be inclined to ask what are the real differences between governing a country in the name of its rulers with the aid of a native Council, and annexing it altogether. There are several important distinctions which might be pointed out, but we think it best to reserve them for discussion in a subsequent number.

IT is stated that the Occidental and Oriental Steam Company have chartered the *Stadt Haarlem* and *Stadt Amsterdam*, of 1,800 tons and 450-horse power (built last year for a line to America from Amsterdam), to run on the Panama and San Francisco line in connection with their China and Japan line. They are to load out from Liverpool to Japan, and will probably leave on the 16th December.

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THE FRENCH IN COCHIN-CHINA.

CONTINUING the remarks which we recently made with reference to the position of the French in Cochin-China, we now give some details of the route which is available for navigation through Cochin-China into Yunnan. The Kwan-Kwan is the name of the branch river from the Sankai, which communicates with Han Hoi, the capital of Annam, about 200 miles from its mouth; and from Han Hoi to the capital of Yunnan is about another 212 miles, the whole distance of the branch river to be navigated being thus about 412 miles, or one half the distance from Shanghai to Hankow. From June to the end of December the Sankai, from the entrance to the Kwan-Kwan, is navigable for vessels drawing ten feet for 250 miles, and from January to the end of May it is two feet less. Vessels drawing five feet can go the whole distance into Yunnan; so that it is evident that, if the matter be taken seriously in hand, there is nothing to prevent a regular trade route being established in this direction. The chief products of the country are Oil, Silk, and abundance of Rice. From Yunnan there are large exports of Copper, Tin, and Lead, and if a regular route were opened there is no question but that many more articles would be both exported and imported. Both the people and the officials have shown themselves civil to those who have visited them, and there is no question that they would be glad to see foreigners settle in the district for trade. The consumption of Camlets, Lastings, Long Ells, as well as of Grey Shirtings, is described as being large, notwithstanding the high prices which have to be paid for them, owing to the whole having to be sent from Canton. It is thus clear that the French have already done much towards accomplishing what at present we are only feeling our way to do; and it is a question of very great political importance what trade route is first opened with Yunnan and Szechuen, as it is evident that the time is not far distant when these Provinces will have to be brought into direct commercial communication with the outside world. It was notified in the Hong Kong Government *Gazette* of the 4th September last that information had been received from the Acting Consul for France that the ports of Hanoi and Haephong, in Tongkin, would be opened for trade on the 15th of the same month, and this fact has now been officially communicated by the Foreign-office here to the Board of Trade; so that doubtless the attention of our authorities is to some extent directed to this matter.

It will be recollected that the delegates from the Shanghai Chamber of Commerce, who went up the Upper Yangtsze in 1871, reported that river navigable as far as Ichang, and it seems that but for a small part, where there are rapids, communication could be established the whole way to Chung-King, the capital of Szechuen, by this route. In order, however, to do so, it would be necessary to construct a short railway for part of the route; and this set of circumstances would possibly be favourable for inducing the Chinese to make a beginning with railways, as there is no question they would prefer the trade route to be established *vid* the Yangtsze, and to be so in connection with the treaty ports of China than *vid* the Kwan-Kwan, and so in contact with Cochin China and French, rule which they fear may spread itself into China. There can be very little doubt that, if the Chinese clearly see that it is only a question—as in point of fact it is—whether trade communication with Yunnan be established through their own country or through the neighbouring French colony they will, for obvious political reasons, be willing to grant their aid towards furthering the former scheme. It is, therefore, very desirable that the facts connected with the French route be brought to the notice of our authorities, as they will place a very important weapon in their hands in demanding future concessions for trade towards the South-West of China; and for this reason, although some portion of the facts already detailed above are already known, we have thought it well to call attention to them at the present time. So far as foreign trade is concerned, no doubt the opening of the French route would be an advantage; but it would be less so probably than the extension of trading facilities in China itself; and as the whole subject will have to be taken into consideration in connection with the question which has arisen in consequence of the murder of Mr. MARGARY, it would be well, if the opportunity were seized, to obtain further Treaty Ports up the Yangtsze—a plan to which it is stated, on good authority, the more enlightened Chinese officials are not averse.

THE HONG KONG PRAYA.

THE Praya is the White Elephant of the Colony of Hong Kong. It is so, however, only to the extent of its necessitating expenditure, not in any way from its uselessness, or from its being an object of superfluity or luxury, as nothing can be more absolutely necessary to a Colony so situated, and subjected to such natural influences, as affect Hong Kong. But every time a typhoon visits the place an enormous vote of public money is required in order to repair the injury which is done to the Praya; and so much money has been lost in this manner that at present the question is being seriously considered whether it will not be possible to make such permanent repairs as will in the end save the Colony a great deal of useless expenditure and constantly-recurring inconvenience. Most certainly, if this is possible, it is in every way desirable that a plan of the kind should be carried out, and we shall look with much interest upon the results of the measures which have been taken with that object. It was some time back discussed whether it would not be possible to reclaim the land to the westward of the P. and O. Wharf, over which, whenever a typhoon takes place, the waves rush into the buildings alongside; but it appears that the expense of such an undertaking would be far greater than the owners of the property which would be benefited by it would be disposed to subsidise to such an extent as would justify the Government in entering upon it. It is also to be borne in mind, in connection with this part of the subject, that it is a question whether the reclamation of the land in front of the shops would not be an injury to property by throwing the houses further back from the sea.

The portion of the Praya which requires most looking to is that between the Central Fire Brigade Station and Government Wharf. It is opposite the most valuable part of the Colony, and at a part where no reclamations are likely to be necessary; but it is at this spot where the effects of typhoons are most severely felt; and there is no doubt that in the repairs about to be made this should be the *pièce de resistance*, and a structure should be made of a permanent character. It has been proposed, we are informed, to make use of the present opportunity to widen the Praya at this part by ten feet. The improvement would be a valuable one. We understand that the additional cost would not be more than some $12,000, and certainly the advantages which would be gained would be well worth the money. In order to make the work effective, a sea-wall at this part of the Praya, which would cost some $100,000, would be needed. The amount is large, but it would be useless to do the work in a manner which would only necessitate the whole thing being done over again when the next typhoon occurs. With respect to the Praya Eastward, a scheme has for some time past been mooted for the erection of a Praya in front of the Naval Yard and certain military buildings, and some technical difficulties in respect to Departmental jurisdiction over the land had to be referred home; but we understand that Governor KENNEDY, who devoted much time to this and other Colonial matters while in England, had to return without any decision on the point.

The total funds which would be required for the scheme indicated above would be about $200,000 to $220,000; and we believe it will be proposed to raise this money by a loan from the Special Fund, repayable by moderate annual instalments. This would certainly seem a perfectly reasonable plan, and we trust that in some form it may be adopted. The Special Fund has long been lying idle and useless, and the present scheme would be one in regard to which it might be properly utilised, as the natives in the Colony would be even more benefited than the foreign residents by the proper repairs of the Praya. It is clear, however, whatever scheme may ultimately be decided upon, that the time has come when the chief object in view should be the thorough completion of the Praya, so as to prevent the necessity of any expensive works after-

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wards; and whatever steps may have to be taken to meet immediate requirements, this object ought to be most carefully kept in view; and, if it cannot be attained at once, be worked up to by each instalment of the work that may from time to time be accomplished. The same policy ought also to be applied to the Water-Work question, upon which we hope shortly to obtain some further information. We understand that a scheme has been proposed which would meet the requirements of the Colony completely for something like $150,000; and if a thorough and satisfactory supply of water can be obtained at this price, it would be very desirable that the work should be proceeded with, and there could be no great objection to raising the necessary money from the Special Fund, in a similar way to that suggested for the Praya scheme.

THE Chinese Steam Navigation Company have contracted with Messrs. INGLIS, on Clyde, to build two paddle-wheel steamers intended for the Yangstze trade. Messrs. SCOTT and Co., Greenock, are building two boats for the river service of Holt's line. Many of the yards on the Clyde have discharged all men for the winter season.

THE charter of the steamers *Vasco de Gama* and *Vancouver* to the Pacific Mail Company will shortly expire, and the China Trans-Pacific Company have announced their intention to run these boats, with others building, on the San Francisco, China, and Japan line, for which the company was formed.

WE understand that instructions have been sent to Governor JERVOIS to confine the military operations to Perak, and abstain from acts calculated to lead to annexation of any of the native States. Efficient protection is to be given to all the residents.

CONSULAR REPORTS ON JAPAN.

In our last issue we noticed briefly the Consular Reports for Japan for the year 1874, and now return to the subject. The reports contain some interesting facts; the remarks of H.E. Sir Harry Parkes, summarising the whole of the Consular statements, being of special importance. Speaking of the difference in the value between the Imports and the Exports, Sir Harry Parkes says:—

In judging from the above-mentioned tables, the balance of trade in 1874 seems to be against Japan; that is to say, she appears to have imported foreign goods and raw produce to the value of $21,000,000, or, probably, in consequence of the double entries above named, it would be more correct to say $23,000,000, and to have exported her own produce to the extent of only $20,000,000. These results, however, depend so greatly upon the manner in which valuations are calculated, that it is impossible to assert with accuracy how far the value of the imports exceed that of the exports. For the balance of the account we naturally turn to the Return of Treasure, and there are met with the extraordinary statement, prepared by the Custom-house, that treasure to the amount of $15,278,256 was exported, and only $1,018,589 imported, thus exhibiting an apparent loss to the country of $14,259,667. On examining the Custom-house Returns it appears that of this amount $13,332,792 consisted of Japanese gold and silver coin, which wss exported as bullion to be melted down. Allowing that $3,332,792 went to meet the probable balance of trade above alluded to, and that $2,000,000 more are absorbed in paying the interest on, and in the redemption of, foreign loans, the question then arises, what has become of the remaining $8,000,000 which appear against Japan? Why has this sum left the country, and what has been received in exchange for it? It has not gone to meet the cost of constructing expensive public works, as in 1874 no new works of importance have been undertaken. It does not seem to have been applied in payment of Government orders sent to Europe and America, as the imports on Government account appear in the returns of imports given above, and swell those returns to the amount of $1,809,115. It adds to the mystery to be told that the same drain of native coin continues in the present year (1875). It is natural enough that a depreciated or an inconvertible paper currency should drive the metallic currency out of the country, but the discount on Japanese paper is by no means large (at the present date paper and coin are almost at par), and in sending away their new and admirable gold and silver coins only to be melted down one naturally inquires why this is done, and what do the Japanese gain by the transaction? Replies may doubtless be found to these questions, but they do not appear upon the surface.

Sir Harry Parkes speaks in marked terms upon the necessity of improving the means of intercommunication in Japan. He states that the Government have lately endeavoured to make this subject popular by calling upon the newly-created Assemblies, both local and central, to give it their consideration. In the present state of the roads, Sir Harry observes, it is only the productions that are grown on or near to the outer fringe of the country that can hope to reach the ports at prices that will pay for export. A man may grow rice, tea, tobacco, hemp, &c., on the rich land of the interior, where agricultural labour is cheap, at a slight cost, but by the time he has conveyed such bulky produce to a market on the backs of ponies or bullocks, which form the only means of transport, the price often becomes too high to enable him to compete successfully with the same produce of other countries. Fortunately, however, for the tea trade, which has now exceeded the value of that in silk, much of the leaf is produced near the coast. Mr. Gubbins, in charge of the Niigata Consulate, observes that the trade of that port in native produce and articles of native production is mostly carried on, as heretofore, in Japanese junks, and that no trade, so far as he is informed, in foreign goods is conducted by means of Japanese shipping, but is principally carried on by road communication with Yedo. He adds that it is doubtless to facilitate this, as well as communication in general, that the Mikani route is being repaired.

Consul Ensden, of Hakodate, reports that imports have slightly increased, but exports have fallen off very nearly half from what they were in 1873, which again was less than what they were the year before, which is not to be wondered at, the natives exporting largely in their own steamers direct, four and five of which visit this port regularly once a month.

In the course of his report upon the trade of Yokohama Mr. Russell Robertson gives the following interesting description of the mode in which designs in lacquer are worked:—

The first thing is to trace out on the thinnest of paper the required pattern or design, and the tracing is then gone over with a composition of lacquer varnish and vermilion, afterwards laid on whatever it is proposed to impart the design to, such as the facing of a cabinet, or other piece of work, and well rubbed over with a bamboo spatula. On the removal of the paper the material below will be seen to have received the outline. This is now gone over with a particular kind of soft lacquer varnish. When this industry is pursued in hot weather the varnish speedily dries, and consequently, where the pattern is a good deal involved, such as one representing bunches of flowers or flocks of birds, a small portion only of the pattern is executed at one time, and the gold powder which enters largely into most of the lacquer ware for the foreign market is applied to each part as it is being executed. For this a large and very soft brush is used, and by its aid the gold powder is well rubbed in with the lacquer or varnish. The work is then left to dry for the space of about twenty-four hours, after which the pattern is lightly rubbed over with charcoal made from a particular wood, this process securing evenness of surface. The work is then rubbed with polishing powder, and afterwards carefully wiped. The above description simply applies to the mere outlining on any given surface or groundwork of figures of men, women, birds, flowers, &c. There still remains a good deal of finishing work, such as the tracing of leaves on trees, the petals of flowers, the wings of birds, &c., and so on, according to the particular subject in hand. Into all these gold powder largely enters, the working in of which requires a light brush and skilful hand, so as to insure an even mixture of the powder and varnish. After this has well drid, a particular kind of lacquer varnish known as "yoshinô urushi," is well rubbed in, and the whole then polished with horn dust. The polishing process is done with the finger, and is continued until the gold glitter shows out well. A beautiful polish is said to be thus obtained. Briefly, then, the designing on lacquer ware is done thus: Supposing the subject to be a flower, it is traced out on the paper and imparted to the groundwork of wood. Gold powder is then sprinkled over the work from out of a bamboo tube, well rubbed in with a brush, and then allowed to dry, afterwards polished and a coating of varnish applied. This is repeated several times, until the work assumes a rust colour. The veins or tracery of the leaves are now marked out with lacquer varnish. Before this dries gold powder is again sprinkled over, and then well rubbed in with a brush. When the surface has dried, it is dubbed over with a piece of charcoal, so as to tone down any irregularities. After this it is polished, when the flower will appear in due form.

Mr. Annesley, Acting Consul at Hiogo and Osaka, notes an increase of two and a half million dollars in the exports, which, he says, is almost entirely to be attributed to the large quantity of tea which left the port. The trade on the whole for the year 1874 was peculiarly unsatisfactory. Shipments to Europe and other countries generally met with serious losses, and none more so than the considerable speculations made in rice, which turned out very disastrous to the exporters of this grain. In no former period were stocks so heavy, especially of woollens. The import trade has been highly unprofitable, but the worst was hoped to be past, as manufacturers and shippers at home had correctly guaged the consumptive capacities of this country, and were

With reference to the mines in the neighbourhood, Mr Annesley reports as follows:—

Coal of good quality, as well as gold, silver, and copper, and other minerals, is known to exist in this neighbourhood. The mines in this district number, according to a return furnished me by the Local Government, fifty-nine mines. Out of this number only six mines are worked, and, with the exception of two coal mines, which are at present not worked, their yield is gold, silver, and copper. At Ikouno, in this neighbourhood, a gold and copper mine is worked by foreigners (Frenchmen) on account of the Japanese Government, and the value of this yield, I am informed, amounts from $20,000 to $25,000 per month. As soon as the European machinery is in working order, the yield of that mine will be considerably larger. It is to be regretted that, as the Japanese Government will not permit the employment of foreign capital, these sources of wealth remain at present undeveloped.

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MR. MARGARY'S NOTES.

By the last mail, we observe that the Hong Kong and Shanghai papers notice at length some interesting and valuable notes by the late Mr. Margary, giving particulars of the journey which terminated so sadly for himself. In compliance with his instructions, he kept a journal, and the portion of it which records his experiences as far as Ta-li Fu has happily been saved. There are various gaps in it, to be explained probably by the fact that he suffered from time to time seriously in health. The remainder was too probably with him when he was murdered. Believing that, their interest on other grounds apart, Mr. Margary's notes would be regarded as an acceptable souvenir by the many who knew his merits and lament his cruel fate, Her Majesty's Minister sanctioned their publication, and they have consequently appeared in the pamphlet under notice; but it is to be regretted that the publishers seem to have overlooked the field at home, as no copy was sent to us, nor, so far as we can learn, to any other home paper. We have, however, received one from a private source, and are glad to be able to place a few extracts from it before our readers. It is to be hoped that a future volume may be published, embodying the letters written by Mr. Margary from Bhamo, which have appeared here, and thus forming a much more perfect record of his journey. As our readers are aware, Mr. Margary started from Hankow on the 4th September, having decided upon following the advice of the Viceroy, to follow the Yunnan and Kweichow route, as that generally taken by officials. He explains that on September 5 he was overtaken by a messenger from Hankow, with a telegram from Calcutta, telling Mr. Medhurst that the interpreter had better join the exploring party at Rangoon by sea, but that in the absence of further instructions he determined to push leisurely to a place called Loshan, and await further messages; but, not receiving them, he proceeded, as our readers are aware, on his journey. The description of the country is given in a graphic and vivid manner. The following passage conveys a good idea of his intercourse with the officials, and shows how little their ceremonious politeness can be relied upon:—

November 9th.—Travelled 62 li to Ching-ch'i Hsien, and called on the Magistrate, who proved to be a somewhat jovial old man of sixty-two. He had a very pleasant face, a very husky voice, and a chronic laugh tacked on to his words. I had the pleasure of receiving him later, after dinner, when he showed a liking for sherry, and tried to smoke a long pipe of tobacco after trying both cigar and cigarette. The road was very wet and slippery after a shower, and it was by no means easy to have faith in the invariable sure-footedness of one's pony in the rough places and frequent inclines. In fact, mine did fall, without hurting his rider, however, which is fortunately the usual case with these small animals. The country was rather more colonised and cultivated than on the east side of the capital, but still vast tracts of level arable land, bearing distinct signs of former tillage, were completely deserted and covered with long grass. The villages on the main road are of a most miserable description, composed of huts built of the thick straw of the sorghum and plastered with mud or piled up with the stones and debris of former prosperity. They were far apart, and contained a very few inhabitants, who were mostly immigrants from Ssŭ-ch'uan. In these villages, as on the previous route to the capital, food was spread on small tables at every door to attract passing coolies. But it was of a very inferior kind to that which was displayed to view on the eastern side of the capital. I could not find a decent room wherein to breakfast, and sat in the open air under the wondering gaze of the whole population. But everywhere the people were amenable and well behaved. It has been my habit to get out my writing materials whilst waiting for food, and the process always creates extreme astonishment. About midway on this day's route we crossed a very remarkable avenue of hills, extending in a straight line north and south for several miles, with a perfectly flat and narrow strip of fertile land between. Further on the general direction of the valleys was east and west. Wild flowers filled the road sides, and the tea-plant, in full blossom like a single camelia, grew wild all about the hedge rows, developed, untended, into a strong shrub eight or ten feet high.

November 10th.—On leaving Chin-ch'i Hsien, next morning rather earlier than usual on account of the longer stage of 80 li or 26 miles lying before us, the chief military officer, who was only of the rank of a *Ch'ien-tsung*, or say a lieutenant, not only had the civility to send a couple of soldiers to escort me, but gave me the usual salute of three detonating crackers as I passed the city gates; but more than this, he paid me all the honours of a *Ta-jên*, or superior mandarin, by awaiting my arrival in full dress on the road, some two li beyond the gates. The ceremony took me by surprise, more especially as I was first made aware of his purpose by his card-bearer shouting out in loud tones, (as he dropped on one knee in the road and held up his master's official card,) that the *Ch'ien-tsung* had come out to pay his respects to his Excellency Mr. Ma. I dismounted, and thanked the officer for his civility, but the brave soldier appeared to be so frightened by my condescension, that I remounted and passed on without more words.

The subjoined affords an interesting illustration of the Chinese at home at a place called Hŭa-King:—

November 15th.—Mê-k'ou, our resting place last night, was only a village, and to-day's stage of 35 li has brought us to another village named, H'ua-King. These places have not yet recovered their former size and importance on the main road. A river flows past Mê-k'ou beside a dark pebble strand where the people of the place pick up bits of sandstone prettily streaked with quartz (for the latter has reappeared in this region), which they cut and polish to sell to travellers. I gave 50 cash, or about 2d., for a piece which would have cost a shilling at Brighton, and incurred the moral censure of one of my chairbearers, who could not get over such a show of extravagance for a long way, as I gathered from his remarks to the other men. This will serve to show how poor the Chinese are, and how far a few copper cash will go with them. A respectable gentleman only pays 100 cash for board and lodging per night at an inn; that is, about 4d. I bought half a sheep at Ching-ch'i Hsien for a tael and a half, or nine shillings, which was at the rate of 3½d. per pound. It is sufficient to cumshaw an official messenger who has walked twenty miles in the rain for you with the handsome sum of four-pence, which will make him *K'o-t'ou* with joy; a Chinaman would give him two pence. Coolies and bearers can eat and drink their fill for 3d. Many a gentleman is well off with Tls. 25 a year. Imagine an income of £8 6s. 0d. sufficing. My literatus will wrangle for two cash with the poor roadside purveyors. He will also go for any given time without a bath, sleep in the same room with filthy coolies, smoke their dirty pipes, and do an infinity of other unnecessary acts of condescension, which mark China as the true home of Democracy, and the place where Fraternity and Equality have taken root with advantage to the lower orders, but at the expense of a good deal to the more respectable classes. Yet, in ceremonious etiquette, this dirty pauper will claim equality with any one, and seem the polished gentleman.

Mr. Margary describes the capital of Kwei-chow as being very imposing, resting on an uneven plain well supplied with trees and completely surrounded with high hills; and he gives some lively descriptions of country scenes in Hunan and the above-named province. He states that the country people in them have a curious habit of hanging straw on trees instead of stacking it on the ground. A large number of other interesting facts, interspersed with shrewd and amusing comment, are recorded, and it cannot but be a subject of deep regret that one who would evidently have been the means of greatly enlightening us upon parts of China but little known has met with so sad and unexpected a fate.

THE YUNNAN MISSION.

(To the Editor of the *London and China Telegraph.*)

SIR,—We are informed by a telegram from Shanghai, dated the 11th inst., that the Commission appointed to inquire into the Yunnan outrage left Hankow for this purpose on the 5th inst.; but, Sir, if it be true that a Chinese official of high rank has preceded the Commission appointed by the British Minister by some six or seven weeks, and that he has gone to Manwyn *viâ* "The Big Lake" for similar purposes, and will most probably be there a long time ahead of the Legation Commission, what good result do you expect to see effected by the latter? My opinion is, that they will find everything "cut and dried" to baffle their efforts; Lee-see-tai or "Lee-Lo-Yah" will, I expect, be at least 100 miles out of the way; and a few well stupefied jail birds will be brought out, as men who were mixed up in the affair, and punished according to Chinese Law; which is, a life for a life. This is all the Chinese will feel themselves bound to do, and all that they will do, in my opinion; it is well known that a condemned criminal in China can go (if he or his relatives have the money) into a jail and buy a substitute to satisfy what is termed the law, a life for a life; and this without much difficulty; a Chinaman who has been in a China jail any length of time does not care much for his life, and will often sell it, and take the place of the condemned criminal for a very small sum of money, to go to the benefit of his father or mother, or his family; all that he wants to be satisfied of, is, that the purchase money is really going to the benefit of his people. This is called filial duty. When our Minister first found that the Tsung-li-Yamen began to procrastinate, he should have at once said, "Well, my duty to my country is plain. I shall write advising an armed force to be sent from India to Manwyn, and have the perpetrators of this outrage punished on the spot where it took place, at your expense, as my superiors hold *you* and the inhabitants of the town of Manwyn responsible for what has occurred." From my knowledge of Chinese, I think this is the only mode of redressing wrongs that a Chinaman can be brought to understand; at any rate, it would, I think, be more practical than the present mode, and one more in accordance with their own ideas, than what we are doing. We have not settled matters permanently yet. We have only patched things up again is the opinion of—Yours truly, OLD CHINA.

London, Nov. 19, 1875.

THE YUNNAN MISSION.

(THE TIMES.)

Our Shanghai correspondent gives an interesting account of the difficulties which Sir Thomas Wade had to overcome in his recent negotiations with the Chinese Government. The letter, it is true, was written a fortnight earlier than the date of the message in which the Foreign-office announced that he had been so far successful; but our correspondent's letter may serve as a useful warning that the way of peace is not yet absolutely smooth. The Chinese Ministers certainly made important concessions. Our Ministers will be allowed to communicate directly with all the Departments of the State. The *Peking Gazette* has published more than one memorial on the subject of the murder of Mr. Margary. It has also called the attention of the Provincial Governors to the fact that foreigners, when provided with proper passports, have a right to travel through the Empire. The Government has further undertaken to send a Mission to England with a letter of apology for

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the murder of our countryman. But the most important concession is, of course, the authority given to Mr. Grosvenor and Mr. Baber to go to Yunnan and be present at the inquiry into the murder of Mr. Margary. We shall thus learn from competent official witnesses whether the Chinese Government really strives to bring the criminals to justice. But the task is beset by difficulties which scarcely enter into the calculations of Western jurisprudence, and some of them were brought to light in a very startling way by the investigation which followed the atrocious massacre at Tientsin. The French authorities insisted that stern punishment should be dealt out to the persons who had murdered their countrymen and countrywomen, and the Chinese Government promised to give ample satisfaction after, of course, it had fenced a while. But the result was not satisfactory. It was strongly suspected that the local Governor, if he had not absolutely encouraged the mob to murder the people belonging to the French Mission, had at least purposely held back until the deed had been done. But he was allowed to go free. The Government did bring to execution a number of poor and ignorant wretches; but it was strongly suspected that they were not the real culprits, or that they had at most played a very subordinate part in the massacre. Nay, it was confidently stated that they were innocent, and that the Government had bought them for a small sum a head. As it was necessary to kill some Chinamen to satisfy France, a few common creatures, it was said, were induced to let themselves be put out of existence for a bribe. Such a statement would be absolutely incredible if it were not made on high and various authority, and if we did not know the trivial value which many Chinamen put on their lives. At all events, the foreign residents firmly believed that the criminals had been bribed to go to the scaffold, that compensation had been made to their families, and that, knowing the real state of the case, the people of the town looked on them as martyrs. Such a story is enough to derange all our Western ideas of judicial proceedings. We feel that they may be as much out of place in China as if that Empire were another planet. There can be no doubt that some persons will be punished in Yunnan; but we shall get small satisfaction if the real criminals be allowed to escape because they are high in rank, and if the Government should sacrifice a few wretched creatures whom it can seize or buy. Our Shanghai Correspondent shows that such a result is far from being improbable by giving a conversation between a high official of Shanghai and a foreigner. The mandarin seems to have begun by assuming that the real culprit was Leeseetahi, and he at once put aside the assumption that the Government dared to cut off the head of that adventurous leader. "He is a Mahomedan, and can raise 50,000 to resist us." Nor could the Governor of Yunnan be sent to the scaffold, for if he were threatened he could again light the flame of the Panthay rebellion. The mandarin seems to have thought that the Government dared not punish any but obscure people, and perhaps he rightly conjectured that such a result would be a sorry ending of all our diplomatic negotiations. Some confirmation is given to this theory by the curious memorials which, as our correspondent states, have passed between the Chinese Foreign-office and the Regency which governs the Empire. After referring to the murder of Mr. Margary, the author of the memorials states that on the 19th of June Li-Hung-Chang was ordered to proceed to Yunnan to find out the particulars of the crime, and that the Governor of the Province had likewise been commanded to bring the culprits to justice. Both dignitaries have disobeyed these orders. The Chinese Foreign-office complains that the Provincial Governor has allowed months to pass without having made such an inquiry as would bring the facts of the outrage to the knowledge of the Government, and that Li-Hung-Chang did not announce his intention to proceed to Yunnan until the 18th of last month. Hence the authors of the memorial propose that both Li-Hung-Chang and the Governor should be censured for their neglect of duty. Accordingly, "their Majesties the Empresses" and "his Majesty the Emperor" decree that both dignitaries shall be rebuked, and that if they fail to do their duty at once the consequences will be very serious. Such a correspondence cannot be taken quite seriously, and we must assume that it was intended for the ear of the foreign Legations, to whom it was sent. It amounted to a plea for patience on the ground that the Government was virtuous, but weak. "We have tried to bring the murderers of Mr. Margary to justice," it virtually says, "but we have failed, because Li-Hung-Chang and the Governor of Yunnan have refused to bestir themselves, and they are personages whom we dare not offend. However, we have at last warned them that the consequences of further disobedience will be serious to themselves. But Sir Thomas Wade must well know that, if the Chinese Government had been determined to punish the murderers, neither Li-Hung-Chang nor Ts'en Yu-yeng could have disdained to pay any attention to its orders. The truth is that both dignitaries believed the Imperial Government to be playing the usual game of Chinese duplicity. They fancied, no doubt, that if they would only do nothing the storm of remonstrance would soon blow over. Their refusal to act was, no doubt, the result in large measure of the intense dislike with which the official and literary class regard all Western peoples. We do them no wrong in assuming that they were secretly glad of the fate which overtook Mr. Margary in his attempt to open up Western China to European trade. But it is at least probable that they were also actuated by motives of a more personal force. Li-Hung-Chang, who is the most important official in the whole Empire, is supposed to have been anything but anxious for the success of Mr. Margary's mission, and the Governor of Yunnan may naturally be made uneasy by the prospect of an inquiry into a crime which, without being uncharitable, we may presume that he did not try to prevent or to punish. It may also be true, no doubt, that the Government would not lightly incur the opposition of such officials. Although it is in appearance the most absolute Power in the world, it is nevertheless held in check by the opinion and the unseen pressure of the Mandarin class. It is naturally, also, afraid to stir up opposition in a province which, like Yunnan, was recently the seat of a great rebellion. All these facts may have made the Chinese Government unwilling to take such vigorous means as we deemed necessary for the punishment of the murderers; but it is out of the question to suppose that, months ago, it could not have shown Li-Hung-Chang and the Governor of Yunnan that it was in earnest. At last an attempt will really be made to bring the murderers to justice, and we may trust that Mr. Grosvenor will tolerate no obvious attempt to make the inquiry a mere form. But, bearing in mind the easy way in which the Chinese Government can sacrifice lives which are of no value, we shall do well to moderate our expectations. Mr. Grosvenor's Report will be awaited with much curiosity.

The publication of something like truth in the *Peking Gazette* respecting foreign countries has been peculiarly difficult to obtain. The Mandarin cited by our Correspondent thought that the Emperor might as well abdicate as indicate in the official *Gazette* the fact that such Powers as England dictated terms to China. The literary class, he thought, would be enraged to the pitch of disloyalty by such a confession of the emptiness of the personal and national pretensions which they had made from immemorial time, and he complained that it was hard to make the Empire choose between such a humiliation and war with England. No doubt the alternative is hard. Systematic mendacity always leaves inconvenient consequences. So far as we safely can, we ought to respect even the childish gasconading of the Chinese officials. But, unfortunately, it has a highly practical value, and the only way to let the people know that the lives of our countrymen must be respected is to expose the falsehood that we are an insignificant Power. Such an announcement has not yet been made with sufficient frankness, for the memorials in the *Peking Gazette* have been models of ambiguity. We shall have much to do before we can so beat down Chinese vanity as to obtain a truthful declaration of our power. Meanwhile, the Chinese seem as unable as ever to make good their vanity by force of arms, Our Correspondent gives a sorry account of the forts on which Li-Hung-Chang and other Chinamen have spent much ingenuity. There is no reason to suppose that, relatively to Western means of attack, they are any stronger than they were when the English and French troops marched to Peking. It is not the military preparations of the Chinese that we have to dread; it is the obstinacy, the vanity, and the endless evasions of an official class which does more to shut off China from real intercourse with the West than the Great Wall once did to protect it from the incursions of the Tartar tribes.

With reference to the above, Mr. P. J. Hughes, H.B.M. Consul at Hankow, writes:—"Permit me to point out that the official who has been ordered to proceed to Yunnan to investigate the circumstances connected with the murder of the late Mr. Margary is not Li-Hung-Chang, Governor-General of Chih-li and Imperial Commissioner, but his brother, Li Han-Chang, who holds the post of Governor-General of the Central Provinces of Hupei and Hunan."

THE PERAK OUTRAGE.

Commenting upon the telegrams which have recently appeared with reference to the Perak outrage, *The Times* observes that it is by no means satisfied with the state of things which a careful scrutiny of recent events reveals. Our present business is, of course, to punish the criminals and crush the insurrection in Perak. But when we have done this, we may ask a few questions, to which the Colonial-office must be prepared to give answers. How did we get into the position of which we have now to cut the knot with the sword? Under what authority were the rights acquired, and the obligations incurred by which we are now embarrassed? Is there any creditable way of surrendering those rights and getting free from those obligations? Must we hold to them with all their risks, or make them worth having by enlarging them so as to comprehend complete sovereignty? The country, *The Times* goes on to observe, has a right to explicit answers on these important points, for it certainly appears that the Government of the Straits Settlements has drifted, within the past two years, into quite novel relations with the neighbouring States of the Malayan Peninsula. This revolution in our policy in the Eastern Seas was effected without receiving the deliberate sanction of Parliament, and without being brought under the notice of the people at large. Yet the change was very momentous. It committed the Straits Settlements, and indirectly the Imperial Government, to a policy which led, step by step, to something closely resembling annexation; though scarcely a single person in these kingdoms outside the Colonial-office was aware of the authority which, as it now appears, Mr. Birch was wielding in Perak when he was murdered, and which, for all we know, Mr. Davidson may be at present empowered to exercise in Sangalore, and Captain Speedy in Laroot. Sir Harry Ord had steadily followed the conduct pursued by the India-office, while the Straits Settlements were under its control, and had refused to depart from a policy of strict non-intervention, holding that if persons, knowing the risks they run owing to the disturbed state of these countries (the Malay States), choose to hazard their lives and properties for the sake of the large profits which accompany successful trading, they must not expect the British Government to be answerable if their speculation proves unsuccessful; but from this policy Sir Andrew Clarke departed; and *The Times* condemns his action in unqualified terms, holding that, if Her Majesty's Government deliberately entered upon any such heroic policy in the Straits of Malacca without either consulting or informing public opinion at home, a serious mistake has been made; that the attack on Mr. Birch arose out of the popular dislike of British interference, and finally that, "whether our rule be tolerated or detested is less important than the announcement, which will be equally novel and unsatisfactory to most Englishmen, that we are ruling in Perak at all."

Mr. Richard Barker writes to *The Times* as follows:—

As public attention is somewhat called to the Malays through the recent deplorable murder of Mr. Birch and the subsequent death of Captain Innes, perhaps a few remarks from one who has recently visited those States might be opportunely presented to your readers. In the first place, permit me to pay a passing tribute to the memory of the Hon. J. W. W. Birch, formerly Colonial Secretary at Singapore. I

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had the pleasure of his personal acquaintance; a finer man never breathed. He was an ornament to Her Majesty's Civil Service, and had seen long years of service in Hindostan and elsewhere. Unfortunately, he has been the unhappy instrument in bringing about the chief political reforms in the Malayan States, and this marked him out as an object of revenge to the adherents of ex-Sultan Ismail. It is a fallacy to talk about a "religious war," as the Malays have no religious prejudice against the Christian. Of course, if a man calls them "pigs" or "dogs," he must look out. I knew one man who did so, but he was very soon shot, though I have explained the Christian religion to them, and freely criticised Mahomet without the slightest ill-feeling on their side. It will naturally be asked, how did it happen that a man like Mr. Birch was left in such an unprotected position, and what is the remedy for the future? Alas! such has been of late years British protection abroad that after a valuable life has been sacrificed we send an armed force to avenge the death of the victim. Mr. Birch, no doubt, anxious to confirm the recent reforms, and being the most competent official in the Government of the Straits Settlements, accepted his appointment with a full knowledge of its dangers, fully aware he must remain at his post of duty without adequate protection, and fully aware that any day he might be "kresed." To remedy the evil I should respectfully suggest that all British Residents at dangerous native Courts be provided with a body-guard of not less than fifty native police, to be paid by our Government. These men would cost £1,000 per annum; but what is a paltry sum like this compared to the loss of valuable men like Birch and Innes? Besides, we have now to spend ten years' costs to avenge their deaths. The pulling down of the proclamation had a much greater political significance than we are at present advised of, and you may depend upon it no common Malay would have done so without orders from his chief. Now for the military point of view. I am not a soldier, but I was staying at the Court of his Highness the Viceroy of Salangore during the little rebellion from 1872 to 1873, and frequently acted as general adviser and interpreter to his Highness. I had therefore the opportunity of seeing the guerilla warfare of the Malays, and can fully bear out the statements of the late Admiral Sherard Osborn as to the many good traits in their character. The attack on the stockade so nobly led by the late Captain Innes was very brave and much to be admired, but the red coat cannot do impossibilities. In jungle and timber, where the usual range is 150 yards, the native has a great advantage over the European, and stockades properly built are not to be despised. We reduced one at Damasarah, on the Klang river, in the following manner:—A steam launch was made bullet-proof; two Chinese tonkangs were made into wooden monitors, mounting one 9 lb. and one 6 lb. gun each. Over the guns were built block-houses. One monitor was commanded by Lieutenant de Cock, a Dutch officer in the service of his Highness the Viceroy, and one by Emam Prang Rousel ('Fighting Prince Rousel'), a Pahang Malay; the crews were all Malays, who served the guns well, and carried out their orders in a very creditable manner. The steam launch was used as a tug to take the monitors into action. The first day they simply got into position and fired three or four shots, the second day they kept up a steady pounding at 130 yards distance, and towards afternoon the splinters began to move about in the inside of the stockade in a lively manner. The enemy did not seem to relish this, and evacuated on the second night, leaving three months' rice in our hands. The third day the stockade was razed to the ground, without the loss of a single man on our side. It was very strong, being built with logs twelve feet to fourteen feet long and ten inches to fourteen inches in diameter, which could only be reduced by cannon. I am glad to see the Government are taking such active measures in sending troops, &c., forward. Our Madras Sepoys or West India Regiments (properly officered, of course), under the command of such men as Sir John Glover, would be found much more useful there than Europeans. Six twin-screw gunboats of about thirty tons, to mount a 7 lb. gun forward and to carry from fifteen to twenty men aft, with covering from sun and rifle bullet, would be found of great service in scouring their rivers. Men-of-war are practically useless in these places for fighting purposes, as they cannot ascend the rivers; but they are invaluable as convalescent homes when men get fever, dysentery, or other such like unpleasant companions peculiar to those climates.

Monetary and Commercial.

An "Ex-Shareholder" in the Globe Telegraph and Trust Company (Limited) writes to *The Times* to complain that—

The directors, on the 30th of July, informed their shareholders that the net revenue of the company for the year amounted to £156,539 4s. 6d., which, with the balance brought forward, made a total of £158,154 1s. 5d., and that, after making certain deductions for expenses, they had made up the dividend for the year, on the preference shares to 6 per cent. and on the ordinary shares to 5 per cent., and that they had paid it; but that they gave themselves credit as an asset for the cost of their investments at the price at which they bought them. The names of the companies in which their investments have been made are detailed in a separate statement, and a reference to the official Stock Exchange price-list shows the actual prices on the following day (the 18th, the date of the balance-sheet, was a Sunday). The difference between these prices and the amount which is inserted as an asset is actually £814,480, or, in other words, at the time that the company were paying a dividend of 5 per cent. on their ordinary, and 6 per cent. on their preference stocks, they had lost more than £800,000 out of a total capital of £2,700,000. The correspondent adds that many of the directors of the Globe are directors of the Eastern Extension Company, and the Globe had lost more than £320,000 by its investments in these companies; several are directors of the Anglo-American Company, and the depreciation in the value of the stock in that company held by the Globe, compared with the price at which they bought, amounted to £335,000. Not satisfied with this, it appears that the directors exchanged their 25,437 shares in the Brazilian Company, and have issued or exchanged preference and ordinary shares still further, until at the present moment they hold, as any one who refers to the company's register may see, upwards of £1,600,000 of Anglo-American Stock; and upwards of half their remaining capital is locked up in a security which is notoriously exposed to the attack of every speculator in London, at a time when the monopoly enjoyed by the company is disturbed by a very tiresome, if not a very powerful, rival, and when the most sanguine supporter of the Anglo-American Company cannot contemplate any permanent increase in the value of his property. This conduct the writer of the letter condemns as in direct contradiction to the very purpose of the company's existence, for which the directors were pledged to distribute their investments in comparatively moderate amounts over a large surface of different telegraph securities.

A letter appears in *The Times* over the signature "Australian Merchants" in which they urge the co-operation of their confreres in China, in endeavouring to bring about an alteration in the tariff and rules for the transmission of messages. They state that the Companies, while admitting that the public is hardly dealt with, declare themselves unable to deal with the matter, which is entirely controlled by the Indian Government, and the St. Petersburg Telegraphic Convention. As a remedy, they suggest that if merchants combined to reduce their telegraphing to a minimum until some reform be effected, the Companies might be brought to reason. The points mainly complained of are stated as follows:—

"1. We are restricted to the use of words not exceeding ten letters, unless, of course, we pay for two words, and thereby not only is a complete revision of many lengthy and expensive codes rendered necessary, but we are debarred from using in their ordinary significance such everyday English words as 'unintelligible,' 'immediately,' 'consideration,' 'opportunity,' &c.

"2. Instead of a tariff of £1 for the first and 10s. for every additional word (through one of the agencies), or of £9 6s. 6d. for twenty words (through the company), on and after the 1st of January next we shall have to pay 10s. 6d. per word, making a message of twenty words cost £10 10s., against £9 6s. 6d. at present.

"3. If we require words which have been mutilated in transmission and are unintelligible repeated, we must pay the cost of the message, asking for the repeat and of the reply, and we shall not get our money back again, even though, as in one instance very lately in our experience, the company have delivered the word 'apt' when our correspondents sent them for transmission the word 'Upnor.'

With reference to the announcement in our last as to the failure of the American house of Messrs. Russell and Sturgis, of Manila, later advices confirm the same; but it is satisfactory to know that the firm's engagements in general business are but small. They used for account of third parties the credits of Messrs. Baring Bros., but beyond this their connections with that firm amounted to nothing, and the statements in the daily papers about their London agents being well able to sustain any loss by their failure is superogatory. The business for many years has been chiefly of advancing to the natives on growing crops, and these funds were mainly derived by deposits from Spaniards, who gladly accepted eight per cent. interest. The business, however, has not been a paying one, and when Mr. Russell died, a few months since, the depositors began to be uneasy and press for their money; the pressure was too great, and the stoppage ensued. No idea of the liabilities and assets has been received. Consequent on this stoppage, we are informed that a run set in on Messrs. Peele, Hubbell and Co., also an American house at Manila, and that a meeting of creditors had been held and time obtained for the payment of their liabilities.

The directors of the Foreign and Colonial Tunnelling and Prospecting Company (Limited) have declared an interim dividend on account of profits for the half year ending 30th September last at the rate of 10 per cent. per annum.

At a special meeting of the shareholders of the Channel Steamship Company, Sir James Carmichael presiding, a resolution authorising the construction of another twin-ship, and the increase by £150,000 of the company's original capital, was moved by the Chairman, seconded by Sir Cecil Beadon, and carried.

Accounts from America represent the Bank of California as progressing satisfactorily. It is contemplated to increase the capital by half a million of dollars. A San Francisco contemporary says:—

This bank is shaping its affairs toward a thorough reorganisation at an early date after the New Year. It is considered very probable that the old business of the institution will then be in such a position that the change may be easily effected. The subscribers to the Relief Fund will form the new organisation, which will take the bank, with its available assets, goodwill, and all its varied avenues of business and correspondence, at their par value, and make a new beginning. Whatever moneys are realised from such assets as are not taken into the reorganisation will go to the credit of the old stockholders. In this way the affairs of the present organisation will be adjusted as early as possible, and the stockholders will probably receive a handsome dividend. The reorganised bank will then have plain sailing before it, and will doubtless grow in strength very rapidly during the next year.

It has been decided by the shareholders of the Thetis Marine Insurance Company to wind up, and it is expected that a call of £5 must be made to pay off liabilities. It is rumoured that other offices are likely to close.

The failure is reported of the Leeds Mercantile Bank (Messrs.

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John Holmes and Co.), an undertaking established in 1864. The difficulties have been caused, it is understood, by losses in various companies, but the liabilities, representing chiefly sums due to depositors, do not exceed about £65,000. A petition for the winding up of the estate has already been presented in the ocal bankruptcy court.

The failure is announced of Mr. Sloane Richards, metal merchant of Birmingham, with liabilities amounting to £100,000 or thereby. The cause of stoppage is understood to be serious ses through the failure of several of Mr. Richards's customers These losses have crippled his operations for some time past, and a large claim for £50,000, and an alleged contract which could not be carried out, compelled suspension. The assets are set down at £18,000.

Mr. C. E. Ochsenbein, who carried on business as a corn, seed, and oil merchant in Crutchedfriars, has filed a petition for liquidation, estimating his total liabilities at £60,000, of which about £30,000 is expected to rank against the estate, the value of the assets being as yet unascertained.

In the Bankruptcy Court, on the 23rd inst., Messrs. A. and C. Shand and R. A. Robinson, merchants, of Leadenhall-street, also Liverpool, Madras, and Ceylon, trading as Shand and Co., passed their public examination on a joint statement of affairs, showing total unsecured debts £341,980, against assets £38,368. The fully secured liabilities amount to upwards of £240,000.

At a meeting of the creditors of G. D. Neroutsos, of East India-avenue, London, and Manchester, commission merchant, late trading with R. B. Fastnedge as Neroutsos, Portocalis, and Co., a statement was presented showing the liabilities to be £22,771 8s. 3d., and the assets £13,023 9s. 10d. Resolutions were passed to wind up the estate in liquidation.

The total quantity of tea delivered from the bonded warehouses in London during the week ending the 20th inst. was 3,197,019 lb., of which 2,118,363 lb. was for home consumption, 787,212 lb. was removed coastwise, 221,626 lb. was exported, 65,486 lb. was sent coastwise for exportation, and 4,332 lb. was for ships' stores. The duty received amounted to £52,959, against £53,562 for the preceding week, exhibiting a decline of rather over 1 per cent.

A few orders for France have made the market for Bar Silver, somewhat firmer, and fine bars, which at the beginning of the week were selling at 56⅜d. per oz., could now be placed at 56⅜d per oz. Mexican Dollars have also improved, in connection with Silver, and a few have been sold at 55⅝d. per oz. Exchange on India for bank's drafts at sixty days' sight is 1s. 9 9-16d. per rupee.

THE NORTH CHINA INSURANCE COMPANY.

The report for presentation to the ordinary meeting of the above Company for 1875-77, on the 15th October, has been received from Shanghai, and gives a statement of the business to the 30th June last. The first call of Tls. six hundred (Tls. 600) per share has been duly met, forming a paid-up capital of Tls. 600,000, and in addition thereto a balance is carried forward from the working account of Tls. 290,153.68, making a total sum at the credit of the Company on the above date of Tls. 890,153.68. The amount of premia earned during the period to which the accounts refer indicates a steady continuance of the support the Company has always received. The payments on account of losses and claims, it is to be regretted, are unusually heavy, consequent upon serious casualties to steamers engaged in the Eastern trade, which have involved total losses, viz.:—*Hong Kong*, *Duke of Buccleuch* and *Border Chieftain*; also the *Yuentzefei* and *Fusing*, lost on the coast of China. Further settlements since 30th June to date amount to about Tls. 51,000.

BALANCE SHEET, 1872-1874.

DR.		
To balance working account, 31st Dec., 1874		Tls.1,039,156.49
Less amount at credit of working account, 30th June, 1875		81,868.31
		Tls.957,288.18
Deduct dividends to May 18, 1875		374,967.98
		Tls.582,320.20
Add liability account 1869-71 and 1875-77, and dividends unpaid		21,047.15
		Tls.603,367.35
CR.		
By cash on current and deposit account in local banks		Tls.414,222.47
„ London branch deposits on security of bank bills, Consols, cash and current accounts, &c. ...	£35,181 17 6	
Less drafts not matured, dividends uncollected, and sundry liabilities	28,519 6 11	
	£56,662 10 7	= 188,875.08
By suspense account		269.80
		Tls.603,367.35

BALANCE SHEET, 1875-77—TO JUNE 30TH, 1875.

DR.	
To Capital, 1,000 shares at Tls.600	Tls.600,000.00
„ Balance of working account transferred	290,153.68
	Tls.890,153.68
CR.	
By Cash on current and deposit accounts in local banks	Tls.428,181.17
„ Shanghai premia outstanding and since collected	13,497.80
„ Assets—London balances, furniture, remittances to London, &c.	347,636.25
„ Hong Kong branch	35,615.28
„ Yokohama branch	7,463.10
„ Sundry agents	47,098.74
„ North China account 1872 and 1874, furniture accounts, &c.	10,661.34
	Tls.890,153.68

We believe the latest telegrams report the total dividends paid of Office. 1872-4, to amount to Tls. 290 per share, and that 24 per cent. has been distributed to contributors.

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard and Co.'s Circular says:—During the week there has been a dull and heavy market, with very large arrivals. The usual indisposition to hold, with the difficulty of selling privately, have induced some forcing of sales at auction, resulting in a further fall in prices, chiefly in common to fair black and red leaf Congous, Scented Teas, and Oolongs. Medium to on fine Congous are better held, but still neglected. Although the quantity afloat is comparatively small, stocks in warehouses and just arrived are large—say one hundred million pounds, or nearly twenty million pounds over last year; such quantities, when dealers are preparing to lighten their holdings (with no export demand) have caused considerable pressure. Green Teas are cheaper at auction. Public sales.—China sorts: 16,277 packages "without reserve," common to fair red leaf sold from 9½d. to 11d., showing a fall of about ½d. per lb.; black leaf of the same grade 9½d. to 10½d., being at about the same reduction; 623 chests, ex Craigforth, realised 9½d. to 9¾d. Oolong and Scented Teas sold lower, as also were Green Teas. Deliveries from London, from 1st to 22nd inst., inclusive, or nineteen days, 1875, 10,500,000 lbs., against nineteen days, 1874, 10,891,962 lbs. Imports, deliveries, and stocks in London, from Jan. 1 to Nov. 1:—

	1874.		1875.
Imports...	123,363,249	...	150,995,281
Deliveries	143,207,208	...	150,375,690
Stocks	69,480,266	...	79,053,114

Messrs. Capel and Co.'s Circular says:—Our market has been very dull and depressed during the past week, and prices generally have ruled in favour of buyers, both by private contract and at public sale, the trade showing much disclination to buy, whilst the export demand is still limited. *Congous.*—Red-leaf kinds: Siftings have been in fair request at about previous prices. Common to good common kinds have been difficult of sale at a decline of ¼d. to ½d. per lb. Fair to good Kaisows have sold rather lower. In fine to finest but little has been done. In Pak Lin kinds there has been but little doing. Black-leaf kinds: Common remain dull of sale, and a chop of recent import sold at public sale from 9½d. to 9¾d. per lb., being rather lower. Fair to good medium show no change, but there is not much doing in them. Good to fine remain firm, but finest are only saleable at lower rates. Newmake kinds show no alteration. In Oolongs the few sales made have been at about previous prices. Souchongs: The good medium kinds have realised former rates; in fine there is but little doing. *Scented Teas.*—Canton Capers have not been in such good demand, and prices must be quoted fully 1d. per lb. lower for fair to good qualities. Orange Pekoes sell only slowly at about last week's prices. Foochow Capers are without demand, even at the low prices current. Orange Pekoes: Fair qualities have sold ½d. to 1d. per lb. lower. *Green Teas.*—There is no improvement to notice. At public auction prices rule very low for common to good qualities of Moyune and Ping Suey kinds; finer Moyune sorts remaining steady.

SILK.

The Market continues extremely dull, all descriptions being to a great extent neglected, but in the absence of pressure on the part of Importers to sell, there is as yet no material alteration in prices. The deliveries are fairly satisfactory, and stock shows a further decrease. Deliveries 1st to 24th inst. inclusive, China 2,079, Canton 524, Japan 384 bales. Total, 2,987 bales.

LONDON QUOTATIONS—Nov. 25.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
„ No. 2	18s. 6d. to 19s. 6d.
„ No. 3	17s. 0d. to 18s. 6d.
„ Red Peacock	14s. 0d. to 14s. 6d
Yuenfaa and Hainin, Nos. 1, 2, and 3	11s. 0d. to 13s. 6d
Taysaam Keying, Nos. 1, 2 and 3	14s. 0d. to 16s. 9d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 17s. 0d.
Idah ... ... (none	
Sodai ... ... (none)	
Oshiu, Nos. 2 and 3	16s. 0d. to 18s. 6d
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

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CUTCH.—The market continues quiet, and only small sales of Pegue have been made at 26s.

COIR GOODS.—Small quantities of Yarn at the public sales met no demand, and except for fine qualities, which brought full rates, prices were occasionally cheaper. Rope, however, sold with more competition at rather dearer rates; Ceylon yarn sold, good at £38 15s., chiefly fine make and colour from £43 5s. to £48 10s., superior at £50; of 106 tons in dholls about 80 tons sold, very common to common at £23 to £26, good common to medium at £27 to £32, good medium to good at £32 15s. to £38 15s.

COTTON.—The market for the most part has continued in a quiet state, a good demand having appeared only at intervals, and prices after slight variations are barely equal to those previously given. Quotations on the spot are:—Tinnivelly, 5d. to 5⅜d., fair to fine; Western Madras, 4½d. to 5¼d., fair to good; Machine-ginned ditto, 5d. to 5⅛d., good; Northern ditto, 5⅛d. to 5⅞d., fair to good; Coconada, 4 13-16d. to 4⅞d., fully fair to good fair; Salem, 5⅜d., good fair; Scinde, 5d., good; Bengal, 4 11-16d. to 4⅝d., good fair; Oomrawuttee, 5d., fully fair.

COCOANUT OIL has continued tolerably steady, but not active, fine Cochin £41 10s. and Ceylon in pipes yellow to fine at £38 10s. to £39 per ton.

CHINA PRESERVES.—At auction of 517 cases Ginger offered, 100 cases were sold before the sale; of the remainder 120 cases Chyloong sold at 8½d. (for large jars).

CAMPHOR continues dull, with small sales of China at 69s. per cwt.

CUBEBS.—Market steady but quiet; 213 bags sold at auction at 24s. 6d. to 26s. 6d. per cwt., for fair a little stalky to good, and of the former 60 bags sold since at same figure.

COLOMBO ROOT has been steady but quiet at 27s. 6d. per cwt. for fair quality.

ESSENTIAL OILS.—*Anniseed* again easier; 50 cases sold, spot at 9s. to 8s. 9d., afloat offering at 8s. 9d. *Cassia* easier; 20 cases sold at 4s. 1d. to 4s. 2d. spot, worked, afloat about 100 cases at 3s. 11d. *Nutmeg* steady; of 7 cases offered 2 sold at 7d. per oz. *Cinnamon* quiet and easier; one case good sweet sold at 5s. 2d., and of 5 cases leaf few sold at 3d. for good. *Citronelle* has been firmly held, but quiet, and of 125 cases offered at public sale one-third sold at 1 15-16d., but further sellers, and some quantity offering afloat. *Lemon Grass* has been quiet, with small sales upon former terms; 80 cases retired.

EBONY has been in good demand at fully previous rates. Ten tons sold under the hammer at £14 2s. 6d. to £20 10s. per ton for fair to good.

GUMS.—*Benjamin:* Siam very firm and rather scarce. *Sumatra* steady. The sales embraced 2 cases Siam retired and 130 cases *Sumatra* half sold, good seconds at £8 17s. 6d. to £9 2s. 6d., brown glassy thirds 92s. 6d. to 95s. *Copal* quiet; 1,300 cases at auction retired. *Damar* firmly held, and small sales of fine Batavian at 62s. 6d.; 30 cases good but specky sold at 59s. to 60s. 6d. *Gamboge* quiet, and of 31 cases offered three-fourths sold at £10 to £10 15s. for fair to good a little run.

GALLS.—China are quiet and without important sales. At auction 115 cases were bought in at the reduced rate of 62s. 6d.

GALANGAL ROOT has been quiet at previous quotations.

GAMBIER is dull and again lower, only a small business having been effected at 26s. 9d. to 26s. 10½d. for whole bales on the spot, closing at the former price. No sales are reported afloat. At auction 55 bales 124 bags pressed cubes bought in at 35s., and 1,000 bags free ditto at 41s. per cwt.

HEMP.—No improvement can be reported in this market; supplies of all descriptions continue in excess of the demand, and prices are generally cheaper. In Manila about 200 bales have been sold by private contract at easy rates, mixed to good fair at £28 to £30 10s. At the auctions Manila attracted little attention, and only a small part sold at lower rates. 1,702 bales were bought in, chiefly good and fine, at £31 to £32, only about 500 bales being sold at and after the sales, brown at £27 10s. to £28, good fair roping at £30 to £30 10s., a good part sea-damaged at £27 to £28 10s. for second and first-class.

ISINGLASS.—Moderate quantities of East India offered have sold readily, except for common; good Penang tongue and leaf sold slightly higher; 19 cases 8 bags Penang sold, fine long selected tongue at 4s. 5d. to 4s. 7d., fair to fine at 4s. to 4s. 4d., ordinary at 3s. to 3s. 5d., good to fine pale leaf at 4s. 6d. to 4s. 10d., ordinary at 2s. 7d. to 2s. 10d., middling to good cake at 1s. 5d. to 2s. Of 18 bales (4,029 lb.) Saigon 12 bales sold, chiefly good to fine thick pale leaf at 4s. 4d. to 5s. 1d., one lot middling 3s. 11d., and tongue at 2s. 9d. per lb.

INDIA-RUBBER.—There has been more inquiry for medium and common descriptions, and 200 cases Borneo have been sold at 1s. 2¼d. per lb. In auction 24 cases Penang bought in at 1s. 9d., and 115 cases Borneo at 1s. 3d.

JAPAN WAX.—The market remains very dull, and of 646 boxes in public sale, only a small proportion sold at 35s. 6d. to 37s. 6d. for badly damaged greasy saucers; sales of fine reported at 49s., but no buyers in quantity at several shillings less.

MUSK.—Auctions have embraced 12 caddies Tonquin, and mostly sold; selected well shaped pods a few skinny and damp at 44s. 6d. to 45s. 6d.; rough skinny and false packed good 18s. 6d. 9 tins Yunan all sold a 37s. 6d. to 38s. 6d. for good, being fully the previous value. 4 tins grain retired.

PEPPER.—*Black:* Late last week, there being more disposition on the part of importers to sell, some 2,000 bags Penang changed hands, West Coast at 4¼d.; common dusty at 4⅛d. to 4 3-16d., but for any greater quantity there were not buyers, and a dull tone was again assumed. The business in Singapore has been very limited, at barely steady rates. At auction, of 5,080 bags offered, only one-fourth sold, last week a few Penang at 4⅜d., this week a large quantity at 4¼d., with a few lots at 4⅜d. Singapore 5¼d.; few lots 5⅜d. Siam 4¼d. to 4⅜d. Afloat, sales of Singapore have been made at 5d.; in Penang nothing yet reported. *White:* Dull and ¼d. per lb. lower; sales of fair of small extent privately at 7⅜d. to 7½d., and at auction, of 2,148 bags, about 500 bags sold; bold bright at 8¼d.; fair bright 7¾d.; ditto rather dull 7½d.; middling 7¼d. to 7⅜d.

PLUMBAGO.—At auction 342 barrels Ceylon met a better demand and were all sold at an advance of fully 1s. per cwt., middling small to good bold lump at 17s. 6d. to 22s. 6d., ordinary chips at 10s., middling to fine bold ditto at 11s. 6d. to 15s., dust at 9s. 3d. per cwt.

RATTANS.—At public sale 19,171 bundles (38 tons) chiefly sold, Penang at £32 to £34, the bulk damaged Singapore, &c., from £11 12s. 6d. to £20 5s., also 11 tons from Boston with all faults at £13 per ton.

RHUBARB.—Value of China unaltered, and less offers. Of 33 cases at public sale nearly the whole sold; well-trimmed but spongy at 2s. 9d.; fairly trimmed medium and bold of good pinky fracture at 2s. per lb.; rough and horny but good fracture 1s. 4d. to 1s. 7d.; middling small and dull 11d. to 1s.

RICE.—This market has been very dull throughout, and transactions are unusually small; on the spot prices of both hard and soft grain kinds are about 3d. cheaper. There has been little demand for floating cargoes, although prices are cheaper, but business has been done in the new crop of Burmah at 8s. 3d. to 8s. 4½d., open charter. On the spot about 1,000 bags white Bengal have been sold, good at 11s. 4½d., and 500 bags field Siam at 7s. 9d.

SAGO steady, but quiet, and of 2,530 bags offered, barely half sold at 16s. to 17s. for fair to good small, and 16s. 6d. good large. *Flour* generally firmly held; of 690 bags at auction two-thirds sold at 13s. to 13s. 3d. for good, and about 1,500 bags Singapore sold privately at 13s. per cwt.

SAPANWOOD scarce, but demand limited, and no transactions of importance can be recorded.

STICKLAC has been very quiet. Of 332 boxes Siam offered about 60 boxes sold, block 64s. to 67s., the remainder bought in at 87s. 6d. to 90s. per cwt.

STAR ANISEEDS.—Good quality scarce and in request; a few lots common sold at £5 7s. 6d. per cwt.

SPICES.—*Cloves:* No business done. *Nutmegs:* 52 cases and boxes Penang went at rather lower rates, a portion being taken in; brown sorts, more or less mouldy, sold as follows: 114's 2s. 7d., 82 to 79's 3s. 5d., 81's 3s. 6d., 68 to 65's 4s. to 4s. 2d., defective limed 1s. 8d. to 1s. 9d.; 7 cases brown Java taken in above the value. *Mace:* Common qualities have sold at rather lower rates; 25 packages Penang went as follows: low to middling red 1s. 9d. to 2s. 3d., broken, pickings, &c., 1s. 1d. to 1s. 3d.; 16 packages Java were bought in above the value.

TAPIOCA.—Quiet, and of 1,220 bags flake offered only a few sold at 2⅛d. to 2¼d. per lb. for good small. *Pearl* quiet; of 1,525 bags about one-third sold, fine small at 18s. 6d. to 19s. per cwt., being 1s. per cwt. lower; large 18s. 6d., being 6d. decline; medium 17s. to 18s. for ordinary to good, being steady. *Flour* quiet; of 461 packages a few in bags sold at 2d. for fair.

TURMERIC.—Scarce and wanted. Market very firm for all kinds, 100 bags sliced Java, of low quality, sold at 10s. 3d. to 10s. 6d.

TIN.—The market has been quiet at previous quotations, viz.:—Straits on the spot and afloat £83, Banca £89, Billiton £84 per ton.

VERMILION.—Small sales of China effected at 5s. 6d.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £6 10s. to £6 15s.; Bars, £7 5s.; Staffordshire Best: Bars, £8 15s. to £10; Nail Rods, £9 to £9 10s.; Hoop, £10 5s. to £12; Sheets, £11 15s. to £13; Scotch Pig, No. 1, £3 3s. to £3 18s.; Swedes, Bars, Hammered, £15 10s. to £16 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £18 10s. to £19.

YELLOW METAL.—Sheets, 4 by 4 ft., 8d.; Sheathing and Rods, 8d per lb.

TIN.—English Refined, £89. Tin Plates: Charcoal IC, per box, 26s. to 32s. Coke, 21s. 6d. to 26s.

LEAD.—WB, £23 10s.; do., other brands, £22 to £22 5s.; Spanish soft, ex ship, £21 10s.; Sheet, £23 10s.; Shot (kegs extra), £26 10s.; White do., £29 10s.

SPELTER.—Silesian, £25.

QUICKSILVER.—In bottles of 75 lbs. each, £11.

Messrs. French and Smith's Circular says:—Iron without change. Copper dull. Chili Bars may be bought on rather easier terms. Lead firm, at quotations. Quicksilver advanced to £11 per bottle.

MANCHESTER GOODS.

In the absence of any improvement in the demand, the Market has remained very quiet, and the aggregate business transacted has been very small. Where offers have been made at any reduction on the quotations, producers have invariably declined business, and on the whole prices show scarcely any quotable change from last week.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/6	6/7½
Do.	"	7	14×13	38	7/7½	8/0
Do.	"	8 4	16×15	39	7/9	7/10½
Do.	"	8 4	16×15	40	9/0	9/6
Do.	"	9	19×19	41	11/1½	11/6
Do.	"	10	19×19	42	11/10½	12/6
T-Cloths	32 in.	6	14×14	43	4/10½	5/1½
Do.	"	6	15×15	44	5/6	5/6
Do.	"	7	15×15	45	5/9	5/9
Do.	"	7	16×16	46	6/1½	6/3
Mexican	"	7	18×18	47	6/1½	6/1½
Do.	"	7	18×18	48	7/0	7/6
Do.	36 in.	8	18×18	49	7/1½	7/6
Do.	"	8	18×18	50	8/0	8/7½
Spots	White	—	—	51	10/3	10/0
Brocades	"	—	—	52	10/3	10/3
Drills	30 in.	15	—	53	3 5-16d.	3⅝d.
Do.	"	15	—	54	3⅛d.	3⅛d.
Jeans	"	8	—	55	7/7½	8/1½
Do.	"	8	—	56	9/0	9/0

Water Twist.	16/24	28/32
Good Seconds	10	11½
Best do.	10¾	12½

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 12	Svanen	—	Batavia	New York
18	King Cerdic	Shields	Rangoon	Liverpool
18	Conte Geza Szapary	Cosulich	Do.	Falmouth
19	Lesseps	Steen	Akyab	Do.
19	Legislator (s.)	Tutton	Foochow	London
19	Erl King (s.)	Pearce	Yokohama	Do.
19	Tynedale	Thomas	Singapore	Do.
19	Vittoria Canestro	Canestro	Akyab	Leith
19	Admiral Tegethoff	Reher	Manila	Queenstown
19	Mirzapore	Lafond	Saigon	Bordeaux
20	Aydon Forest	Macaulay	Maulmain	Liverpool
21	Papa	Torring	Manila	Do.
21	Bertie	Le Couteur	Singapore	Do.
21	Orestes (s.)	Bewley	Shanghai	London
21	Dorothea	Moller	Manila	Falmouth
22	Blackadder	White	Shanghai	London
22	Flamingo (s.)	Couche	Do.	Do.
22	Favorita	Greenman	Manila	Boston, U.S.
23	Samarang	Davidson	Maulmain	London
24	Sophia R. Luhrs	Hopkins	Padang	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 11	Witch	Lewis	P. Elizabeth & Singp.	Boston U.S.
15	Aline	Guineron	Reunion	Marseilles
16	G. H. Wappaus	Diederichsen	Singapore	Hamburg
17	Friesland (s.)	Dyk	Batavia	Southampton
17	W. W. Smith	Craske	Singapore	Sunderland
17	Admiral	Warns	Rangoon	Antwerp
17	Anita	Mereantini	Reunion	Marseilles
18	Mary	Kennedy	Singapore	Sunderland
19	Gov. Genl. Loudon	—	Batavia	Glasgow
19	Henry	Martin	Saigon	Marseilles
20	Prince Patrick	Peterkin	Rangoon	Liverpool
20	Banda	Stolley	Yokohama	London
20	Peter Rickmers	Laborg	Singapore	Cardiff
20	Argo	Hedesbrun	Rangoon	Do.
20	F. H. Drews	Vorsatz	Hong Kong	Do.
21	Notre D. d'Auxiliatrice	Jazaret	Hong Kong	Do.
22	Condore	Spotorno	Rangoon	Liverpool
22	Alma	Lameyer	Hong Kong	Cardiff*
22	Rosa S.	Simonet	Singapore	Do.
23	Thames (s.)	Campbell	Do.	London
23	Iside	Teneto	Do.	Cardiff
23	Claudia	Jones	Do.	Do.
23	Rosa Bottcher	—	Java	Shields
23	Marguerite	Eyraud	Batavia	Bordeaux

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Oxfordshire. For Singapore, Hong Kong, and Shanghai: Lord of the Isles, Crocus.

Sailing Vessels.—For Yokohama and Hiogo: Tamesa, Ziba, Forward Ho. For Shanghai: M. A. Dixon. For Hong Kong: Nestor, Evelyn, Echo. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Sir Robert Sale, Tynedale. For Penang: Glenisla. For Colombo: Strathmore.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Ulysses (str.), Menelaus (str.), Stentor (str.). For Batavia: La Gaul. For Padang: J. F. Kranz, John N. Gamewell. For Singapore: Gem. For Penang: Invincible.

At Glasgow.—For Shanghai: Duart Bay. For Singapore: Mutlah. For Colombo: Ysuisquiza.

SPOKEN.

Wyk-aan-Zee, Amsterdam to Sourabaya, Nov. 8, 49 N., 6 W.
Mogul, Singapore to London, Sept. 29, 34.12 S., 17.29 E.
Amstel, Batavia to Amsterdam, Oct. 2, 28.18 S., 9.31 E.
George Croshaw, London to Singapore, Oct. 4, 20 S., 27 W.
Asterion, Cardiff to Singapore, Oct. 15, 6 N., 24 W.
Haidee, London to Colombo, Oct. 18, 6 N., 28 W.

FREIGHTS AND CHARTERS.

The rates of freight for steamers on the berth are easier, caused by an over supply of tonnage; sailing vessels remain as last quoted.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per Sailing Vessels.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 24s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 34s. 6d. To Shanghai: 32s. 6d. To Hong Kong: 30s. To Manila: 27s. To Singapore: 20s. To Colombo: 19s. To Galle: 20s. To Batavia and Sourabaya: 24s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

The Belted Will, which left London on the 21st inst. for Hong Kong, has been towed back to the South West India Docks, leaky, having been ashore on the Tongue Sand.

The Cutty Sark, from London, for Sydney and China, in being towed round to moor at the buoy off Gravesend, on the 21st inst., collided with the Somersetshire (str.); the former had maintop-gallantmast carried away and received other damage.

The Marten van Rossem (Dutch barque), from Rotterdam, for Batavia, put into Plymouth on the 21st inst. leaky.

Advices from Port Elizabeth report that the Ceylon, from Zebu, for New York, which arrived at Algoa Bay on Oct. 13, had encountered heavy N.W. gales on the 9th and 10th of the same month, during which she lost sails, bulwarks on both sides, galley and boats. The maindeck was also stove, and at one time the vessel had seven feet water in hold. She continued to leak at anchor, and surveyors recommend the immediate discharge of her cargo. It is feared that she will be condemned. Another account says that the vessel lies with her back broken and five feet water in hold, and pumps bringing up sugar and water.

The Assyrian, of Aberdeen, from Ilo Ilo for Falmouth (sugar and hemp), at Algoa Bay, Oct. 14, reports that from 7th to 11th Oct. she encountered heavy gales; had rudder head twisted off, part of bulwarks stove, and lifeboat destroyed; would have to be supplied with a new rudder, and expected to proceed in 10 or 14 days.

The Minister Fransen v. d. Putte, for Rotterdam from Batavia, put into Port Elizabeth, Oct. 16, leaky; expected to discharge her cargo for survey.

Telegraphic advices from Batavia to the 25th inst. state that the Salak (Nederlands India str.), from Atchin, to Padang, in ballast, has been totally lost off Polsenias, crew and passengers saved.

The Formosa, 380 tons, is reported by telegram from Melbourne, dated Nov. 17, as having been totally wrecked at the Philippines, crew saved.

The Charger, which arrived at Hong Kong, on the 13th inst. from Cardiff, encountered heavy weather during the passage, and lost some of her sails.

MISCELLANEOUS.

Gibraltar, Nov. 23.—Arrived, Aline (Sarawak gunboat), from Clyde, for Singapore, and reports having experienced heavy weather.

Naples.—Arrived, Nov. 21, Prins Van Orange (str.), from Batavia, and proceeded for Nieuwe Diep.

Port Said.—Arrived, Nov. 21, Sarpedon, from Liverpool, for Shanghai; 23, Leon, for Manila.

Suez.—Arrived, Nov. 18, from Nieuwe Diep, for Batavia, Prins Hendrik; from Foochow, for London, Flintshire; from Shanghai, Teviot; 23, Patroclus.

Aden, Nov. 17.—Arrived, Madura (str.), from Batavia, and proceeded on the following day for Nieuwe Diep.

Galle.—Passed, Nov. 21, Glenearn (str.), from Shanghai, for London.

East London, Oct. 24.—Passed, John George, from Singapore, for London.

Penang, Nov. 19.—The Alabama, loading for London, has been surveyed and condemned, and will be sold, as the cost of repairing her would exceed her value by £1,800 (?). The Fifeshire has been chartered to take her cargo.

Sourabaya, Oct. 9.—The wreck and cargo of the Amity, from Ilo Ilo, for London, stranded near Bawean Island, were sold here by auction, Sept. 9, for f.4,700 (Java currency) net. The purchasers have salved nothing as yet, though the expenses incurred have been exceedingly heavy. Before leaving Bawean the crew saved about 146 piculs of sugar, a few sails, and sundry articles, viz., compasses, telescopes, &c., which have been sold. According to the latest reports the wreck was fast breaking up, and there remained but little hope of saving anything except the rigging.

NOTICES TO MARINERS.

China, East Coast—San-Mun Bay—Position of Heroine Rock.—With reference to the several positions hitherto assigned to the sunken Heroine Rock, at the entrance to San-Mun Bay, East Coast of China, the following particulars, by Commander E. O. Matthews, United States ship Ashuelot, have been received from the United States Government, viz.:—When on the passage from Ningpo to Foochow the sea was observed breaking heavily on the Heroine Rock, boats were lowered and soundings taken as near the danger as possible, eight to nine fathoms being found. The position assigned to Heroine Rock by Commander Matthews is on the following bearings, viz.:—South-end of Sanchesan (Triple Island), W. ¼ S.; South-west end of Lea-ming Island, N.W. by W. ¾ W.; West extreme of Montague Island, N. ¾ E. Soundings were also taken over the several positions of the Heroine Rock marked on the charts, but no indication of dangers was found; the native fishermen further stated that only one sunken rock exists in the locality.

Eastern Archipelago—Java Sea—Sunken Rock off Bawean Island.—Information has been received from Mr. George Butchard, master of the s.s. Milton, that his vessel struck on a sunken danger about four miles westward of Bawean Island. This danger (Milton Rock) was found to consist of coral, to extend about 270 yards in a N.W. and S.E. direction, and to have sixteen feet on its shoalest part, deepening all round to 4½ and 6 fathoms, and then to 18 fathoms. The following bearings for the position of this danger are given by Mr. Butchard:—South-west point of Bawean Island, S.E. by E.; North-west point of Bawean Island (Tienio Point), N.E. by E.; small islet (Nusa) N.E. ¼ N. These bearings place the rock in lat. 5° 44′ S., lon. 112° 33′ E.

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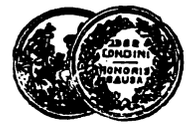

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GENTLEMEN,—We have much pleasure in informing you that in the great fire in Bunhill-row, on 14th inst. the whole of our books and other valuable documents were saved in two large SAFES of your make. One of the Safes especially had a most severe test, for it fell a considerable depth into the midst of the fire, and while there the brass handles were melted, and the outer plates had evidently been red hot. Notwithstanding this, when the Safe was got at, several days later, the contents were found intact, although bearing traces of the intense heat they had been subjected to. You are at perfect liberty to use this letter in any way you please, for we think you can never have had a more convincing proof of the excellent fire-resisting qualities of your Safes.—We remain, yours truly, ROBT. SANDS & SONS,

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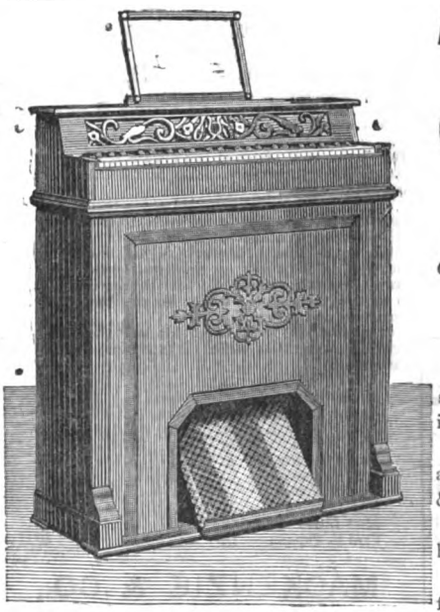

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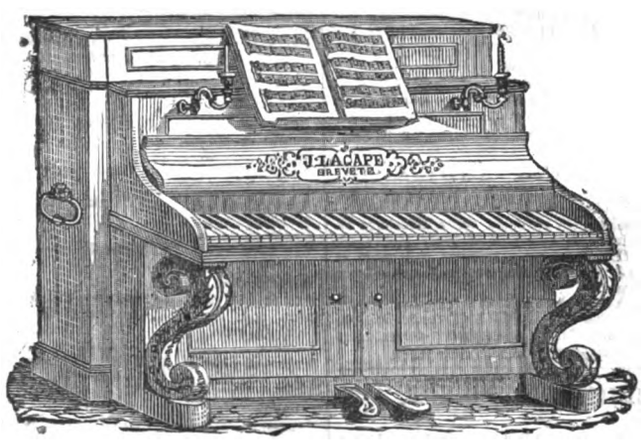

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OVERLAND ROUTE via

MARSEILLES and SUEZ CANAL.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.), ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Anadyr	... Dec. 5	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Djemnah	... Dec. 19		
Ava ...	... Jan. 2		
Tigre	... Jan. 16		
Hoogly	... Jan. 30		

The Steamers of the 19th December and 16th January connect at Aden with the Steamers for Réunion and Mauritius.

The Steamers of the 5th December, 2nd and 30th January connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

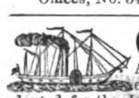
For Passage Rates or information, apply at the Company's London Head Office, 97, Cannon-street, E.C.; or to the West-end Sub-Agency, 51, Pall-mall, S.W.; also to G. and H. FLETCHER and Co., Liverpool; or to SMITH and Co., Rotterdam; also at the Offices of the Messageries Maritimes in Paris, Lyons, Bordeaux, and Marseilles.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SHORT SEA ROUTE to

AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.



GLEN LINE OF STEAM

PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Quang Se	100 A1	2,788	400	Dec. 22
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s

INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Do.	Ziba.....	A1 13 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR HONG KONG DIRECT,

the favourite China clipper EVELYN, A1 13 years, 762 tons register. South West India Docks; HENRY KNOWLES, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

FOR CHINA AND

JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing., H. K., Yoko., & Hiogo	Oxfordshire	100 A1	S.W.I.D.	Dec. 15
Pen., Sing, Yoko., & Hiogo	Flintshire..	100 A1	S.W.I.D.	To follow
Pen., Sing., Hg Kg., & Shanghai..	Hankow ...	100 A1	S.W.I.D.	To follow

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG

KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, the favourite full-powered screw steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 tons net, 200-horse power nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

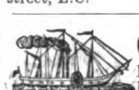
For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

SHAW, WILLIAMS, and CO

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing., H.K., & Shanghai ..	Lord of the Isles, s.s.	100 A1	1846	S.W.I.	With des
Hong Kong & Foochow	Echo	A1 12 yr.	369	W.I.	With des
Shanghai ...	M.A. Dixon	A1 14 yr.	415	S.Kath	Dec. 3

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.



CASTLE LINE of

STEAM PACKETS from LONDON.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java, Japan, and Eastern Australian ports, last shipping day, Nov. 30, the magnificent steamship CROCUS, 100 A1, 2,000 tons register, 225-h.p. nominal; R. H. JOY, Commander; will load in the South West India Dock. This splendid steamer, well known in the China trade, has superior accommodation for passengers.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGA-

PORE.—The following VESSELS are now on the berth in

	Tons.	Brokers.	To Sail.
LONDON.			
Sir Robert Sale ...	704	Wright Bros. & Co.	Nov.—
Crocus, s.s.	2,010	Thos. Skinner & Co.	Dec. 1
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	Dec. 14
Glenlyon, s.s. ...	2,119	McGregor, Gow, & Co.	Dec. —
Quang Se, s.s. ...	2,788	Do.	Dec. 21
LIVERPOOL.			
Menelaus, s.s. ...	1,559	Alfred Holt	Dec. 7
GLASGOW.			
Mutlah	714	T. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

CHINA AND JAPAN,

FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

PRELIMINARY NOTICE.

THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY

(LIMITED).

THE new, powerful, and handsomely-fitted iron screw steamers of this Company are intended to resume their trips between San Francisco, Japan, and China at an early date, when it is hoped that their reputation for speed, safety, and comfort will secure them a large share of the increased traffic of the North Pacific.

The "Vancouver" will probably be the first vessel to leave San Francisco, succeeded by the "Vasco de Gama." The "Columbus," to be launched in January, will proceed to Hong Kong and make her first voyage from that port to San Francisco, via Yokohama, and will be followed by other vessels in due course.

Further particulars will be published shortly.

London, St. Michael's-buildings, 9, Gracechurch-street, Nov. 20, 1875.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU.

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

THE LATE REV. B. P. KEASBERRY,

OF SINGAPORE.

THE late Rev. B. P. KEASBERRY, whose sudden death occurred last month in Singapore, has left a widow and a family of girls almost wholly unprovided for.

It is almost unnecessary to remind old residents in The Straits of the faithful and disinterested services of Mr. Keasberry, in the teaching of the Christian faith, and the spread of education.

These services, which extended over a period of thirty-six years, it is proposed to recognise, to some extent, by the collection of a sum of money, to be placed in the hands of the Hon. R. Little, M.D., and William Adamson, Esq., of Singapore, as Trustees, leaving power to them to invest the whole or a part at their discretion, or to apply it wholly and at once for the benefit of Mrs. Keasberry and her daughters.

Cheques should be made payable to P. F. Tidman, 34, Leadenhall-street, by whom Subscriptions will be acknowledged.

Edwd. Boustead	... £100
W. W. Shaw	... 100
Jasper Young...	... 100
John Harvey	... 100
Wm. Martin	... 100
James Guthrie	... 100
Wm. Paterson	... 100
George Martin	... 100
Geo. Lipscombe	... 50
John Little	... 50
Paul F. Tidman	... 50

MACKENZIE & CO.,

COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c.,

SHANGHAI. CHINA.

LONDON AGENCY,

J. MACKENZIE,

4, Great St. Helens, London, E.C.

LIST OF AGENTS.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received broad by the following Agents:—

Paris	M. FAUQUE.
Hamburg	R. CARL (for Subscriptions.)
„	RUDOLPH MOSSE for Advertisements).
Bremen...	G. STEINMEYER.
Holland—Rotterdam...	H. A. KRAMERS.
„ Amsterdam...	MACKAY, BOOMKAMP, and Co.
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Trieste...	PERCO and Co., Corso.
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Port Said	ZANNOS and BROADBENT.
Aden	COWASJEE DINSHAW.
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Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Saigon	W. G. HALE and Co.
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Sourabaya	HOUGHTON and Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel
Manila	LOYZAGA and Co.
Hong Kong, Canton, Macao, and Swatow	LANE, CRAWFORD; and Co.
Amoy	BROWN and Co.
Foo-Chow	HEDGE and Co
Shanghai	KELLY and Co.
Hankow	
Tientsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL and Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI.
Yokohama	E. L. B. MCMAHON.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, Nov. 29, 1875.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 640.] LONDON, MONDAY, DEC. 6, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns. The Agency at Hong Kong has been transferred to Messrs. Lane, Crawford, and Co.

Latest Advices.

Ports	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 6.
JAPAN—Yokohama	Aug. 27	Oct. 12	Oct. 19
Yedo			
Osaka and Hiogo	—	—	„ 15
Hakodadi			
Nagasaki	—	—	„ 13
CHINA—Peking	—	—	„ 13
Tien-tsin	—	—	„ 15
Chefoo	—	—	„ 13
New-chwang	—	—	„ 14
Hankow	„ 27	„ 14	„ 17
Kiu-kiang	—	—	„ 16
Chin-kiang			
Shanghai	Sept. 3	„ 17	„ 23
Ningpo	—	—	„ 18
Poochow	—	—	„ 23
Formosa	—	—	„ 12
Amoy	—	—	„ 25
Swatow	—	—	„ 26
Hong Kong	„ 17	„ 23	„ 28
Canton	—	—	„ 26
Macao	—	—	„ 27
PHILIPPINES—Manila	Aug. 27	„ 3	„ 16
COCHIN-CHINA—Saigon	—	—	„ 25
SIAM—Bangkok	Sept. 17	„ 22	„ 25
BORNEO—Labuan	—	—	„ 23
Sarawak	—	—	„ 24
JAVA—Batavia	„ 24	„ 28	„ 29
Samarang	—	—	„ 30
Sourabaya	—	—	„ 20
MALACCA STRAITS—Singapore	Oct. 1	„ 31	Nov. 4
Penang	„ 1	„ 29	„ 6
CEYLON—Galle	„ 15	Nov. 3	„ 13
Colombo	„ 15	„ 5	„ 11

THE MAILS, &c.

The P. and O. mail, bringing the advices dated as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with a week's later dates, viz., Yokohama 26th, Shanghai 29th Oct., Hong Kong 4th, Singapore 12th Nov., which is due, *via* Marseilles, on Monday next, the 13th inst., left Suez on the 1st inst., two days early.

The lines of the Eastern and Great Northern Telegraph Companies are still out of order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Venice, per P. and O. steamer *Hindostan*, arrived Dec. 5.—From Hong Kong: Mr. Fairhurst. From Singapore: Mr. B. Williams, Mr. Cohen, Mr. Scott. From Galle: Major Rutherford.

To Southampton, per P. and O. steamer *Nizam*, expected to arrive Dec. 12.—From Yokohama: Mr. O. Shigetoski. From Shanghai: None. From Hong Kong: Mr. T. Mitchell, Mr. Hill. From Galle: Mr. and Mrs. Pearson.

PASSENGERS OUTWARD.

Per French steamer *Anadyr*, from Marseilles, Dec. 5.—To Yokohama: Mr. and Mrs. Fanconnet. To Saigon: Mr. Alquier, Mr. Forestier. To Batavia: Mrs. Van Lawick, Mr. H. de Lyon, Comte Zichy, Mr. Frolke, Mr. and Mrs. J. Wust. To Singapore: Comte Herngasze, Mr. J. Ross, Mr. John Cameron. To Galle: Mr. Boustead, Mr. Northmore, Dr. Anthony, Mr. Walker.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Yokohama: Mr. Kreitmann, Miss Seymour. To Shanghai: Mr. Godeaux, Mr. Seul. To Hong Kong: Mr. and Mrs. Pelham Warren. To Batavia: Mr. J. H. Tromp. To Singapore: Mr. James Connell, Mr. Glass. To Galle: Mr. Strand. To Port Said: Monsr. de Lesseps and family.

Per French steamer *Ava*, from Marseilles, Jan. 2.—To Galle: Mr. Newman.

Per P. and O. steamer *Surat*, from Southampton, Dec. 2.—To Hong Kong: Mrs. J. Dixon. To Galle: Mr. V. Hamilton.

Per P. and O. steamer *Hindostan*, from Venice, Dec. 10.—To Singapore: Mr. and Mrs. MacVicar.

Per P. and O. steamer *Hindostan*, from Brindisi, Dec. 13.—To Hong Kong: Mr. D. Travers. To Singapore: Mr. A. Black, Mr. Fester, Mr. H. W. Uloth.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 16.—To Hong Kong: Mr. J. Barry. To Ceylon: Mr. E. Corvant, Mr. T. J. Jones, Sir J. W. Copley.

Per P. and O. steamer *Baroda*, from Brindisi, Dec. 27.—To Singapore: Rev. and Mrs. Aitken.

Per steamer *Crocus*, from London, Dec. 6.—To Singapore: Mrs. Aspinall and five children. To Singapore: Messrs. J. A. Hayman, Walter Grinter, David Davies, R. Abraham, Miss Knight, Miss Goodman, Mrs. Goldspink and child.

Per Noderland Company's steamer *Koning der Nederlanden*, from Nieuwediep, Nov. 27.—To Java: Mrs. A. H. Westenberg, Mrs. Van der Bent, Mr. and Mrs. T. H. Schluter, Messrs. E. H. Andriessen, V. A. Schuessler, Ch. de Roy van Zuydewyn, F. R. Seelig, E. Schuessler, T. Schussler. Mr. and Mrs. K. Rolff, Messrs. G. de Clercq, A. L. M. Bekking, W. A. Kneepkens, E. Verschooff, F. L. Bicker, Mr. and Mrs. P. C. Larssen and eight children, Mr. and Mrs. R. S. Thal, Mrs. C. G. Kotting de Hens and child, Messrs. T. C. de Bruyn, K. A. J. E. Jeckel, S. P. van Eeghen, F. de Beaufort, J. de Kock, C. S. Buys Ballot, A. W. Hultman, Mrs. M. Schlmacher and child, Messrs. A. Kupfer, H. H. Holle, G. H. de Kruyff, F. Daniels, M. Cohn, P. Vincent, Mr. and Mrs. A. H. C. van Leeuwen and five children, Mr. and Mrs. F. N. Kramer, Messrs. C. F. Michell, T. Gerritsen, T. T. Smits, J. J. Hessels, F. G. A. Wissel, J. F. A. Mattern, W. de Waardt, M. Flohil, W. Z. Ort, J. Kluit, Taale, J. Houtsmuller, C. Wakerlin, W. Schultz, J. P. Holst, C. Jongman, J. Duphuis, J. W. Meyer, jun., C. H. van Dorp, T. van Horn, H. Wiechert, Edwards, Todd, Robbertson, Mr. and Mrs. D. Schäfer, Messrs. A. J. O. Groeneveldt, J. F. A. de Rooy, F. W. Everts, P. A. le Maire, W. H. P. Mirandolle, F. Stam, J. H. van Batenburg, eight subaltern officers, 150 soldiers.

Summary of News from the Far East.

JAPAN.

The steamer *China*, from Yokohama 26th October, arrived at San Francisco on the 20th ult., and the subjoined summary of her advices has been telegraphed to New York:—

The *Japan Gazette* confirms the reported sale of the Pacific mail steamers to a Japanese company. It says the *Golden Age*, *Oregonia*, and *Costa Rica* have been purchased by a local company, the *Nevada* being detained as the property of the Pacific Mail Company until the expiration of the existing mail contract. Freight and passage rates are already raised 200 per cent.

The exchange of the Kurile Islands for the southern part of Saghalien Island has been officially effected, and the Russian and Japanese Commissioners have returned.

The *Japan Gazette* says:—"We are informed, in a quarter which we usually find reliable, that war with Korea is inevitable."

The weather has set in very cold. Snow had fallen in Yesso a month earlier than last year.

CHINA.

PEKING.

We are happy to learn (says the *North China Herald*) that the last difficulty which has delayed the despatch of the mission of inquiry to Yunnan has been removed, and that Messrs. Grosvenor and Baber are likely to proceed in the course of the next week or two on their journey. The details of the understanding arrived at between Mr. Wade and the Chinese Government have not yet become public, but it is understood that the points insisted upon have been satisfactorily obtained—not without some pressure on the part of the Governor-General Li Hung-

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chang, it is shrewdly suspected. The necessity for a withdrawa of the British Legation from Peking, which at one time seemed imminent, has, as a matter of course, now disappeared. A further Imperial Decree on Treaty Rights and Foreign Relations was published in the *Peking Gazette* of the 9th October. The decree contains explicit reference to the Yunnan outrage, and to Li Han-chang's commission on the subject. Her Majesty's Minister has addressed to Mr. Medhurst, for publication, the following letter regarding the recent negotiations :—

I have to request you to state, for the information of Her Majesty's subjects at this port, that arrangements have been made which enable me to allow Mr. Grosvenor to proceed without further delay to Yunnan, in order that he may be present at the investigation of the circumstances of the attack on Colonel Browne's mission and the murder of Mr. Margary. Mr. Grosvenor's long detention, and the fact that I was known to be engaged in negotiations bearing more or less on the matter of his mission, have not unnaturally excited apprehensions which will, I hope, be set at rest by the announcement I have authorised you to make.

I should not here refer further to the negotiations in question, did I not conceive it expedient to set speculation on one point at rest. I hear it rumoured that I have signed a convention by which British trade was to be materially influenced.—This is not the case. I have availed myself of the opportunity to insist very earnestly upon the duty of more perfectly observing various Treaty provisions, in deference to what has been so frequently matter of complaint ; notably of those that bear upon the taxation of our trade. Were the conditions of the Treaty, as it stands, to be fulfilled, there would, of course, be no occasion for a convention. Were it shown to be expedient to modify the existing conditions of the treaty affecting trade a convention would be, doubtless, necessary. But no Convention could be operative that had been negotiated by myself or the representative of any Treaty Power single-handed. Foreign trade in China is a common property, changes in the regulation of which, to be effective, must have been duly considered and accepted by all alike. What I have striven to obtain, therefore, in this direction is a formal engagement on the part of the Chinese Government that inquiry should be made into the question of taxation of foreign trade, whether at the Consular Ports or beyond their limits, and that a report should be prepared on which, were it found otherwise impossible to rectify practices at present objected to, modification of existent conditions might be negotiated. An engagement by which I hope that the desired object may be attained has been conceded.

Two officers have fallen into disgrace for daring to send the Korean tribute by sea instead of by land. On the 29th July, a Manchu named En-fêng made his appearance at Moukden and reported that he had received the tribute as ordered, but, in consequence of the bad state of the roads, had determined to send it to the capital by sea, in charge of his colleague, while he himself came by land to report. Most people would have thought this an intelligent proceeding, but the Governor of Manchuria suspects crime in such a departure from precedent, and advises that En-fêng be stripped of his rank pending inquiry into the fate of the tribute. If the junk happens to have gone down with his colleague on board, it will be awkward. But probably it is at Peking ; and En-fêng will get his button back when the necessary amount of red-tape has been expended, and the authority of precedent has been vindicated.

The *Peking Gazette* of the 5th Oct. contains a memorial of some interest, in view of the attention that has been drawn to the Canton Customs by the proceedings of the Hoppo in the *Carisbrooke* case, and his general endeavour to blockade Hong Kong and Macao. A censor accused the existence of grave abuses through the Hoppo placing personal dependants in charge of Collectorates. But the Hoppo has been wiser in his generation than the Viceroy ; and the Governor-General, Governor and Taoutai all unite in praising his administration, and point to the great increase of Customs revenue as proof that the persons he employs "discharge their duty without connivance at contraband dealing for their own profit." Certainly not; whatever accusation can be brought against the present Hoppo's administration, it is not connivance at contraband trade. It is rather outrageous oppression of legitimate trade, confiscation of ships and goods pursuing a lawful calling, and not justly liable to interference.

The *Peking Gazette* of the 28th September contains an interesting memorial from the Acting-Viceroy of Nanking, with regard to lekin taxes. There has been a proposal, apparently, to reopen certain inland Custom-houses in the province of Kiangsu, but the Viceroy objects that it would be impossible to raise further Customs' taxes in addition to the lekin, which is already objected to as oppressive; and that to abolish lekin and substitute Customs' collections would simply confuse and worry people. It is interesting to learn that the province contributes Tls. 140,000 a month towards specific military expenditure, besides a host of other extraneous mulcts.

The *Peking Gazette* of the 29th September contains a quaint report of a Liu-Chiuan junk having drifted ashore on the Shantung promontory. Nothing extraordinary so far ; but it is curious to find the Governor of the Province reporting such an incident to the Throne, and apologising for having sent the junk straight home instead of *vid* Peking.

KIUKIANG.

The correspondent of the Celestial Empire writes from this Port as follows:—

The new hulk of the China Merchants' Steam Navigation Company arrived here on the 8th Oct., and is anchored a little ahead of the place where lie the remains of her predecessor, which was burnt last year. The Company are going to try and drag the wreck ashore, but it is no easy task to get her off her muddy bed. The day after the arrival of the new hulk a big junk got foul of her and carried away one of her masts in the endeavour to get free.

A few days ago a grand review was held here, by the Chen-tai, of the troops under his command, and I am bound to say that a finer body of Chinese soldiers it has seldom been my lot to see.

The Hankow Cricket Club have challenged us to a match, and we are going to Hankow to play them on the 25th Oct., so I leave you to imagine the daily practices that are progressing.

H.M.S. *Swinger* arrived here on the 10th Oct., and we are hoping that she will be stationed with us all the winter.

SHANGHAI.

The present mail brings advices from this port to the 22nd October ; the P. and O mail from London Sept. 3 was received on the 17th Oct. The following summary of news is from the *North China Herald* :—

The Volunteer Rifle Meeting has occupied four days of the past week. The prizes shot for on the 15th Oct. were won by members of No. 1 Company, the National Rifle Association Medal by Sergeant Sharp, with a score of forty-six, and the Municipal Challenge Cup by Private Hall with fifty. It will be seen that this cup has been won with a higher score every year since it was first offered. On the 16th the Officers' Cup was won by Private Wyatt (Miholoongs), and the Ladies' purse by Private Glover (No. 2 Company). On the 18th the Companies' match was won by the Miholoongs. Sergeant Bishop, No. 1 Company, and Sergeant Brown, No. 2 Company, tied for the Consolation Cup next day at the very fair score of thirty-one out of a possible forty. In shooting off, the latter made a bull's-eye against a centre, and won.

Training for the forthcoming Regatta goes on spiritedly. Sometimes six crews of eights are to be seen at work on the Creek of an evening, and this beautiful weather makes everything very lively. The Scotch crew are improving in form daily ; and their work is well done, with a long, steady stroke of thirty-two to the minute—the weight tells when they get fairly to work. The English are rowing a quicker stroke, but with less work ; they appear to lack catch at the beginning, and to have one or two passengers in the boat. The "Veterans" (men of ten years and over in China) are seen occasionally paddling weakly to the course and back, their opponents (two years in China and under) going in fine form. Then the Club Eights are practising steadily ; and of the men for the Sculls, Glass appears the favourite for the Senior, and Andrew for the Junior.

The poll taken at the China and Japan Marine Insurance Company's office on the resolution—That clause No. 7 of the Deed of Settlement, which is that "the Company shall continue for a period of 99 years from the date of these presents," be annulled, resulted in 1,555 votes being recorded for, and 1,237 against ; majority in favour of winding-up, 318. At the adjourned meeting of shareholders in the Company, a proposal that the Company be immediately wound up, was carried on a show of hands by 13 to 10. A poll was demanded, and was fixed by the Directors for the 15th November.

The Municipal Council Minutes which we publish this week would have delighted Talleyrand. Except the fact that the bridge over the Soochow Creek, opposite Szechuen-road, is to be built forthwith, they tell us nothing. A conference seems to have been had with the trustees of the General Hospital ; but the matter, of course, is, like the Peking negotiations, a State secret ; the public are in no way interested, and it would be impertinent to ask what passed. It is gratifying to be told that "the discussion with the trustees, which had taken place on the 1st inst., was under consideration." However, the Council have done such good service in explaining the position of the Hospital previously, that we can hardly complain of a reticence for which there is no doubt some reason. The matter of wharfage dues has been under consideration, and the matter was left in the hands of the Consuls. A question is recorded about the length of piles of the Kiangse-road Bridge, which it would have seemed reasonable to get answered by calling in the engineer and asking it, instead of wasting a week in having plans prepared with the chance that they may fail to show exactly what is wanted when they come. That the Council are prepared to buy land in Hongkew for a police station we knew by advertisement. That Tunsin is to be taken over on the 1st November was also known. If Mr. Haas's report on the progress made in arranging for the extension of the Markham and New Cemetery-roads had been published, it would have had some interest; but we are not even given an idea of its contents.

The Council's advertisement to borrow Tls. 28,000 on debentures elicited offers of Tls. 138,207, at various rates ; so that there must be some money left in the place still, if it is true, as we are told, that no Banks applied. The allotments were :—Tls. 18,000 at 105½, Tls. 2,000 at 105 1-20, Tls. 7,800 at 105.

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The annual cricket match between the Racket and Cricket Club has been played; the former sending in a strong team, though still short two of their best men. The betting was considerably in their favour, and they won the match in one innings.

The rival steamer companies running to Japan appear to have come to an understanding at last, and advertise rates of passage-money rather more than 100 per cent. in excess of those which have prevailed for the last six months. The public will congratulate themselves that the understanding was not arrived at till after the summer. Chefoo hotel-keepers will hope that it may be maintained during next summer.

On the 16th Oct., as the M.B. steamer *Tokio Maru* was passing the steamer *Nestor*, which was lying at the wharf with eight or ten loaded ballast boats moored alongside, one outside the other, awaiting their turn to discharge, the wash from the *Tokio's* paddle-wheels caused one of the boats to capsize, two others being damaged, while several broke adrift.

The opium hulks *Ariel* and *Waterwitch* were towed from their moorings on the 16th October, Saturday, at noon, the former to the Old Dock and the latter to moorings below the shipping, preparatory to going to Chinkiang, for use as a hulk by the China Merchants' Company. The removal of these two ships has opened up the appearance of the Bund wonderfully.

Mr. A. Ferguson has bought the stock of the Shanghai Dairy, the business of which will be incorporated with that of the Farm. Excepting, perhaps, the Alipore farm at Calcutta, this will, we imagine, now be the largest institution of its kind in the East; and, judging from our experience of the products of the Farm, we feel sure that those who have been in the habit of getting supplied from the Dairy will have no reason to regret the change.

An important notification to mariners in the China sea has recently been issued by the Customs' Engineer-in-Chief:—A three cwt. fog bell has been fixed on the screw-pile tower recently erected near the *Lismore* wreck (Yangtsz-river, Shanghai district), which, in foggy weather, will be sounded at six-second intervals; the temporary fixed light now exhibited on Ockseu (Foochow district) Island, will shortly be replaced by a first order revolving one, showing white flashes at one-minute intervals; the works on Tsing-seu and Fisher Island (Amoy and Takow districts) are now nearly completed, and the lights will shortly be exhibited.

The British barque *England*, from Singapore to Shanghai, has been lost on the coast of Formosa, 60 miles south of Tamsui. The s.s. *Hailoong* had brought in the shipwrecked crew to Amoy, all lives being saved.

We take the following additional items of intelligence from the *Celestial Empire*:—

H.M.S. *Audacious*, the flagship of Admiral Ryder, arrived on the 20th October at Woosung, from Chefoo. Mr. Wade, Her Majesty's Minister at Peking, and Admiral Ryder arrived on the 17th October from Tientsin in H.M.S. *Vigilant*. His Excellency immediately addressed a letter to H.B.M.'s Consul on the subject of the relations of his Government with China, which has been issued in the form of a Consular notification to British subjects. Messrs. Grosvenor and Baber are to start for Yunnan on the 23rd October.

A very considerable improvement is noticeable of late in the share market. Not only have most stocks risen in value, but they are difficult to procure. It is not strange that there should be few sellers, seeing that holders as a rule cannot sell at a profit. Hong Kong and Shanghai Bank shares have risen from the lowest point to which they were ever depressed, thirty per cent. discount, to thirteen per cent discount. It is believed that the Bank is doing a good local business, and if the directors in Hong Kong confine their operations to legitimate banking business the shareholders have a fair prospect before them. Part of the present appreciation of the stock is probably due to an impression prevailing that some of those securities which have absorbed so much of the Bank's money are improving in value. We are surprised that S. S. N. S. do not improve more rapidly; they are, it is true, some Tls. 3 above their lowest point, but it is difficult to discover any reason for a fall of some 20 per cent. since their last report. As a glance at the Customs' Returns will show, there is a good traffic on the river, and it is understood that what benefits one company is equally profitable to its rival. There are good grounds for believing that the period of greatest depression in shares is past, and we trust it may prove to be so, as the total value of shares in the local joint stock companies gives a very high average per head to the number of foreign residents in China, something like $3,000. At the same proportion in the United Kingdom the investment of capital in joint-stock undertakings would represent 21,000 millions sterling.

We hear of private land sales of some magnitude. Lot No. 11B at the back of the Custon House, in the Hankow-road, has been sold for Tls. 30,000. The land cost, four years ago, Tls. 20,000, and as the Chinese hongs built upon it since must have cost more than Tls. 10,000, the transaction could not have been remunerative to the last seller. On the other hand, the property at the corner of the Maloo and Honan-roads, opposite the Fives Court, sold, with the Chinese houses upon it, for Tls. 45,000; it measures 5m. 2f. against 5 mow 8 fun the size of the other property. This latter is considered a very good sale, and serves to show that the vicinity of the Bund is not the most valuable site for Chinese property. We may therefore hope for a respite ere the parts of the Settlement once supposed to be retained for the residence of foreigners are completely covered with Chinese hongs.

A mysterious robbery has been committed upon somebody. Just outside the Fu-men of Soochow there is a Customs' barrier, and through it there attempted to pass the other day a small boat, having only two persons on board, besides the yuloh-man. It was boarded as usual by a couple of officers, who, finding nothing contraband in the afterpart of the boat, proceeded to search the place where the two men were sitting. Much to their astonishment, however, the passengers offered them two hundred dollars to leave them alone; while their perplexity was increased when, during a fit of hesitation as to whether they should or should not accept the bribe, the suspicious individuals themselves plunged into the water and made for the shore. The officers gave chase, and only succeeded in overtaking one of them; an unfortunate piece of success, for the clever thief, finding himself at bay, turned round, seized his captor by the nose, wrung it violently, and so brought him to the ground writhing in pain. On the boat being searched it was found to contain between four and five thousand dollars in silver and a box full of gold leaf to the value of a large sum. The spoil is now in the hands of the local mandarins, and the thieves are at present free.

With the cool weather the Masonic season has set in with its accustomed severity. The Ancient Landmark Lodge distinguishes itself by electing its officers betimes, and has installed Bro. W. W. Lovett in the Chair. The officers were also invested as follows:- S.W., Bro. G. H. N. Dryer; J.W., Bro. N. B. Hinckley; Treasurer, Bro. J. Shadgett; Secretary, Bro. Thomas Scott; S.D., Bro. M. H. Cook; J.D., Bro. A. Bruse; Tyler, Bro. Hore. No successor has as yet been appointed to Bro. Henry Murray as D.G. Master for China, or rather for North China, as it is hoped the district may be in future.

An addition has been made to the treasures of the Museum in the shape of a bear, which came originally in a sailing vessel from Korea. It found a purchaser on arrival who kept it in his country house for some time, as the Frenchman kept the pheasant which afforded him so much sport during the winter; but eventually shot it. The carcase is now being skinned by the taxidermist.

A Newchwang correspondent writes, under date 14th inst., that "The Chinese traders have returned from the third Korean fair of the year. They apparently realised good prices for Manchester goods, but complain loudly of the squeezes to which they were subjected by both Chinese and Korean officials." In reference to heavy Shirtings more particularly, he states that Chinese ingenuity and deceit—by counterfeiting chops, and the passing off of common for best qualities—have disturbed the Korean confidence in the honesty of the manufacturers. But doubtless the deception will sooner or later be discovered, when the genuine article will probably be placed in a better position than it has ever held before.

(FROM A CORRESPONDENT.)

The notification issued by Mr. Wade on the 17th inst. (Sunday) has taken every one by surprise here and disgusted many. It is a repetition of the old Roman fable of the "Mountain in labour, bringing forth a ridiculous mouse." After a delay of seven solid months since the murder of poor Margary, and the exposure of his head on a pole on the walls of Manwyne, we are now put off with the assurance that Mr. Wade is satisfied with the guarantees given by the Chinese Government. What guarantees? They have given none, except a bare assurance that they will inquire into the matter, nothing about punishing the murderers. Mr. Wade has the effrontery to notify to his countrymen three propositions, which are, to say the least of them, utter fallacies or falsehoods.

1. Mr. Wade says that his negotiations carried on for seven months bore more or less on the murder of Margary. More or less, what does he mean? Was not this the very point that his Government and his countrymen expected him to obtain satisfaction from the Chinese for? Yet he now intimates that it was merely a subordinate item. These are the puerilities on which Mr. Wade has been engaged all the time that his countrymen have been expecting him to demand and obtain satisfaction for a brutal and treacherous murder—a political murder.

2. Mr. Wade professes himself satisfied with the guarantees given by the Chinese Government, and proposes to send Messrs. Grosvenor and Baber to a miserable death by poison or violence in the remote regions of Yunnan, which it took Margary four months to reach by fatiguing and dangerous travelling. I assert that Mr. Wade has received no guarantees from the Chinese Government except verbal ones or written ones, which are both valueless, as Margary was murdered with their *written* protection in his pocket. Yet what did it avail him when it suited them to take his life?

3. Mr. Wade asserts that no agent of the British Government can negotiate a Convention with the Chinese Government without the consent of the other Treaty Powers. Now this is an idea and principle long sought to be established by the Chinese

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and which Mr. Wade seems to have adopted from them. Did the British Envoy consult them on signing the Treaty of Tientsin? Certainly not. Such a proceeding would lower the position of England, which is an independent Power. The Treaty Powers, as they are called, are merely those nations who came in after we had conquered China, and took the benefit of the concessions we had extorted by force of arms, but what right they can have to dictate to us what we shall do or not do, is to me a profound mystery. The true solution of all this muddle is that the Chinese have been negotiating, and not Wade. He has been made a catspaw of, and he is now put off with specious promises which really mean nothing, and after a delay of another six months or a year some one with a head on his shoulders will have to take the matter up, and bring it to a conclusion.

This expedition to Yunnan is worse than folly, it is criminal. To trust two more valuable lives to Chinese treachery after one has been already basely sacrificed is more than any one could expect from Mr. Wade. But he does not seem to realise the danger he exposes those men to. They go as ordered by him, with their lives in their hands; but woe to him if they lose their lives, as poor Margary did, trusting to Chinese friendship, which has often proved a broken reed. Li Hoo Chang is brother of the man who murdered the rebel leaders after they had surrendered to Colonel Gordon on their lives being guaranteed to be spared. There was another guarantee, such as Mr. Wade is now satisfied with, and on which he relies for their protection. I ask, what did it avail the Wongs, or rebel leaders? what did it avail Margary? They were both cruelly murdered, and their heads stuck on poles for an admiring crowd to look upon. The Chinese Mandarin is the most cruel, rapacious, and treacherous of animals. Place any one in his power, and he is like the tiger, his real nature comes forth.

All English goods have to pay duty twice over on landing, and local squeezes every five miles all through China. Margary found near Yunnan that the people could not buy clothes, owing to the enhanced price caused by these illegal exactions.

To show the working of those lekin taxes, or local squeezes, I may mention the fact that in order to avoid them to some extent, goods intended for consumption in Shanghai or its neighbourhood are sent from Shanghai to Chinkiang, 150 miles distant, and thence brought back to Shanghai by canal, and thus disposed of. This may be denied, but is nevertheless the case, and the same system prevails all over China. When the squeezes become too oppressive on one route another is chosen, and this alone prevents the charges becoming prohibitory to all trade, and when, as Margary found, but one route exists, the exchange of commodities is virtually prohibited by excessive imposts, and the people are left without clothing or any of the comforts of life. It is only the want of leaders that keeps the Chinese quiet under such a Government, and the dread of being massacred by the desperadoes let loose on any offending district, who are accustomed to spare neither age nor sex, but kill indiscriminately men, women, and children. Witness Yunnan, as found by Margary without inhabitants and large cities depopulated. The same can still be observed near Shanghai, where the rebels overran the country. All that the rebels spared were killed by the Imperialists.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

We have not heard of any further arrests in connection with the mutiny and murders on board the German schooner *Anna*, but we understand that great efforts are being made to capture the remainder of the mutineers. The native authorities might endeavour at the same time to unearth the murderers of Mr. Blacklock; it cannot surely be a matter of much difficulty in a country like China. Rebels and other political offenders rarely escape the tender mercies of Chinese law. Why, therefore, should murderers—of foreigners?

H.I.G.M.'s gunboat *Cyclops* arrived in port on the 13th Oct., and anchored off the Settlement. She will, we understand, remain here for a short time, pending the official inquiry into the mutiny and murders on board the *Anna*.

Preparations for the approaching regatta will, we are informed, commence at once. There will be only two "fours" in training. In other respects we understand that the programme will be much the same as last year.

The s.s. *Naples*, a vessel of 3,000 tons capacity, now in port, has been overhauled in the Foochow Dock. We are informed that, notwithstanding her great draught and size, she was docked and undocked with the greatest ease.

HONG KONG.

Our advices by this mail extend to the 28th Oct.; the French mail from London Sept. 10 was received on the 21st Oct., and the following P. and O. mail of Sept. 17 arrived out on the 23rd Oct. The following items of news are from the *China Mail*:—

His Excellency the Administrator's Private Secretary has sent us the following:—"His Excellency desires me to inform you that he has received an official telegram of the settlement of the Chinese difficulties." The confirmation of the news from England that Mr. Wade has satisfactorily settled his negotiations respecting the Yunnan affair places its authenticity beyond doubt. Moreover, we learn that every item of his first demands has been adhered to and obtained. Whatever may be the future results, China and England are at this moment on terms of absolute peace. Mr. Grosvenor will proceed to Yunnan, and the other conditions demanded will be carried out. So far so good. But if we felt impelled, even while the eventual result of the negotiations was uncertain, to point out the peculiar difficulties under which China laboured, we still more strongly feel that it is now both our duty and our interest to fully acknowledge them. China has consented to punish the offenders, but beyond knowing this in general terms we know nothing more. It is of course premature to comment upon the terms of that consent until details are to hand. But we may be permitted to express a hope that, if China shows a real desire to punish the barbarous assassinators of Mr. Margary, she will receive every reasonable aid from ourselves. That aid can only be rendered by British troops sent to the Yunnan frontier, and their despatch on such an errand would be warmly approved both in England and China. A strict enforcement of every detail which the Chinese can carry out without assistance, and the granting of as much support as we can give them where the task is obviously beyond their strength, should be our policy. We have no fear that Mr. Wade will have failed to make arrangements in this sense, though it is more likely that aid has been promised in case of failure than that any pledge of immediate support has been given by him.

In the Supreme Court on the 21st Oct. Chun Ahung, Cheong Wong Tai, Chan Akow, Kwok Amui (female), Chan Mi Shing, Chan Sing Fat, To Alai, and Wong Yung Kwai (female), were indicted for piracy, in four counts; the first charging them with piracy and murder; second, with piracy and assault with intent to murder; the third count was framed under Section 6 of Ordinance No. 1 of 1868, charging the first four prisoners with having in their possession certain things piratically stolen; the fourth count was similar to the last one, the same charge being against the 5th, 6th, 7th, and 8th prisoners.

The Attorney-General opened the proceedings by impressing on the jury the importance of the case, which involved the life and death of the prisoners, and on the great necessity of the most careful consideration on the part of the jurors. After explaining the different counts against the prisoners he proceeded to narrate the facts of the case. On the 24th August last a junk named *Yow-lee*, trading between here and Hoifoong, a place on the East Coast of China, and owned by one Chung Afat, sailed from Hong Kong bound for Hoifoong. On that day she did not proceed farther than the taxing station outside the Lyeemoon Pass, whereat the junk-master paid all duties on the goods he had on board. There were 500 piculs of rice and about 100 pieces of piece goods. The junk remained at the Customs Station until the 26th August, when she proceeded on her way. About sunset that day, when she was more than three miles from the nearest main land, two junks were seen to bear down upon her, and the people on board the latter hailed them, but the response they received was the firing of musket shots at them. The two boats then came near, and the crew of one of them boarded the Yow-lee junk. There were eight or nine of the crew, amongst whom were one Leong Sai Mui, the wife of the prosecutor, one Cheong Apo, his son, aged twelve, and an infant, name unknown. There was also among the crew a man named Lam Alo, who formed the subject of the second count. Besides the crew there were a few passengers, but beyond the fact of prosecutor and the man Lam Alo being known to be alive, the rest were supposed to have perished with the junk, which had been scuttled by the pirates. When the pirates boarded, they drove the crew and passengers into the hold. The captain and his wife and infant were in the after-hold, while Tam Alo, with Cheong Apo, the captain's son, was in the fore-hold. Tam Alo then forced up the hatch, which had been nailed down by the pirates. When he got on deck he jumped into the water to save himself. He had the captain's son on his back, but the pirates struck at him with swords. One blow took effect on the boy, who then lost his hold, went down and was seen no more. Tam Alo got hold of a plank, and was finally picked up by a fishing junk. The Captain, Cheong Afat, jumped into the water, when he heard a cry by the pirates who proposed to kill every one. He was afterwards picked up by the same fishing junk. The two men then came on to Hong Kong. Among the articles stolen there was a remarkable pipe belonging to one of the passengers. The pipe was very peculiar, being made of cactus wood, and valued by the prosecutor at $25. One day a relation of the passengers went on board junk No. 721, and saw the first prisoner smoking the pipe. He at once recognised it and demanded its return. On this being refused, the first prisoner was arrested. While he was being led to the station, he was observed and recognised by the captain. Meanwhile a telegram was sent to Aberdeen to seize the junk in which the pipe was found. Another junk, No. 1,041, was also seized, and in her were found the other prisoners and the things in Court, recognised to have been piratically stolen.

After an elaborate summing up, which occupied nearly three hours, the Jury retired to deliberate on their verdict, and after an absence of about fifteen minutes returned into Court and pronounced the first three prisoners guilty on the first, second, and third counts. The Attorney-General entered a *nolli prosequi* against them on the second and third counts. The fourth prisoner, a woman, was found guilty on the third count, and the

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fifth and sixth were guilty on the fourth count. The seventh and eighth, a woman, were not guilty, and were discharged. The usual sentence of death was then passed on the first three prisoners, who received the sentence with apparent indifference. The fourth prisoner was sent to five years' penal servitude. The fifth and sixth to ten years' penal servitude each. The seventh and eighth were discharged.

It will be of interest to learn that the first of the three prisoners condemned to death is the same man who was tried for being concerned in the piratical attack on the *Spark*, but was discharged for want of evidence. We may here note, by the way, that the Chinese authorities have shown a very laudable desire to bring the *Spark* murderers to justice, and only the other day one or two suspected men were arrested on the West Coast.

The following regulations under the Naval Stores Ordinance, No. 9 of 1875, made by his Excellency the Adminstrator in Council, are published in the *Gazette* for general information :—

1. The fee for each licence to use or exercise the trade or business of a dealer in marine stores, or a dealer in old metals, shall be $15 per mensem, payable in advance. 2. All persons who shall trade or deal in marine stores or old metals shall have their names with words "Dealer in marine stores, or old metals " painted distinctly, in letters not less than three and a half inches in length on a board to be hung up conspicuously in front of their shops. 3. The said houses may only be open from the 1st October to the 1st April from 6 A.M. to 6. P.M., and from 1st April to 1st October from 5 A.M. to 7 P.M. 4. No article of metal, or any marine store, shall be purchased from a child apparently under fourteen years of age. 5. The name of every seller the house number, name of street, and district in which he dwells, together with an intelligible description of the article and time at which it was sold, with price paid, shall be entered in the books of the shop, which shall be kept in the form and manner herineafter shown in form A—or in such other form as the Governor may direct. 6. No escapes through the roof of a licensed house shall be allowed. 7. No other trade or business shall be carried on in a licensed marine or old metal store.

The P. and O. steamer *Sunda* was raised on the 15th Oct. by the *Bombay*. As soon as she was raised the *Bombay* lashed her alongside, and towed her inshore, where she was beached. The hole in her bottom is twenty feet long by two feet broad. The *Columbian* was left in charge of her, H.M. gunboat *Hornet* being also present to assist in protecting her.

The Chinese authorities have shown their sense of the humanity of Captain Fraser of the P. and O. s.s. *Geelong*, who recently picked up eighteen shipwrecked Chinese and conveyed them to port, in a very gratifying manner. He has received, through H.M. Consul at Shanghai, a letter of thanks from the Taoutai, and a gold medal (kung-pao) specially made for the occasion, which H.E. Li, the superintendent of foreign trade, desires may be handed to Captain Fraser "as a reward and encouragement" for his services on the occasion.

An attempt to induce free emigration to Atchin on terms peculiarly favourable to the emigrants has failed, the Colonial Government discouraging it.

The Supreme Court has decided that the *Peng chao hai*, Chinese revenue steamer, is a "man-of-war," and entitled to the legal privileges of such vessels.

The Chief Justice has rules, in the case Melchers and others *v.* Osborne, that all returns made to agents by way of bonus are fraudulent.

Vice Admiral Ryder is expected here in about three weeks.

The Cosmopolitan Dock has been opened at Kowloong.

CANTON.

The feud between weavers has again broken out. The authorities are at their wit's end to know how to suppress it effectually. It breaks out now and again, and it is very baffling to the Namhoi magistrate. The guild men have a hatred against those who do not belong to the guild, hence the fights do not extend only to open battles in which large numbers are arrayed against each other, but to single individuals wherever they can encounter each other. On the 6th October two men were playing at chess at the side of a pond in Ho-kai, a place lying at the outskirts of Canton. They were observed by a man belonging to the other party ; this man fired at them from the opposite side of the pond, and it happened that a young lad was standing by watching the game of chess. He unfortunately was struck on the head and died instantaneously. The case was reported to the Namhoi magistrate, who despatched some soldiers to arrest the men of the guild to which the murderer belonged. They did not succeed in arresting any one, but they destroyed the lodging places of the weavers.

An important robbery has taken place in the Wong Kong village. The robbers have taken away property to the value of upwards of $2,000. The villagers turned out with the intention of beating them off, but the robbers fired at random, pouring forth bullets in such quantity that they were described to have dropped like rain. This had the effect of confining the villagers to their houses, so the thieves left with perfect ease.

Following the wake of the Hong Kong Government in its attempt to put down traffic in women for immoral purposes, the Namhoi Magistrate has issued a proclamation recently, reminding people of the consequences which follow this wicked trade. His Worship first of all deals with the evils, giving a short account of how such acts were carried out ; he next exhorts people engaged in this nefarious trade to desist from such practices, and finally he warns them of the consequences, observing that vicarious responsibility rests on the neighbours and relatives.

The new Provincial Commissioner of Examination has notified his intended assumption of office on the 16th Oct., when he will take over the seals of office from the Governor, who has been acting at Commissioner of Examination since the death of the last incumbent.

PHILIPPINE ISLANDS.

MANILA.

The *Diario* of the 16th Oct. furnishes the subjoined particulars respecting the Philippine exhibits to be forwarded to Philadelphia for exhibition :—

"We have been informed that at a meeting of the general commission to promote the exhibition of Philippine products at Philadelphia, the catalogue of the articles to be forwarded has been read, and that it includes what has already been received from the various provincial committees, and also a few other products which will have to be procured to complete the collections. The better prepared or more complete portions are, so far, those which proceed from official sources, such as a forest collection abounding in specimens of every kind of forest produce, and which has been prepared by the Inspectorate of that department; an assortment of all descriptions of leaf and prepared tobacco, which is a splendid one and has been carefully arranged in the central collecting office; other suitable assortments from the departments of mines, instruction, and public works ; collections of many sorts of raw fibrous materials from the silky *lupiz* to the tough and rough *cabo-negro*; of the various sorts of rice, of potherbs, and oil seeds; of drugs and other medicinal articles; of the many and varied manufactures of cotton, pine apple fibre, hemp, *jusi*, and mixed fabrics ; and a multitude of articles more or less curious, either the product of art and labour, or the spontaneous produce of this country. The same general commission has charged a sub-committee to draw up the definitive and detailed catalogue which is to accompany the articles when forwarded in the first days of January, and to see to the packing cases and other appropriate matters, because what was read the night before last, at the meeting of the commission, had been drawn in haste, as we believe. This catalogue is to be arranged in generic groups in the order fixed in the programme of the Exhibition at Philadelphia, and with the intention that it might be forwarded by next mail. in accordance with what is notified by the managing committee, perhaps in order to be widely diffused and translated into different languages. There is yet time to receive articles, and it is to be hoped that from this city, when, above all, the name of the person who is to go to Philadelphia with the aforesaid commission, if any be named, becomes known, valuable exhibits may be forwarded of those articles which their owners wish to see returned or sold on condition on security being given to them for their value, which is a very just claim. We say so, because we do not know yet whether there have hitherto come forward at Manila other than the aforesaid official departments, and some educational establishments. There are here many industries which are of great importance for the quality and special character that mark them out, for the value they represent, for the number of hands employed and the families supported by them. It is necessary that these manifestations of productive labour and intelligence should make their appearance on this occasion by claiming their due place in public notice, and which will enable them to avoid being injured by official measures taken in forgetfulness of their existence. Of this we had recently an example.

After alluding to a report that the Philippine products colected would be exhibited in Manila before being forwarded to Philadelphia, the *Diario* concludes by pointing out the necessity of sending as commissioner to the latter city a gentleman fully acquainted with the English language, and possessing local experience and general acquirements.

In the *Diario* of the 8th October there is the following regarding the Manila lottery drawing held in that month :—Part of the $3,000 prize of the last drawing fell to a Chinaman who last year was favoured with $1,500, for which reason he has gone to his own country, from which he had returned only a short time ago. The public does not yet know who is the happy mortal favoured with the $15,000 prize.

The British bark *Radee* caught fire at Manila on the 17th October, and was scuttled in five fathoms. The cargo, consisting of 10,000 piculs sugar and 4,000 bales of hemp, is a total loss. The ship is to be raised.

SIAM.

BANGKOK.

The Bangkok *Advertiser* has the following :—

A Siamese Museum is an accomplished fact ; we give an interesting article by Mr. Alabaster, furnishing a detailed description of this commendable Siamese Institution. As he is now in the Siamese Government employ, we can reasonably look for much that will be really useful and elevating, that will be the result of his superior skill, taste and talents.

Twenty-three images of Budh in commemoration of the birthdays of H.M. the present King, were placed in one of the throne rooms in the palace. Religious services were performed in honour of them, the priests went through their rehearsals, were

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fed and received presents as usual, when these idols were dedicated. It will seem odd that so intelligent a Sovereign as the present King of Siam continues to pay homage to idols, when he has become enlightened enough to demolish prostrations and devotional adoration to living intelligent human beings.

Ayuthia, the old capital of Siam; by recent advices from this region, we hear that certain Chinese, claiming British protection and the possession of British licenses, are retailing, in small boats in various parts of the city, foreign and contraband spirits. That the bulk of the Chinese in Siam are unscrupulous enough to claim foreign protection, and, under shelter of that awe-inspiring protection, would dare to retail foreign and contraband liquors, we can readily believe, but we are not willing to entertain for a moment the thought that Mr. Knox, H.B.M.'s Consul will ever receive from such unscrupulous persons remuneration for licenses to engage in any contraband traffic. If there are such infractions of law in Ayuthia by Chinese who are registered, and are legitimately entitled to British protection, and who are subject to British jurisdiction when properly brought to the notice of H.B.M.'s Consul-General, the Siamese, we are sure, will receive substantial justice, if it is proved they are being imposed upon. The Siamese can hope for nothing, however, if it be proved that they are designedly striving to restrict the rights and privileges of British subjects.

JAVA.

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(Translated for the *Straits Times*.)

The Batavia *Dagblad* contains the following Atchin news :—

"From the Colonel of infantry temporarily charged with the functions of civil and military commanding officer, the following telegram has been received :—'Hitherto the enemy have not given effect to their intention of attacking, they being probably deterred by our great watchfulness. The soldiers are vigorously working at the railroad. State of health favourable.'

"Our correspondent at Kotta Rajah writes to us as follows :—The enemy are becoming bolder every day and endeavour in every possible way to force their way through our line of outposts. A few days ago the Atchinese crept up to our fort at Blang Choot. They had approached it to within 30 paces before they were discovered. The circumstances were as follow. During a pitch dark night they began to fire upon the fort in front. When this fire became troublesome and gradually came nearer, they were answered by the whole garrison from the attacked front, whereby the other faces of the fort were left undefended except by the sentinels. Whilst the firing in front continued to be kept up, the enemy despatched another party to surprise us on the opposite side. This party marching round did not fire, and as the night was very dark, succeeded in approaching the fort to within 30 paces. The white head dresses of the persons composing it were then perceived by the sentinel, whereupon half of the garrison proceeded to the threatened face. After two hours' firing, the attack could be said to be beaten off."

The following account of a ferocious foray of fanatical desperadoes and assassins at Menado, Celebes, is given in the Java papers :—Three prahus covered with kadjangs arrived at Menado roadstead (Celebes) from the westward, and made for the beach, where forty-eight men all dressed in white, with red girdles and head dresses, and armed with spears and Klewangs, disembarked from them. After uttering a short prayer and performing a war-dance on the beach, this band entered the town dancing and shouting out verses from the Koran. The military commandant of Menado saw the war-dance from the fort there, but these above mentioned preliminary proceedings did not arouse his suspicions, owing to the frequency of visits to Menado by or on account of native rajahs. The objects had in view by the band first appeared when they killed and wounded several persons in the market place. All at once the cry of amok was raised, and a portion of the desperadoes was perceived marching upon the fort just in time for the commandant of the same and a medical officer to run to the gate of the fort and close it, and thus to avert the greatest danger. The assailants began then to batter in this gate, but being deterred by loaded cannon pointed at them, and being greeted with musketry by the garrison, they soon relinquished their design, and thereupon rejoined their comrades and repaired to the house of the Resident, shouting and uttering threats, and wounded several persons on the way thither.

On this subject the Batavia *Handelsblad* says :—"Three steamers are leaving for Menado with troops in order to chastise the disaffected and reiractory in the neighbourhood of that district. The Government has not let matters there pass unnoticed, and did well on this point, for it is reported that the state of things there is not so unruffled as many appear to believe."

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from this port to the 4th Nov.; the P. and O. mail from London Oct. 1 was received on the 31st Oct. We take the following items of intelligence from the *Straits Times*:—

At the meeting of the Legislative Council on the 29th Oct. Sir William Jervois made his promised statement regarding the condition of Perak and Laroot and the policy of this Government in dealing with those States. This statement, which will be found in full in another part of this paper, explains at length His Excellency's recent action and the causes that have led to the adoption of a more definite control over the administration of the Government in Perak. It appears that the leading Perak chiefs, including the Heir-apparent to the Throne, and the people generally, tired of the misrule under which they have so long suffered, and anxious for the intervention of the British Government to relieve them from oppression and from that most degrading of all bondage, debt slavery, which we learn for the first time from H. E.'s statement prevails in Perak to such an extent that it has grown to be regarded by the people as a Malay custom. Although the important step that has been taken meets with the hearty approval of every one here, and must commend itself to all interested in the welfare of this Colony and of the Native States, it must be borne in mind that Sir William Jervois has so far acted in this matter without the authority of the Home Government; and although, while making this avowal, he says that retrogression or progression, according to the views of Her Majesty's Government, can without difficulty be effected, it is clear that any retrograde step will seriously embarrass this Government in its dealings with the Native States, and probably prove fatal to British influence over the native rulers. It is, therefore, of vital importance that his Excellency's action should receive the unqualified approval and support of the Home Government.

The question of the liability of this Colony for the half-salary of Sir William Hackett, Judge of Penang, while on extended leave of absence establishing a judicial system in Fiji, is exciting public interest here. The Secretary of State for the Colonies, in a despatch on this subject, has directed the payment of this money, and when the item came up for discussion in the Estimates for 1876, the unofficial members of Council made a formal protest against the vote, on the ground that it was diverting the funds of the Colony for Imperial purposes, and establishing a dangerous precedent. In assuming this position, the unofficial members but echo public opinion in the Colony; and the question has been raised whether one Judge is not sufficient for Penang.

Attached to the Minutes of the Legislative Council is a protest, signed by all the unofficial members, in reference to the Secretary of State's action in detailing the Judge of Pinang to the Fiji Islands. It is clear that Sir William Hackett, in drawing his half-pay, or whatever he does draw, from this colony while absent from his post, doing duty elsewhere and getting paid for it, is doing neither more nor less than obtaining money under false pretences, for which, as judge, he should be the first to sentence himself. We might say a good deal about the injustice to Pinang and to the puisne judge there, but we refrain. What Sir William Hackett ought to have done at the first, and what he should do now, or what he should be called upon to do without delay—Secretary of State's orders to the contrary notwithstanding—was and is to resign at once his appointment as Judge of Pinang.

An interesting letter appears in the *Penang Gazette* of 28th October from Captain Bowers, R.N.R., in command of a local steamer, in which he gives some valuable particulars of the newly created protectorate at Perak. He considers the system of thus affording protection to native Rajahs one of those doubtful measures that subsequent experience will prove to be an error. His reasons for thinking so are that the Perak Rajahs, being entirely ignorant of the very first principles of government and being unable to govern their own unbridled lusts and impulses, and holding but very crude and imperfect notions of right and wrong, and in addition, being imbued with the traditions and superstitions with which they have been associated and surrounded from their childhood, all these influences militate against the possibility of a successful Government carried on jointly by British officers and Malay chiefs. He speaks in much more hopeful terms of Pulu Pancore and the Ding Dings newly-acquired possessions, and notices the impetus which has been given to trade at Laroot from the excellent roads which have been made since it has come under British rule.

At the adjourned Criminal Assizes held this week, the thirteen coolies charged with piracy on board the British schooner *Hawk* were tried by a special jury, and found guilty on the first count. The prisoners had engaged, with others, to go to Deli, and having received an advance of wages after going on board the schooner, rose against the crew, and it is believed, murdered several, drove the rest overboard, and then ran the schooner ashore on the Johore coast. They were sentenced to fifteen years' penal servitude.

The first day's races of the Autumn Race Meeting were run on the 2nd November. The races are so far very good, and there is every prospect that the meeting will be a great success.

The Portuguese congregation of Singapore assembled in force on Sunday last at the Parochial House of the Portuguese Church of St. José, and presented an address to the Rev. Father Cus-

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todio Marcal de Souza, who proceeds to Goa by the present mail, after a residence at Malacca of upwards of ten years as Coadjutor to the Vicar General of the Portuguese Mission in the Straits. The presentation of the address took place immediately after a special solemn High Mass.

The following notification appears in a *Government Gazette Extraordinary*:—

His Excellency the Governor has been pleased to appoint, in conformity with the terms of the Proclamation dated the 15th October, 1875, Mr. James Wheler Woodford Birch and Mr. James Guthrie Davidson to be temporarily Acting Commissioners of Her Majesty the Queen, to administer the Government of Perak in the name of the Sultan, and under his Excellency's instructions. In the absence of Mr. Davidson Mr. F. A. Swettenham will act temporarily as Resident in Salangore.

A cricket match has been played between the Royal Artillery, with Mr. Anson as captain, and the Singapore Cricket Club. Notwithstanding the absence of one or two during the first innings, the eleven of the Club won by six wickets.

The Singapore Rifle Association have held another lively competition at the Rifle Range. There were no less than 70 competitors, and the prizes distributed amounted to $30, of which $10 was contributed by Col. Crowe, V.C. The competitors had each five shots at 200 and five at 400 yards, and the highest possible score obtainable was 40 points, or 10 bulls' eyes, of which Sub. Lieut. Drennan scored 36, getting 8 bulls' eyes and 2 outers.

Two well-known sportsmen saw unmistakable footprints of a large tiger leading across the Seletar road, within about 200 yards of the police station at the 9th mile stone.

THE MURDER OF MR. BIRCH.—FIRST ACCOUNT.

(Penang Gazette.)

Late on the evening of the 3rd Nov. the steamer *Pluto* anchored in Penang harbour. Not being expected, some wondered what had brought her up; little did any one suspect, however, that she was the bearer of such terrible tidings as it turned out she was. The purport of these tidings did not become generally known till next morning, and they were to the effect that Mr. J. W. W. Birch, H.B.M.'s Resident, had been cruelly murdered on the Perak river, and great fears were entertained that Mr. F. Swettenham had met with the same fate. The following is all the information in the possession of the Government on the subject, as reported by the captain of the *Pluto*:—

It would appear that on the 30th October Mr. Swettenham proceeded up the Perak river from the Residency at Bandar Baru, with a number of proclamations (notifying to the inhabitants that the Government of the country had been undertaken by the British) for distribution in the upper part of the country. On the 1st Mr. Birch followed, accompanied by Lieutenant Abbot, of H.M.S. *Thistle*, a Malay interpreter, named Ashad, and a guard of policemen; in the afternoon the party anchored at Tanjong Esta, and Lieutenant Abbot went out shooting. The interpreter was ordered to post up some of the proclamations referred to above, which he did accordingly, while Mr. Birch was bathing in a floating bath house near the boat which conveyed the party, his servant was standing outside with his clothes, and he describes what next happened to be as follows:—Some Malays came up and told the interpreter not to put up the placards, and on being answered by the latter thrt he was obliged to obey the Resident's orders he was thereupon krissed at once. and falling back into the river from the bank he was standing on, he was got into the boat where he expired. The Malays then proceeded to the bath house, where they appeared to be krissing Mr. Birch the servant on seeing this jumped into the boat. In the meantime, Lieutenant Abbot, who was returning to the boat, was met by a Datu, who warned him that he had better not proceed further; he however took no notice of the warning, but went down to the river side, where he found the boat on the point of departure, with apparently nobody guiding it; he jumped in, not knowing what had happened, but as soon as he got into the boat shots were fired upon him from all sides, and all the way down to the Residency he was continually being aimed at from both banks of the river. He however escaped unhurt, taking with him the dead body of the interpreter and a few men who were seriously wounded (one has been brought up to hospital here); the boat which brought down the party is reported as nearly riddled by bullets. Captain Welner, of the *Pluto*, who was at the Residency, started for Penang immediately with the sad tidings, leaving Lieutenant Abbot in charge with four blue jackets, and as the *Pluto* proceeded down the river she sent up all the police guards stationed at the different stations to assist Lieutenant Abbot in case he was attacked. The s.s. *Kiddah* was sent to Laroot to warn Captain Speedy of what had happened. Nothing whatever had been heard of Mr. Swettenham. We now come to a sad part of the story. It would appear that Mr. Davidson, the Resident at Klang, had got an inkling of what was going to happen, for he sent an express boat with a despatch to Mr. Birch to inform him that disturbances had broken out in Klang, and that Rajah Masshoor, of that place, a supporter of the rebel Mahdie, was in Perak fomenting disturbances, and recommending his immediate arrest. This note arrived too late to catch Mr. Birch by about six hours. On its arrival, a party started from the Residency to overtake him, but they had scarcely got under way before they were met by the boat returning with the story of Mr. Birch's murder. Such is the brief history, as reported here, of this painful affair. To comment on it at present would be unbecoming and premature; but we cannot avoid stating that, among those who were acquainted with the Rajahs of Perak, the event was scarcely unexpected, as it is only in keeping with their proverbial treachery, and the natural consequences of a policy which treats ignorant and consequently faithless savages on a par with civilised men. The result of this policy being that we have encouraged them into the belief that we are afraid of them and consequently led them into committing murder.

There appears to be a deep rooted conviction that the Mantri of Laroot is seriously implicated in the disturbances in Perak, and it behoves the Government to spare neither trouble nor money, or waste a minute till they have made a searching investigation as to his complicity, and if anything can be proved against him he should be treated as an ordinary felon and not as a State prisoner, considering that he can lay no title to the privileges of a Sovereign Prince. Since the above was in type we are glad to be able to state that Mr. Swettenham is reported by Capt. Speedy to be safe at Qualla Kangsa.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—Business during the fortnight had been entirely confined to Grey Cottons, and of these sales of all kinds amounted to only 5,280 pieces.

SHANGHAI.—Piece Goods: There had not been much improvement in business. The aggregate was considerable, but the range had been limited, confined principally to 8¼ lbs. Grey Shirtings, Drills, and Velvets, and, on the whole, the buyers had had the advantage. Grey Shirtings, 8¼ lbs.: Some respectable transactions had taken place since last mail; the leading ones being 7,000 pieces of Mendel's Pillar at Tls. 1.68 per piece, 50,000 pieces Collie's Lion sound and mildewed at Tls. 1.71 proportion, and 10,000 pieces of Dewhurst's Eagle at Tls. 1.90 per piece. Besides, Lie Eagle and the commoner grades had been taken up, whenever found, mostly at the old quotations of Tls. 1.65 per piece.

FOOCHOW.—Lead was quoted at $8½ per picul cash.

HONG KONG.—There had been a fair business doing in yarns, especially Nos. 16 to 24, at a slight reduction in prices. Piece-goods were quiet, but prices were well maintained.

CANTON.—Lead: Prices for L B remained unaltered, small sales being made at $8.25 to $8.30; the quotations for W B was reduced to $8.30 to $8.35. Quicksilver: Prices had fluctuated during the fortnight, but closed at last quotation, $110 per picul.

BANGKOK.—18-24 Grey Yarns were in small supply, and were wanted for the time at 5 ticals advance. American Drills were also in some inquiry, while for Staple Grey and White Goods there was a very small business doing.

BATAVIA.—The "Exchange" Circular says:—Great dulness has again been the characteristic of our market for cotton goods during the past fortnight, and our remarks can be but little else than a repetition of last reports. Day by day a weaker feeling prevails, and even at a further reduction in rates no sales of any importance are practicable. Requirements for consumers appear to be extremely limited, and, owing to the impoverished state of the mass of the native population, no improvement can be expected for some time to come.

SINGAPORE.—Messrs. Boustead's Circular says:—Piece Goods: A moderate business was transacted for a few days after our last advices, but the market has since become extremely inactive. Grey Shirtings have been little dealt in, and quotations are easier. T Cloths are less inquired for, and stocks have increased. White Shirtings of fine qualities have continued fairly active. Medium reeds are still quiet, and stocks are excessive. White Cambrics are dull of sale. 40's Grey Yarn has been dealt in to some extent, but closes very quiet. In Woollens nothing of interest has been done. Iron continues in very limited request, and without change in prices. Copper Sheathing meets with very little demand. Yellow Metal has been more inquired for, and rates are slightly firmer. Zinc Sheathing and Roll Zinc have been quiet. Pig Lead and Sheet Lead are out of stock, but there is very little inquiry.

PENANG.—The market had continued without any improvement, the inquiry during the fortnight had been exceedingly slack, and the business done had been hardly sufficient to test prices.

EXPORTS.

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TEA.

HANKOW.—The Chamber of Commerce Circular says:—Transactions for the fortnight have been on a limited scale; prices throughout have ruled steady. Settlements for the fortnight are 2,204 chests. Shipments on native account 4,226 chests. The prices paid are as follows:—Oonfaas and Oonams: Common to fair 10¼d. to 1s. 1½d. per lb., Seang-tams 9½d. to 10d. per lb. Oopacks: Common to fair 10¾d. to 1s. 1¾d.

KIUKIANG.—Black Teas: One chop of Ninchow had found a purchaser at Tls. 16¾ per picul. Total arrivals; 173,367 chests. Green Teas: Total arrivals 78,438 half-chests.

SHANGHAI.—Black: A steady inquiry for Congou during the for

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ight had pretty well cleared the market. Teas, at Tls. 17 to 20 had, in some cases, been sold on easier terms. Settlements since last English mail had been 12,668 chests; stock, 6,000 chests. The following prices had been paid:—Oonams and Oonfaas, Tls. 13¾ to 17¼; Hohows and Ningchows, Tls. 14 to 21½. Green: The demand for country teas had been only moderate. Some purchase of medium quality showed a decline of Tls. 2 per picul, and there was certainly an average drop of Tl. 1 per picul on the value of such kinds. Finest chops were not cheaper. Pingsueys were not cheap, and there had rarely been more doing in them. Profits having been advised on some of the early shipments, buyers had lost nothing in replacing their purchases, though the quality offering was inferior. The stock of green teas continued large, and the market was weak. Settlements since last English mail had been:—Fychow, Teenkai, and Moyune, at Tls. 19 to 34½; Pingsuey, at Tls. 21¼ to 37¾; total, 24,287 half-chests; stock, 90,950 half-chests. Export to Great Britain (exclusive of lost cargoes):—

	1875-1876.		1874-1875.
Black	58,313,261 lbs.	against	59,940,073 lbs.
Green	3,247,363 „	„	5,249,104 „
Total	61,560,624 „	„	65,189,177

FOOCHOW.—Messrs. Olyphant and Co.'s Circular says:—A steady though rather smaller business has continued to be done in Congous, of which the further purchases reach 32,158 chests. All good common and flavoury chops have fully maintained previous values; ordinary and low common classes are however selling at from a half Tael to one Tael reduction in price, and, being in large supply, are not so very firm as the grades above. Arrivals for the fortnight are 25,850 chests; stock on offer, 70,545 chests. In Souchongs there has been no change of values. A fair business has been done at from Tls. 16.3 to 40.8 o. b.; the settlements amount to 2,000 chests, and the stock is reduced to 1,659 chests. Only cargo grades of Ooloong have been purchased in the interval. Settlements amount to 4,530 half-chests at Tls. 17.05 o. b. for common to Tls. 19.8 o. b. for Flavoury, showing in some cases rather better value. The stock is reduced to 8,969 half-chests, and further arrivals are likely to be of small amount. About 5,000 boxes of Scented Teas have been settled at rates which have lately shown a small advance. Eighty chests of Flowery Pekoe were taken at Tls. 19.8 o. b.

AMOY.—Amoy Oolongs, settlements of 10,000 half-chests of cargo grades had been made at reserved prices but supposed to be on a basis of $21 for good cargo, and $23 for superior. Amoy Congou: purchases of spurious mixed leaf had been made to a considerable extent at low rates and the remaining stock was almost entirely composed of this description. Formosa Oolongs—Settlements showed little change on previous purchases, but the market appeared somewhat weaker.

CANTON.—Messrs. Deacon and Co.'s report says, a fair business has again been transacted in Tea, and, as will be seen below, advanced rates have to be quoted for some classes. Teamen appear to have every confidence in the present firmness of the market, and have been eagerly buying leaf in the country at hardening prices. Scenting flower has, during the fortnight, been rather scarce and dear, but latterly milder weather has set in and fair supplies are now coming to hand. *Congous*: Contract teas have again formed the principal portion of the shipments; purchases on the market can be made on much the same basis as those of two weeks ago. *Scented Teas*: Capers continue in demand, and an active business has resulted, inquiry chiefly being for the better grades from Taels 20 and upwards, prices for these have advanced during the fortnight Tls. 2 per picul, while the lower classes can still be bought at last quotations. Although teamen are still demanding very high rates for teas with any quality, yet buyers at the close do not evince so much anxiety to continue operations at the advance recentlo paid. High prices have been ruling for fine Pekoes and choice parcels command extreme rates, good to fine teas, though we do not quote any change, have in some instances been bought on rather easier terms. The purchases reported below are composed entirely of "long leaf" kinds. *Canton Greens*: There have been no settlements. The following is a summary of the fortnight's business:—Congou, 7,100 boxes at Tls. 17 to 20 per picul; Scented Caper, 18,000 boxes at Tls. 16 to 27 per picul; Scented Orange Pekoe, 5,000 boxes at Tls. 20 to 38 per picul.

SILK.

SHANGHAI.—A steady but not active inquiry had existed, some 3,000 bales changing hands during the fortnight. Although most descriptions had participated in the demand, a preference had been shown for Common Tsatlees and Mid. to Common Kahing Tasaams, the latter on account of light supplies gradually improving in value. Unsold Stock estimated at 15,000 bales. The American mail steamer Oregonian, despatched on 14th Oct., took 372 bales Re-reels for the States, at prices ranging from Tls. 325 to 415 for Hainings, and Tls. 320 to 390 for Tsatlee descriptions. The present P. and O. mail steamer takes about 1,500 bales.

CANTON.—Messrs. Deacon's Circular says:—This article was in fair request in the early part of the fortnight, and over 600 bales were settled prior to departure of last French mail; since then the demand has considerably subsided, and only 260 bales are reported purchased during the past week. The greater part of the settlements have been Nos. 4 and 5 Tsatlee, but there have also been transactions in fine kinds. Prices for all sorts remain unaltered, and No. 4 is still quoted $322½ to $325 per picul. Sixth crop samples are expected in about ten days. A large proportion of yellow thread is looked for, and the yield is estimated at 1,000 bales. Loong-kongs: Only common sorts are in stock. The demand for fine Silk of this description has been so limited for some time past that the natives have taken to reeling it like Tsatlee; hence the scarcity of fair and fine staple. Long-reels have been bought to extent of 100 piculs and 50 bales for India. Re-reels: 1174 boxes are the only settlements reported, Stock is estimated as follows:—Tsatlee 1,000 bales, Loongkong 30 bales, Kowkong 100 bales, Cumchuck and Lucklow 100 bales, and inferior 200 bales. Waste: 200 bales have changed hands.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1d.	4s. 1⅛d.	4s. 1¼d.
Shanghai „	5s. 7⅞d. to 5s. 8d.	5s. 8⅛d. to 5s. 8¼d.	5s. 8¼d. to 5s. 8⅜d.
Canton „ ...	4s. 1⅛d.	4s. 1⅛d.	4s. 1⅛d.
Hong Kong „ ...			
Macao „ ...			
Singapore „	4s. 1⅛d.	4s. 2⅛d.	4s. 2⅛d.
Manila „	4s. 0d. to 4s. 0⅛d.	4s. 0⅛d. to 4s. 0⅜d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303 to 303½	220⅜
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 72.9.25	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 11 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $1270 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 11 per cent. discount.
Hong Kong Fire Insurance Company, $315 premium.
Union Insurance Society, $600 per share.
China and Japan Marine Insurance Company, Tls. 95 per share.
China Fire Insurance Company, $42 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $200 per share.
Shanghai Steam Navigation Company, Tls. 64 per share.
Chinese Imperial Loan, £103.

TELEGRAMS FROM THE FAR EAST.

THE DISTURBANCES AT PERAK.

(TIMES' TELEGRAMS.)

MOULMEIN, NOV. 30.—The Indian troops arrived at Penang on the 26th, and marched through Larut to Quallakangza, meeting the Perak force. Sultan Ismail probably will prove friendly. The General leaves with the Perak force for Quallakangza. On the 28th, the Governor of the Straits Settlement left Perak. He remains at Penang.

(REUTER'S TELEGRAMS.)

PENANG, NOV. 26.—The Governor of the Straits Settlements has gone to Perak. The British war vessels are blockading the coast, and the Malays are reported to be enduring great privations. It is not expected that the British troops will meet with any serious resistance.

RANGOON, NOV. 23.—General Colborne, with the troops from Hong Kong, has arrived at Perak. The Government of the Straits Settlements has issued a pacific proclamation. Hostilities are suspended pending the Chiefs' answer and the arrival of reinforcements from India.

PENANG, NOV. 29.—Graham, the man-servant of the late Mr. Birch, who was captured by the Malays after his master's murder, has escaped and returned to Perak. He reports that Rajah Lela is forming strong stockades higher up the river, and declares that the Malays will resist to the uttermost, and only yield from starvation. The Governor of the Straits Settlements is now at Penang. The preparations for attacking the Malays in force are actively progressing.

THE YUNNAN MISSION.

(REUTER'S TELEGRAMS.)

SHANGHAI, NOV. 26.—Sir Thomas Wade, the British Minister, has left here for Peking. A traveller arrived from Yunnan reports that on his return journey he met Mr. Grosvenor's mission, and warned the party that large bodies of troops were massed near Yunnan, and that resistance to investigation might be expected.

RUSSIA AND CHINA.

BERLIN, DEC. 4.—The native tribes in the Chinese province of Jli, on the banks of Lake Balkash, whose country was temporarily occupied by the Russians in their war with the Dungans, have petitioned the Czar for permanent annexation. The petition purports to be signed by all adult men of the tribes, and is couched in very ardent language. The petitioners say that Russia is a country of order and general prosperity, where robberies, plunder, murder, and the like are unknown. The tribes of Jli, if the prayer of the petitioners were granted, would form part of the great and happy Empire, and they promise to be orderly and submissive, and true to their new Sovereign.

CHINA MARKET REPORTS.

(REUTER'S TELEGRAMS.)

HONG KONG, NOV. 25.—Cotton goods very little doing. Grey Shirtings, 8¼ lb., $2.47½; 16-24 water twist, $103. Tea: Canton, fair inquiry; Foochow, quiet. Total exports from China and Japan to United Kingdom from 1st June to date, 138,000,000 lb. Exchange on London, six months' bank bills, 4s. 1d.

SHANGHAI, NOV. 25.—Cotton goods dull and drooping. Grey Shirtings, 8¼ lb., Tls. 1.9.0. Tea: little doing; good demand for fine; inferior medium neglected. Silk weaker; No. 3 Tsatlee, Tls. 390; blue elephants, Tls. 325. Exchange on London, six months' bank bills, 5s. 7½d.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 25, Lotus (str.).

At SHANGHAI.—From London, Oct. 16, Gordon Castle (str.); from Liverpool, 18, Agamemnon (str.)

At HONG HONG and CANTON.—From London, Nov. 22, Galatea (str.). ; Venice (str.) ; 25, Cawdor Castle (str.); from Glasgow, Fung-Shui (str.).

At BANGKOK.—From Monte Video, Oct. 7, Bianca, Pertica.

At MACASSAR.—From Amsterdam, Nov. —, Nelly.

At BATAVIA.—From Amsterdam, Nov. 17, Noach III., from Nieuwe Diep ; 27, Prinses Amalia (str.) ; from Newcastle, Oct. 21, Lady Allen ; from Liverpool, Martha, P. Tucker ; from Cardiff, 19, Cape Horn ; from Holland, 19, Nicolette, Gebroeders Smit, Vie Gebroeders, Voorlichter, Nestor ; from Hamburg, 21, Adolph ; from New York, 19, Gysbertus Hermanus ; from Algo Bay, 20, Choice ; from Rio Janeiro, 14, Franz Uthemann ; 21, Trinidad ; 26, Lieutenant.

At SINGAPORE.—From Glasgow, Oct. 27, Douglas Castle ; Nov. 3, Summer (str.) ; from Cardiff, Oct. 30, Duc Luigi, Lucayns ; Nov 1, Emilio Rondanino ; from Antwerp, Oct. 29, Thingvalla (str.); from London, Nov. 26, Montgomeryshire (str.); from Cardiff, 13, Canopus ; from Amsterdam, 26, Nicolaas Witsen.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London, Oct. 22, Endymion.

From HONG KONG and CANTON.—For London, Oct. 22, Evelyn Wood ; Nov. 7, John C. Munro ; for Falmouth, f.o., 21, Solent ; for New York, 23, Midnight.

From BANGKOK.—For London, Oct. 14, Attila ; 23, William Davie ; for Marseilles, 19, Rollo.

From MACASSAR.—None.

From BATAVIA.—For Rotterdam, Nov. 16, Acton (str.) ; for Channel, f.o., Oct. 17, Condor ; 18, Castine ; 20, Commerce, Zulu ; 22, Alice ; 24, William Yoe ; 28, Red Riding Hood ; for Holland, 16, Kosmopoliet III. ; 17, Mary ; 19, Prins Van Orange (str.) ; 21, Æolus ; 24, Madura (str.) ; 26, Medea ; for Boston, 17, Sally Brown.

From SINGAPORE.—For Hamburg, Oct. 30, August Leffler.

From PENANG.—For London, Oct. 26, Bristow.

VESSELS LOADING.

At SHANGHAI.—For London, Ascalon, Halloween, Tamerlane, Naples (str.)

At HONG KONG and CANTON.—For London, England's Glory, Melbrek, Admiral Devoulx ; for New York, Thyatira, Morro Castle, Harwich.

At BATAVIA.—For Holland, Conrad (str.), Ocean Vie, Gebroeders, Henriette.

At SINGAPORE.—For London, Belle of Southesk, Estrella, De Chile, G. F. Muntz ; for Liverpool, Hengist, Laura R. Burnham ; for Hamburg, Bussora ; for Marseilles, Nuovo Guiseppno ; for New York, St. Bernhard ; for Mauritius, Anglo Saxon.

At PENANG.—For Queenstown, Fifeshire.

FREIGHTS AND CHARTERS.

From HANKOW.—To London, by steamer, £3 to £3 5s. per ton of 40 cubic feet.

From SHANGHAI.—To London, by steamer, £2 5s. to £2 10s. per 40 feet. ; sailing vessel, £2 5s. per 50 feet ; to New York, £3 10s. per 40 feet.

From HONG KONG and CANTON.—To London, by steamer, £2 15s. ; sailing vessel, £2 10s. per ton of 40 and 50 feet respectively ; to New York, sailing vessel, £2 5s. to £2 10s. per 40 feet.

From BANGKOK.—To London, sailing vessel, £2 15s. per ton.

From BATAVIA.—To United Kingdom, £2 17s. 6d. ; to Continent, £3 2s. 6d. ; to Holland, sugar f.65, coffee f.75, hides f.110 ; to New York, sugar £3 5s. ; light freight, £3 10s.

From SINGAPORE.—To London, by steamer, sago £3 ; measurement goods, £3 10s. to £4 ; sailing vessel, gambier £2 2s. 6d., sago, £2 5s. ; light freight, £2 12s. 6d. ; to Liverpool, gambier £2 2s. 6d., sago £2 5s., rattans £4 5s.

From PENANG.—To London, per steamer, tin £1 5s., tapioca flour £3 10s. ; measurement goods, £4 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To
Oct.	14	... Bestevaer	...	Samarang	...	Amsterdam
„	—	... Veritas	...	Probolingo	...	Falmouth
„	—	... Waterloo	...	Passaroeang	...	Amsterdam
„	—	... Orile	...	Bangkok	...	Marseilles
„	—	... Great Admiral	..	Zebu	...	New York
„	15	... Bedfordshire	...	Singapore	...	Marseilles
„	18	.. Kurrachee	...	Probolingo	...	Cork
„	20	... Hugh Bourne	...	Pekalongan	...	Falmouth
„	—	... Mary Goodell	...	New York	...	Samarang
„	—	... Zulu	...	Batavia	...	Falmouth
„	21	... Commerce	...	Do.	...	Do.
„	—	... Corlic	...	Bezoekie	...	Queenstown
„	23	... Æolus	...	Batavia	...	Rotterdam
Nov.	7	... Coldstream	...	London	...	Hong Kong
„	—	... White Adder	...	Foochow	...	London

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOWRING—On the 30th Nov., at 18, Robertson-terrace, Hastings, the wife of John C. Bowring, Forest Farm, Windsor Forest, of a son.

BRUCE—On the 15th Oct., at Singapore, the wife of Commander John Bruce, of H.M.S. *Fly*, of a daughter.

BOFFEY—On the 12th Oct., at Hong Kong, the wife of Mr. Wm. Boffey, of a son.

CALDWELL—On the 14th Oct., at the "Hermitage," Hong Kong, the wife of Daniel Edmund Caldwell, of a daughter, still-born.

CALLENDER—On the 25th Nov., at Summerhill, Didsbury, near Manchester, the wife of Arthur William Callender, of a son.

DUNLOP—On the 20th Oct., at Colombo, Ceylon, the wife of James Vetch Dunlop, of a son.

HILLIER—On the 28th Nov., at Eynsford Lodge, Upper Tulse-hill, S.W., the wife of A. Walter Hillier, prematurely, of a son.

HUTCHISON—On the 23rd Oct., at Canton, the wife of Alfred Hutchison, of a son.

LINES—On the 15th Oct., at Shanghai, the wife of Mr. Alfred J. Lines, of a son.

PIKE—On the 5th Oct., at Hankow, the wife of C. H. Pike, Imperial Customs, of a son.

PIRKIS—On the 1st Oct., at the British Legation, Peking, the wife of Albert E. Pirkis, of a son.

POTTER—On the 10th Oct., at Nagasaki, the wife of F. A. Potter, of a son.

SOLOMON—On the 29th Oct., at Jamestown, St. Helena, the wife of Saul Solomon, of a son.

MARRIAGES.

DEIGHTON-BRAYSHER—COLLETT.—On the 21st Oct., at the Cathedral, Shanghai, by the Very Rev. Dean Butcher, Charles Deighton-Brayshер, of H.I.C.M. Customs service, to Catherine Anne, second daughter of the late Rev. Woodthorpe Collett, Vicar of Brightwell, Suffolk.

GOULD—GLOVER.—On the 12th Oct., at the British Consulate, Shanghai, afterwards at Union Chapel, by the Rev. Jas. Thomas, John Gould to Kitty Glover.

HAWTREY—PARR.—On the — Nov., at Hong Kong, Montague Hawtrey, of Shanghai, second son of the Rev. Montague Hawtrey, Rector of Rimpton, Somerset, and Prebendary of Wells, to Constance Maude, youngest daughter of the late Captain Robert Parr, 54th Regiment.

JACK—WRIGHT-CASS.—On the 21st Oct., at Union Church, Hong Kong, by the Rev James Lamont, John Jack, to Hannah Keziah Wright-Cass, daughter of the late Thomas Cass, of Jersey.

MCDIARMID—HOSACK.—On the 2nd Dec., at Wallasey Church, by the Rev. Chancellor Espin, assisted by the Rev. R. B. Billinge, John McDiarmid, Prince's-park, Liverpool, to Minnie, eldest daughter of James Hosack, of New Brighton.

SPARKES—LEVICK.—On the 21st Nov., at the British Consulate, Suez, T. C. Sparkes, P. and O. Company's service, son of the late Capt. Sparkes, H.E.I.C.S., to Mary, third daughter of Henry Levick, H.B.M. Pacha et Agent, Suez.

TOWELL—HODGIN.—On the 24th Nov., at Christ Church, Waterloo, by the Ven. Archdeacon Jones, Rector, assisted by the Rev. H. Burrowes, Marcus Edwin Towell, Imperial Maritime Customs, China, to Mary Elizabeth (Minnie), only daughter of the late George Hodgin, of Ogden Hall, Cheshire. No cards.

DEATHS.

HOLMES—On the 17th Oct., at Shanghai, Charles William Vinton, son of Edmund R. Holmes, aged 1 year and 9 months.

LEWIS—On the 22nd Oct., at the Consulate, Penang, William Thomas Lewis, Siamese Consul at Penang, aged 85 years.

PETER—On the 24th Nov., at his residence, North Bank, Regent's-park, in the 76th year of his age, Robert Herries Peter, son of the late Sir John Peter, formerly Consul-General for the Netherlands.

SCHMIDT—On the 20th Oct., at Shanghai, Niels Christian Schmidt, of the Great Northern Telegraph Co.

STOPFORD—Previous to the 14th Nov., in China, of heart disease, Commander Grosvener Stopford, R.N., of H.M.S. *Hornet*.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, DEC. 2.—The P. and O. Company's steamer Hindostan arrived here at 9 P.M. to-day with the homeward India and China mail.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, DEC. 4.—The P. and O. Company's steamer Nizam left here at 3, P.M. for Southampton, with the heavy India and China mails.

NEXT INWARD MAIL.—SUEZ, DEC. 1.—The Messageries Maritimes steamer Ava, with the inward French mails from China and Japan, left here to-day for Marseilles, where she may be expected on or about the 8th inst.

INWARD MAIL, DUE DEC. 20.—GALLE, NOV. 27.—The P. and O. Company's steamer Kashgar, from China, arrived on the 24th inst. The Poonah leaves for Suez to-day. Australian gold for Europe, £220,000.

INWARD MAIL, DUE DEC. 27.—GALLE, DEC. 3.—The Messageries Maritime steamer Tigre, with the homeward French mails from China and Japan, left here to-day for Aden, Suez, and Marseilles.

LAST OUTWARD P. AND O. MAIL.—SUEZ, DEC. 4.—The P. and O. Company's steamer Malwa left here at 9 A.M., and the Gwalior at 10 A.M. to-day, for Calcutta and Bombay respectively, with the India, China, and Australian mails, of the 18th—26th November.

DUTCH OUTWARD MAIL.—SOUTHAMPTON, DEC. 1.—The Nederlands Company's Royal Mail steamship Koning der Nederlanden sailed this morning for Padang, Batavia, Samarang, and Sourabaya, carrying the Dutch mails, specie, 95 cabin passengers, 150 Dutch troops, and a full general cargo.

OUTWARD MAIL OF NOV. 5.—GALLE, DEC. 1.—The Messageries Maritimes steamer Meikoing, from Marseilles Nov. 7, left here to-day for Singapore.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 1, at Rochester, from Rangoon, Maria, Rickmers ; at Ryde, I.W., from Bassein, for Bremen, R.C. Rickmers ; 3, at London, from Manila, Dorothea ; 4, at Liverpool, from Rangoon, Mic Mac ; 5, at London, from Shanghai, Quang-Se (str.), at Falmouth, from Java, Batavia.

DEPARTURES.—Dec. 1, from Cardiff, for Yokohama, Armanella ; Oct. 22, from Portland O., for Hong Kong, Portland ; Dec. 2, from Cardiff, for Singapore, Esperance ; from Liverpool, for Rangoon, Anglesey ; 6, from London, for Shanghai, Crocus (str.)

SPOKEN.—Birdstone, from Singapore, to Rio de Janeiro, Oct. — 34.35 S., 26.40 E. ; George, from Manila, to New York, Nov. 3, 30.43 S., 13.10 E. ; County of Forfar, from Glasgow, to Batavia, Nov. 16, 47.15 N., 12.10 W.; Estrella, Liverpool to Manila, Nov. 11, 14 N., 25.53 W.; Black Prince, Foochow to London, Dec. 1, 48 N., 6.30 W.

LAID-ON.—At Liverpool, for China and Japan, Stad Amsterdam (str.)

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CASUALTIES.—St. Helena, Nov. 12, the Nieuwe Waterweg II., arrived here on the 1st inst. from Batavia, for Rotterdam, reports on Oct. 10, Cape Recife bearing N.W. five miles, experienced a terrific hurricane, throwing the ship on her beam ends for four hours, carrying away bulwarks, started deck seams, boats stove, and decks swept. New York, Dec. 2, the Lucy S. Wills, ship, from Ilo Ilo, for Boston, was spoken Nov. 14, in lat. 23 N., long. 62 W., leaky, with stern stove, and part of cargo jettisoned. Victoria, V.I., Nov. 1. The Nation's Hope, ship, of Sydney (N.S.W.), from Yokohama (ballast), arrived in Royal Roads, off Esquimalt Harbour, a few days ago, for orders, and, during a sudden gale, dragged and parted from her anchors and stranded on a beach fully exposed to the S.E. gale, where she now lies water-logged, with sternpost injured and some planking started below water-line. A survey was held on board immediately after the stranding, and the surveyor recommended that the vessel should be stripped of everything and lightened so as to admit of her being towed into harbour for repairs, which is being done, but the probability is that the cost o repairing and removing her from where she now lies will amount to more than she is worth.

MISCELLANEOUS.—Gibraltar, Nov. 30, arrived and proceeded, Cheops (str.), from London and Plymouth, for Shanghai. Table Bay, arrived Nov. 1, Oceana, from Akyab; Karikal, from Bangkok. St. Helena, Nov. 10, arrived, Marianopoli, from Akyab, for Falmouth; Noach II., from Batavia, for Rotterdam; Dewa, from Rangoon; 12, Doris Eckhoff, from Java, both for Falmouth, passed, Nov. 3, Dione, from Malacca Straits, for New York. Ascension; passed, Nov. 17, from Rangoon, for Falmouth, P.V.R.B.; 19, Mogul, from Singapore, for London; 20, from Samarang, for Amsterdam, N.B.C.F.; 15, from Batavia, for Rotterdam, Nieuwe Waterweg II. Port Elizabeth, Nov. 1.—The Ceylon, from Zebu to New York, at Algoa Bay, is discharging her cargo; some of the hemp is damaged, and 301 bales were sold by public auction on the 27th of October, when 207 bales realised £3 5s., and 31 bales (broken) £2 5s. per bale, duty paid; the vessel will in all probability be condemned. The Assyrian, arrived at Algoa Bay from Ilo Ilo, for Falmouth, has almost completed repairing, and will sail about 2nd or 3rd inst.; the cargo landed here has been reshipped in her, and the vessel is tight and strong. The Minister Fransen v. d. Putte, from Batavia for Rotterdam, has also commenced discharging, but nothing has yet been done regarding her cargo; a portion of it is damaged by sea water. Port Said.—Arrived, Dec. 3, Glengyle, from London, for Shanghai; Priam, from Liverpool, for Shanghai; Penedo, from Antwerp, for China; Governor-General Loudon, from Glasgow, for Batavia.—Suez, Dec. 3: Arrived, Glenearn, Nestor, from Shanghai, both for London. —Singapore, Dec. 1: The Rajanattiannhar (s) and the Bangkok), sunk near Menam Bar, are lying in a good position, apparently not much damaged, although full of water. The Burmese (s) from London, for Japan, was spoken off Cape Guardafui, Nov. 26.

Correspondence.

SUEZ CANAL PURCHASE AND TURKEY.

(To the Editor of the *London and China Telegraph.*)

SIR,—The bold stroke of Mr. Disraeli's Government of buying the Khedive's shares in the Suez Canal, has shown to the world that England is not on the decline, that she still has in the person of the Right Hon. the Earl of Derby a worthy pupil of "Old Pam." It has been said of late years that her power was on the wane, that she dared not move in the Denmark business in 1866, and that for the future she could only take the place of a third-rate Power in Europe. People were mistaken, and the greatest political event of the nineteenth century, simply requires the ratification of Parliament to *make it un fait accompli.*

The Suez Canal is the high road to India, and we could no more afford to let the opportunity pass than we could permit any Foreign Power to have possession of Gibraltar or Malta. I remember, at a Durbar held by Rajah Don Gaspar at Larantooka, on the East end of the Island of Flores, meeting Rajahs of Andomarah Frong, Leewyon, Lamakarah, and being cross questioned by them on European politics. They said, Mr. Englishman, your nation has had no foreign Minister since Palmerston; "How is this?" I could not answer. They then said, "they admired Palmerston because he made England respected abroad."

They admitted Napoleon III. was a great and wise man. Bismark they feared and consequently loved; they inquired particularly after him. I told them he was like Rip van Winkle, he conquered Denmark, then he slept for five years; he conquered Austria, and then slept another five; he was then fighting France, and after she was conquered he would sleep another five years; on his waking he would conquer Holland, and the Eastern (Dutch) Archipelago, and make Germany one of the first maritime nations of the world. At this they seemed much alarmed, and quite considered it useless to ask aid from England, similar to the protection they received in 1814, under the days of the First Napoleon. I am rejoiced that England has once more taken her stand amongst nations, and that for the future Englishmen who visit distant climes may not be taunted with the remark that England dare not do this or that, but must play second fiddle to Napoleons, Czars, and Bismarks. Let not our friends across the Channel be jealous, but rather let them confirm *l'entente cordiale de l'Empire*, by joining in a joint protectorate of Egypt, the Khedive meanwhile throwing off the yoke of Turkey. The late Emperor Nicholas was perfectly correct in his diagnosis of the Sick Man; and England and France foolishly wasted much blood and treasure in the Crimean war. Turkey is corrupt from head to foot—from the Sultan down to his meanest—and the sooner Turkey in Europe becomes a matter of history the better for all civilised nations—not even excepting the Sultan himself. We fought his battles, we "taught him how to borrow money"—and now we have repudiation—a very proper finale to the millions we have lent him so foolishly. By all means let Russia and Austria absorb Turkey conditionally on their guaranteeing our bondholders 10s. in the £. From Turkey they will get repudiation after repudiation and valueless paper for the balance, and they may think themselves very fortunate if they receive 10s. in the £ from any substantial Government. In Turkey in Asia he has a kingdom unrivalled in undeveloped wealth; let him shepherd a flock of sheep and rest at mid-day under the grateful shade of a cedar tree. Should his past experience of ruling in Europe have taught him any lessons, he might still become a mighty Sultan, able to pay 20s. in the £, and have a first-class credit on every Bourse in Europe. It is, I fear, useless to send out financiers to adjust or supervise his exchequer; we have heard of the Ottoman Bank—and what did their supervision avail? They simply gulled John Bull, and received a very handsome compliment for so doing! The Sick Man is beyond cure; the diseases (for their name is legion) are chronic, and the sooner he is dissected the better for all parties. There is no reason why we should be jealous of Russia and Austria absorbing Turkey. Already the fleet of the Czar rules the Black Sea and the Bosphorus, in *spite of us;* but let us make a conditional stipulation, fixing his boundaries to the North of Hindostan by a treaty which shall be binding for ninety-nine years.

These you will say, and the people of England will say, are radical changes, but they are the only cure; adopt them and you may protect the Sublime Porte in Asia, and he may yet be the head of a mighty nation; neglect them, and the Turkish Empire will gradually but surely melt away.—I am, &c.,

MATTA HAHREE.

Westminster, Dec. 2, 1875.

THE SHANGHAI POLYTECHNIC INSTITUTION.

(To the Editor of the *London and China Telegraph.*)

SIR,—You have on several occasions referred to the project of an Exhibition in Shanghai, resembling in its character the Exhibitions which have been held in Europe and America, but on a smaller scale; such an enterprise it appeared to me would be specially valuable in a country like China, where so little is practically known of the arts and industrial resources of foreign countries, and where the field for the introduction of improvements suited to the wants of the people is so extensive; on these points you no doubt expressed yourselves with some enthusiasm, but not with more than the circumstances of the case entirely justified. But the *North China Herald*, echoing the sentiments, we suppose, of that narrow circle of traders who prefer to keep the Chinese in leading strings in all such questions, instead of seeking to promote their enlightenment, has animadverted upon your remarks in a narrow and captious spirit, and discourages the idea, that any extension of commerce would be likely to follow the exhibition of the best wares, and most perfect devices of the most advanced countries of the world. The writer in the *North China Herald* appears to be also the Shanghai correspondent of *The Times*, in which paper these narrow and obstructive views have been re-asserted; and it is added, that the China trade being already bad, and the establishment of an Exhibition being likely to bring new trades into the field, the business would be thereby only rendered worse for those already engaged in it. According to this exalted view the welfare and the enlightenment of nearly half the human race, which the proposed Exhibition was intended to promote, is to be postponed to the trading interests of a few in Shanghai, who desire that Chinese purchasers should buy European goods only through them, and who are jealous of an Exhibition on the same principle on which a tradesman is jealous of a rival shop. That some such narrow spirit should exist among petty dealers was to be expected; but it certainly surprises me that any respectable or influential paper should condescend to be its exponent. The existing close-borough system has been tried, and has confessedly failed, the proof of which is that the trade is notoriously in a bad state. But because monopoly and restriction have been unsuccessful the demand is to perpetuate them, and to make them more stringent; I say, show the Chinese objects that will prove useful to them, and a demand for them will be created, and trade will be increased, besides which, the general good of the country will be promoted. The Shanghai clique say, show the Chinese nothing, else than they will be able to get from us. That such a sentiment should exist among obscure dealers in no way surprises me, but that it should be adopted as a principle of action by influential papers in matters of international concern, creates both surprise and disappointment, and affords grave ground for censure. *The Times* at least should look better after its correspondents. But it has not only been maintained that an Exhibition would be a superfluous and chimerical undertaking, but that you have misstated the design of the committee in seeking to establish such. It happens, however, that almost concurrently with the appearance of your contemporary's strictures the committee have published their report, and the following extracts from it will show that you have correctly interpreted their intentions. The pur-

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pose of the undertaking was, as you stated, two-fold ; one a local and the other a general one. The latter was the scheme of an Exhibition, and as it was the only part of the design which could interest foreign countries, you naturally gave it your chief attention. On this subject the following remarks occur in the report which has just appeared :—

The Home Committee is now holding frequent meetings, and making the most strenuous exertions to forward the interests of the institution, especially the exhibition portion of it. Manufacturers have been applied to for exhibits, and philanthropists have been asked for subscriptions, not only in England, but in other countries. The efforts of such an influential committee cannot fail to bring about results which the committee in Shanghai dared not even to hope for when the scheme was first proposed. The surplus land belonging to the institution is quite large enough to admit an ornamental building for an Exhibition such as they propose, resembling those in Europe on a small scale. Such an Exhibition would be a most valuable adjunct to the institution, and could hardly fail to prove a success. Chinese members of the committee and officials who have seen or heard of the design are highly pleased with the idea, and think that great part of the funds could be obtained in China by subscriptions. Should this plan fall through, however, the home committee will still have rendered much valuable assistance and co-operation in procuring the necessary objects for display and for use in the polytechnic building.

It further appears that the Shanghai traders have so far given very little aid to the undertaking, and that it has been chiefly supported by the Chinese themselves. On this point the *Herald* says :—

On looking over the list of subscribers it is rather surprising to notice that only a small proportion of the subscriptions have been given by foreigners. The large donations from the high officials show that they take a lively and keen interest in the scheme ; and this is perhaps the most encouraging feature that could have been hoped for. Hitherto such plans as have been devised for the intellectual improvement of the Chinese have been almost entirely supported by foreign subscriptions, and have only been availed of by the lower classes as a general rule. But here we see some of the highest officials in the Empire coming to the front ond not only sending large subscriptions, but expressing openly their approval of a scheme started by foreigners. The replies of the two Viceroys, to whom memorials were sent by Mr. Hsü, are so highly satisfactory that they will be framed and suspended in the hall of the main building. Whether the middle and educated class will avail themselves largely of the benefits of this institution remains of course to be seen ; but there is every reason to believe that such will be the case. Passing events in China seem more than ever to show that now is the very time to make the experiment.

The necessary funds for carrying out the limited part of the undertaking have now been subscribed, and it is expected that the institution will be opened during the present month.—I am, &c.,

FREE TRADE FOR CHINA.

London, Dec. 3, 1875.

Naval and Military.

The Juno, screw corvette, Capt. Poland, from Sheerness for China, sustained a serious accident to her condensers after leaving the Medway, and will have to be docked at Portsmouth to have the defects made good. She will then sail with reliefs for the Kestrel, Frolic, and Mosquito, which vessels are to be recommissioned at Hong Kong. The Juno will relieve the Thalia, 6, screw-corvette, Captain Woolcombe. The latter ship was commissioned at Devonport, March, 1872, and on arrival of the Juno will return home to England to be paid off.

The Thames, hired screw steamer, sailed from Portsmouth on the 26th ult. for the conveyance of troops to Colombo and Singapore. For the former she embarked Sub-Lieut. Bellers, of the 57th Regiment, a bandmaster, four soldiers' wives and five children, and Sub-Assistant Commissary Purchase ; and for the latter Major Tucker, Lieut. Swinburne, eighty-five men, and six soldiers' wives, belonging to the 80th Foot, and two men attached to the Army Hospital Corps.

It is announced that, in recognition of the long and valuable services of Mr. James W. Lishman, paymaster R.N., the Admiralty have appointed him to the post of naval storekeeper and accountant at Yokohama, and that he has been ordered a passage in H.M.S. Juno.

Commander A. E. Dupuis (1870), late of the Rosario, on the Australian Station, will succeed to the command of the Frolic, which is to be re-commissioned in China.

Navigating Lieutenant W. B. Meade (1874), is appointed to the Kestrel, and Navigating Lieutenant H. J. Dockrell (1874) to the Frolic, on the China Station.

We regret to receive the announcement of the death of Commander Grosvenor Stopford, of H.M.S. Hornet, now stationed in China.

Lieut.-Colonel John Basset Prynne, Royal Marine Light Infantry, died suddenly last week of heart disease. The deceased officer served in the Baltic in July and August, 1854 (medal), was present in the China expedition of 1857-59, including the blockade of the Canton River, the landing before and capture of the city, and served also the campaign of 1860, including the action of Sinho, taking of Tonghoo, and storm and capture of the North Taku Fort, which he was one of the first to enter, shooting the Chinese General in command of it. He was mentioned in despatches for gallantry, and received a brevet majority and the medal with three clasps.

The following is a list of officers, &c., proceeding by the Himalaya from Malta :—Lieut.-Colonel Dickins ; Majors Brodigan and Emerson ; Adjutant Hinde ; Captains Thackeray, Ducat, Collingwood, Webb, Horniblow, Wither, Layard, Marsham ; Lieuts. Wilford, Moyers, Sherrard, Francis, Jacson, McCrea, Coghlan, Walker, Hughes, Newland, Lodwick : Sub-Lieut. C. H. Farmer, with 600 rank and file.

The Assistance, 2, iron screw troop-ship, a new ship of 2,037 tons, 1,300-horse power, was commissioned on the 1st inst. Her principal officers are :—Capt. F. M. Prattent, Lieutenants Emeric J. V. Pritchard, Lewis E. Wintz, and Edward B. Tinling, Navigating Lieutenant Walter W. Brown, Paymaster William W. Blayney, Chief Engineer Samuel Swan, and Staff Surgeon William R. Bennett.

The Avon, 4, double screw composite gunvessel, which recently returned from China, having had her old boilers taken out, has been towed out of the ship basin at Portsmouth and docked, to be made ready for new boilers and to undergo a thorough refit for commission.

FOREIGN TRADE OF JAPAN.

The Bureau of Revenue of Japan has issued a statement of the foreign trade of that country for the first half of the year 1875. It shows imports of the value of 15,046,008 gold yen (the yen being equivalent to the Mexican dollar), and exports of the value of 6,969,313 gold yen. The great inequality between imports and exports is partly owing to the first half of the year not being the season for the tea and silk trade. This being the first occasion on which a half-yearly return has been issued, there is none with which to compare it ; but the aggregate of the trade shows, so far, no diminution as compared with 1874. The export of coal reached the value of 547,561 yen in the first half of 1875, which is nearly as much as for the whole of the year 1874. The return shows that the large flow of coin from Japan continues ; treasure to the amount of 9,455,274 gold yen was exported, including 6½ millions new Japanese gold and silver coin, and 2¼ millions old coin, and the import of treasure was only 86,544 yen. A large shipment of treasure would seem to be required by the excess of imports over exports. The imports from Great Britain amounted to 7,127,226 yen, and consisted chiefly of manufactures, machinery, metals, and arms. The imports from the British Colonies amounted to 1,609,721 yen, including sugar to the extent of a million, and home manufactures upwards of a quarter of a million yen. The imports from China, which reached 2,744,568 yen, include sugar to the value of nearly a million, and foreign manufactures (chiefly British) to the amount of above 700,000 yen. On the side of exports, those to Great Britain are entered as of the value of 878,000 yen only, but some shipments on British account have probably been inserted under the head of exports to France, which are stated at 1,236,288 yen. Half the (548,052 yen) exports to the British Colonies consist of silk and copper, the former, doubtless intended for England. Tea to the value of 2,256,185 yen formed nearly the whole of the exports to the United States. Those to France consisted almost wholly of silk, to the value of 1,174,884 yen.

THE Secretary of the P. and O. Company has issued a circular to the shareholders, with copies of the letters, dated Nov. 24 and Nov. 25, addressed by him to *The Times* (which have already appeared in these columns), and also giving a further letter, dated the 2nd inst., which has not been inserted by that paper. The Company has certainly just ground to complain at the non-publication of this letter in the face of the false impression likely to be conveyed by the publicity given to Mr. BAIN'S misstatements. In the letter of the 2nd inst. the Secretary, after reiterating the arguments which go to show the absurd and unfounded character of the charge made that the directors had over-valued the fleet, points out that the broad facts of the Company's position have always been stated clearly in their reports, and are perfectly intelligible. They have been also explained in these letters to *The Times* with perfect openness, and although the directors consider that *The Times* has shown no justification for invoking Government inquiry as to the affairs of this Company, the directors may take the opportunity of stating that they offered more than once on a very recent occasion (viz., in arranging the terms of the contract of last year for passing the mails through the Suez Canal) to submit all their books and accounts to the Treasury and to the Post-office for their inspection, and that offer was not accepted, as neither the Treasury nor Post-office saw any reason to doubt the statements made by the Board.

THE Gallery of the Burlington Fine Arts Club, 17, Saville-row, is at present occupied by a rare collection of articles of Japanese lacquer, contributed for the most part by Mr. James L. Bowes, President of the Liverpool Art Club, and joint author with Mr. G. A. Andsley of the "Keramic Art of Japan."

The *New York Times* states that Arkansas has a colony of Chinese agricultural labourers, and the community is much pleased with their energy and intelligence. They are said to be well adapted to agricultural work, and only require watching lest they should kill the animals by overwork.

THE INTERNATIONAL POSTAL UNION.—The Indian Government having decided on joining the International Postal Union, the various postal administrations affected have been invited to a conference summoned for the 17th prox.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, DEC. 6, 1875.

CHINESE AMBASSADORS AND CONSULS.

SOME time back an announcement was made that at last China had been constrained to follow in the wake of Japan and establish legations and consulates, and people began to congratulate themselves that the mandarins had had the courage to take a step of such importance, and which must have cost them much anxious deliberation before they could decide to abandon their old restrictive ideas. Up to the present, however, the only confirmation of this welcome news is the appointment of the special Ambassador with reference to the murder of the late Mr. MARGARY, the few general observations made in the Memorial from the Tsungle Yamen on the subject, which we reprint elsewhere, and the rumoured delegation of a Chinese Consul to Hong Kong. Upon the last named point we commented recently in some remarks upon the Blockade Question, to which it is germane. A few observations upon the former point will not be unacceptable at the present time. If there were no arrangements with China with reference to the subject we should not have any reason to complain that she should send her ambassadors as she is obliged to do other things, that is, according to her own lights; but so far from this being the case, special arrangements were made in the Treaty with respect to ambassadors; and, although ever since 1860 we have had our Minister resident at Peking, China has not deigned to appoint a resident representative to any foreign country. We would, indeed, go so far as to say that even this might not be held a conclusive ground for objecting to her sending a special Embassy if this were the first occasion on which she was endeavouring to establish ambassadorial relations with foreign countries; but this is the third time on which she has resorted to this course of action, and she has had on the other two occasions ample opportunity of becoming acquainted with the nature of foreign Courts and the ordinary mode of establishing relations with them, but obstinately holds back from recognising outside countries to the extent of appointing resident representatives. The BURLINGAME Mission was almost officially declared to be the inauguration of a new state of matters in this respect. It is at least certain that the fact that it was only a preliminary step to the appointment of resident Ministers at foreign Courts was plainly given out both by Mr. BURLINGAME and his colleagues; but after the Mission had obtained what it wanted, namely a delay on our part in pressing for the fulfilment of Treaty stipulations, nothing more was heard of the improvement in diplomatic relations, the chance of obtaining which was one of the chief inducements we had had to give a favourable ear to the requests which Mr. BURLINGAME made. In the CHUNG HOW Mission we had a repetition of the BURLINGAME affair, but under circumstances which made that Embassy even more unlike what we expect in modern days, CHUNG HOW, who was at the head of it, being the person immediately responsible for the massacre.

The Embassy recently appointed truly resembles that of CHUNG HOW. Though it does not go the full length of sending the official actually at fault to plead his own cause, it is undisguisedly despatched merely to plead a cause—and certainly a very bad one—and ought to be received with the caution which is naturally evoked by a due consideration of its object. We do not go so far as to say that the Embassy should not be received, or, indeed, that it should not be courteously treated; but simply urge that its true nature should not be lost sight of; and that it should not be treated either as being in itself an Embassy, in the acceptance of the word in the present day, or even as indicating that such embassies will shortly be established. True, the Memorial of the Tsungle Yamen foreshadows such a step as possible; but it does so only in very vague terms; and the very fact that this allusion is made to the point, shows that the Chinese are themselves conscious that they are falling short of what they are properly called upon to do in this matter. However much we may desire to see China adopt the course which is now hinted at, it would be very sanguine indeed to imagine, after the experience of the BURLINGAME and CHUNG HOW Missions, that she has any immediate intention of doing so, or that the present Mission is designed with any other object than to gain time; and, if possible, be the means of getting her out of a difficulty, from which she finds it no easy task to extricate herself; and which, in all likelihood, would never have arisen had China recognised the importance of foreign nations to the extent of appointing resident representatives, as she promised to do, when the BURLINGAME Mission was despatched nine years ago.

BRITISH INTERESTS AT SARAWAK.

WE lately laid before our readers an extract from the *Sarawak Gazette*, complaining that the existence of that little State seemed almost forgotten by the British Government, and that years had elapsed since a British gunboat had been seen in the surrounding seas. Rajah BROOKE returned to his dominions some months ago. That he himself saw the paragraph referred to before it appeared in print it would, of course, be unsafe to affirm; but however that may be—whether the *Sarawak Gazette* spoke under official inspiration or no—there cannot be the smallest doubt as to the accuracy and truth of its remarks. Sarawak lies all on the way to China, and when we consider how frequently English men-of-war are passing and re-passing between Singapore and the Chinese coasts, it does seem a little remarkable that our interests, real and prospective, in the trade of Borneo should be altogether lost sight of. We by no means wish to overstate the case, or to appeal to those who direct the movements of our navy on exaggerated grounds; there are no marauding forces to be hunted out of the creeks and rivers contiguous to Sarawak. Piracy there has for many years back been unknown, and Rajah BROOKE has now gunboats of his own, available to punish wrongdoers, should the need arise. For all purposes of self-defence the Sarawak Government seems to be well enough able to get on without aid from outside; but the advantages of an occasional call from a passing British man-of-war are not to be estimated by the actual support she could render on an emergency; the gain is chiefly indirect, and though we can neither measure nor weigh it, we may trace its influence in many ways. The respect of the natives is thus maintained, the intrigues of discontented chieftains are kept in check, and commerce thrives and extends owing to the peace, good order, and security which the sight of our all-powerful flag promotes. Lord CARNARVON probably did wisely when he recently took occasion to pour cold water on a project for the colonisation of New Guinea; but the Government who thus went somewhat out of its way to check British enterprise from a fear of subsequent complications ought to be all the more careful to show itself zealous for our commercial interests in places where the prospects are more promising and the objections do not exist. The size and vast resources of Borneo, when coupled with the fact that in the settlement of Sarawak English trade has already secured a permanent footing and opened up for itself a channel which, given peace and encouragement, may be indefinitely enlarged, furnish our statesmen with abundantly sufficient reasons for paying exceptional attention to Rajah BROOKE'S little State. So far from doing this, just because the place is well governed, because there are no disturbances there, because, in short, it is a likely spot for developing a trade instead of an unpromising one, such as New Guinea, or some districts in Africa, where a good deal of money has recently been ex-

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pended, our Government conveniently shelve it altogether; for is not a country least troublesome when we never hear of it at all? In order to place Mr. USSHER well beyond the risk of a new quarrel with Mr. POPE HENESSEY, the former gentleman has been transferred from Tobago to Labuan, and from the seat of this Government he will also discharge the duties of Consul-General for Borneo. This arrangement is no doubt the most economical one that could be devised; but, though we admit that there is not really very much actual official work for a Resident Consul to do at Sarawak, yet the avowed policy of the Foreign-office has always hitherto been to appoint a Consular Agent—that is, a Consular officer allowed to trade on his own account—in outlying places where there is no extra-territorial jurisdiction, but where a good deal may be done to develop a demand for British manufactures or to stimulate the supply of native products. For this reason, therefore, we regret that since the resignation of Mr. MARTEN no fresh appointment has been made.

OUR POSITION AT PERAK.

THE telegrams from Penang which we give in another column convey an unfavourable impression as to the duration of the conflict—we cannot call it war—with the Malays at Perak. The statement of GRAHAM, the servant of Mr. BIRCH, who had succeeded in making his escape to Penang, we may attribute to the circumstances which surrounded him, and we do not attach much importance to it. When the statement of the circumstances arrives in a connected form we believe that it will be shown that this unfortunate quarrel has not arisen from any premeditation, but through the indiscretion of the interpreter who struck the Malay for pulling down the proclamation. It was this act which precipitated the events which we have now to deplore. He should have known better than to strike a Malay. It is well known that they will not submit to this, and invariably have their kris ready to resent such an insult. The unfortunate man, whose name has not been given, paid the penalty instanter. In one of our articles on the subject we mentioned that an attack on British Residents by Malays was only known in one instance, and that was at Bencoolen, during our possession of Sumatra and Java in the early part of the present century. It is known to those who took a part in the administration of Sir STAMFORD RAFFLES, that of all the Residents appointed the only case in which the Malays wreaked their vengeance for supposed or real wrongs was that of Mr. PARR, at Bencoolen, and in his case there was great provocation. We therefore trust that Sir WILLIAM JERVOIS has not rushed into a war with the Malays, which will embitter them needlessly against us and our rule. As we have before said, we trust that hostilities have been confined to the immediate locality of the murder, and that negotiations will at once follow for the peaceable annexation of Perak by purchase from the native chiefs, in a similar manner to that adopted by Sir STAMFORD RAFFLES in the transfer of our present possessions in the Straits. In our opinion we shall never be able to conduct the government of Perak by means of a Resident while the rival Sultans ABDOOLAH and ISMAIL are there perpetually intriguing, and only waiting for an opportunity to try conclusions by an appeal to arms.

Since the above was in type we have received the *Penang Gazette* of 4th Nov., which contains a short account of the murder.

THE telegram with reference to the expedition of the Hon. Mr. GROSVENOR to Yunnan, given elsewhere, is not reassuring. There are no more disorderly men in China than Chinese troops, and they are always carefully avoided by travellers as more likely to cause disturbance than to afford protection. The Chinese must, however, know that they would make a second attack on a British official at their peril.

THE Postmaster-General has issued a notice that passengers by the outward P. and O. steamers from Brindisi can receive letters at that port if registered and addressed to the care of the Commander.

THE QUEEN has conferred a Civil List pension of £75 a year on each of the three orphan children of the late Mr. J. W. W. BIRCH, British Resident at Perak; and it is understood that the Secretary of State for the Colonies will make provision for the eldest son in the Colonial Service.

WE understand that the Russian Steam Company of Odessa intend to increase the number of steamers engaged on the China line. Negotiations are also in progress at St. Petersburg for a line to connect Saghalien with Yokohama and Shanghai.

REPORT OF THE DIRECTORS OF THE P. AND O. COMPANY.

THE COMPANY'S FLEET.

The usual tabular statement prefixed to this report contains particulars of the Company's Fleet to the latest date. The following information is required to bring up its history from the last report to the present moment. The *Simla*, built in 1853, and which, during her career, did excellent service to the company, has been sold to Messrs. Howden and Co., of Glasgow, in part payment of the new machinery and other alterations which the directors have contracted with that firm to supply to the *Tanjore*. The *Poonah*, *Bangalore*, and *Travancore* have been recently despatched to the East, after having received new machinery and other extensive improvements, which have been fully mentioned in previous reports. The work done in each case has been successful, and the results in point of economy of fuel and additional carrying capacity are satisfactory. The *Tanjore* is at present the only vessel laid up to receive new machinery, and it is expected that she will be ready for sea in February next. In detailing such incidents connected with the Company's Fleet as may be considered exceptional to the ordinary course of business, the directors regret to have to mention the accidents to the *Sunda* and *Deccan*.

PURCHASE OF NEW STEAMERS.

The directors, finding that in the depressed state of steam shipping it is cheaper to purchase than to build, have recently in this manner added three large steamers to the Company's fleet. Two of these steamers of 3,000 tons and 500 horse-power were built in 1872-3 by Messrs. Caird and Co., in their best style, and with all the latest improvements in machinery, for the North German Lloyd's Company, for the purpose of running a line to the West Indies, and being adapted for a tropical climate, require only a very little internal alteration to fit them for the Company's work. They have been named the *Assam* and *Siam*, and the former has been already despatched to India, while the latter will follow in the course of a few days. The third steamer purchased is being built by Messrs. Stephen and Son, of Glasgow. She had been originally contracted for by a new German-American Line, but this undertaking being absorbed by another company, they relinquished the contract for this ship. At the time of the purchase the construction of the vessel had merely advanced sufficiently to enable her to be adapted to any trade, and the contract made by the directors with Messrs. Stephen was to complete the work in every respect according to the Company's latest specification. This vessel, named the *Nepaul*, is 3,500 tons and 600 horse-power, and is expected to be ready early next year.

MAIL AND GENERAL SERVICES.

During the past year the directors have somewhat restricted the extra voyages of the Company's vessels, as the state of trade has offered little inducement to such employment. The Mail Service has now been carried on for upwards of a year under the Suez Canal contract, for which, as the Directors have always contended, the Company were unfairly mulcted in £20,000 per annum and rendered liable to excessive penalties. It is satisfactory to state that the working of the Mail Service in connection with this route has been attended by a general, and in some respects, an important acceleration of post throughout the area of the Company's operations.

DEBENTURE STOCK.

The proprietors are aware that the Company have £800,000 borrowed on Debentures, and that this amount has for a considerable number of years been invested in steamers, and otherwise virtually treated as part of the available capital for carrying on the general operations of the Company. These Debentures have never been issued in the public market, but were originally subscribed for, to a considerable extent, by proprietors, while the remainder was absorbed by banks, insurance offices and other capitalists, and in the hands of such investors they are at present chiefly held. It appears to the directors that the present is a favourable time for converting the Debentures into Debenture Stock, and that several advantages will accrue from this measure, more particularly in making the Company independent of fluctuations in the Money Market, to which they are now liable when renewing Debentures, and in rendering permanent an amount of necessary capital which is too considerable to remain always in the position of floating debt. The latter object could of course be attained by making calls on the new shares and paying off the Debentures as the latter fall due, but the directors consider that the conversion of the Debentures into Stock is, upon the whole, a preferable operation.

The directors being advised that a Supplementary Charter is necessary to enable the Company to carry out the proposed conversion, have made application in due form to Her Majesty's Government, and hope shortly to receive the requisite authority. It will, of course, be understood by the proprietors that no additional borrowing power or new capital is sought under this arrangement, and the Supplementary Charter will therefore strictly be confined to the object above specified. The conditions of the Charter will authorise the directors to raise £800,000 in Debenture Stock, bearing interest at the rate of 5 per cent. per annum, or at such rate as the directors may, at the date of such issue, consider necessary for the purpose aforesaid, and subject to the

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express condition that the amount so raised shall be appropriated solely and specially to the conversion or redemption of existing Debentures of the like aggregate amount. As the present Debentures extend over a period of three years, the issue of Stock to replace the same may also, if considered advisable, be spread over that period. Due notice, will, however, be given to the proprietors of the terms of the proposed issue, in order that they may have the first opportunity of subscribing. The directors trust, therefore, that the Proprietors will approve of the acceptance of a Supplementary Charter based on the conditions aforesaid, and authorise the directors to create or issue such Debenture Stock, or any portion thereof.

UNDERWRITING ACCOUNT.

The directors are happy to state that no serious loss has to be charged to this account for the past year. Minor losses, arising from collisions and other accidents, entail a charge of £7,359, and the cost of insuring the Company's steamers between London and Southampton, and on voyages to the Clyde and other ports for the purpose of repairs, amounts to the further sum of £8,662, the balance remaining to the credit of this account being £113,977. From this sum the directors propose to pay to the proprietors a bonus at the rate of 1 per cent., carrying the balance of £86,227 to renewal account, and the necessity of doing so is explained in detail under that head of the report.

It may be here stated, however, that although the underwriting account is necessarily treated as a separate account in the Company's books, it never has nor can it ever be dealt with as an exclusive source of revenue and profit apart from the general working of the Company's business. While it has afforded the proprietors a distinct advantage as compared with the cost of insuring the fleet outside, it has been used in former years for the purpose of building up the reserve fund, which is, in point of fact, a depreciation and insurance fund combined, and latterly for the purpose of meeting the cost of extraordinary repairs and renewals consequent upon replacing old by new machinery, and of effecting other improvements. It will therefore be perceived that the sums charged against ordinary revenue for depreciation and insurance must, in case of need, be rendered equally available for the purpose of maintaining the Company's fleet in thorough efficiency.

RENEWAL ACCOUNT.

The amount to the debit of this account for the present year is very large, viz.: £278,773, but of this a very considerable portion appertains to ships which were still under repair at the end of the financial year. The directors have therefore no hesitation in carrying forward a portion of this debit. The general repairs account is for the past year £175,310, against £198,459 for the previous year. But as the supply of new machinery, combined with extensive alterations, involves a general overhaul, which every ship must receive at stated intervals, and which is properly chargeable as ordinary repairs, the directors have considered it necesssary to charge this account with a proportion of the expenditure standing in the first instance to the debit of renewal account. They have accordingly charged the sum of £80,000 to the general repairs account. Crediting this amount, together with the balance of the underwriting account, £86,227, there remains the sum of £112,545 to be carried forward to the renewal account in respect of ships not completed, or not at work during the past year.

In giving this reason for carrying forward so considerable an amount, the directors would state that in the accounts presented for this year they have actually charged the sum of £473,338 for repairs, renewals and depreciation, and are therefore doing ample justice to the maintenance of the fleet. The directors have before them the precedent of 1866 for employing the depreciation of the year to cover any extraordinary expenditure for repairs, and by acting in the same way it would be unnecessary to carry forward any balance of the renewal account. They do not, however, consider it advisable to adopt this precedent at the present time. In some cases the large addition made to the tonnage, and the radical alteration effected in several of the ships might have justified some portion of the outlay being placed to capital account, but in no instance has this been done, although the sum so expended during the last four years has been very heavy.

OPERATIONS OF THE YEAR.

In their report on the operations for the half-year ending March 31, the directors entered into a very full explanation of the circumstances which prevented them from declaring an interim dividend for that period. They stated that this unfavourable result was chiefly to be attributed to the depression of trade, and more especially to the utterly unremunerative freights ruling in the Bombay trade, in which the Company's stake was extremely heavy. That a further loss was entailed by the reduction in the amount of the Imperial and Colonial mail subsidies, aggravated in the case of the former by the deductions for heavy penalties for delay arising from bad weather and other causes of detention over which the Company has no control. It is unnecessary to repeat the facts adduced in the last report on these points, but the directors regret they cannot state that any improvement has taken place in the general conditions of the Company's trade during the latter half of the year. In some respects, as, for example, in homeward freights from Bombay, the returns are even less satisfactory than they previously were.

Under these circumstances it will scarcely cause surprise that the earnings for the financial year show a decrease of £87,328 as compared with the year previous, £28,313 of which is attributable to the reduction of subsidies and £59,015 to a falling off in general revenue. The latter is almost entirely in the department of freight, the passage money being within £5,000 of what it was the previous year. In point of fact, the earnings from passage money and freight result in a considerably more unfavourable net outturn than the traffic ought to show. The gross passage money of the present year is in reality considerably greater than in the previous twelve months, but both it and the freight are seriously affected by the unfavourable changes obtained on the Company's remittances from the East, a disadvantage which has been gradually increasing, but during the past year reached such an extent that the directors estimate the loss from this cause at upwards of £25,000, and this forms part of the general deficiency in receipts above referred to. On the debit side of the account the directors are glad to report a considerable saving of expenditure, which, to some extent, compensates for the diminished receipts, and enables them to recommend the payment of a moderate dividend. The directors feel confident that as far as economy in the Company's operations is concerned, a greater result will be attained during next year.

THE P. AND O. COMPANY.

(THE TIMES.)

We have received a further letter from Captain George Bain in reference to the affairs of the P. and O. Company. Other shareholders have also sent us papers and letters, all tending to show that much dissatisfaction exists among proprietors as to its present condition. But we cannot enter into the matter further. The shareholders' meeting is at hand, and it rests with them or with the Government, whose stake in the Company is a heavy one, either to obtain satisfaction or to rest content with matters as they are. It is impossible that the position of the P. and O. Company can be settled in our columns; we have done enough in drawing the attention of the proprietors to the alleged position of its affairs. The same limit must be put to the personal dispute between Captain Bain and the directors; but since we admitted a statement to the effect that he was dismissed because unworthy of confidence, we print that part of his letter which gives a different version of that dismissal. Further than this we cannot now enter into this dispute:—

Your issue of the 24th inst. published my letter containing grave charges against the board of directors of the P. and O. Steam Navigation Company, and their two letters of defence have appeared in *The Times*. Their chief defence is an allegation that I am unworthy of credence because they assert that I am a "discharged *employé*," and, "as a subordinate of the managing directors, proved himself unworthy of their confidence." This side issue acquires importance from your editorial description of me, prefixed to their first letter, where I am thus described:—"Mr. Bain was discharged by the Company after acting as London manager for six years because he was untrustworthy." This most grave charge of yours cannot possibly be a mere paraphrase of their words, and I doubt not you will do me the justice of inserting this refutation of it. I presume your information is part of the "statement shown to us privately" referred to both by you and them. During the six years I was a London manager of the Company I saved the shareholders many hundreds of thousands of pounds, and shall adduce a single case in support of that assertion. On the 18th of November, 1872, I wrote to the Board of Directors pointing out the discreditable manner in which the business had been and was conducted, and intimated my intention to lay that letter before the shareholders at the annual meeting in December. Their reply treated the announcement of that intention as an act of insubordination, for which insubordination I was to be dismissed the service within four days, if I would not withdraw that letter. I therefore removed the hollow plea of insubordination by applying for and receiving back that letter intact. I, on the 26th of November, sent the Board that identical letter, minus the insubordinate clause. I offered to prove all the charges before the Board, by extracts from documents then in the office. I was, however, refused all documents except such as the board chose to produce. The inculpated parties being directors, sat in judgment upon themselves and had the control of the documents which were evidence against them. I therefore resigned the service on the 9th of December, but that was seventeen days after I was threatened with dismissal for the insubordination, which consisted in either "doing in Rome as Rome did," and thereby obtaining the "confidence" of the managing directors, or, protecting the shareholders, which I have continued to do. My resignation was accepted immediately, this charge of insubordination being the first instance, which, during twenty years' service, I had incurred the censure of the board. The correspondence bearing out the above facts is recorded in a printed letter or pamphlet, addressed by me to the shareholders, dated the 15th of May, 1873, at pages thirty-seven to forty, and in another such printed letter (paragraphs 184 and 185), refuting the board's answer to my last letter of May 15, 1873, and which is dated November 8, 1873. The charge of "untrustworthiness" which you have brought against me is thoroughly disproved by the following quotation from a printed letter issued to the shareholders by the board, and dated May 30, 1873, as an answer to the charges in my letter of May 15, 1873. Less than a month before I wrote the letter of the 18th of November, 1872, the board decided to increase my salary, and, as they say in that letter at page five, "the company having entered into contracts for building, reconstructing, and repairing ships on the Clyde, involving an expenditure of £700,000, Mr. Bain was ordered to undertake the duty of superintending that work upon the spot." The same page confirms my description of my letter of the 18th of November, and the following page says with reference to what I have described as resulting in my resignation, "Mr. Bain, finding he had committed himself beyond hope, resigned the service to avoid being dismissed."

CHINESE AMBASSADORS AND CONSULS.

The Shanghai correspondent of *The Times* has forwarded the subjoined translation of an important memorial from the Tsungle-Yamen regarding the appointment of Chinese ambassadors generally, and of Kuo-Sung-Tao (the ambassador recently appointed in connection with the Margary affair) especially:—

Your Majesty's servants Yi-sin and his colleagues (the Prince of Kung and the Ministers of the Tsung-li Yamen), upon their knees, present a memorial. They enter with detail into the question of personal intercourse between the Chinese and the foreigner, and they pray a decree which, as a declaration from the Throne, may dissipate men's doubts, and hinder suspicions and misunderstandings.

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In the fifth moon of the present year the Yamen of your servants presented a memorial, in which they prayed that a reserve might be formed of persons thoroughly conversant with foreign affairs. They had the honour to receive a decree approving this proposition ; and at a later period a second decree, directing Kuo Sung-tao, Expectant *shih hlang* (Vice-President), and Hsu Ch'ien-shen, Expectant *tao-tai* (Intendant), on the staff of the Province of Chih-li, wearing the insignia of the second grade, to proceed on a mission abroad.

Prostrate, your servants would observe that, when praying the formation of a reserve of persons thoroughly conversant with foreign affairs, the object they had in view was not simply the transaction of business in which Chinese and foreigners may be jointly concerned. Missions to foreign States and the question of intercourse lay equally within their prayer. Men's minds, in fact, must have free access to each other before angry collisions between them can be prevented. If there are to be no collisions they must thoroughly acquaint themselves each with the position of the other.

In the sixth year of the reign T'ung Chih (1867), Chih-kang and Sun Chia-ku (subordinates), in the Yamên of your servants, went as Envoys to different states.

On their return they mentioned that visits had been interchanged between them and the high officers of the different departments of the Foreign States (in question). Your servants have also been spoken to repeatedly upon the subject by the Ministers of Foreign States residing in the capital, their remark being, that as visits were never exchanged between the high officers of State departments and the Ministers of foreign nations in the capital, it was not astonishing that when their authorities kept thus aloof, the lower orders should make light of the officials and people of foreign nations.

You servants would observe that if visits have so far neither been paid nor received by the high officers of departments in the capital, their practice has been but in scrupulous conformity with the principle that officials have no intercourse (with foreigners). On the other hand, China has long since entered into friendly relations with foreigners ; missions are being sent abroad ; the circumstances of the past and present time are not the same ; and though it is not possible to treat (foreign) Envoys in every way as they are treated in foreign States, Eastern or Western, still it does not for all that appear necessary that there should be no intercourse with them whatever.

It is the duty, therefore, of your servants to pray a decree directing their Yamên to consider and decide with the high departments of State the (future) conditions of this intercourse, to the end that the motives suggesting it may be thoroughly comprehended, and that while, on the part of those entering into intercourse, any possible misgivings (on the subject of etiquette) may be more or less prevented, those not yet entering into intercourse may come to understand the relations of the Chinese with the foreigner.

Herein is the significance of intercourse between public servants, and it is indispensable that all, both native and foreign, should be made to understand it thus.

(There is another matter to be mentioned.) In the relations of Governments of equal dignity, no superiority is (asserted) on either side. But there is a point on which Foreign Governments are not duly informed. It constantly happens that when in copies of Imperial decrees words indicating this or that Government are seen to be in the body of the column (the foreigner) will suspect that the inferiority of his Government is implied. His Government, he fears, will consequently be looked down upon by the officials and people of China.

It has been again and again explained that in Imperial decrees, as these are commands addressed only to the officials and people of China. (no foreign Government's designation), can lawfully be raised above the column. So, in State Letters (of credence, &c.), words of the kind, are invariably elevated. In the letters, for instance, that have on different occasions passed between the Sovereigns of China and of States (the Ruler's designation) has been so elevated on both sides. The word designating the Government of the great Power addressed has also been elevated. The fact that in the treaties with foreign States the words are so printed is an additional proof (that their equality is admitted). Why, then, should a distinction as between superior and inferior be suspected ?

It will be difficult, however, notwithstanding the repeated explanations given, to convince every one, native and foreigner, of the truth, without a declaration from the Throne. It is also too possible that some ignorant person of bad character may make mischief of the matter.

Herein is the significance of intercourse between Governments, which it is indispensable that all, both native and foreigner, should be made to understand.

The two questions above submitted have been very carefully considered by your servants. They are seriously apprehensive lest on one side or the other motives may not be thoroughly appreciated. At the same time (there are practical difficulties to be met), and to carry a measure of formality by force, without due precaution against evils in substance that might ensue for it, would infallibly entail consequences of the most serious importance to foreign relations ; the point it was sought to approach being farther than ever removed ; the effort made to gain an advantage having resulted in loss.

(Under these circumstances your servants) venture to state their views detailedly and explicitly, and looking upward they implore your Majesty graciously to accord a declaration from the Throne, that may dissipate the doubts of the many, and render the great stake secure.

On their proposition, be its merits what they may, they, prostrate, beg the sacred glance of the Empresses (Regent) and the Emperor.

THE SAN FRANCISCO LINE.

The *New York Times* has the following on the Panama Railroad Company, and the proposal to establish a line of steamers between New York and the Isthmus, and on to San Francisco :—

Mr. J. G. McCullough, Vice President of the Panama Road, said that the project was honestly conceived and would be honourably carried out. The motion was not opposed by a single member of the board, and he believed the proposed line would, when in operation, prove a highly remunerative one. They were not at all opposed to the Pacific Mail Line, but they were of the opinion that by owning a line of steamers running in connection with and in the interests of their own road they would increase their revenue very considerably. They had made very careful estimates of what they thought the earnings would be, and, having a knowledge of the receipts on the Pacific Mail Line, they were in a position to make a fair calculation on the subject. Their road, owning their own wharves, machine shops, steam-tugs, and launches, were in a position to run a line of steamers from New York to San Francisco at a much cheaper rate than any other company. They expected to get a portion of the overland traffic and a large share of the freight which now went around the Horn. In 1874 80,000 tons of freight were sent by the overland route, 60,000 tons by the Pacific Mail Company, and 700,000 tons went around the Horn. They would in one sense, he admitted, be in opposition to the Pacific Mail, but as there would be sufficient business for both companies, there would be no competition to secure business by cutting down freights. As far as their company was concerned, it would, he said, simplify matters very much to have a through line from New York to San Francisco, as at present they were compelled to check off every parcel on being taken from the steamer at Aspinwall to their depot, and again to check the same off at Panama as they were placed on board for San Francisco- They were obliged to do this to protect themselves from being held responsible for parcels which did not come into their possession. He thought the public would favour the line, as it would be the shortest and quickest for freight. Regarding the allegations of stock-jobbing and of some of the directors being interested in breaking down Pacific Mail stock, Mr. McCullough said he had made inquiries respecting these allegations, and he believed there was no foundation for them. The directors assured him that they were not short of Pacific Mail stock, and he believed they did not speculate much in it any time. Respecting the temporary injunction granted by Judge Donohue restraining the company from building the proposed steamers, Mr. McCullough thought that they had a perfect right to run the steamers under their existing charter. They did, about the year 1860, run a line of steamers between this port and Aspinwall, at the time that Commodore Garrison and Mr. Vanderbilt were running their steamers, the former from San Francisco to Panama, and the latter from this port to Aspinwall. The *Baltic*, the *Pacific* and the *Adriatic* were among the vessels owned by the Panama Company at that time, and some of them were subsequently sold to the Pacific Mail Company. In conclusion, Mr. McCullough said that there was no law, at all events, to prevent them as private citizens from running any number of steamers between this port and San Francisco.

The reporter next had an interview with one of the most prominent men in the street, and who is a director both in the Union Pacific Railroad and Pacific Mail Company. This gentleman characterised the proposition of the Panama Company as a "wild-cat" scheme, and one which had been undoubtedly gotten up for stock-jobbing purposes, but which, instead of aiding their plans, proved disastrous to its promoters, as their own stock fell and that of the Pacific Mail rose. He said that if they should persevere in carrying out their plans they would be "snuffed out like a candle"—they had no right to run a line of steamers in connection with their road ; the New York Central or any other line had just as good a right to do such a thing as the Panama Road. It was, he said, ridiculous to think that a little line of forty-eight miles of road, already heavily mortgaged, could compete with such vast interests as were opposed to it. No line of steamers to San Francisco could pay without getting at least a portion of the freight to China and Australia, and as the Panama Line could not obtain any of that freight, he could not see how they were to make their steamers pay. It could not compete with Pacific Mail, supported by the Union Pacific Road and by subsidies, and if the promoters chose to build the steamers spoken of, he would be glad to take them off their hands at fifty cents on the dollar. The effect of the movement on the Panama stock would be, he said, to send it down to 75, should it be attempted to carry out the scheme.

THE MALAY PENINSULA.

Sir P. Benson Maxwell, late Chief Justice of Singapore, writes to *The Times* as follows :—

Our settlements in the Straits were transferred to the Colonial-office on the 1st of April, 1867. In the first year of his tenure of office the new Governor, Sir H. Ord, called upon the Rajah of the adjoining territory of Kedah to cede a portion of it for a rectification of frontier. The cession was unimportant, and if negotiated in a proper spirit would probably have been readily made; but the Rajah refused to sign the cession, and the Duke of Buckingham thought his refusal justified "by the suspicions which might not unnaturally rise in his mind on having presented to him a document which, both in form and substance, extended considerably beyond what he had agreed to." In the following year another cession was demanded, this time from the Malays of Perak. As far back as 1826 the local authorities of Penang negotiated an arrangement with the Sultan of that country, which was embodied in two papers, both dated the same day. By one of them the East India Company obtained an undertaking from the Perak people not to hold any communication with Siam or recognise its suzerainty, and promised to support them if attacked for observing the treaty. By the other the Sultan granted to the East India Company the island of Dinding Pangkor and the various islands to the seaward of it. The Indian Government expressly refused to ratify the former instrument, and for nearly forty years no action was taken on the latter, which remained a dead letter. It is beyond all rational doubt that when the one document was rejected the other necessarily fell to the ground. But, somehow or other, two or three years before the beginning of the Colonial *règime* the old document was discovered in a pigeon-hole in

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the Government offices at Penang; and for a moment there was some talk of taking possession of our long forgotten possession. Nothing, however, was done beyond paying the little rock an official visit. The new Governor, however, not only asserted the validity of the cession, but contended, on the faith of a mistranslation, that it was wide enough to include a tract of the mainland as well as the island. Fortunately for the Perak Malays, the present Lord Stanley of Alderley, who had visited the peninsula some years before, and has always taken a generous interest in the welfare of the weaker races, wrote to Lord Granville, who was then at the Colonial-office, calling his attention to what was thus going on without his knowledge or sanction. Lord Granville demanded an explanation, and the explanation amounted to an abandonment of the scheme. Four years ago you allowed me to direct your attention to another affair with the Malays. A Chinese junk belonging to Penang was captured by some of its Chinese passengers, who murdered upwards of thirty persons on board and took the vessel to Salangore. Upon the demand of our local authorities the Malay chiefs of the place gave up to our police the vessel, the goods, and six men who were supposed to have been concerned in the piracy. But because they refused to give up a seventh man, against whom it does not appear that there was any evidence, a man-of-war was despatched by our Colonial officials to Salangore, not to demand the surrender of the missing man, if there was really any evidence against him, and the punishment of those who had wrongfully screened him, but to arrest both him and the Malay chiefs, and to punish them ourselves. The Malays resented the attempt to seize their head men on their own soil, and fired on those who attempted it, and Salangore was burnt down in consequence. Not satisfied with this, two of the Colonial officials (one of them the unfortunate gentleman who was lately murdered in Perak), hastened to the Sultan of the country on board the man-of-war *Teazer*, and compelled him, under threats of the most serious and immediate consequences, to appoint his son-in-law, Tunka Oudin, to be his Viceroy—in other words, to abdicate in all but in name in favour of a man whom he had learnt to suspect and fear, and who was in the highest degree disliked by the Salangore Malays. This Viceroy has been maintained in this position by us ever since. The most important of his acts have been to blockade his father-in-law in Langat, and to grant a monopoly of all the tin mines in the territory of Salangore to a Singapore gentleman, to whom he is considerably indebted and who is now the Resident there. I pass now to the circumstances which have led up to the present state of affairs in Perak. In May, 1871, the Sultan of Perak died, and a dispute arose as to the succession; Abdullah claimed it by right of birth, Ismail by right of election. At the same time a more formidable contest broke out in Larut, the northern district of Perak, adjoining our own Province Wellesley, between two clans of Chinese, to both of which the worthless Governor of the place, the Muntri, had successively sold the same mines. Sir H. Ord recognised the Muntri, who owed his appointment as the Governor of Larut to the deceased Sultan, as the ruler of the Province, and then used the power of prohibiting the export of military stores which was vested in him to enforce neutrality by confining the prohibition to one side, and allowing arms and provisions to be shipped to this Muntri. This step added fuel to the fire. The side which was not favoured was driven by sheer hunger to take to piracy. Large boats manned by sixty rowers and twenty-five riflemen carried terror along the coast; and both the Malays and Chinese against whom we thus took a part naturally regarded us as the allies of their enemies, and our visits up their creeks and rivers as threatening and hostile.

Such was the state of things in the peninsula when Sir Andrew Clarke succeeded Sir H. Ord at Singapore—in Salangore a chief imposed on the Sultan and people of the country against their will, and maintained by the countenance of our officials, by the frequent display of our power in the shape of men-of-war and gunboats—in Perak indescribable anarchy and bloodshed, a newly-born ill-feeling towards us for our one-sided intervention, and the fire so close to ourselves that it might spread to our own possessions at any moment. I abstain from going into the course pursued at Rambon and Sungie Ujong. The Malays were too weak and too ignorant of the first elements of rational government, even if they had not been distracted by their quarrel about the succession, to reduce the Chinese miners to order. It was open to Sir A. Clarke, no doubt, to confine himself to simple non-interference, and to modify the mischievous policy of his predecessors so far as it had departed from that principle; but he would have thereby permitted the infliction of a dreadful amount of human suffering on the combatants and their families, and have had to take more than the usual precautions for the preservation of order in the colony. I thought that he had struck out an admirable middle course, both wise and humane, when he got the Malay chiefs of Perak to determine in his presence at Pangkor which of the two rival claimants to the Sultanate they would obey, and also to receive a British Resident to be their guide, philosopher, and friend in the elements of government and finance. If his experiment has failed, let us, at least, before coming to any definite opinion, wait until we hear how and in what spirit it has been carried out. I have no desire to say a word against one who is no more; but I say nothing against Mr. Birch when I say that he had little or no knowledge of the Malays, of their language, character, feelings, or habits, and that his best friends might justly have felt anxiety at his appointment for the delicate task allotted to him. That the experiment did fail is unquestionable, and if Sir W. Jervois has adopted the more decided course of what seems to be virtually taking over the country from the Sultan Abdullah, he has had ample encouragement. Last year, when Lord Stanley of Alderley arraigned in the House of Lords the course adopted by Sir A. Clarke as foreshadowing, if not amounting to, annexation, Sir Andrew was defended by both Lord Carnarvon and Lord Kimberley. Sir W. Jervois might reasonably infer that if he was to move at all it must be forwards, not backwards; and move he must, for things were at a dead lock in Perak between the Resident and the chiefs. That the Chinese in Larut earnestly desire that the country should pass from the grinding tyranny of the Malay Princes to our rule I have no doubt, and I believe that the transfer would be a great gain to the peace and prosperity of the colony, without costing a penny to this country, and would be readily made by the Malay chieftains in return for moderate pensions. Whether it would be worth our while to take the rest of Perak as a present may be more doubtful; but I trust that we shall soon hear the last of our vexatious interference with Salangore. If we persist in maintaining an obnoxious ruler there we may expect to hear any day of some act of violence which will compel us to a fresh exhibition of force.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 30.

The struggle between our Free Traders and Protectionists still continues to be the topic of the day. As you know, our Parliament resolved in 1873 upon the abolition of iron duties from the 1st of January, 1877, and since that time our Protectionists have made great efforts to shake the conviction of our leading politicians in this matter, You may believe that a great many petitions *pro* and *con* are addressed to the Reichstag, and this latter has elected a so-called petition committee, which has, firstly, to examine them before they are placed before the members. This committee has resolved not to consider all these petitions, but to pass to the order of the day—in other plain words, to maintain the abolition of the iron duties. Although the resolution of the Reichstag is still outstanding in this matter, you may rest assured it will be favourable to the Free Traders.

The past fortnight has been prolific in meetings of shareholders. The first meeting was held by shareholders of the Hamburg American Packet Company on the 20th of this month, with the result of an election of two directors. The board read on this occasion a satisfactory report. The freights from New York to Hamburg show a considerable increase, and give for the time the largest revenue. As for the West Indian line of this Company the freights have continued to be most remunerative, and it is intended to despatch, as already reported, a vessel twice a month from the 1st December. The steamer *Vandalia* has been chartered by the South American Steam Packet Company, and has left our port for the Brazils with a full cargo. The result of trading has, therefore, been this year generally favourable, but a dividend cannot be expected, as the losses of the past year, which are still to be provided for, have been too great.

The second of the above mentioned meetings of shareholders was that of the Commerce and Discount Bank, which took place on the 22nd of this month. You will remember that a number of shareholders of this establishment requested the directors to call this meeting with the intention to propose a reduction of the paid-up capital to the amount of sixteen and a half millions of marks. This reduction was agreed to by 1,572 against twenty-one votes. Another meeting during the past fortnight has been that of the shareholders of the Railroad Waggon Constructing Company, in Hamburg. The directors declare in their report (July 1, 1874, to June 30, 1875) a dividend not to be advisable, as the transactions during the year under review have only reached the sum of 2,933,652 marks, that is, not much more than a half of the transactions in 1873-74. Orders to the amount of one and three-quarter million of marks are carried over to the new year.

The German Transatlantic Steam Navigation Company held a meeting of shareholders on the 26th Nov., and has issued a report, which contains the following details. The association with the Hamburg American Packet Company, which had been resolved at the meeting of the 24th April, is now completed; the Transatlantic Company has delivered to this company six large steamers (the *Schiller* has been wrecked, it will be remembered), the steamer *Hoboker*, six lighters, several buildings in Hamburg and Gluerkstadt, together with provisions, coals, and other materials. The Hamburg American Packet Company paid for this:—

m.100,250	cash.
4,750,000	in 5 per cent. Preferred Bonds of the Hamburg American Packet Company.
6,474,750	in fully paid shares ditto.
m.11,325,000	and
173,332	cash for the above-mentioned provisions, coals, and materials.
m.11,498,339	
248,700	have besides this amount been realised for sold ground-property in Hamburg.

The directors propose a liquidation of the company, and a realisation to this effect was proposed at the meeting on the 26th inst., but this meeting was such a noisy one, and so many interpellations were made to the directors, that a second meeting has to take place, which is already called for December 16.

The East Siberian Trading Company has called a meeting of shareholders for December 16. The report and balance-sheet are not yet published.

During the night of Nov. 23 the Danish schooner *Victor*, from Altona to Copenhagen, whilst lying at anchor on the lower river near Brunshausen, was run into by the English steamer *Ouse*, and so severely damaged that she sank almost immediately. The crew with great difficulty saved their lives, but lost all their effects; the steamer received very little, if any, damage. Another case of collision, exactly similar, took place yesterday morning between the English steamer *Sultan*, for Hull, and the Danish schooner *Astrea*, for Helsingborg, with guano. The latter vessel, while at anchor at the same place as the *Victor*, sunk very shortly after the collision, the crew being saved, except one ordinary seaman.

Fears are entertained here that the steam fleet of Hamburg, which only recently had to complain of a considerable loss (that of the steam-collier *Altona*, which foundered off Sunderland in an easterly gale), has again suffered; the *John Sauber*, s.s., Captain Ohot, which left Sunderland on Nov. 19, with a full cargo of coals, for Hamburg, has

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neither arrived here nor been heard of, and no doubt, in the recent gales, has foundered, with all hands. The *J. H. Love*, of Flensburg, from Cronstadt to Amoor, with provisions, &c. (Russian Government charter), proceeded on her voyage from Elsinore on Nov. 17, and perhaps may call at some port in China.

It is gratifying to state that the building of iron steam vessels in Germany makes good progress; this is especially the case at the yard of the Norddeutsche Schiffbau Artien Gessellschaft (Company for the Construction of Vessels) at Kiel, which company, from the 1st July, 1874, to the 1st July, 1875, besides a very reasonable allowance for diminished value of the yard, tools, &c., have been able to pay a dividend of 12.4 per cent. per annum, certainly a good result for such a dull period for all branches of the business as the present. The company has at present six steamers under construction, among which there are, besides the *Hesperia* steamship, 2,000 tons (for the Deutsche Dampfschiff Gessellschaft), two iron frigates for the German Navy. The Vulcan, another company at Stettin and Konigsberg, is also doing very well, and has also already built several vessels for the Imperial Government.

The newly-reported measures of the English Government, concerning the Suez Canal, has met here, as well as throughout the whole country, with uniform approbation. Certainly the unexpected news created some stir upon our Exchange, but calmly regarded, every one acquainted with the question finds that the step is the best way of securing a neutral character and good futurity to this great fairway.

As news very important to the shipping interest, especially for the North Sea trade, it is to be reported that the Government of Denmark has at last given hearing to many complaints made about the insufficient providing of the dangerous Horns-reep, on the Western Coast of Juteland with sea marks, and that this obstacle in future will be provided with a light vessel.

Regarding our communication with East India, China, &c., we only have to report the arrival of one vessel, the Carl and Augusta, from Leonka (Pacific Ocean), on Nov. 20. Of departures are to be reported the Terpsichore, on the 17th, for Wellington (N.S.); Frank Wilson, for Papeite; Orion, on the 22nd, for Enderburg; G. H. Wappaeus, on the same date, for Singapore; the Candare, on the 24th, for Yokohama; and the Zylland, on the 27th, for Hong Kong; the latter lost her martingale on the river, but was not retarded by this little mischance. On the berth are at present for the Far East the before reported vessels: Bellona (s.s.), to leave on Dec. 15; Therese Behn and Deutschland, both slowly filling up; the Gutenberg is advertised for Wellington (N.S.), on the 10th Dec.; and the Anna, for San Francisco. At the present rates of freight, I may quote heavy goods at 45s. to 50s. in full; measurement goods, 50s. and 10 per cent. for forty cubic feet (English) for steam; 15s. and 20s. respectively for sail, both for Singapore. Shipping in general goes on fairly, but for two days a rather severe frost (7 to 8 degrees at nights) has set in, and this morning there is much young ice in the river, which would soon obstruct the traffic at least for modern sailing vessels if the frost should keep on.

In regard to the affairs of the International Bank, no definite action has been taken. Dr. Mittelstruss, who represents the section of shareholders who advocate winding up, does not feel strong enough to challenge the board of directors who are opposed to it.

PRODUCE MARKETS.

The tone of our Produce Markets is without any animation, and transactions of importance are not the rule.

COTTON.—Business has been of a very limited character. Quctations for Surat and Bengal quite nominal.

SPICES.—Mace and Nutmegs in limited demand, the former are quoted m.6.20 to 6.60; the latter m.6.40 to 7.00 per kilo. Cloves maintained; Amboina m.172 to 175 per 50 kilo.

PEPPER: Quotations are reduced to m.53.50 to 54.00 for Singapore, and to m.40 to 50 per kilo. for Penang quality.

RICE has freely moved; quotations, Japan m.10 to 13½; Java, m.12 to 14; Java table, m.16 to 21; Bengal, m.11 to 15; Siam, Madras, Ballam, m.8 to 11; Rangoon, m.8¾ to 9; Bassein, m.8½ to 8¾; Arracan, m.8¼ to 8½; Maulmain, m.8¾ to 9; Saigon, m.8 to 8¼, per 50 kilo.

TEA quiet, and demand only for consumption; quotation per ½ kilo.: Congou, ordinary to good ordinary, 1.00 to 1.15 marks; ditto middling to fine, 1.35 to 4.00; Souchong, ordinary to good middling, 1.20 to 1.70; ditto fine, 2.60 to 4.00; Caper, 1.50 to 2.00; Souchong, 0.90 to 3.00; Pecco, ordinary to good middling, 1.80 to 2.40; ditto fine, 3.80 to 5.00; ditto orange, 1.25 to 3.40; Haysanschin, 0.90 to 1.80; Tonkay, 0.90 to 1.80; Younghaysan, 1.10 to 2.70; Haysan, 1.70 to 3.60; Imperial, country, 1.50 to 3.60; ditto, Canton made, 0.90 to 1.70; Gunpowder, country, —; ditto, Canton made, 0.85 to 2.60.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, DEC. 1.

"Much ado about nothing" may be said of a three days' debate which has taken place in the Second Chamber. It was a struggle for mastery, and the Liberal members did all they could to beat the Cabinet, but in vain. The result of the prolonged discussion was equal to nothing. It is a common error in politics to command means with ends, and the Liberal party took on this occasion a relatively insignificant question in order to overthrow the Cabinet. You will remember that the First Chamber passed, some weeks ago, a vote that the Ministry had not promoted the interests of the country by concluding a contract with the Dutch-Rhenish Railway Company for a junction at Rotterdam. In consequence of this fact the Premier and the Minister of the Financial Department tendered their resignations, but the King declined to accept them. The Ministers consequently remained in office. The members of the Second Chamber, however, resolved to pronounce their verdict upon the subject. But, as I have already stated, the endeavour was unsuccessful, inasmuch that no majority could be obtained for the resolutions which were brought forward. The Ministerial crisis is therefore once more delayed, and the majority must wait for another chance of overthrowing the Cabinet. It is by no means quite clear why such a policy is practised just now, and I can assure you that this opposition is not approved by the majority of the nation. Even Liberal papers criticise the behaviour of the majority in Parliament and demonstrate that the moment has not yet arrived to force the Ministers to leave office. It is of course a constitutional anomaly that a Cabinet having only a minority in Parliament at its command should take the reins of Government. But this became necessary because the Liberal party was so divided that several of its administrations were obliged by those who ought to have been its supporters to resign. And this division still prevails notwithstanding that Mr. Viruly—the mouth-piece of the Rotterdam clique—has stated that "We are quite ready to govern!" The general conviction is that the Liberals are not ready, and that it would be impossible at the present moment for them to take office. Moreover, the nation is quite content with the measures brought forward by the present Cabinet. What the end of this struggle for mastery will be is not quite clear. In the meanwhile the general discussions upon the Budget were opened yesterday, and singular to say—brought to an end, in only one sitting. Mr. Insinger protested that the country is not duly represented; inasmuch that while the Constitutional Law prescribes that there shall be eighty-three Members in the Chamber, there are in fact only eighty. Mr. Blusse made some sharp remarks about the state of our finances, and demonstrated that the Minister had not done all he might have done to increase the national revenue. The Minister defended his policy, and was backed by the Liberal member, Mr. de Bruyn Kops. An other Liberal, Mr. Van Eck, advocated once more that Java does not contribute to our treasury to the extent it ought to do. He was of opinion that the colony still owes to the mother country a large sum, and Mr. Kops maintained that all the favourable balances, resulting of course from the "squeezing" system, ought to be used for reducing our taxes. It is not enough that the Colonial revenue is employed to build *our* railways, *our* harbours, and *our* fortresses; we must also make the natives pay *our* taxes. These are now the glorious principles of our Liberals; but let me in justice add, that Mr. Van de Putte warmly protested against such a policy.

I just now said that people are quite content with the measures of the Cabinet, but it is necessary to qualify this by stating that there is no sympathy at all with the plan of the Minister, Van der Heim, for the reorganisation of our system of taxation. In my last letter I told you that he proposes to levy a tax of twenty-two cents per kilo. upon tobacco, whether manufactured or not, and this does not please either the trade or our smoking population. His project was scarcely known before a meeting was held in Rotterdam of "parties interested in the trade and consumption," in order to protest against the measure. It was scandalous, it was said, to destroy in this way our tobacco trade with Java, which in ten years has increased from 150,000 bales, representing eighteen millions, a year to 270,000 bales, of a value of twenty-five millions. Our cigar manufactories flourished; our cigars are sent to every country in Europe; a large number of acres of land are devoted to the growth of the plant; and the annual produce of the home grown crop amounts to 2,500,000 kilo. It may therefore be fairly accepted that tobacco is one of the best branches of our trade. All this the Minister will annihilate by his tax, which is even higher than that imposed in Belgium and Germany, and it would, moreover, be most unjust to the poorer classes, who would have to pay for their tobacco, now obtainable at eight or ten pence the pound, as much as the rich man for his Havana cigars. This evening a meeting will be held here, and we shall probably have a repetition of the same arguments. This anti-tobacco tax movement is very general, and it is highly probable that both Mr. Van der Heim and his plans will disappear at the same time.

Prince Alexander has started for Algiers. His health—it is stated—is very bad. The Queen has quite recovered, and she would have gone out if the weather had not suddenly become bitterly cold and wintry. The canals are frozen, and the streets are covered with snow.

It is stated that the Star Ball Line Company has given up the competition with the other East Indian Steam Navigation Companies. Its steamers, according to the *New Yorker Handels Zeitung*, will henceforth ply between New York and the Brazils.

A lull still prevails on the Bourse. There is the greatest want of confidence, and people decline to invest their capital. Money is very cheap. The new year will bring us a *nouveauté* in banking, viz., a Co-operative Bank, à *L'instar de Londres*. I do not know if it is quite safe to repeat the rumours which are current about this plan. All that I dare to say is that the public has not much confidence in those financial self-help-institutions.

PRODUCE MARKETS.

The Market for Colonial Produce has remained very dull, and private transactions have been of no importance.

COFFEE.—The Trading Company's auctions, at which 93,226 bales were offered, went off satisfactorily, especially for the green quality, which realised ½c. to 1c. above the valuations, the other sorts being sold ½c. to 2c. under the brokers' valuation. The market is now very quiet.

TEA looks rather dull, though some small parcels have changed hands; prices, though nominal, are firm.

SUGAR.—The market is not much altered; some days ago there was some improvement, but buyers disappeared again.

RICE quiet, without transactions; Java and Java table have met with a trifling demand.

SPICES.—A few small lots were brought into the market, and found ready buyers at, in some instances, former prices; pepper unaltered.

COTTON.—There is no speculative demand, notwithstanding that prices are very low.

JAVA TOBACCO has been quiet; several parcels Java and Sumatra have arrived. In December important lots will be offered by private tender.

JAVA INDIGO.—Except the 130 chests damaged ex Thomas Sorby no parcels of any importance have found buyers. Prices remain unaltered.

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Monetary and Commercial.

Tenders for £700,000 in bills on India were received at the Bank of England on the 1st inst. The amounts allotted were:—To Calcutta, £376,900; to Bombay, 269,600; and to Madras, £53,500. Tenders on all the Presidencies at 1s. 9 7-16d. will receive about 9 per cent., above in full. These figures show a slight falling off in the demand for remittances to the East.

The allotment letters have been sent out of an issue of Six per Cent. Debentures for £150,000 of the Telegraph Construction Company, to replace Seven per Cent. Debentures falling due. The issue was made exclusively to the shareholders of the company; but from the amounts allotted the applications have been largely in excess of the issue.

The Eastern Telegraph Company (Limited) announce that their rules and regulations, based on the recent international Telegraph Convention of St. Petersburg, are now issued, and will come into operation on the 1st January, 1876. The Indo-European Telegraph Company (Limited) have also issued their tariff from same date.

The directors of the Eastern and Eastern Extension Telegraph Companies have decided to call their shareholders together on the 16th inst., to consider a proposal to duplicate their lines from Suez to Aden and Bombay, and from Rangoon to Penang.

Mr. Malet, C.B., Her Majesty's Secretary of Legation at Rome, attended on the 29th ult. at Macclesfield on behalf of the Foreign-office, to make inquiries as to the facts connected with the English silk trade which should guide this country in the negotiations with reference to the renewal of the Italian Treaty, which expires in June next. Mr. Brocklehurst, M.P., and some influential members of the Chamber, met Mr. Malet, but in the absence of any knowledge respecting the views of the Italian Government, the conversation was principally of a speculative character.

In reference to the statement in our last issue, in regard to Messrs. Peele Hubbell, and Co., of Manila, we understand that the meeting we announced was confined to the *depositors*, who willingly afforded the necessary time. The general mercantile business of the firm has not been disturbed by this event, which may be attributed to the panic caused by the failure of Messrs. Russell and Sturgis.

The total quantity of tea delivered from the bonded warehouses in London during the week ending the 27th ult. was 3,120,263lb., of which 2,088,641lb. was for home consumption, 775,990lb. was removed coastwise, 139,868lb. was exported, 111,702lb. was sent coastwise for exportation, and 4,062lb. was for ships' stores. The duty received amounted to £52,216, which, when compared with the £52,959 received in the previous week, exhibits a fall of about 1½ per cent.

The Market for Bar Silver has become slightly weaker, and the supply by the Pacific and West India steamers has been sold at 56¾d. per oz. for Spain and Paris. Mexican dollars, about £60,000 in value, have been sold at 55¼d. per oz. showing a reduction in price of ¼d. per oz. They have been taken partly for China. Exchange on India for Bank drafts at sixty days' sight is 1s. 9 1-16d. per rupee.

The amount of bullion per P. and O. steamer *Surat*, from Southampton on the 2nd inst. was: In gold to Galle, £2,158; to Penang, £2,000; to Singapore, £4,500; in silver to Penang, £20,000. Total in gold, £8,658; in silver, £20,000.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—There is no improvement to notice in the tone of our market, which still continues to be very inactive, and the amount of business is much below that usual at the period of the year. Importers generally refrain from pressing sales, especially of the better kinds, but considerable sales have been made of common to good common Congous, both in red and black-leaf-kinds, from 9d. to 11d. per lb., showing a further decline of ¼d. to ½d. per lb. The public sales have consisted of 12,717 packages, the whole of which have been offered and sold without reserve. The stock in the United Kingdom on the 30th ult. was estimated at 97,009,000 lbs., against 80,672,000 lbs. last year, and the quantity afloat (advices by letter) at 11,373,000 lbs., against 31,192,000 lbs. of China tea, and 1,019,900 lbs., against 2,020,000 lbs. of India tea.

Congous.—Red-leaf kinds: Siftings being comparatively scarce, are in fair demand at previous prices. Sales of common to good common have been made from 9d. to 11d. per lb., being ¼d. to ½d. per lb. lower. Fair to good Kaisows meet only a slow sale at about previous prices. A few fine have been sold at previous rates. Pak Lin kinds show no alteration; the demand continues limited. In Black-leaf kinds sales have been made at auction and privately from 9d. to 10½d. per lb., being rather lower prices. Fair medium kinds from 1s. 1d. to 1s. 3d. are heavy of sale. There has been a moderate inquiry for good medium from 1s. 4d. to 1s. 5d. per lb. Good to fine show no material alteration; a few sales have been made from 1s. 6d. to 1s. 9d. per lb. Finest remain dull of sale in the absence of Export demand. Newmake kinds: Common have sold from 9½d. to 10d. per lb., being rather easier: other sorts showing but little change. Oolongs have sold at public sale at previous prices. In Souchongs there is no material alteration to notice.— *Scented Teas:* Canton Capers sell slowly at the decline last quoted. Orange Pekoes: long-leaf kinds have been difficult of sale at a decline of about 1d. per lb. Foochow Capers remain very unsaleable. Orange Pekoes: fair kinds have sold from 1s. to 1s. 1d., being ½d. per lb. lower; good to fine show no change, but there is not much inquiry for them.—*Green Teas:* The sales making are chiefly at public auction at low and irregular prices for common to fair Moyune kinds and nearly all grades of Ping Suey, the finer lines selling rather better.

Messrs. Thompson's Circular says:—The market has been extremely dull, and there has been almost a cessation of business, except the public sales, which have also been small in extent. The arrivals for the last month have been very heavy, and the stock in the United Kingdom is 97 millions, against 80 millions last year. Importers, however, are inclined to firmness, looking at the moderate amount still to come forward before the close of the season.—*Foochow Congous:* Siftings and broken leaf are not at present in over supply, and quotations are unaltered. Common to fair have been realised at auction at lower rates—9½d. to 11½d.; medium to fine are held for late prices, but are not in demand.—*Black Leaf Congous:* Common to good common continue to be pressed at auction at 9d. to 10½d. per lb., in some cases showing easier rates; fair to medium are dull at 11½d. to 1s. 4d. per lb., and good to fine, at 1s. 6d. to 1s. 10d., can only be realised at some concession in price, but importers generally are firm, and prefer withdrawing their Teas from the market.—*Souchongs:* Fair to medium are still wanted at 1s. 2d. to 1s. 6d. per lb.—*Scented Teas:* Canton Capers and Orange Pekoes are not inquired for, and prices remain nominally the same. Foochow Pekoes do not show any improvement, and fair to medium, well scented, sell at 11½d. to 1s. 3d. per lb.—*Green Teas:* There is not any change to notice in these descriptions.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 30th Nov., 1875, was estimated at	97,000,000	80,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	4,000,000	7,477,000
Amount on the water advised by telegraph to 18th Nov., against actual shipments to same date last year	19,770,000	39,927,000
	120,770,000	127,404,000

SILK.

Mr. John Kershaw's Circular reports that the market has been without animation; there has been very little desire shown to purchase, and Importers have been throughout the month firm holders. In China Silk there has been a daily small business for the supply of wants, Tsatlees from 13s. 6d. to 14s. 6d. have been in most demand, but buyers have been very difficult to please; some recent arrivals of common Tsatlees have changed hands at 12s. 6d. to 12s. 9d., but the demand for the better class of No. 5 Silk seems to have ceased. Good Kahing Taysaams are still scarce, the few parcels which have come to hand having found buyers at 15s. 9d. for Chop "Gna Ling." Japan Silk is quite neglected, the low prices of Italians having apparently induced Manufacturers to supply its place with that Silk for a time. Cantons remain very dull; No. 4 Tsatlee reel is generally held for 11s., but at this price there are no buyers; a few parcels of choice No. 1 have changed hands, but the medium sorts are not inquired for. Bengal Silk is still quite out of favour. The Deliveries for November did not keep pace with importations, and there is therefore a slight increase in the stocks, but compared with this time last year figures show a diminution of nearly 12,000 bales, total Stock on 1st December being 30,088 bales, against 41,966 at same date in 1874, the whole of the reduction being in China Silk.

Messrs. Waithman, Hogg and Co.'s Circular says:—There is no improvement to notice in the position of the market, the business of the past month has again been on the most limited scale, and chiefly restricted to the supply of special requirements; importers, on the other hand, have been content to wait until a more general demand sets in, and as a rule are firm holders. Both Chinas and Cantons have been in very small request, transactions in the former being mainly in best Kahing Taysaams and good Tsatlees, and these have commanded full rates, but in other classes there has been little or no disposition to do business. Japan Silk has shared in the general inactivity. The deliveries continue on a fairly satisfactory scale, but owing to the larger arrivals of last month, there is a slight increase in the stock of Chinas, Cantons, and Japans.

Messrs. Durant and Co.'s Circular says:— We have to report a month of very small transactions in Silk. The deliveries are fairly good, and holders generally very firm. Buyers, too, make no attempt to induce reduction in price, but in the meantime they take only what they really require, unless tempted by some small parcel of special size or quality. Japan Silk is evidently feeling the competition of European Silk, which is much pressed for sale—otherwise the low prices at which it is offered would ensure a larger consumption. In Canton Silk there has been little general business, the better classes only attracting attention, the large deliveries being chiefly from the Silk sold in the public sales of the previous month.

	Stocks. Nov. 30.		Imports. Jan. 1 to Nov. 30.		Deliveries. Jan. 1 to Nov. 30.	
	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.	1874. Bales.	1875. Bales.
China ...	27,928	16,729	34,017	21,535	34,293	35,497
Canton ...	4,424	5,902	2,819	6,759	6,459	5,982
Japan ...	5,148	3,992	5,980	4,445	7,577	5,973

CINNAMON.

The last quarterly auctions of the present year, which were held on the 29th ult., offered a total of 3,515 bales Ceylon, against 1,969 bales at the August sales, and 3,025 bales in November, 1874. The sales commenced flatly, and as biddings were only made at some reduction, a good portion was bought in. Importers afterwards met the market

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freely, and nearly the whole of the remainder found buyers at an irregular decline; fine qualities, of which a larger proportion than usual consisted, showed the greatest decline, first sort and superior being 3d. to 5d. per lb. lower than the previous auctions, second sort was 2d. to 3d., and third and fourth sorts 1d. to 2d. cheaper, whilst coarse and jungle sold rather dearer; one case very superior selected sold at 4s. 8d. Of the whole about 2,550 bales were sold at follows:—

808	First sort, superior sold at...	3/2 to	3/9
	good to fine	2/8	3/1
	ordinary to medium	2/3	2/7
1,510	Second sort, fine and superior	2/7	2/11
	medium to good	2/3	2/6
	ordinary...	2/	2/2
895	Third sort, good to fine	2/4	2/6
	ordinary to medium	1/11	2/3
302	Fourth sort, good to fine	1/11	2/
	low to medium...	1/2	1/10

Of 374 bags Ceylon Chips offered about 240 bags sold at steady rates, middling to good at 4¾d. to 6½d., cuttings and broken quill at 11d. to 1s. 7½d. per lb.

The next sales are fixed for the 28th February.

COFFEE.—A larger supply has been offered than for many weeks past, the greater part consisting of plantation Ceylon, which met a steady demand, and sold at firm rates for coloury, but 6d. lower for grey. Other descriptions of East India have been mostly bought in. Plantation Ceylon has sold, triage at 87s. to 93s., grey to coloury small at 96s. 6d. to 102s., low middling at 103s. 6d., middling at 104s. to 106s. 6d., good middling and bold at 107s. to 110s., pea-berry at 118s. to 120s. 6d. The supplies of Native Ceylon have been nearly all bought in or withdrawn, fine ordinary at 94s., only 95 bags being sold, good ordinary at 93s., pea-berry at 102s.; of other East India 246 bags Singapore sold, mixed pale Bally kind at 88s., good ordinary pale 90s., good bold pale 97s. 6d.; 215 bags mixed Singapore were bought in at 83s.,and 200 bags Manila have been sold at 93s. per cwt.

CHINA STRAW PLAIT.—At auction 336 bales 3 cases met a moderate demand, and 130 bales and the cases sold, chiefly white ordinary to middling coarse, £7 17s. 6d. to £9 17s. 6d.; good middling to good qualities, £11 to £17 10s.; fine, £22 15s. to £29 15s.; one case superior, £39 10s.; ordinary (new) mottled, £6 7s. 6d. to £6 10s.; fair ditto, £10 5s. per bale.

CHINA PRESERVES.—At auction of 234 cases Ginger offered, 160 cases sold at 6¾d. to 8½d., large jars 9¾d. Twenty-six cases Chow Chow partly sold at 7¼d. per lb.

COCOANUT OIL.—The demand has been quiet; Cochin is quoted £41 10s., Ceylon £38 15s. to £39. Ceylon for future shipment is rather more inquired for, with buyers at £38 10s., and sellers at £39. Of 93 casks Cochin in public sale 4 casks fair sold at £40 10s., the remainder bought in at £40 10s. down to £38 for low. Of 166 casks Ceylon 18 pipes fine sold at £39, 11 puncheons at £39, and 45 hogsheads at £39, one lot £39 5s.

COIR GOODS.—At the public sales small supplies of Yarn at auction went off slowly for common kinds, and prices were rather lower, but good to fine, both dholls and bales, sold at firm rates. The few lots of Fibre, mostly in second hands, were partially sold at full prices. Rope was chiefly sold at rather irregular rates. 100 bales fine Ceylon Yarn sold at £43 15s. to £44 15s.; of 155 tons in dholls about 90 tons sold, very common to common at £24 5s. to £25 15s., good common to medium at £27 to £29, chiefly good even make at £32 10s. to £35 5s., fine at £37 15s. to £40.

COTTON.—The market maintains a steady tone, although the demand has been rather slow, and sales are moderate. The sales for the week ending last evening are about 7,200 bales. On the spot: Tinnivelly at 5¼d. to 5⅞d., fair to fine; Western Madras 4¾d. to 5¼d., middling fair to fine; Northern ditto 5⅝d. to 5⅞d., good fair to good; Scinde 5d., good; Bengal 3¾d. to 4⅝d., middling fair to good. For arrival: Tinnivelly 5½d. to 5 9-16d. December-January, good fair; Western Madras 4 13-16d. to 4¾d. December-January, good fair, 4 9-16d. fair; Coconada 4 13-16d. June sailing, fair red.

COLOMBO ROOT.—Of 38 bales offered 22 bales dull with some fair bright sold at 20s. to 21s. 6d., and 3 bales pink with tops at 1s. 10d. to 1s. 11d.

CANTHARIDES.—Four cases China have been sold at 3s. 7d. to 4s.

GALLS.—Privately 100 cases China have been sold at 62s. 6d.

GAMBIER continues slow of sale; about 200 bales have been sold at 26s. 9d. to 26s. 10½d. for whole bales.

HIDES.—At the periodical public sales yesterday there was only a moderate demand for East India. Singapore and Batavia Ox and Cow, of good quality, brought full rates, but Rangoon were inferior, and sold at low prices. There was hardly any bidding for Buffalo.

INDIA-RUBBER.—There has been a fair demand at auction for West India, but 172 cases Borneo were bought in at 9d. to 1s. 3d., except 21 cases, which sold at 1s. 2¼d. to 1s. 2¾d., ordinary 9d. per lb.

JAPAN TALLOW.—Of 179 tubs offered in public sale 147 tubs sold, very dark brown partly rather greasy and dregged to rather dark and dark fair bodied dregged at 40s. to 42s. 9d.

JAPAN WAX.—An offer of 140 boxes Japan, chiefly good slabs, was bought in at 49s. per cwt.

MUSK.—Of 50 caddies Tonquin offered 33 caddies sold, 1st pile, good shaped with a few rather skinny at 47s. 6d. to 50s., rough and bally with some fair shaped at 43s. to 43s. 6d., 2nd pile fair shaped at 23s. 6d. to 22s., rough and skinny partly bally at 16s. 6d. to 15s.; 7 tins good Cabardine sold at 14s. to 14s. 6d.; 3 tins pods bought in at 2s. 6d. to 7s. 6d.; 1 tin skins sold at 2s. 11d. Of 11 tins grain 5 tins rather dark and damp of rather indifferent flavour sold at 36s. 6d. to 37s. 6d., the remainder bought in at 65s. down to 30s. for inferior.

PEPPER.—*Black:* The public sales offered a total of 2,638 bags, consisting chiefly of Singapore, which was difficult of sale, and only a small part was disposed of at previous rates. Of 1,447 bags 400 bags sold, fair to fine at 5¼d. to 5⅞d., inferior mixed at 5d. Of 813 bags Siam 450 bags sold at 4¼d. to 4⅝d., the remainder bought in at 4¼d. Of 352 bags good Trang 20 bags sold at 5d. *White:* Only 129 bags were offered by auction, but all bought in, 31 bags good Singapore at 8d., and 98 bags Penang at 7⅝d. *Long Pepper:* 77 bagsSingapore bought in at 75s.

RICE.—The market has been quiet, with few transactions reported this week. Business has been done in new Rangoon, February and March shipment, at 8s. 4½d. A cargo of Rangoon off the Coast sold at 8s. for the Continent. On the spot, 250 tons broken Rangoon sold at 6s. 7½d. per cwt.

RATTANS.—At auction of 19,140 bundles (88 tons) offered only about 4,000 bundles sold, common £16 10s. to £16 17s. 6d., Penang £26 per ton.

SPICES.—*Nutmegs:* At auction 54 cases 21 casks Penang and Java, consisting chiefly of limed, met little demand, and were all bought in, average 96 nuts to the lb. at 3s., 106 to 121's at 2s. 10d., but mostly limed 190 to 96's at 1s. 2d. to 2s. *Mace:* The larger supply of 44 cases Penang met biddings only at some reduction, and the bulk was withdrawn or bought in, only 4 cases selling at 2d. decline, middling red at 2s. 2d.; 20 boxes ordinary Java bought in at 2s. per lb.

SAGO.—In public sale the good supply of 2,011 bags, consisting almost entirely of small, went off flatly, and only 1,000 bags sold at a decline of 3d. to 6d. per cwt., good bright small pearl at 16s. 6d. to 17s., grey to middling at 15s. 6d. to 16s., heated at 13s. 6d. *Flour:* 1,448 bags Borneo were all sold at 13s., a few lots at 13s. 3d.

SUGAR.—No improvement has been apparent in the market, and the inquiry being extremely limited, transactions have been scanty, no alteration in prices can therefore be reported. There has been a complete absence of business in East Indian descriptions.

TOBACCO.—In public sale 462 bales Japan sold at 6¾d. to 7⅞d., 999 bales Japan damaged 2d. to 7d., 176 bales China 7d. to 8d., 124 bales China damaged 5⅞d. to 7d., 37 bales Sumatra chiefly 1s. 5d. to 2s. 9d., 3 bales Java 1s. 11d. to 3s. 11d., and 1 bale Manila 3s. 7d.

TAPIOCA.—646 bags Singapore went off slowly, and only 100 bags sold, good small at 2¼d., the remainder bought in, fine at 2⅝d., old at 2⅛d.; also 316 bags old Penang at 2¼d. *Pearl Tapioca:* Supplies continue in excess of demand, and of 898 bags offered 524 bags sold at barely previous rates, chiefly good medium at 18s. *Tapioca Flour:* Of 698 bags Singapore 410 bags sold again easier at 1⅞d. to 2d., chiefly at the latter price.

TIN.—Messrs. French and Smith's Circular says:—Last month the news of the murder of the British Resident at Perak, a district in the Malay Peninsula from whence we draw an important supply of Straits Tin, and the consequent conflict between our troops and the Malays, caused some speculative buying, and prices advanced about £2 per ton; but shortly afterwards direct telegraphic communication with the Straits Settlements became interrupted, and both buyers and sellers refrained from entering into further engagements. The market became languid, and the advance was soon lost. Deliveries of foreign here and in Holland have been small as compared with previous months, but for English there has been an improved demand. Some attention has been drawn to a letter appearing in a public print, from which it would appear the production of the Straits has considerably increased; the actual figures may therefore be not uninteresting. Shipments from Penang and Singapore to America and Europe for ten months ending October 31st, 1875, were 9,071 tons, against 7,492 twelve months 1874, 6,963 twelve months 1873, 9,785 twelve months 1872, from which we infer that during 1873 and 1874 the yield fell off, owing to disturbances at the Laroot mines, and that during the present year production has regained its usual proportions. On the 30th ult. 23,041 slabs Banca sold at Dutch Trading Company's sale at average price of fl.50.60, equal to about £86 10s. laid down here. Quotations are, Straits on the spot £81 10s. to £82, afloat £82; Banca £86, Billiton £83 per ton.

Stock of	Dec. 1, 1875. Tons.	Dec. 1, 1874. Tons.	Dec. 1, 1873. Tons.
Foreign in London, estimated at...	5,950	2,698	1,537
Banca in Holland, Warrants ...	410	815	1,500
Billiton in Holland, ditto... ...	770	1,025	570

VANILLOES.—In auction an offer of Java frosted sold 5 to 5½ at 32s., 5 to 6 at 34s., 4½ to 5½ at 36s., slightly mouldy 4½ to 7 at 28s. 6d., 4½ to 6 at 28s., 4 to 4½ at 26s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

There has been no improvement in the demand for either Yarns or Goods, and the tone of the Market has been quite tame, with the tendency of prices in buyers' favour, still without any disposition on the part of producers to make reductions for the sake of further engagements.

QUOTATIONS FOR CHINA GOODS.

		lbs.		Count.		Reference No.		Price.		Price this time last year.
Grey Shirtings	... 39 in....	7	...	14×13	...	37	...	6/6	...	6/7½
Do. ...	... „ ...	7	...	14×13	...	38	...	7/7½	...	8/0
Do. ...	... „ ...	8 4	...	16×15	...	39	...	7/9	...	7/10½
Do. ...	... „ ...	8 4	...	16×15	...	40	...	9/0	...	9/6
Do. ...	... „ ...	9	...	19×19	...	41	...	11/1½	...	11/4½
Do. ...	... „ ...	10	...	19×19	...	42	...	11/10½	...	12/4½
T-Cloths ...	... 32 in....	6	...	14×14	...	43	...	4/10½	...	5/1½
Do. ...	... „ ...	6	...	15×15	...	44	...	5/1½	...	5/6
Do. ...	... „ ...	7	...	15×15	...	45	...	5/7½	...	5/9
Do. ...	... „ ...	7	...	16×16	...	46	...	6/0	...	6/3
Mexican ...	... „ ...	7	...	18×18	...	47	...	6/0	...	6/4½
Do. ...	... „ ...	7	...	18×18	...	48	...	7/0	...	7/6
Do. ...	... 36 in....	8	...	18×18	...	49	...	7/0	...	7/6
Do. ...	... „ ...	8	...	18×18	...	50	...	8/0	...	8/7½
Spots ...	... White...	—	...	—	...	51	...	10/3	...	10/0
Brocades ...	... „ ...	—	...	—	...	52	...	10/3	...	10/3
Drills ...	... 30 in....	15	...	—	...	53	...	3 5-16d.	...	3⅝d.
Do. ...	... „ ...	15	...	—	...	54	...	3⅜d.	...	3⅜d.
Jeans ...	... „ ...	8	...	—	...	55	...	7/6	...	8/1½
Do. ...	... „ ...	8	...	—	...	56	...	8/10½	...	9/0

Water Twist.	16/24	28/32
Good Seconds	10	11¼
Best do.	10¾	12¼

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SHIPMENTS OF METALS FROM LONDON AND LIVERPOOL TO CHINA.

	Iron.							Steel.		Copper.		
	Rails, &c.	Pig.	Bar and Bolt.	Rod.	Hoop.	Sheet.	Foreign.	English.	Foreign.	Cakes, Ingots, and Tiles.	Rods.	Sheets and Sheathing.
	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.	Tns.
Jan. to Oct., 1875 ...	301	3676	2237	7567	377	1330	2590	50	452	16	13	101
Nov., 1875	214	32	233	434	12	126	18	...	...	...	...	4
Jan. to Nov., 1875 ...	515	3708	3970	8001	389	1456	2608	50	452	16	13	105
Jan. to Nov., 1874 ...	...	1783	5805	10705	590	1416	54	23	291	31	3	57

	Yellow Met		Lead.			Spelter.	Zinc.	Tin Plates.	Quicksilver.
	Sheets and Sheathing.	Nails.	Pig Lead.	Sheets and Pipe.	Shot.				
	Tons.	Tons.	Tons.	Tons.	Tns.	Tons.	Tons.	Boxes.	Bot.
Jan. to Oct., 1875 ...	746	35	8017	122	...	87	45	23490	5542
Nov., 1875	8	...	600	...	...	...	3	2500	...
Jan. to Nov., 1875 ...	754	35	8617	122	...	87	48	25990	5542
Jan. to Nov., 1874 ...	935	37	8528	165	10	80	109	14799	7292

WOOLLEN GOODS.—LONDON QUOTATIONS.

		s.	d.		
HH	Long Ells	34	9	per piece	Scarlet
HH	Spanish Stripes	2	11	„ yard	„
HH SS	Camlets	66	0	„ piece	„
HH	Lastings (6 reed)	58	6	„ „	Gentian
H	Do. (5 reed)	52	6	„ „	„
HH	China Figures	20	0	„ „	Black
H	Do. do.	16	9	„ „	„
LL	Do. do.	16	0	„ „	„

Nom.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool :—

		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To China ...	102,840	80,750	53,530	188,740	49,339	69,010
	„ Japan ...	— *	2,070	890	255,030	—	49,837
Total		102,840	82,820	54,420	443,770	49,339	118,847
Shipped to the same date last year.....	To China ...	77,100	76,810	49,910	269,735	40,073	46,649
	„ Japan ...	—	1,680	1,400	145,895	480	35,880
Total		77,100	78,490	51,310	415,630	40,553	82,529
Do. 1873	To China ...	63,240	63,890	29,415	374,942	69,989	55,359
	„ Japan ...	—	840	1,240	148,349	100	86,694
Total		63,240	69,730	30,655	523,291	70,089	142,053
Total shipped during the year 1874 ...	To China ...	89,040	83,900	52,010	284,845	47,135	48,485
	„ Japan ...	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China ...	69,340	76,020	30,955	400,082	73,517	59,820
	„ Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,574

METALS.

Iron.—Welsh: Rails, £6 10s. to £6 15s.; Bars, £7 5s.; Staffordshire Best: Bars, £8 15s. to £10; Nail Rods, £9 to £9 10s.; Hoop, £10 5s. to £12; Sheets, £11 15s. to £13; Scotch Pig, No. 1, £3 3s. to £3 18s.; Swedes, Bars, Hammered, £15 10s. to £16 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £18 10s. to £19.

Yellow Metal.—Sheets, 4 by 4 ft., 7⅞d. to 8d.; Sheathing and Rods, 8d per lb.

Tin.—English Refined, £88. Tin Plates: Charcoal IC, per box, 26s. to 32s. Coke, 21s. 6d. to 26s.

Lead.—WB, £23 10s.; do., other brands, £22 to £22 5s.; Spanish soft, ex ship, £21 10s.; Sheet, £23 10s. to £23 15s.; Shot (kegs extra), £26 10s. to £26 15s.; White do., £29 10s.

Spelter.—Silesian, £26.

Quicksilver.—In bottles of 75 lbs. each, £13.

Messrs. French and Smith's Circular says:—The Metal Markets participate in the general dulness of trade, which is almost stagnation. Iron, for all description of manufactured, continues very depressed and more especially Railway Iron. Pig Iron is, however, in good demand. Copper: Nothing occurred during the past month to change the value of this metal, business being curtailed within the narrowest limits. Tinplates: The shipments continue large, but price rather lower. Lead: There has been a steady demand, and price advanced about 5s. per ton; it is now very firm. English Pig, £22 to £22 5s.; Spanish Soft, £21 10s. Quicksilver during the past month receded to £9 10s., or even £9 in some cases, per bottle, and is now quoted up to £13. The stock on the spot is small. Spelter may be quoted £1 dearer than at the commencement of last month. Zinc unchanged. Antimony without change.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 15	Randama	Boucher ...	Batavia ...	Callao
Nov 25	Gauthoid ...	Landergreen ...	Akyab ...	Flensburg
25	John Howard (s.) ...	Hallett ...	Sourabaya ...	Marseilles
25	Ludovic and Charles ...	Lelievre ...	Ilo Ilo ...	Queenstown
25	G. Broughton ...	M'Cormack ...	Bassein ...	Liverpool
26	Slieve Bloom ...	Scott ...	Do. ...	Do.
26	Antonio Ferraro ...	Crovetto ...	Rangoon ...	Do.
26	Lesseps ...	Steen ...	Akyab ...	Do.
26	Paralos ...	Blanco ...	Reunion ...	Nantes
26	Stillman B. Allen ...	Taylor ...	Yokohama ...	New York
26	Pyrmont ...	Diedrichsen ...	Hong Kong ...	Do.
26	Olustee ...	Nickersen ...	Penang ...	Do.
26	Grasmere ...	Roberts ...	Shanghai ...	Do.
26	Glenartney (s.) ...	Gulland ...	Do. ...	Do.
27	Galley of Lorne (s.) ...	Burgoyne ...	Do. ...	Do.
27	Osaka ...	Lowe ...	Canton, for London ...	Falmouth
28	Cybele (s.) ...	Blair ...	Foochow ...	London
30	Edward May ...	Weston ...	Ilo Ilo ...	Boston, U.S.
30	Harriet Hickman ...	Smith ...	Maulm., for Amstrdm.	Ryde, I.W.
30	Louis de Geer ...	Andersen ...	Do., for Hamburg ...	Do.
Dec. 1	Star of India ...	Holloway ...	Rangoon ...	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 13	Prosperidad ...	Costa ...	Rangoon ...	Carthagena
18	Tassan ...	Sandberg ...	Hong Kong ...	New York
22	Perseverant ...	Lebourdais ...	Saigon ...	Havre
23	Assens ...	Nandel ...	China ...	Antwerp
24	St. Aubin ...	Metaire ...	Singapore ...	Falmouth*
24	Candace ...	Meinsshien ...	Yokohama ...	Hamburg
24	Electra ...	Heiner ...	Batavia ...	Amsterdam
25	Onward ...	Stevens ...	Rangoon ...	London
25	Benledi (s.) ...	Buchanan ...	China and Japan ...	Do.
25	Cheops (s.) ...	Dryden ...	Shanghai ...	Plymouth*
25	J. B. Walker (s.) ...	Green ...	Batavia ...	Southampton
25	Holland (s.) ...	Jaski ...	Do. ...	Do.
26	Ulysses (s.) ...	Byrne ...	Shanghai ...	Liverpool
26	Syskonen ...	Reutervall ...	Rangoon ...	Do.
26	Amarapoora (s.) ...	Stuart ...	Do. ...	Glasgow
26	Annie Fish ...	Hoffsell ...	Hong Kong ...	Cardiff
27	Tamesa ...	Green ...	Yokohama ...	London
27	Strathmore ...	Hemsworth ...	Colombo ...	Do.
27	Jylland ...	Laub ...	Hong Kong ...	Hamburg
29	Peruana ...	—	Singapore ...	Shields
29	India ...	Zachariasen ...	Batavia ...	Cardiff
29	Tranmere ...	Ellis ...	Rangoon ...	Liverpool
30	Premier ...	M'Gilvery ...	Do. ...	Do.
30	Knighton ...	Murphy ...	Manila ...	Cardiff
30	Sir R. Sale ...	Wake ...	Singapore ...	London
Dec. 1	Oceanus ...	Rucknell ...	Hong Kong ...	Cardiff
1	Koning d. Nedl'dn. (s.)	Bruyns ...	Batavia ...	Southampton

* After repairing.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Oxfordshire. For Singapore, Hong Kong, and Shanghai: Lord of the Isles, Crocus.

Sailing Vessels.—For Yokohama and Hiogo: Ziba, Forward Ho. For Shanghai: M. A. Dixon. For Hong Kong: Nestor, Evelyn, Echo. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Tynedale. For Penang: Glenisla.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Stentor (str.), Diomed (str.). For Manila: Buenaventura (str.). For Batavia: La Gaul. For Padang: J. F. Kranz, John N. Gamewell. For Singapore: Gem. For Penang: Invincible. For Anjer: John Nicholson, Agate.

At Glasgow.—For Shanghai: Duart Bay. For Singapore: Mutlah. For Colombo: Ysuisquiza.

SPOKEN.

Ulva, Singapore to Marseilles, Oct. 6, 29 S., 8 E.
Florence, Singapore to London, Oct. 15, 12 S., 10 W. (?)
P.N.G.F., Cardiff to Singapore, Oct. 12, 10 N., 24 W.
Cordelia, Manila to Liverpool, Oct. 27, 8.50 N., 28 W.
Laurens Coster, Flushing to Sourabaya, Nov. 11, 25 N., 23 W.
Canaan, Cardiff to Hong Kong, Oct. 22, 5.30 N., 22.45 W.
Tres de Mayo, Manila to Falmouth, Oct. 23, 28 S., 11 E.
G. H. Wappaus, Hamburg to Singapore, Nov. 25, 50 N., 4 W.

FREIGHTS AND CHARTERS.

The rates of freight for steamers on the berth are easier, caused by an over supply of tonnage; sailing vessels remain as last quoted.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s.

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weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 24s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 34s. 6d. To Shanghai: 32s. 6d. To Hong Kong: 30s. To Manila: 26s. To Singapore: 20s. To Colombo: 19s. To Galle: 20s. To Batavia and Sourabaya: 24s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

ST. HELENA, Nov. 2.—The Loch Awe, arrived here from Batavia, reports:—October 4, off Cape St. Francis, came suddenly amongst a number of whales, striking one of them and sustaining damage to bows and cutwater; 7th to 11th Oct., off Cape Agulhas, experienced N.W. gales, lost longboat, coops, &c., started bulwarks and stanchions; vessel at the same time making water. The Evening Star, arrived here from Batavia, for New York, reports:—Experienced a succession of heavy W. gales from lat. 32 S, long. 37 E. to lat. 36 S. long. 23 E.; Oct. 10, encountered a terrific hurricane, with a tremendous high cross sea, lasting 48 hours, during which the vessel laboured and strained very much, breaking boats' skids, smashing water casks, and carrying away everything movable from decks.

SINGAPORE, NOV. 23.—The Bangkok (s.) and Rajanaltianuhar (s.) have been in collision near Menam Bar, and both sunk; no chance of saving cargoes. The latter vessel, owned by Messrs. Macgregor and Co., Leith, sailed from Glasgow, for Shanghai, on the 27th March last.

BATAVIA, NOV. 25.—The M'Gilvery, from Newcastle (N.S.W.), for this port (coals), was reported missing, but has since been heard of at Samarang, after being 113 days out.

MISCELLANEOUS.

ROTTERDAM.—Nov. 26: A private telegram states that the Marten van Rossem, hence for Batavia, which put into Plymouth Nov. 21, was damaged.

ELSINORE.—Nov. 17, passed, Jacob Hansen, from Cronstadt, for Amoor.

PORT SAID.—Arrived, and proceeded, Nov. 28, Glenlyon, from Shanghai, for New York; 29, Friesland, from Batavia, for Nieuwe Diep; Altona, from Hamburg, for Shanghai.

SUEZ.—Nov. 27, arrived, Madura, from Batavia, and left, for Naples and Nieuwe Diep; Dec. 1, Groningen, from Batavia, for Nieuwe Diep.

GALLE.—Passed, Nov. 23, Conrad (str.), from Batavia, for Nieuwe Diep.

ST. HELENA.—Arrived, Oct. 30, Evening Star, from Batavia, and sailed Nov. 1, for New York; Constance, Samarang, and sailed for Amsterdam; Nov. 2, Loch Awe, Batavia; William Jackson, Maulmain, both for Falmouth. Passed, Nov. 1, Blucher, from Saigon, for Falmouth; George Watson, Singapore, for London; Nieuwe Waterweg II., Batavia, for Holland.

LAUNCHES.

On the 30th ult. Messrs. Blackwood and Gordon launched from their yard at Port Glasgow a handsome iron screw steamer, of the following dimensions: Length, 320 feet; breadth, 36 feet; depth, 26 feet; tonnage, 2,200 tons. She has been built to the highest class at Lloyds to the order of Messrs. Burrell and Son, Glasgow, and is intended for the Eastern trade. She will be fitted with four powerful steam winches and two steam cranes, also an improved steam-geared windlass. Accommodation will be provided for fifty first-class passengers, in cabins arranged on upper deck. Her engines are to be compound, with boilers of large capacity, made by the builders. On leaving the ways she was named Strathleven.

NETHERLANDS-INDIA COMMERCIAL BANK, AMSTERDAM.

CAPITAL - - - - - - - - - - - - F.12,000,000

PAID-UP FIRST SERIES - - - - - - - - F.6,000,000

SECOND SERIES, F.6,000,000.

The Managers of the above-mentioned Corporation beg to advise that they are authorised by the Board of Control to

ISSUE the SECOND SERIES of the CAPITAL at F.6,000,000.

According to the right of preference alluded to in Article 6, the participation in this Emission is provisionally opened exclusively for holders of Shares of the First Series, and for holders of Certificates of Founders' Rights, pursuant to the Prospectus containing all the necessary details, to be obtained at the Offices of the Netherlands India Commercial Bank.

The said Right of Preference is only in force for a Fortnight from to-day, say till the 15th of December.

Amsterdam, Nov. 30, 1875.

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German. Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

EDUCATION.

GERMANY.—BONN ON THE RHINE, 32, WILHELMSTRASSE.—The Fräulein KUNDE receive a limited number of Young Ladies for Education. Home comforts, best masters. References kindly permitted to Mrs. Gottlieb, in Singapore. For particulars apply to the Principals.

PRIVATE BOARDING HOUSE, conducted by Mrs. RANGEL (late of Hong Kong), 35, COLVILLE-SQUARE, BAYSWATER. Terms from Two Guineas, including Board, Bath, Piano, &c. Foreign languages spoken. References expected.

NERVA, MARCHAND, & Cº,
GENERAL COMMISSION MERCHANTS
MILITARY EQUIPMENTS, &c.
14, RUE DE LA GRANGE BATELIERE
PARIS.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...	...
Deccan ...	3,429	550	Dec.	9	Mediterranean, Aden, Bombay.
*Bokhara..	2,952	450	Dec.	16	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Peshawur	3,781	600	Dec.	23	Mediterranean, Aden, Bombay.
*Australia.	3,663	600	Dec.	30	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Nizam ...	2,725	450	Jan.	6	Mediterranean, Aden, Bombay.
*Indus ...	3,470	500	Jan.	13	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

ADDITIONAL MAIL FOR AUSTRALIA.

THE PENINSULAR AND ORIENTAL COMPANY propose to despatch their s.s. AVOCA from GALLE for ADELAIDE (Glenelg), MELBOURNE, and SYDNEY, with Mails and Passengers, in correspondence with the mail steamers leaving Southampton on 30th Dec, and Brindisi on 10th Jan.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on tha occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

BANK OF CALIFORNIA.—THE ORIENTAL BANK CORPORATION are prepared to ISSUE DRAFTS at sight on the Bank of California, San Francisco, the terms for which may be ascertained at their Office.

Threadneedle-street, 1875.

THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.
Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar proof Vaults, at rents from £2 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

The loss of many kinds of securities is irreparable, the loser having no recourse against the Government or other party issuing them. A constant watch is kept both inside and outside the building. There is a room especially adapted and reserved for ladies. The premises can be inspected, and further particulars obtained on application. HENRY WEST, Manager.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

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TABLE GLASS OF ALL KINDS.

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THE LATE REV. B. P. KEASBERRY, OF SINGAPORE.

THE late Rev. B. P. KEASBERRY, whose sudden death occurred last month in Singapore, has left a widow and a family of girls almost wholly unprovided for.

It is almost unnecessary to remind old residents in The Straits of the faithful and disinterested services of Mr. Keasberry, in the teaching of the Christian faith, and the spread of education.

These services, which extended over a period of thirty-six years, it is proposed to recognise, to some extent, by the collection of a sum of money, to be placed in the hands of the Hon. R. Little, M.D., and William Adamson, Esq., of Singapore, as Trustees, leaving power to them to invest the whole or a part at their discretion, or to apply it wholly and at once for the benefit of Mrs. Keasberry and her daughters.

Cheques should be made payable to P. F. Tidman, 34, Leadenhall-street, by whom Subscriptions will be acknowledged.

Edwd. Boustead	...	...	...	... £100
W. W. Shaw ...	...	...	...	... 100
Jasper Young...	...	...	...	... 100
John Harvey ...	...	...	...	... 100
Wm. Martin ...	...	...	...	... 100
James Guthrie	...	...	...	... 100
Wm. Paterson	...	...	...	... 100
George Martin	...	...	...	... 100
Geo. Lipscombe	...	...	...	... 50
John Little ...	...	..	...	... 50
Paul F. Tidman	...	...	...	... 50

THE FRIEND OF ALL!!

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These famous Pills PURIFY the BLOOD, and act most powerfully, yet soothingly on the LIVER, STOMACH, KIDNEYS, and BOWELS, giving TONE, ENERGY, and VIGOR to the whole system. They are wonderfully efficacious in all ailments incidental to FEMALES, Young or Old, and as a general FAMILY MEDICINE, for the cure of most complaints they are unequalled.

LIST OF AGENTS.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Anjer—Straits of Sunda	LOYZAGA and Co.
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Hong Kong, Canton, Macao, and Swatow	LANE, CRAWFORD, and Co.
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Shanghai	KELLY and Co.
Hankow	
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Nazasaki—Japan ...	PIGNATEL and Co.
Osaca and Hiogo ...	K. DE PIOTROWSKI.
Yokohama	E. L. B. MCMAHON.

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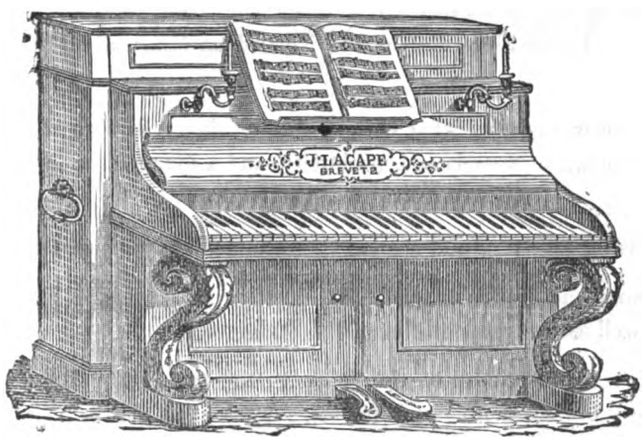
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29, BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of even octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



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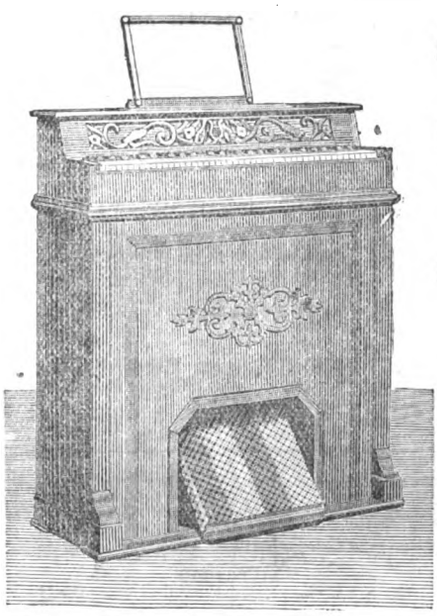
Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.



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ORGAN AND HARMONIUM MANUFACTURERS.

MEDALS AT ALL THE EXHIBITIONS.

Constructed especially for exporting to Hot Climates.

FROM £3 UPWARDS.

No. 19 of the Catalogue is an instrument suitable for a school or a small church. Price, in oak, £8 8s.

No. 75 is an instrument with percussion action, eleven stops, suitable for music halls, &c. Price £30.

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No. 138 imitates the sound of human voice, flute, horn, clarinet, bell, &c. Price £55.

List of prices and specimens of goods to be found at, and orders received by the Agents of the China and Japan Agency.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY
79, GRACECHURCH-STREET, LONDON, E.C.

In consequence of Spurious Imitations of

LEA & PERRINS' SAUCE

which are calculated to deceive the Public, LEA & PERRINS have adopted

A NEW LABEL,

bearing their Signature, thus—

Lea & Perrins

which will be placed on every bottle of

WORCESTERSHIRE SAUCE

after this date, and without which none is genuine Sold Wholesale by the Proprietors, Worcester; Crosse and Blackwell, London; and Export Oilmen generally. Retail, by dealers in sauces throughout the world.

November, 1874.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

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JAMES EPPS & CO.,

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THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

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SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

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ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

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Restaurant and Table d'Hote. Baths and all other conveniences.

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PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express.* Omnibus attends the trains.

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Proprietor, J. TYSSEN.

OPENED in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

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SITUATED on the Alster. A first-class House, at moderate prices

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

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(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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E. M. SMITH, Manager.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of December.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles, as explained in the Company's handbooks.

For Passage Rates and Particulars see the Company's handbooks, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

PRELIMINARY NOTICE.

THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY
(LIMITED).

THE new, powerful, and handsomely-fitted iron screw steamers of this Company are intended to resume their trips between San Francisco, Japan, and China at an early date, when it is hoped that their reputation for speed, safety, and comfort will secure them a large share of the increased traffic of the North Pacific.

The "Vancouver" will probably be the first vessel to leave San Francisco, succeeded by the "Vasco de Gama." The "Columbus," to be launched in January, will proceed to Hong Kong and make her first voyage from that port to San Francisco, via Yokohama, and will be followed by other vessels in due course.

Further particulars will be published shortly.

London, St. Michael's-buildings, 9, Grace-church-street, Nov. 20, 1875.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Quang Se	100 A1	2,788	490	Dec. 22
Glenartney	100 A1	2,106	330	To follow
Glencarn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenlinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

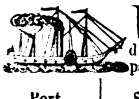
Port.	Ship.	Class.	Dock.	To sail.
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Do.	Ziba.....	A1 13 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

With quick despatch.

FOR HONG KONG DIRECT, the favourite China clipper EVELYN, A1 13 years, 762 tons register. South West India Docks; HENRY KNOWLES, Commander.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.



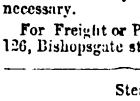
FOR CHINA AND JAPAN.—The following splendid first class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day
Sing., H. K., Yoko., & Hiogo	Oxfordshre	100 A1	S.W.I.D.	Dec. 15
Pen., Sing., Yoko., & Hiogo	Flintshire*	100 A1	S.W.I.D.	Dec. 30
Pen., Sing., Hg Kg., & Shanghai..	Hankow ...	100 A1	S.W.I.D.	Jan. 10

* With liberty to call at Falmouth for passengers, if necessary.

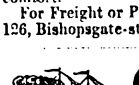
For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.



TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for trans-shipment to Java, Australia, &c., at through rates at shippers' risk, the favourite full-powered screw steamer OXFORDSHIRE, 100 A1. 1,640 tons gross, 1,228 tons net, 200-horse power nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).



CHINA AND JAPAN, FROM HAMBURG. — THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Sing.,H.K..& Shanghai..	Lord of the Isles, s.s.	100 A1	1846	S.W.I.	With des
Hong Kong & Foochow	Echo	A1 13 yr.	369	W.I.	With des
Shanghai	M.A.Dixon	A1 14 yr.	415	S.Kath	With des
Hong Kong	Scotia	A1	774	W.I.	With des

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons.	Brokers.	To Sail.
Sir Robert Sale ...	704	Wright Bros. & Co.	Dec. —
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	Dec. 15
Quang Se, s.s. ...	2,788	McGregor, Gow, & Co.	Dec. 21
Glenlyon, s.s. ...	2,119	Do.	Dec. —

LIVERPOOL.

Menelaus, s.s. ...	1,559	Alfred Holt ...	Dec. 7
Stentor, s.s. ...		,, ...	Dec. 18

GLASGOW.

Mutlah	714	T. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

MACKENZIE & CO.,
COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c..
SHANGHAI. CHINA.

LONDON AGENCY,
J. MACKENZIE,
4, Great St. Helens, London, E.C.

GUERLAIN,
15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

A HAMBURG FIRM, familiar with the Trade to the FAR EAST, and representing Houses at Hong Kong and Manila, wishes to represent Houses of other places.

Address, C. 2,026, care of Mr. Rudolf Mosse, Hambur

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, Dec. 6, 1875.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 641.] LONDON, MONDAY, DEC. 13, 1875. [Price 9d.—Subscription, £3 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns. The Agency at Hong Kong has been transferred to Messrs. Lane, Crawford, and Co.

Latest Advices.

Ports		Outward. From London.	Outward. Arrived out.	Homeward.
Japan—Yokohama		Sept. 3	Oct. 22	Oct. 26
Yedo				
Osaka and Hiogo		Aug. 27	„ 18	„ 21
Hakodadi				
Nagasaki		—	—	„ 22
China—Peking		—	—	„ 20
Tien-tsin		—	—	„ 23
Chefoo		—	—	„ 20
New-chwang		—	—	„ 18
Hankow		„ 27	„ 14	„ 24
Kiu-kiang		—	—	„ 23
Chin-kiang		—	—	„ 27
Shanghai		Sept. 10	„ 27	„ 29
Ningpo		—	—	„ 25
Foochow		—	—	„ 27
Formosa		—	—	„ 15
Amoy		—	—	„ 28
Swatow		—	—	„ 30
Hong Kong		„ 17	„ 23	Nov. 4
Canton		—	—	„ 2
Macao		—	—	„ 3
Philippines—Manila		„ 10	„ 18	„ 2
Cochin-China—Saigon		Sept. 24	„ 30	„ 9
Siam—Bangkok		„ 17	„ 22	„ 6
Borneo—Labuan		—	—	„ 4
Sarawak		—	—	„ 6
Java—Batavia		Oct. 1	Nov. 3	„ 7
Samarang		—	—	„ 3
Sourabaya		—	—	„ 1
Malacca Straits—Singapore		„ 8	„ 8	„ 12
Penang		„ 1	Oct. 29	„ 6
Ceylon—Galle		„ 22	Nov. 16	„ 18
Colombo		—	—	„ 16

THE MAILS, &c.

The French mail, bringing the advices dated as above, was delivered, *via* Marseilles, partly on Saturday, and partly this morning. The Pacific mail from Yokohama 26th Oct., reached London *via* San Francisco on the 7th inst. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 2nd, Shanghai 5th, Hong Kong 11th, Singapore 18th Nov., left Alexandria yesterday, and may be expected on Monday next, its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived Dec. 9.—From Yokohama: Messrs. Williams, Gibson, Westphal, Abell, Jacquemot, Schmell, Van Ewyk. From Shanghai: Messrs. Edwards (Secretary to the British Legation at Peking), Watson. Sim, Crawford, Hickling, Welch, Smith, Malteau, Wimmer, Moller, Lepper, Mr. and Mrs. Byrne, Mrs. Little, Mrs. Tisdall. From Hong Kong: Messrs. Anthony, Reeves, Finister, Macnamara, Haslam, Gepp, Hediger, Hartvigson, Mr. and Mrs. Deacon, Mr. and Mrs. Seaman. From Saigon: Captain and Mrs. Brown, Mrs. Boardman Miss Chapanet, Mr. Nidder, Mr. D'Hubert. From Batavia: Mr. and M Hetjen, Messrs. Godefroy, Fokker, Struik, Rouff. From Singapore: Messrs. Wilson-Lyon, Levesey, Bruyse, Pickenpack, Massey, Lagostera, Balasch, Gabory, Mrs Graham. From Galle: Mr. and Mrs. Naylor, Messrs. Elves, Cramer, Dowden, Lambert-Sim, Gondsticker.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hindostan*, from Venice, Dec. 10.—To Singapore: Mr. and Mrs. MacVicar.

Per P. and O. steamer *Hindostan*, from Brindisi, Dec. 13.—To Hong Kong: Mr. D. Travers. To Singapore: Mr. A. Black, Mr. Fester, Mr. H, W. Uloth.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 16. To Hong Kong: Mr. J. Barry. To Ceylon: Mr. E. Corvant, Mr. T. J. Jones, Sir J. W. Copley.

Per P. and O. steamer *Baroda*, from Brindisi, Dec. 27.—To Singapore: Rev. and Mrs. Aitken.

Per P. and O. steamer *Australia*, from Southampton, Dec. 30.—To Singapore: Mr. and Mrs. J. H. Holberton.

Per P. and O. steamer *Baroda*, from Venice, Jan. 7.—To Ceylon: Mr. and Mrs. Delmige.

Per P. and O. steamer *Indus*, from Southampton, Jan. 13.—To Hong Kong: Miss Huffam. To Singapore: Mr. E. B. Gould. To Ceylon: Mr. J. L. Gordon.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Yokohama: Mr. Kreitmann, Miss Seymour. To Shanghai: Mr. Godeaux, Mr. Seul. To Hong Kong: Mr. and Mrs. Pelham Warren. To Batavia: Mr. J. H. Tromp. To Singapore: Mr. James Connell, Mr. Glass. To Galle: Mr. Strand, Mr. G. Walker. To Port Said: Monsr. de Lesseps and family.

Per French steamer *Ava*, from Marseilles, Jan. 2.—To Hong Kong: Mr. E. L. Dick. To Singapore: Mr. A. T. Black. To Galle: Mr. Newman.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French and Pacific mails bring advices from this port to the same date, viz., the 26th Oct.; the P. and O. mail from London, Sept. 3, arrived out on the 22nd October. The *Japan Herald* supplies the following items of news:—

The principal topic of interest since the departure of the last mail has been the withdrawal of the P. M. S. Co. from their Shanghai line. The three steamers, the *Oregonian*, *Golden Age*, and *Costa Rica*, have been purchased by the Mitsu Bishi Company. The price paid for these ships has not transpired, but is said to be a fair one. The fourth steamer, the *Nevada*, will remain under the American flag; she has been simply chartered by the Japanese company. The reason for this is understood to be that the P. M. S. Co. being still under contract to deliver a monthly mail in connection with the San Francisco steamer, it will be necessary until the contract expires at the end of 1876 to carry the mails in an American steamer. Satisfactory arrangements have also been made between the two companies for the carriage of through freight, and the public will therefore enjoy the same facilities for their shipments as heretofore. As a result of this new working the branch agencies of the P. M. S. Co. at the way ports will be closed. Looking at the matter from a business point of view both companies are to be congratulated at this satisfactory settlement of, what must have been to both, a ruinous competition. But whilst all is thus arranged for the benefit of the two companies the public will not benefit, for there is a very heavy increase of fares. It was not to be expected that the late low tariff would remain in force, as, to any one conversant with steam shipping it was evident that passengers were carried at a loss; but still we think that the ones now advertised, although not equal to the old ante-competition ones, are rather high. For instance, $20 for a thirty-six hours' trip to Kobe seems more than a fair price, and the others are in proportion. We should have thought that the managers of the company, who must have noticed the wonderful incentive given to the passenger traffic by the late reduction, would have striven to still farther increase this by retaining the fares at the lowest remunerative rate, and to us it seems certain that a large portion of the Japanese who have lately been using the line will revert to their old plan of travelling overland, or not travel at all; as with the

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majority of the natives a few dollars saved is of much more importance than the few days extra time wasted.

Nothing definite has transpired respecting the trouble with Korea; it is, however, stated that Moriyama was to leave Nagasaki on a mission to that country some days ago, and the names of Kido and Soyejima have also been mentioned as special envoys. Meantime the Government are in the market as purchasers of arms. Another vessel has been despatched to make inquiries as to the reasons for the late attack, and to bring away the few Japanese residents.

By a private letter, received here by last mail from Nagasaki, we learn that H.B.M.S. *Sylvia*, whilst surveying off the Korean coast, met with some disagreeable troubles to her captain, officers, and crew. It appears that the captain and some of the officers were invited on shore at a place where the vessel touched, the name of which is not given, and, after having been feted, had the greatest difficulty in reaching their vessel again. The unpleasant part of the business to the crew was that two boats' crews were chased by the Koreans, and had to row some eighty miles, during two days, before they regained their ship.

Owing to the short-sighted policy of the Japanese merchants, the silkworm-egg market remains inactive. The cause of this is not difficult to seek. The Japanese, desirous of forcing up the price of their goods beyond the market value, have combined together not to sell a single card under $1.50. The *graineurs* on the other hand, are innocent of any such combination, but the force of circumstances compels them not to give more than about one-fifth of the price above mentioned, and consequently there is a dead lock. It is impossible for the *graineurs* to offer anything like the price asked by the Japanese, for the simple reason that by so doing they would be incurring a certain loss. The few orders which have arrived here since we last wrote on this subject, state that purchasers in Italy will not pay more than five francs per card laid down there. Now, as the expenses average about three francs per card, without considering any profit to the *graineurs*, it is evident that the price of one dollar and a half is preposterous, and cannot for a moment be entertained. Anyone who gives more than from 20 to 30 cents, per card, must, therefore, as we have already said, submit to an undoubted loss; and the sooner the Japanese merchants look at the matter in a common-sense point of view, and make up their minds to the inevitable, the better for themselves, otherwise, as the time is getting very short (the departure of the *graineurs* being fixed for the beginning of November), they may, perhaps, find themselves with the entire stock left on their hands; and they may then wish that they had accepted the present offers, which must at any rate leave them a profit of from 25 to 50 per cent.

The editor of the *Yokohama Mainichi Shimbun* was on the 20th Oct. sentenced to pay a fine of 100 *yen*, and to be imprisoned for ten months, for having inserted in his paper a letter from a correspondent, in which the injustice of a provision in the Law of Libel, to the effect that the truth of a publication does not purge it of libel, was discussed. The editor had appended to the letter an announcement that he would take upon himself to pay any fine that might be inflicted upon his correspondent. He probably calculated that his temerity would cost him about 10 *yen*. The sentence seems to us to be severe beyond measure.

The out-turn at the Takasima coal mine at Nagasaki is said to have reached an average of about six hundred tons daily. The mine gives employment to about 4,000 men, who work night and day on eight-hour shifts. There is very little water to contend with. The disbursements for wages, &c., come to about $30,000 per month. At the price at which coal sells in Japan and China, the mine should yield great profits, a fact which ought to be sufficent to stimulate the Japanese to a vigorous prosecution of coal-mining enterprise, if they had capital enough, and the Government could be persuaded to leave industries of this kind entirely alone.

The country police have had orders from the Government to prevent foreigners from shooting within Treaty limits, and several parties of sportsmen have been required to desist from shooting, and their names, nationality, and addresses were taken down by the police, who persistently followed them from place to place; but beyond telling them that shooting was prohibited, did not attempt to take anybody into custody. The circumstances have been reported to the British Consul, and we apprehend that matters will soon be brought to a crisis. For years past shooting has been tacitly permitted within Treaty limits, though several attempts have been made, but without success, to frame regulations which could be approved of by all the foreign Ministers.

It is stated that the *samurai* of the Kioto *Fu*, who had formed a plot to seize the *Daijins* and Fukusawa, a learned professor whom they accused of a design to overthrow the present Government in order to establish a republic, have only been condemned to a small fine, instead of receiving a sentence of hard labour which the laws of the country inflict on conspirators.

The Government appears to be making spasmodic efforts at retrenchment, multitudes of officials from the various departments having been discharged. As, however, the majority of these appear to be immediately reinstated, it is difficult to see in what the saving consists.

In consequence of the refusal of the Japanese Governor of Kobe to come to any compromise respecting the rent of the race-course at that port, it would appear that the Race Club have decided to withdraw from their tenancy, as we learn from the *Hiogo News* that the Grand Stand, stabling, and rails were announced to be sold by public auction. Meanwhile we see that the club has made application to the Municipal Council to grant them a course round the outside of the Recreation Ground.

H.I.R.M.'s corvette *Vsadnick*, Captain Novosilsky, arrived on the 15th Oct. in our harbour, having on board the members of the Russian and Japanese Commissions for the transfer of Saghalien and the Kurile Islands. These gentlemen, in the course of their cruise round the former island, are said to have visited no less than seventeen Aino villages.

Shimadzu Saburo has once more resigned office. This is symptomatic of the dissatisfaction of the Satsuma clan with the existing order of things. This clan seems to be always in a state of chronic discontent; Shimadzu Saburo is perpetually resigning, and is being as constantly re-appointed to office. He is said to have sent to the Gen-ro-in several communications, in which the actions of the Government have been severely criticised. With respect to the Gen-ro-in itself, many members are very fitful in their attendance, whilst some absent themselves altogether.

The Settlement is at present suffering under a plethora of amusements, several troupes of singers, &c., being either here or on their way, whilst the autumn meeting of the Suisse Tir has just taken place, and that of the Athletic Association and the races will shortly came off. The amount received for entrance money at the autumn races is larger than to any previous meeting, amounting, including the Derby subscriptions, to $1,565.

The P. and O. s.s. *Orissa*, which had been delayed on her voyage from Hong Kong by very strong head winds, in steaming up to her buoy last night ran on the end of the spit. Having discharged part of her cargo into lighters, she floated off again at 10.30 this morning, without having sustained any injury.

General Williams, who has for some years been employed as adviser to the Finance Department, returns home by this mail. Previous to his departure he was honoured with a farewell interview with the Mikado.

The Russian flagship *Boyan* has arrived from Vladiwostock, and, on anchoring, fired the usual salutes.

Signora Palinieri will shortly give a concert in the Imperial Palace, in presence of the Mikado and Empress.

The following additional items of news are from the *Japan Mail*:—

The report in the *Hiogo News* about a boat's crew belonging to the *Sylvia* being chased by the Koreans is perfectly true. Whether they were fired upon we cannot say, and it may be presumed that they were thus chased only because they were unarmed. But the outside nations should either come to some practical resolve about Korea or agree to leave her alone. She is quite right to fire upon surveying parties, who would be permitted by no nation in the world to be taking soundings on their coasts. It is not fair that one boat's crew should be chased eighty miles, as was one of the *Sylvia's* boats, and that the lives of another crew should all be placed in the most imminent danger by being covered with the matchlocks and cross-bows of the Korean soldiery within a distance of ten yards.

A general meeting of the Asiatic Society of Japan was held at the Kaisei-Gakko on the 20th Oct.; the chair was taken by Sir Harry Parkes. The chairman opened the proceedings by drawing attention to a supposed ancient bell, presented to the society by the Kenrei of Hiogo; after which Professor W. E. Ayrton proceeded to read Dr. Geert's paper on "Useful Metals and Minerals of the Japanese." The meeting was then adjourned to the 20th Oct.

A certain Hayashi Jumpe, the writer of an offensive letter in a recent issue of the *Nichi Nichi Shimbun*, has been summoned to answer for an offence against the Press Laws at the *Kencho* of Kurushiki, in Bishiu, where he resides. This is a case of double-handed punishment, the editor of the journal in which the letter appeared having been already imprisoned.

A newspaper, to be printed exclusively in *Kana* character, will be published in Yokohama next month. The success of the *Yomiuri Shimbun*, printed also in *Kana*, which is largely sold in Yedo at a low price, would seem to have suggested the desirability of the new enterprise.

On the 15th Oct. the *Corps Diplomatique* was entertained at Hamagoten by H.I. Majesty's Ministers. Previous to the banquet a concert was given, in which Signora Palmieri, Signora Persiani, and Signor Palmieri, assisted by a few amateurs, executed some of their favourite *morceaux*.

A telegram from the *Kasuma Kan*, one of the Japanese men-of-war now in Korean waters, states that the Koreans are preparing for war. The marines from the ship had, it is said, been landed for the protection of the foreign settlers.

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CHINA.

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SHANGHAI.

The present mail brings advices from this port to the 29th October; the French mail from London Sept. 10 was received on the 27th Oct. The following summary of news is from the *North China Herald*:—

Now that negotiations have advanced sufficiently to permit the despatch of the Yunnan Mission, it is worth while putting together the information which has reached us from Peking, and seeing what has been really done during the nine months that have elapsed since Margary's murder. We shall, probably, have to wait for the appearance of a Blue-book to learn exactly what value is attached to the negotiations at Tientsin, of which so accurate a summary reached us in September, with a premature rumour that they had led to a settlement of the difficulty. Whatever may have been the explanation—whether Mr. Wade was under the impression that an agreement made with Li would be accepted by the Central Government, or whether he was only preparing the ground with the powerful Minister—it soon became clear that the negotiations had to be begun *de novo* at Peking, and the report of a settlement soon changed into a rumour of inevitable rupture. The date even of the withdrawal of the Legation was fixed, but the crisis was tided over, and then began to come information of points yielded one by one—in conformity with the Tientsin programme. Turning to the *Herald* of the 18th September, we find four of the points there named have been actually conceded, while the others have been under negotiation, and are more or less advanced towards settlement. The destined ambassador to England, Kwo Sung-tao, has been summoned to Court, and lately passed through Shanghai on his way to the Capital. Intercourse between the Legation and the State Departments at Peking has been yielded; and the fact, together with various other edicts and memorials relating to the negotiations, has been notified in the *Peking Gazette*. A letter from Mr. Wade in our last issue explained what had been done with regard to *lekin* taxation; and the despatch of the Mission of Inquiry to Yunnan is a preliminary step towards bringing the perpetrators of the outrage to justice. It is understood that Mr. Wade has exacted a guarantee from the Peking Government, that no inquiry shall be held without the presence of the British delegates, and we have hope that our resolve to exact justice has been sufficiently impressed upon the Government, to ensure a practical result from the inquiry. It is understood also that the opening of a trade route with Yunnan is secured, though on this point nothing authentic has transpired.

We are glad that Mr. Wade has adopted the course we have so often urged, of strengthening the Yunnan Mission. Mr. Davenport is also to take place on it, so that it will now consist of Mr. Grosvenor (2nd Secretary of Legation), Mr. Davenport (Vice-Consul), and Mr. Baber (Consular Interpreter). The Mission is still below the scale on which we should have liked to see it organised, but the addition of a Vice-Consul is a considerable gain; and Mr. Davenport and Mr. Baber are thoroughly good men for the work on hand. Messrs. Grosvenor and Baber, accompanied by the famous Sung Pao-hwa, have left for Hankow, where they will await Mr. Davenport, who starts on the 31st Oct. to join them. It is, we believe, intended to follow a different route from that taken by Mr. Margary, who went through the Tung-ting Lake across Honan and Kweichow. The present party intend following up the Yangtsze as far as they can go, by boat, and then taking the most suitable route Southward to Yunnan-foo, where the investigation will probably be held. It will be Sung's business to see to proper accommodation along the route, and to smooth the difficulties of travel. After the special business of the Mission is over, the members will pursue their way through to Burmah, if all goes as well as is hoped.

Shanghai, as usual at this time of the year, is in a whirl of amusements. A Racket Handicap is being played. The S. R. C. Spring Regatta has occupied two days, and three more will be taken up with the autumn races. Numbers of people are contemplating a trip up-country, and a perfect fleet of house-boats will probably start after the mail has closed. The German amateurs have given a successful theatrical performance at the Club Concordia, and the English A. D. C. announce one for the first week in November. According to custom, the three days of the approaching Race Meeting will be observed, as nearly as possible, as a general holiday. The banks will be closed to public business on each day, while the Consulate-offices and Custom-house will cease business at noon—an example that will doubtless be followed generally throughout the Settlements.

Yacht-racing, once so favourable a sport in Shanghai, has declined to such an extent that it has been found impossible to obtain sufficient entries to hold an autumn regatta, though, we are informed, most of the remaining yacht-owners have promised to race for the Champion Cup next spring, when probably some other prizes will also be offered. Various reasons are assigned for the non-success of the autumn meeting, the chief of which appears to be that several of the yachts are comfortably fitted as house-boats for up-country sporting trips. The owners, therefore, do not care to strip them for racing, and there do not remain a sufficient number to give spirit to a contest. In the spring field sports are of course over, and there is sufficient indication of coming heat to make yacht-racing both pleasant and interesting. The weather for the first day of the autumn regatta was all that could be desired, and we have seldom seen a more successful meeting. Events succeeded each other fairly quickly, and there was an absence of the dulness between whiles which is often noticeable on such occasions.

The weather was hardly so pleasant on the second day, but the attendance was again good. The most interesting race of the day—the most interesting indeed of the meeting after the International—was that between the Veterans and the Griffins. The men of the former crew averaged over fourteen years in China, while their opponents were new comers—supposed to be of only three years' residence, though in the case of two men this limit was exceeded. The race was a close one throughout, and resulted in favour of the juniors by a length. The other events passed off well, and we congratulate the Committee on the success of the whole meeting. It is gratifying to note that, although there were scores of seamen and marines ashore, from the numerous ships of war in harbour, only two ordinary cases of drunkenness calling for the interference of the police occurred. The fact is the more noticeable because the men were of varied nationality. The British tars chiefly turned their attention to pony riding, and the excellent seat displayed by many of them at a hard gallop or trot completely dispelled the old sarcasm about a sailor on horseback, further proving that in these days of innovation, when sailors are so often converted into foot soldiers, Jack might also be made a light cavalryman—there would be no doubt as to his dashing behaviour.

The French Municipal Council have decided to reduce the Chinese house tax in their settlement by 11 per cent.; to abolish lighting and nuisrnce rates between 10 and 15 cents; and to reduce by 25 per cent. those beeween $0.25 and $2. This will involve a total loss on the next budget of Tls. 3,840.—Messrs. Russel and Co. have given notice that they wish to reduce the sum they pay under the head of Commercial Tax (*i.e.*, the equivalent of the wharfage dues in the English settlement).—Four shroffs who had been bribed to conceal the existence of gambling houses on the Concession were discharged.—Consideration of the plans of the Yang-king-pang submitted by M. Henry, and of a letter from the English Council on the same subject, was adjourned.—Mr. Scott was elected Vice-President in the stead of Mr. Hennequin.

We learn further from the minutes that the General Hospital Trustees have suggested a new method of raising funds for a new building. They have proposed that the two Councils should advance Tls.22,000 between them, of which the French share should be Tls.7,500. The latter considered that this sum was disproportionate to the advantages which the municipality would derive from the hospital, but are willing to advance Tls.5,000. This would leave Tls.17,000 to be found by the community on this side the Yang-king-pang; and the sum is certainly less formidable than was first asked. But the objection has all along been less on the question of amount than of management; and we imagine the reduction will not incline ratepayers to depart from the principle expressed in the resolution passed at the last meeting.

Another little missionary difficulty is reported from Nanking. An American missionary and two ladies leased a house in that City, and were about entering on possession when the landlord professed himself unable to carry out the lease; he having been threatened by the mandarins with total annihilation if he ventured on such a course. Placards have also been posted in the neighbouring streets, objecting to the presence of the missionaries, in the usual courteous terms. It is suspected that the mandarins are cognisant of the agitation, though it is hardly likely that they would commit themselves, in Nanking, to open sympathy. We hear that a cry is also being got up against the Indian eye doctor whom our readers may remember as practising in the Maloo some time ago. He appears to have settled in Nanking for a time, and is charged with gouging out eyes, being an emissary from Kashgar, and other equally probable and horrible crimes.

A smart robbery has been effected at the shop of Ah-ling, corner of Foochow and Honan-roads. A cash-box that had been recently used was left for convenience on a side table in the shop, which happened to be nearly full of customers at the time. In a few minutes the box was missed, and investigation quickly showed that it had been stolen, though how or by whom in so short a time was a mystery. An alarm was raised, and the police communicated with, but all that could be ascertained was that a man was seen walking along the Canton-road carrying something like the box in que tion, and there all trace of him is for the time lost. The stolen box contained Tls. 50 in notes, $62, ninety-three half-dollars, five English shillings, and a half-sovereign, two orders for $5 each on the Hong Kong and Shanghai Bank, a bill for $8, five cheque books for native banks, &c. At night, when about closing the shop, a shopman found under the window-sill a bundle, tied up in a blue-pattern cotton handkerchief, containing the whole of the paper money, cheque-books, &c., the cunning of the thief showing him that their retention

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would lead to his detection. Why he did not destroy them is a problem.

Robberies are again often occurring on board river steamers. As soon as a steamer arrives at a wharf there is of course much bustle in discharging and taking in cargo. This is the opportunity for the thieves, and they are not slow to avail themselves of it. Two native thieves were recently caught on board the river steamer *Hankow*. One of them had taken up his quarters in a bunk occupied by a passenger. The passenger turned him out, and he was quietly walking away, when it was found he had stolen a coat and 1,000 *cash*, which he had concealed in his capacious sleeves. He was detained on board and the police sent for. Later the same evening another fellow was seen walking round the saloon, and as he was recognised as an old thief he was also detained and handed over to the police. Both will be brought up at the Mixed Court. It was but the other day that the compradore's cabin on board the same boat was broken open and all his clothes stolen, no trace of the thief being left. On a previous day a clock and fixings were stolen from the steamer *Europe*, the robber again getting clear off. If a sharp look-out were kept while vessels are alongside the wharf, it is probable that prowlers and thieves would soon be distinguished from the natives having business or employed on board. A few such detections, followed by prosecution at the Mixed Court, would soon lessen, if not stop, these depredations.

A Municipal notification has been issued, requiring special attention to sanitary precautions at the present time, and advising people to be more than usually careful not to use water that has not been carefully purified. The precautions are called for by the occurrence of several cases of cholera in Shanghai, and the warning should induce householders to give some personal attention to the matter.

The British gunboats *Growler* and *Dwarf* have arrived. There are now seven British men-of-war in the river, the two just named, the *Audacious*, *Egeria*, *Swinger*, *Thalia*, and *Vigilant*; besides the French *Montcalm*, and *Talisman*; the U. S. gunboat *Palos*, and the North German frigate *Ariadne*.

A new steamer for Messrs. Russell and Co., and designed for trade on the Yang-tsze, now being built at the S.S.N. Company's Dock, appears to be rapidly approaching completion; already the A frame and the inner sides of the paddle boxes are placed in position, the lower part of the hull being almost completed.

By the steamer *Kashgar* we received (on the night of the 24th Oct.) Sydney papers of Sept. 25th. This is the quickest mail we ever remember from Australia, and if, as we presume, it came by the Torres Straits route, Melbourne and Sydney people had better keep to the latter for their China correspondence, and neglect the Galle line.

We hear from Hankow that H.B.M.'s gunboat *Mosquito* went out for a trip a few days ago, when a small junk, attempting to cross her bows, came into collision, and sunk. Captain Paul gallantly jumped overboard to save life, and by his efforts and those of the gunboat's crew all lives but one were saved. The crews of the native boats behaved disgracefully. They looted the wreck, and made no attempt to save life.

A race meeting is to be held at Tientsin on the 4th and 5th November. It had been feared that no races would be held there this autumn, but we are glad to find that the residents have thought better of it.

We take the following additional items of intelligence from the *Celestial Empire*:—

A very serious disturbance is reported from the neighbourhood of Shao-hsing, in the province of Chekiang, and about two hundred *li* from Ningpo. The people in the district have been for a long time past in the habit of selling salt without a license, and a few days ago the local mandarin swooped down upon them. The offenders however were too numerous to be dealt with *en masse*, and the yamén-runners contented themselves with pouncing upon one unfortunate man by way of example to the rest. But the general excitement was roused and a very threatening tumult followed. A large and infuriated mob stormed the yamên, and succeeded in forcibly rescuing the prisoner; whereupon the mandarin called out the aid of the military. A detachment of fifty soldiers was marched as far as an open piece of country whither the rioters had withdrawn themselves, and there a pitched battle took place, which resulted in the total discomfiture of the soldiers. The military mandarin in charge was a good deal hustled, and his horse was killed under him. Only one life however was lost,—that of a soldier; and the civil authorities, not being able to find the slayer, have arrested three individuals engaged in the riot, who will be held in durance vile until the true culprit is found.

Advices are said to have been received from Yunnan to the effect that the authorities have succeeded in catching nine men who were engaged in the murder of Mr. Margary, upon the persons of seven of whom were found various articles identified as having belonged to him. We give the rumour for what it may be worth, although it is difficult to avoid thinking that it sounds suspicious. But we never imagined that the mandarins of Yunnan would find any difficulty in having a batch of victims ready by the time Li Han-chang arrived. The chain of evidence will doubtless then be quite complete. The Yunnanites also have it that Suey, a former Taotai of Shanghai and subsequently Fu-t'ai of Soochow, is to arrive at Yunnan-fu the same time as Li Han-chang, in order to act with him in the judicial proceedings on foot. Another strange rumour reaches us from Yunnan through Chinese sources. It is said that Li Hsi-t'ai has been arrested by the authorities, and held in confinement to await the opening of the tribunal by which he is to be judged.

The unfortunate Liuchiuans who were cast away on the Shantung coast some weeks ago, and sent home again under convoy of a mandarin-boat by express command of the Empress Dowager, arrived on the 21st October *en route* for Liuchiu. One sailor had died on the voyage, of which formal notice has been given to the Taoutai, who requested the Che-hsien to inquire into the circumstances of his death. It was found that he had died from natural causes, and the body will be interred at the expense of a native charitable fund in the presence of eighteen of his late comrades.

Now that the actual bonds of the Chinese Imperial Loan are issued, and that the first instalment of interest is paid, we suppose the loan will obtain a quotation on the London Stock Exchange. The debentures are printed in English, signed by the chief manager of the Hong Kong and Shanghai Bank as authorised agents for the Loan, and bear the seal of the Fan-t'ai of Foh-kien. They are surrounded by twenty coupons, one for each half-yearly dividend.

We note with concern the appearance of Asiatic cholera, of which scourge there have been already several cases and some few deaths. At present there is no panic, which is a good thing, as there is no greater incentive to the spread of cholera than fright; and we must hope that the plague will be stayed.

HONG KONG.

Our advices by the present mail extend to the 4th November; no later mail had arrived out. The following items of news are from the *Hong Kong Daily Press*:—

The Memorial from the Yamén of Foreign Affairs on the relations between China and Foreign Powers, published in the *Peking Gazette* of the 8th October, is perhaps the most valuable concession Mr. Wade has been able to wring from the Peking Government. It must have gone sorely against the grain for Chinese statesmen to be compelled to word such a document for official publication. It is interesting to note how, while formally advocating intercourse with foreigners as a disagreeable necessity which has grown up, the memorialists carefully abstain from really admitting foreign Powers to any equality with the Central Kingdom. The desirability of preventing misunderstandings is insisted upon as a cogent reason for admitting Foreign Ministers to intercourse with the high officials of the Chinese Government at Peking. The argument of the foreigners is duly quoted in favour of this concession. The Foreign Ministers resident in Peking, the memorialists proceed, "have repeatedly conversed with your servants on this subject, and have observed that owing to the entire absence of intercourse between the representatives of foreign Powers and the high officers of the Chinese Government at the capital, it is no matter for surprise if the people, in view of such distance (or estrangement) on the side of public functionaries, should fail to hold foreign officials and subjects in respect." As a sort of excuse for China not having yielded this point before, they state that in refraining from having relations with foreigners, "the heads of the different departments of State have, in fact, done no more than adhere faithfully to the principle of 'non-intercourse with those under a foreign rule.'" To this principle they have clung only too closely for the good of foreigners and for the promotion of the best interests of their own country.

The Registrar-General's return of births and deaths for the third quarter of this year, ending September 30th, is published in the *Gazette*. It states that during the quarter a total of 423 births and 856 deaths has been registered in Victoria and the four districts of Shau-ki Wan, Stanley, Aberdeen, and Kowloon. Of this number 50 births, being those of 26 boys and 24 girls, occurred amongst persons other than Chinese. The deaths in this class number 45, of whom 13 were non-residents, and the remainder are thus distributed as regards nationality:—British, 12; Portugese, 8; Indian, 9; Malay, 3. The births and deaths amongst the Chinese were distributed as follows:—Victoria, 716; Kowloon, 30; Shau-ki Wan, 41; Aberdeen, 19; Stanley, 5. The death-rate of the quarter amongst the British and Foreign Community is 28·03, and amongst the Chinese 28·07 annually for every thousand persons living. For the whole population of the colony the rate is 28·06 per thousand. If the deaths of the non-residents be deducted, the death rate of the British and foreign community is only 25·74 per thousand annually.

The gunboat *Tejo* returned to Macao on the 23rd Oct. from Canton, with Senhor Scarnichia and suite on board. As yet nothing is known of the result of his mission, which was with reference to the difficulties which had arisen out of the action of the Chinese Customs Port and Revenue cruisers. The commission is reported to have been well received by the Viceroy, who also, in return, paid a visit to the *Tejo*, and partook of refreshments on board. It is believed that the Governor will shortly

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publish the report of Senhor Scarnichia with regard to the mission.

The *Chung Ngoi Sun Po* gives the following instance of an attempt to squeeze returned emigrants :—Two cargo junks which ply regularly between Hong Kong and Cheung-Sai and Tick Hoi, on the Canton river, sailed from Hong Kong on the 22nd October with upwards of 400 returned emigrants from Cooktown and San Francisco. When the junks arrived at Shuey How barrier station they were thoroughly searched and duties levied, and to this they duly submitted. On their arrival at Kim Shan Fou station, however, a boat came alongside, and the officials in it wanted to search the junks before permitting them to proceed. The master of the junks refused to allow this to be done, on the ground that the duty had been paid and the junks already searched, and were strongly supported in their denial by the passengers. The petty officer in charge of the Customs boat insisted, however, on searching the junks, and, accompanied by some of his satellites, boarded one of them and rigorously inspected it. Failing to find any contraband goods, he declared his intention to take the junks in custody to Canton for the captain's refusing to allow them to be searched in the first instance. He ordered the passengers on shore, but would not permit them to remove their luggage. As, however, many of the passengers possessed considerable sums, the savings of years in America, and others were returning with hard-won gold from Queensland, they were roused from their wonted fear of officialdom, and assumed a most threatening and angry demeanour. One of them seized the officer and would, in his indignation, have done him some personal injury, had not the captain of the junk, in response to his piteous appeal, interceded for him. He then, in great alarm, returned to the guard-boat, and the junks weighed anchor. They had scarcely started, however, when the Customs boat fired upon them. The passengers returned the fire with their revolvers, but no injury was received on either side. It is owing to the obstacles that were placed in their way, in the shape of exactions like that contemplated by this Customs officer, that so few trading junks have visited Hong Kong latterly.

A scratch harbour race has been sailed, between the yachts *Naiad*, *Wave* and *Naomi* over the usual course, from the centre of the harbour round Cow-ee-chow and the Channel Rocks, three times, and back to starting point. The yachts got away a little before 10.30 A.M., very evenly, *Wave* being the leeward boat, a little behind the others. The breeze freshened as they ran to the westward, and soon after rounding the stake-boat a heavy squall struck the *Wave* and her topmast went over the side, the clip hooks having drawn. This naturally threw her behind, but by great energy on the part of her crew another topmast was got up, and sail set by the time she reached, in the next course, the scene of the former disaster. The ground she had lost, however, she found it impossible to regain, and *Naiad* came in an easy winner. The stakes were a purse of $40 to first boat, second boat $10. Entrance fee $3. *Naiad* seems to be determined to hold the place she earned last year, and it will require careful sailing and no moderate slice of good luck to dispossess her of it.

A match is to be played between the Hong Kong Cricket Club and H.M.'s 80th Regiment. We believe the teams are very strong on both sides, so a good display of cricket may be expected.

The steamer belonging to Kwok Acheong, having undergone the necessary repairs, has made a satisfactory trial trip. It is intended to run her between Hong Kong and Canton.

A parade and inspection of the Government and Volunteer Fire Brigades has taken place at the bottom of Queen's-street. The engines, to all appearance, work satisfactorily. A new feature was introduced on this occasion ; two extinctuers, one on the French and the other on the American principle, were used. A barrel of coal tar was taken down with other combustibles, arranged on the Praya, and set fire to, when the extincteurs were set to work and proved very successful in immediately extinguishing it. The chemical in the water operated to prevent the flames from igniting again wherever it touched. It is intended to form a brigade solely to work the extincteurs.

There was a grand ball on the 31st Oct. at Government-house, Macao, to celebrate the birthday of the King of Portugal. More than five hundred invitations were issued by the Governor to residents of Macao and Hong Kong. The drawing-rooms of Government-house were richly decorated and got up for the occasion.

A boat accident has occurred near the Police Chop. A two-oared gig containing two of the Royal Artillery suddenly turned over. One of the occupants of the boat could not swim, but he was held up by his companion until the arrival of the police, who were quickly on the spot, and both were rescued.

A few days since a junk laden with hay from Kowloon caught fire in the harbour. The Harbour Master's boats and the Police Chop Fire Engine at once put off to render assistance, and the junk was ultimately towed by the launch belonging to the *Victor Emanuel* to Yow-mah-tee Bay. The junk sustained considerable damage.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present French mail brings advices from this port to th 12th Nov.; the French mail from London Oct. 8 arrived on on the 8th Nov. We take the following items of intelligence from the *Straits Times*:—

We have received from the Colonial Secretary the following summary of Perak news, which we publish verbatim :—

On the news of Mr. Birch's assassination being received at Penang, a party of sixty men of the 1-10th Regiment were despatched to Perak, accompanied by Captain Innes, R.E., 1st Assistant Colonial Engineer, as Civil Commissioner. Captain Innes reported that he had arrived in the Perak River on the 29th Oct., and it seems probable that he had reached Durian Sabatang, about fifty miles from the mouth, the highest point at which the river is navigable for the *Pluto*. He further reported that it was his intention to march the next day to the Residency at Bandar Bahru, about eight miles further up, to the relief of Lieut. Abbot, R.N., and Mr. Swettenham, who were surrounded by a large body of Malays. Nothing definite has been heard of what happened on the 30th, but it is conjectured that the force was successful, and the Residency relieved. On the 31st the force under Captain Innes appears to have proceeded further up the river to the place where Mr. Birch was murdered, where a stockade was found and attacked. The attack was repulsed, with the result that Capt. Innes was killed, Lieuts. Booth, Elliott, and eight men of the 10th wounded, and one man missing. The troops then seem to have fallen back, but whether to the Residency only, or to the ships, does not appear. They brought with them the bodies of Captain Innes and Mr. Birch. The Governor called at Malacca and Klang on the way to Perak, and found all well at those places. He no doubt arrived at Perak on the 1st Nov., the day after the repulse, and was about to proceed up the river about thirty miles, as far as Bata Rabit, the Residency of the Sultan. By directions received from the Secretary of State, the Indian Government have been requested by this Government to send troops to Penang, and they may shortly be executed. [*Sic.*—Ed. S. T.] This prompt action on the part of the Secretary of State will probably render it unnecessary to obtain reinforcements from Hong Kong, as had been previously contemplated.

We by no means agree with the Colonial Secretary in his deductions. Five hundred men from Calcutta will no doubt be a valuable reinforcement, but if the Secretary of State for the Colonies and the Home Ministry desire to support this Government in the struggle, and to strengthen the Colony in a serious crisis, we think five full regiments would not be too much. In addition to what the Colonial Secretary communicates, we understand H.M.S. *Modeste*, now expected here hourly from Labuan, will be ordered at once to Perak. We hear, also, unofficially of course, that a telegram has been sent to Hong Kong for reinforcements, and that 300 men of the 80th leave for Singapore by the next mail steamer. It was said, also, that 1,000 troops instead of 500 are to be sent from Calcutta.

The serious nature of the news from Perak and Salangore suggests some reflections. We do not think there is any man in Europe of any weight who will not say, first, that Mr. Birch's murder must be avenged, and at once. We feel sure that the Governor will have the hearty support of every man of common sense in the three Settlements, in taking the severest and most peremptory measures in this matter. It is the colony's quarrel ; very well, the colony will settle it. We say this because we apprehend that the Home Government may possibly intervene. Nobody can say now-a-days what a British Government may do ; but we distinctly think that the colony should, on its own responsibility, do what is right and proper, and, above all, *do it quickly*. With such an able Colonial Secretary as Earl Carnarvon the Colonial-office will in all probability approve of *anything actually done*. We think it right, therefore, to put on record that it is nearly the unanimous opinion of everybody that "short and sharp" is the word here. If the Government want volunteers there is not a man in the place who will not volunteer. Furthermore, if the Home Government show any signs of shrinking in this most righteous quarrel, then this colony will rebel, as it once very nearly did before, not against Her Majesty the Queen, but Her Majesty's ignorant and misguided Government.

The Maharajah of Johore has ordered his gunboat, the *Pantie*, to Perak. We think this an act of extreme impolicy on the part of the Maharajah, and we are surprised that his advisers should have sanctioned it. There are reasons, apart from the supreme one that England wants or should want no help from anybody, why the Maharajah should not mix himself up in this matter. His own position is assured. His Highness should keep quietly aloof.

On the 5th November the Governor embarked from Johnston's Pier to proceed to Perak in the steamer *Minister Van Staat Rochussen*, which has been chartered by Government for the purpose at the low rate of $300 per day. His Excellency was accompanied by Captain Paton, A.D.C., Lieutenant McCallum, Private Secretary, and Major Dunlop, R.A., Inspector General of Police, who having some knowledge of the country, will be of great assistance to H.E., and should the reported murder of Mr. Birch prove true will very probably be temporarily left in charge as Commissioner. This steamer also took down twenty men of the Royal Artillery, with two field pieces.

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By the N.I.S.N. Co.'s steamer *Banda*, which arrived here on the 5th November, from Batavia, we learn of the loss of the Co.'s steamer *Wm. Kroon Prins der Nederlanden*, which left Singapore on the 3rd November with the mails and passengers for Batavia. About 11 o'clock on the night of the 5th, when about 70 miles from Batavia, she came in collision with the Co.'s steamer *Atjeh*, which vessel was on her way to Singapore. The *Kroon Prins* was struck abreast of the mail room, and sank in about 15 minutes afterwards, the mails and cargo being totally lost. All the passengers and crew were saved by the *Atjeh*, but 3 Chinese and 1 Javanese are missing; these are, however, said to have gone in a boat, and will probably be heard from soon. The *Atjeh*, which had no cargo at the time, was on her way to Singapore to be docked. She returned at once to Batavia, but on examination does not appear to have been seriously injured, and will be sent to this port for repairs.

The question having been brought before Government of the validity of title deeds held and transfers of land and real estate made by aliens, a short Bill has been prepared, and will probably be passed this session, declaring their right to hold such property, and the validity of all previous transactions of this nature. The raising of this question had struck consternation among property holders, a large portion of the real estate of Singapore belonging to or having been purchased from aliens, and when the present Bill becomes law they will be relieved from the fear of vexatious lawsuits and possible loss of title to valuable estates.

The stewards of the Sporting Club have held a meeting, and decided to postpone indefinitely the Race Ball which was to be given on the 15th Nov., in consequence of the grave news from Perak. In taking this action we think it will be generally agreed that the stewards have shown both good taste and good feeling.

The average note circulation of the local banks during October was—

Oriental Bank	$229,662
Chartered Mercantile Bank of India, London, and China	470,740
Chartered Bank of India, Australia, and China...	629,670

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the interval transactions had been altogether on a most limited scale. Yarns appeared quite neglected, and though a few sales of Shirtings had been made, the market was entirely devoid of animation. As regards other goods, small sales of 7 lb. T-Cloths, Drills, Prints, Cotton Sateens and Turkey Reds had been made, but Velvets and Taffachelass were neglected. In Woollens, only good Black Lustres and Crape Mousselines were fairly saleable. The position of the Cloth market was worse and worse. The improved demand for metals had continued, though for assorted Bars and Nail-rods no material advance in price had been obtained.

HIOGO-OSAKA.—The Chamber of Commerce Circular says:—The native dealers appear to have completely satisfied present requirements by their purchases last month, and, since the 1st instant especially, it has been difficult to induce offers, even at lower rates. Cottons.—Grey Shirtings: The large settlements have been almost exclusively confined to Peacock and other common chops, imported from Shanghai by Chinese. The market closes weaker for all qualities. Turkey Reds: Considerable sales of these goods have been made, and a slight advance was at one time established; this has since been lost, and they are now difficult of sale. In Taffachelass a fair business has been done. Chintzes and Velvets have declined. Worsteds and Woollens: Black Orleans have been in less demand throughout, and close with a downward tendency. Black Lastings of good quality are saleable. Plain Mousselines de Laine continue in fair inquiry at an advance; Figured and Printed are weaker. Some settlements of Cloth are reported, but quotations are maintained with difficulty. Pig Iron is in large supply, and prices nominal.

CHINGKIANG.—Messrs Spencer and Wolff write from this port on the 27th October:—During the week under review a fair demand has existed for most kinds of Grey Goods, at prices which in some instances compare favourably with those current at Shanghai. Grey Shirtings: The market is almost bare of common kinds, the demand having run almost entirely on such goods. Sales are reported of 7 lbs. Green Lion at Tls. 1.46 per piece, and Horse and Jocky, at Tls. 1.47 per piece; 8¼ lbs. Green Lion, Tls. 1.64 to Tls. 1.66; Red Pheasants, Tls. 1.62 to Tls. 1.66 per piece; Lion on Globe, Tls. 1.58 to Tls. 1.59 per piece. T-Cloths; Business has been confined to common and medium qualities 7 lbs. Cloth; the settlements include Shield Chop at Tls. 1.34 per piece; Silver Dragon at Tls. 1.33 per piece, Gold Globe at Tls. 1.32 per piece, and various other chops at Tls. 1.25 to Tls. 1.30 per piece. English Drills continue in demand at Tls. 2.34 to Tls. 2.37 per piece for 14 lbs., and Tls. 2.38 to Tls. 2.41 per piece for 45 lbs.

SHANGHAI.—The market had exhibited great depression, with little, if any, prospect of improvement.

MANILA.—Messrs. Smith, Bell, and Co.'s Circular says:—After the despatch of last mail a little more demand was observable for Coloured Goods, while Plain Staples became quieter. Values, with few exceptions, continue unremunerative, owing in a great measure to the low rates now ruling for produce, and until these show some signs of advancing, we fear we cannot look for higher prices for Piece Goods.

SAIGON.—Piece Goods remained difficult to move, and there were no signs of improvement in the market. Quotations: Grey Shirtings. 8¼ lbs., $2.10 per piece; do. 7 lbs., $1.87½; T-Cloth, 6 lbs, 1.46; do., 5 lbs., $1.15; do. 4 lbs., $0.98.

EXPORTS.

TEA.

YOKOHAMA.—The market had in a measure recovered from the inactivity recently reported, native holders having yielded, especially in good common and medium grades. Settlements since 8th Oct. amounted to piculs 7,000, showing a decline of $3 to $4 per picul on low grades, and about $2 on better classes. Quotations:—Common, $16 to 19 per picul; good common, $20 to 22; medium, $23 to 25; good medium, $28 to 30; fine, $32 to 34; finest $36 to 39; choice, nominal.

HIOGO-OSAKA.—During the month the settlements had been on an unusually limited scale, aggregating but 3,800 piculs. Prices notwithstanding showed little decline, and scarcely sufficient to compensate for the deterioration in the quality of Teas on offer. Total settlements to the 16th Oct. had been 43,625 piculs, against 40,000 piculs for the corresponding period last season. Stocks were estimated at 4,200 piculs, consisting principally of undesirable lots of low class leaf.

SHANGHAI.—Black: The market had been quiet, and only a few settlements are reported. The stock had been somewhat increased by arrivals of inferior quality. Settlements for the week, 2,964 chests at Tls. 13 to 24; stock, 6,900 chests. Green: A fair business had been done at the decline quoted last mail, but the demand was not at all general; the bulk of the settlements being amongst two or three houses. Stocks of country Tea continued large, but those of Pingsueys were much reduced. Settlements for the week:—Fychow, Teenkai, and Moyune, at Tls. 22½ to 33; Pingsuey, at Tls. 14 to 39; total settlements, 25,876 half-chests; stock, 87,140 half-chests. Export to Great Britain to date (exclusive of lost cargoes):—

	1875-1876.		1874-1875.
Black	58,520,149 lbs.	against	61,152,024 lbs.
Green	3,457,411 „	„	5,496,540 „
Total	61,977,560 „	„	66,648,564

SILK.

YOKOHAMA.—A large business had again been done; transactions had been chiefly in medium and common Hanks, prices for which had been steady at previous quotations. Coarse Oshius (Hamatski) had been in much request, and rates were higher. Arrivals had been good, and stocks were augmented. Settlements from 1st July to date, 5,600 bales; against corresponding period, season 1874-5 4,800; do. 1873-4 5,680; do. 1872-3 7,140; stock, 1,300. Silkworms' Eggs: Total arrivals to date 710,000 cards. The market had scarcely opened, only 20,000 cards having passed into the hands of buyers, of which a very small portion had been actually settled. A few purchases were reported at $1.30 to $1.65 for good cards.

SHANGHAI.—An active business had been done during the week, resulting in settlements of about 2,000 bales. Prices generally showed no material change on those ruling last mail, but in a few cases an advance of Tls. 2½ had been established. The bulk of purchases consisted of No. 5 Tsatlee, costing Tls. 280 to 295, and Kahings had also been dealt in to a moderate extent, and the latter being in small supply, had further advanced in value. The market closed very firm; the unsold stock was estimated at 15,000 bales.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Oct. 27, 1875	64130124	48008742	1707549	13520946	127367361	20098
From June 1, 1874, to Oct. 27, 1874	68951070	46488085	552232	14310567	130301954	28524

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to Oct. 27, 1875	7990042	30947
Do. do. 1874, to Oct. 27, 1874	4590891	25871

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to Oct. 27, 1875	25083543	4059
Do. do. 1874, to Oct. 27, 1874	28423785	2493

TO AUSTRALIA.

From June 1, 1875, to Oct. 27, 1875	13,879,458
Do. do. 1874, to Oct. 27, 1874	12,024,846

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,688,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

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CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo -lbs
July 13	Glenlyon (s.)	Foochow	1,297,500
„ 26	St. Andrew's Castle	Canton	366,731
„ 26	Norman Court	Shanghai	1,200,000
Aug. 6	Fiery Cross	Foochow	850,000
„ 23	Undine	Shanghai	1,300,000
Sept. 10	Min	Foochow	839,142
„ 22	Nankin (s.)	Hankow	2,000,000
Oct. 3	Achilles (s.)	Shanghai	1,500,000
„ 5	Whiteadder	Foochow	1,252,327
„ 7	Olympia	„	63,951
„ 22	Evelyn Wood	Canton	382,349
„ 22	Endymion	Foochow	1,068,100
„ 30	Glencairn	Shanghai	2,000,000
Nov. 9	Jerusalem	Foochow	1,400,000
„ 9	Naples (s.)	„	1,200,000
„ 9	Agamemnon (s.)	Shanghai	2,000,000
„ 13	Ascalon	„	1,200,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1½d.	4s. 1¾d. to 4s. 1¾d.	4s. 1¾d. to 4s. 1¾d.
Shanghai „	5s. 7¾d. to 5s. 8d.	5s. 8¾d.	5s. 8¼d. to 5s. 8¾d.
Canton „	4s. 1½d.	4s. 1½d. to 4s. 1¾d.	4s. 1¾d.
Hong Kong „			
Macao „			
Singapore „	4s. 1¾d.	4s. 1¾d.	4s. 2¼d.
Manila „	4s. 0½d. to 4s. 0¾d.	4s. 1d. to 4s. 0½d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303 to 304	220½ to 220⅝
„ Hong Kong	27¼ to 27⅜ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 73.2.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 9 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $1,300 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10½ per cent. discount.
Hong Kong Fire Insurance Company, $330 premium.
Union Insurance Society, $600 per share.
China and Japan Marine Insurance Company, Tls. 100 per share.
China Fire Insurance Company, $44 premium.
Victoria Fire Insurance Company, $167 per share.
Chinese Insurance Company, $210 per share.
Shanghai Steam Navigation Company, Tls. 67 per share.
Chinese Imperial Loan, £103.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company	Tls.500	Tls.500	Tls.215	Tls.20p.sh
Shanghai Gas Company	100	100	142	11 p.c.
Shanghai S.N. Company	100	100	65½	7 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	72	11 p.c.
Hong K. Fire Insurance Co.	$1,000	$200	$520	$51¾ p.sh.
North China Insurance Co.	Tls.2,000	Tls. 600	800	
Union S.N. Company	100	40	10	
Yangtaze Ins. Association	500	500	$535	15 p.c.
Union Insurance Society	$2,500	$500	$620	
China Traders Co. (Limited)	5,000	1,100	1260	
China and Japan Marine Ins. Co.	Tls.500	Tls.100	Tls.99	
Victoria Fire Insurance Co.	$500	$100	$142	12 p.c.
China Fire Insurance Co.	500	100	167	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.88	5 p.c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOWES—On the 10th Dec., at Streatlam Towers, Liverpool, the wife of James L. Bowes, of a son.
FAIRBAIRN—On the 1st Nov., at Greenmount, Hong Kong, Mrs. John Fairbairn, of a son.
GODFREY—On the 23rd Oct., at Tokio, the wife of J. G. H. Godfrey, of a daughter.
JAMIESON—On the 24th Oct., at Chefoo, the wife of G. Jamieson, H.B.M. Consulate, of a daughter.
LINES—On the 15th Oct., at Shanghai, the wife of Alfred J. Lines, of a son.
SCHEIDT—On the 23rd Oct., at Yokohama, the wife of F. Scheidt, of a son.
SOUZA—On the 19th Oct., at Hong Kong, the wife of E. F. de Souza, of a daughter.
WHEATLEY—On the 21st Oct., at Ningpo, the wife of Edmund Wheatley, of a son.
WORTHINGTON—On the 6th Dec., the wife of G. H. Worthington, of Hollinwood, near Manchester, of a daughter.

MARRIAGES.

CUTHBERTSON—ANDERSON.—On the 9th Nov., at St. Andrew's Cathedral, Singapore, by the Rev. R. J. French Smith, Thomas Cuthbertson to Margaret Maxwell, third surviving daughter of the late John Anderson.
LOFF—DE VOS.—On the 3rd Nov., at Singapore, Capt. T. D. Loff to Johanna Christiana Louise, widow of the late D. de Vos.
PETO—HARDING.—On the 7th Dec., at St. Augustine's Church, by the Rev. R. R. Chope, Vicar, S. Arthur, fourth son of Sir S. Morton Peto, Bart., to Ellen C., fifth daughter of R. P. Harding, of 88, Queen's-gate, Hyde-park.

DEATHS.

FRYER—On the 1st Dec., at Somersham, William Fryer. Friends are requested to accept this intimation.
MACKENZIE—On the 4th Dec., at Westray, Orkney, Francis James Mackenzie, fourth son of the late Thomas Mackenzie, of Applecross.
MAPPIN—On the 6th Dec., at Blackheath-park, Kent, Horace Adrian, infant son of John N. Mappin.
M'CANCE—On the 21st Oct., at Yedo, Alexander M'Cance, aged 60 years.
REEVES—On the 24th Oct., at Shanghai, Diana, wife of George Reeves, aged 31 years.
SHEPHERDSON—On the 4th Nov., at Malacca, John Edward Francis, son of Robert J. Shepherdson, aged 4 years.
STUART—On the 8th Dec., at Bahia, Charles J. F. Stuart, chief manager Oriental Bank Corporation.

TELEGRAMS FROM THE FAR EAST.

THE SPANISH MINISTER AT PEKING.

SHANGHAI, Nov. 27.—Senor Fraldo, Spanish Minister at Peking, is dead.

THE YUNNAN MISSION.

HONG KONG, Nov. 30.—Placards censuring the Chinese Government for arranging terms with Sir Thomas Wade have appeared at Peking. They were immediately removed by the authorities. An uneasy feeling prevails among the native officials regarding the recent negotiations. Fresh information implicating the Momein authorities in Mr. Margary's murder is stated to have been received.

*** A private telegram has been received in London from Peking which says the "Legation arrangements (are) proceeding, and Ministers appointed to the United States, Peru, and Japan." There is no date to the telegram. It was forwarded from Shanghai to Penang, and thence by steamer to Moulmein or Galle.

CHINA AND KOREA.

SHANGHAI, DEC. 9.—A body of drilled Chinese troops is to be despatched to the province of Korea, in order to repel any invasion that might be attempted by the Japanese.

CHINA MARKET REPORTS.

(REUTER'S TELEGRAMS.)

HONG KONG, DEC. 2.—Cotton goods dull, and drooping. Grey Shirtings, 8¼ lbs., $2.42½; 16-24 water twist, $103. Cotton: Fair medium Bengal $14; Tea: Foochow active.

SHANGHAI, DEC. 2.—Cotton goods stagnant. Grey Shirtings, 8¼ lbs., Tls. 1.8.9. Tea: No change to report. Silk: No change to report; some inquiry for America. Exchange on London, bank bills, six m.s., 5s. 7⅞d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, previous to Dec. 7, Venice (str.), Cathaya; from New York, Oct. 21, Fleetwing.
At HIOGO.—None.
At SHANGHAI.—From London, Oct. 26, Glenfinlas (str.); Nov. 23, Viking (str.); from Liverpool, Achilles (str.)
At HONG KONG.—From Liverpool, Oct. 30, Eastern Monarch; from Philadelphia, Nov. 1, Caprera; from Liverpool, Nov. 30, Anchises (str.); from London, Dec. 1, Montgomeryshire (str.); from Cardiff, Carrick Castle, Prince Louis; from London. Dec, 10, Hopewell; from Liverpool, Ajax (str.); from Antwerp, Shingvalla (str.),
At MANILA.—From Barcelona, Oct. Esplorado; from Boston, 24, Sooloo.
At SAIGON.—From Bordeaux, Oct. 12, Madeleine; from Marseilles, 20, Belle Justine; from New York, Nov. 2, Confluentia.
At SINGAPORE.—From London, Nov. 29, Glenroy (str.); from Liverpool, 26, Amsterdam, Ajax (str.).

DEPARTURES.

From YOKOHAMA.—None.
From HIOGO.—For London, Oct. 11, Satsuma; Dec. 6, Coulnakyle.
From SHANGHAI.—For London, Oct. 23, Nestor (str.).
From HONG KONG.—For London, Oct. 30, England's Glory; Nov. 2, Nestor (str.).; for San Francisco, 1, Weymouth, Theodore Korner.
From MANILA.—For Liverpool, Oct. 19, Corea; 20, Seaton; for Channel, f.o., 23, Scindia.
From SAIGON.—For Falmouth, f.o., Oct. 12, Aldebaran; for Rio Janeiro, 16, H. and L.; for Mauritius, 23, Bayonnaise; for Monte Video, Nov. 4, Ernest.
From SINGAPORE.—For London, Nov. 4, Lorne (str.); 8, Nestor (str.); Dec. 7, Glenfalloch (str.).

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Nov. 21	Lucia	Bangkok	London
„ —	Miako	Amoy	New York

Naval and Military.

The Admiralty, having had various plans and proposals submitted to them for raising the Vanguard, have resolved on throwing the operation open to public competition, and they are prepared to receive tenders for raising the ship and delivering her in dock. Their lordships have laid down several conditions, the principal of which are that all parties tendering shall furnish satisfactory evidence of their financial ability to undertake the work; that the parties tendering shall undertake to deliver the ship either in a dry dock or at the entrance of one of Her Majesty's docks in such a state that she may be docked, and the delivery is to be considered incomplete till she is safely docked. The ship is to be raised and delivered whole, and not in pieces; no payment is to be made to the contractors, or any claim to payment

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arise, until the delivery is complete; the contractors are to be responsible for any infringement of patent rights; the time by which the parties tendering propose to begin operations and the probable date of completion are to be stated in the tender; the parties whose tender should be accepted will sign a contract, to be prepared at the Admiralty, binding them to give effect to their tender on the conditions. All tenders are to be for a lump sum, to cover all charges, and not for a percentage on the value of the ship, but their lordships state that they will not bind themselves to accept any tender.

The following officers, whose last term of service was on the China Station, have received appointments as under:—Commander A. T. Poulett (in the Avon, from the 23rd of January, 1874, to 1875), to the Spiteful, 6, paddle-sloop, Cape of Good Hope; Lieutenant A. H. Boldero (in the Thistle, from 1870 to 1875), to the Juno, 8, screw-corvette, China; Sub-Lieutenant E. P. Aske (in the Cadmus, from 1872 to 1874), to the Pearl, 17, screw-corvette, Australia; Sub-Lieutenant J. Casement (in the Ringdove, 1875), to the Sealark, boys' training-ship; Sub-Lieutenant W. R. H. Edwardes (in the Cadmus, from 1871 o 1874), for the Research, 4, armour-plated-sloop, Mediterranean; Sub-Lieutenant A. J. Horsley (in the Cadmus, from 1870 to 1874), to the Pearl; Sub-Lieutenant H. B. Jackson (in the Cadmus, from 1871 to 1874), to the Liberty, 8, tender to the Ganges, Falmouth; Mr. David Grant, engineer (in the Elk, from 1872 to 1875), to the Vivid, tender to the Royal Adelaide, Devonport; Mr. H. Macdonnell, staff surgeon (in the Iron Duke, from 1871 to 1874), to the Warrior, coastguard ship at Portland; Mr. A. Miller, boatswain (in the Salamis, from 1871 to 1873), to the Malabar, Indian troop-ship.

An important Royal warrant on the pay and promotion of the non-commissioned officers of the army has been issued. It is but the first part of the long-expected scheme for improving the position of the non-commissioned officers, but it has been received with much satisfaction, inasmuch as it displays a serious intention on the part of the Government of dealing with the question. Any increase in pay, allowances, or pensions is left to be dealt with in a future order, but in the present warrant Her Majesty sanctions an entire reclassification of the several grades of non-commissioned officers before fixing the emoluments of each class. Staff-sergeants and others having special duties to perform requiring more than ordinary intelligence or application are elevated to a higher relative position, in some cases rising two classes at a step, and the general effect of the warrant is to elevate the whole body of non-commissioned officers. As soon as the new classification is sufficiently understood the consolidated warrant fixing the amount of pay and allowances may be expected.

Herr Krupp, the German gun manufacturer, has, it is stated, intimated to his Government that he is prepared to produce a 150-ton gun of forty-six centimetres calibre, or about 18½ in. Not being able to appreciate the system adopted by England of building up guns by coils of wrought-iron which may be increased in size to any extent without being rendered liable to burst, he proposes to use his favourite steel, even for this enormous weight; the difficulty, however, is that he will have to make the tube or body of the gun in two pieces. The gun is said to be already commenced.

It is notified that the Queen has approved of a memorial from the Lords of the Admiralty sanctioning the grant at their discretion of special Greenwich Hospital pensions of £3 8s. a year each to all warrant officers and others who, while serving in the Royal Navy or Marines, contributed to the funds of that institution for full five years previous to the 1st day of January, 1830, provided they are not in receipt of any other pension chargeable to the said funds, are not maintained in any hospital at the expense of Greenwich Hospital, and are not inmates of workhouses.

"Plimsoll's mark," as the sailors call it, has been placed on the hull of Her Majesty's steam storeship, Earl de Grey and Ripon, employed principally in the conveyance of War Departmemt stores between the Royal Arsenal, Woolwich, and the various depôts in the South-West Coast and in Ireland. The mark consists of a short yellow band, painted amidships, about six inches below that which has been always regarded as the ship's water-line; and it will make a considerable difference in the amount of the cargo which it will be lawful for the ship to carry.

Rear-Admiral Richard Purvis, on the retired list, died at his residence, Alverstone, near Gosport, on the 4th inst. This gallant officer, who was born in 1826, entered the Royal Navy as midshipman on board the *Blonde*, 42, frigate, commanded by Captain—afterwards Admiral—Sir Thomas Bouchier, K.C.B. While in the *Blonde* he assisted in storming the heights of Canton, acting on this occasion as aide-de-camp to his captain. He was wounded in the attack on the Woosung batteries, his name being twice mentioned in the despatches.

The six frigates composing the Detached Squadron under the command of Rear-Admiral Lambert will very shortly leave the East Indian station for the Mediterranean, instead of remaining there until March, as previously arranged. The ships will come through the Suez Canal, being the first instance of a whole squadron of men-of-war having passed through the Canal in company. The combined crews of the squadron amount to more than 3,000 men.

The Vulture, 3, double-screw gun-vessel, Commander Arthur T. Brooke, left Malta on the 1st instant for England, to be paid out of commission. She was commissioned at Sheerness February, 1872, and left the same month for the East Indian Station, *vid* the Cape of Good Hope.

The Rover, iron corvette, is to be commissioned on the 14th inst. by Captain Barnardiston for the North American and West Indian station. She is to have a compliment of 325 officers and men.

A vote of £10,000 will be asked for next session for the defensive works at the naval anchorage of Bermuda. The works, when completed, will have cost £395,000.

Captain Thomas Brandreth has been appointed Naval Aide-de-Camp to the Queen, vice Captain Alexander, deceased.

The Philomel, gunboat, left Bombay on the 11th ult. for Penang and Singapore.

SHIPS OF WAR AT HONG KONG.

Her Majesty's ships of war in harbour are the Ringdove and the Lapwing. The Modeste left on the 31st of October for Singapore, to relieve the Thistle, and would call at Manila and Labuan on her passage down. Admiral Ryder, Commander-in-Chief of the China Station, was at Shangahi on the 28th of October, as were also the flagship Audacious, the Egeria, the Swinger, the Thalia, the Growler, the Dwarf, and the Vigilant. Major Twemlow, 80th Regiment, arrived at Hong Kong by the Ocean Steamship Company's steamer Antenor, on the 2t9h of October, and took over the command of the 80th Regiment.

THE MURDER OF MR. PARR, RESIDENT AT BENCOOLEN.

In recently commenting upon the murder of Mr. Birch at Perak, we observed that it was necessary to go fifty years back to find a precedent for a similar act in the Malay peninsula. In the life of Sir T. F. Raffles, published by Murray in 1830, details of this unfortunate occurrence are given, from which it appears that the circumstances which led to the murder were chiefly that on Mr. Parr's arrival at the Residency he effected great economical reforms, making large reductions in the public establishments, and so throwing numbers of people out of employment, and reducing some actually to starvation. He was also somewhat indiscreet and arbitrary in other acts, and the result was that meetings were held, oaths administered, and the country in short was in a state of revolt. Mr. Parr was unfortunately blind to the danger and the Government-house was surrounded, the guard overpowered, Mr. Parr murdered, and his head struck off. As showing, however, that the indignation of the natives was only against Mr. Parr himself, they left his wife unharmed.

THE MURDER OF MR. BIRCH.

The following is an extract from a private letter from Penang, dated November 4:—

The *Pluto* came in yesterday evening from Perak, bringing the news that Mr. Birch had been murdered by the Malays. The Governor, during a recent tour in Perak, arranged with the Sultan and some of the chiefs that the government of the country should be undertaken by Commissioners on behalf of the Sultan. The latter and all the chiefs of Perak were to receive pensions of various amounts. A proclamation announcing the change duly appeared in the Government *Gazette*, and Mr. Birch and Mr. Davidson were gazetted as Commissioners (acting temporarily). Copies of the Governor's proclamation translated into Malay were sent to Mr. Birch to be circulated in Perak, and on Monday last, November 1, the Malay "Hari Raya," or festival after the fasting month (Ramzan), he seems to have been at a village on the Perak river for the purpose of placarding the proclamation. This was considerably higher up the river than the Residency. At the latter place there is a guard of forty or fifty Sikhs. Mr. Birch had with him only three or four Sikhs, his servant, and an interpreter. The interpreter who posted the notices reported to Mr. Birch that the Malays were much excited, and were tearing the proclamation down. He sent the man to post them up again, and went to the river to bathe on a little stage or platform, such as Malays generally use when they live on the bank of a river. The person bathing is partly concealed by a low attap (palm-thatch) screen. The unfortunate interpreter, while putting up the proclamation again, was stabbed in the stomach, and the Malays then rushed down to the river, wounded Mr. Birch's few attendants, and speared him through the attap. It is not yet known what became of him. It is said that he was seen to fall, and there can be no hope that his life was spared. He was not seen again, alive or dead. An officer of the *Thistle* (an English gunboat), named Abbott, who had accompanied Mr. Birch, was out shooting when all this occurred. He returned immediately afterwards, and was advised by a Malay to take to the jungle. He did not do this, however, fortunately for himself, but got into a canoe with one man and paddled down the river to the Residency. He was fired at repeatedly from the banks, and the boat was hit more than once, The matter had evidently been deliberately planned, and the day fixed on. If it had been a mere chance scrimmage arising out of a sudden quarrel, the other villages lower down the river would not have fired upon Abbott. It is said that there has been some disturbance in Sangalore also, where Mr. Davidson is Resident, and that he wrote to warn Mr. Birch. His warning either arrived too late or was disregarded. The *Pluto*, which was in the Perak river, came at once to Penang for assistance. She left again this morning (Thursday, Nov. 4) with an expedition, who go to take charge of the Residency, &c. Captain Innes, R.E., goes in charge, with sixty-five rank and file of the 10th Regiment, under two lieutenants, and thirty-five policemen. Innes is the best man they could have to be in command.

A correspondent of *The Times* writes as follows:—

On the 3rd Nov. news arrived at this island that the Hon. J. W. W. Birch, the Political Resident of Perak, Malacca, and Mr. F. A. Swettenham, his Assistant, had been treacherously murdered. Perak lies about twelve hours' journey by steamer from Penang, and is situated south in the Malacca Peninsula. From the vague and hasty reports that have been sent in it has been gathered that Mr. Birch had gone out to a small hut he had erected a few miles from the town and on the banks of the river. While he was bathing he was suddenly attacked by a party of Malays, armed with spears. He was in his dressing-room at the time. His servant and interpreter fled towards the boat they had arrived in. The interpreter, however, was speared and killed just as he got to the boat, but the servant managed to escape, although wounded severely. The boatmen immediately pulled as hard

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as they could down the river with the servant and the body of the interpreter. They had to run the gauntlet of missiles hurled at them by the Malays from the shores, but arrived after two hours at Perak. The last that was seen by the boatmen as they fled was Mr. Birch's house surrounded by Malays, who were thrusting their spears through the mat walls, while others were bursting the door open to get in. There is little doubt as to his fate, although at present nothing more definite has been heard of him, for all communication ended with the flight of the boatmen.

Perak had been under British protection, with Mr. Birch as Political Resident, for some time, he having been appointed during last year; but had been lately ceded entirely to the British by the petty Rajahs of the district. In furtherance of this last arrangement proclamations had been issued and fixed in the villages announcing the fact of the cession. Mr. Birch is said to have received intelligence of these proclamations having been torn down, and was *en route* to investigate the matter when he met with his untimely end. Mr. Swettenham had been sent on before by Mr. Birch, and had not been heard of for five days, but I am glad to report that news has just come in that he is safe at Qualla Kangza, though I have not been able to gain particulars.

THE CHINA AND JAPAN MUTUAL MARINE INSURANCE COMPANY.

A provisional committee, consisting of Messrs. Hugh Sutherland, George Siegfried, J. M. Ringer, A. J. Little, and Emil Bode (the present directors of the above company), has issued a prospectus with reference to forming a new mutual association of those willing to support it with their business. This scheme has been set on foot in consequence of the majority of the votes at a recent meeting having been cast in favour of liquidation by fifteen to twelve; and the directors feeling that the shareholders are divided into two distinct parties; one party, almost entirely non-supporters of the company, wishing to realise their investment, another party, from whom the company derives its main support, wishing to carry on, consider it manifestly contrary to the interest of either that they should remain united, and have, consequently, taken the course above named. They propose to pay off the present shareholders their shares in the capital and reserve fund as they were on 30th June last, leaving the working account as it stood at that date to go to credit of the new association. The company is to be formed (either under a contemplated Order in Council, enabling joint-stock companies to be formed in Sanghai, or with a head office in London or Hong Kong) as a limited liability company, with a subscribed capital of Tls. 1,200,000, and a paid-up capital of Tls. 240,000; and interest at 10 per cent. upon the capital shall be a first charge upon the profits, and any sum remaining to profit of working account after such interest has been paid shall be divided, two-thirds being paid to contributing shareholders, and one-third passed to reserve fund. The provisional committee confidently recommend the reconstruction of the company on the above basis, believing that they are thus putting themselves in possession of a good working business under exceptionally favourable conditions.

THE THIRD INTERNATIONAL CONGRESS OF ORIENTALISTS.

The November number of the *Russiche Revue* gives some account of the proceedings of the Organising Committee of the next Oriental Congress, which is to commence its sittings on the 1st (O.S., our 13th) of next September, at St. Petersburg. The members of the committee are Professors Grigorief, Patkanof, and Chwolson, and Mr. A. Kuhn; Professor Grigorief being the president. The Congress, it is stated, will pay special attention to Asiatic Russia, dividing it into four districts, viz., 1, Siberia; 2, Central Asia, including the independent khanates of West Turkestan; 3, the Caucasus; 4, Transcaucasia. The rest of the East will be arranged in the following groups: 5, East Turkestan, Mongolia, China, and Japan; 6, India, Persia, and the islands of the Indo-Chinese Archipelago; 7, Turkey and Arabia. Each of the seven sections devoted to these subjects will discuss the geographical, historical, philological, and literary questions which will come before it. But there will also be two special sections; the one, No. 8, devoted to the Archæology and Numismatics; and the other, No. 9, to the Religions and Philosophies of the East. Not only professed Orientalists are invited to attend the Congress, but also all persons who are interested in Oriental questions, especially travellers and explorers, as well as official residents in Asia; in fact, every one who can in any way forward the ends of the Congress.

One of the objects proposed by the Committee is to draw up an account of what has already been done in Russia with regard to the matters which the Congress will discuss. Considering that no more acceptable present can be offered by the Orientalists of that country to their western colleagues and guests than a summary of Russian research in Asia, the committee propose to print, before the opening of the Congress, a historico-bibliigraphical account of what Russian scholars and travellers have written about the East. A meeting was held in May, which was attended by about forty Oriental authorities, moft of whom promised to co-operate with the committee in the task of preparing such a report. Ssberia will be represented by MM. K. Staritsky, M. Venyukoff, and P. von Helmersen; Central Asia, by Baron A. von Kaultars and Professor Grigorief; Transcaucasia, by Professor Patkanof, who will devote himself to Armenia, and by A. Zagareli who will take Georgia as his subject. The cartography and ethnography of Mongolia will be treated by P. von Helmersen. Baron E. von Osten-Sacken will give an account of Russian geographical and ethnographical researches concerning China; and I. Sakharof of those of a linguistic and historico-literary nature. Professor Lerch will deai with Russian Iranian studies, P. Savaitof with Russian travels to Palestine and the neighbouring lands, and Baron V. von Rosen with Russian collections of Oriental MSS., &c.

The committee have also taken steps towards organising an exhibition of such Oriental objects as may enlist the interest and forward the studies of the members of the Congress. By it will be specially illustrated the archæology, palæography, ethnography, and literature of the East. The public collections in outlying districts will be laid under contribution for this purpose, especially those in Siberia, Turkestan, and the Caucasus. But an urgent appeal is made also to private collectors, whether they are travellers, or servants of the State who have resided in the East, or untravelled Russians who have acquired specimens of the Oriental treasures which have so often been discovered in Russia, and which are constantly being brought to light by the plough or the spade of the railway excavator. To collectors of the latter class it is generally hinted that they may, by contributing, not only confer a benefit upon science, but also turn an honest penny. What the committee chiefly desire are (1) Oriental inscriptions on stone or metal; (2) Oriental MSS.; (3) old maps of Asiatic countries; (4) portraits, landscapes, &c., collected by travellers in Asia; (5) clothes, weapons, domestic utensils, &c., now used by Orientals; and (6) memorials of the past life, public and private, of Eastern peoples, whether found in Russia or brought thither by Russian travellers in the East;—everything, in fact, which Russia can contribute towards the elucidation of Eastern questions. The English corresponding member of the committee, we may mention, is Professor R. K. Douglas, of the British Museum.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 8, at New York, from Padang, Osseo; 9, at Liverpool, from Manila, Emiliano (str.); off Queenstown, from Manila, for London, City of Halifax; 10, at London, from Shanghai, Teviot (str.); from Foochow, Olympia (str.); from Manila, Ludovic and Charles; 9, at New York, from Penang, Enrico Dandolo; at Boston U.S., from Ilo Ilo, Lucy S. Wills; 6, from Rotterdam, for Java, Krimpen v. d. Lek; 12, at London, from Foochow, Flintshire (str.); from Canton, Osaka, off Scilly, from Rangoon, Iris; 11, at London, from Shanghai, Patroclus (str.); 12, Black Prince; at Falmouth, from Akyab, Era; at Liverpool; from Manila, Admiral Tegethoff; from Rangoon, Star of India; 12, at Liverpool, from Manila, Bato.

DEPARTURES.—Dec. 8, from Cardiff, for Manila, Innocenta; 4, from St. Nazaire, for Reunion, Chittagong; 10, from Liverpool, for Manila, Buena Ventura (str.); for Singapore, Gem; from Sunderland, for Penang, Empress; 9, from Shields, for Singapore, Compagnée Generale; 10, from London, for Shanghai, M. A. Dixon; 10, from Sunderland, for Rangoon, Alastor; 9, from Bordeaux, for Saigon, Georges; 11, from Liverpool, for Anjer, Agate; for Penang, Invincible.

PASSED SUEZ CANAL.—Dec. 9, J. B. Walker, from Southampton for Batavia; 10, Cheops, from London for Shanghai; 10, Thames, from London, Colombo and Singapore; 11, Fleurs Castle, from Shanghai for New York; 11, Naples (str.), from Shanghai, for London; 11, Holland, from Southampton, for Batavia.

SPOKEN.—Lochleven Castle, Liverpool to Yokohama, Oct. 23, 5 N., 21 W.; County of Stirling, Glasgow to Batavia, Nov. 4, 5 N., 27 W.; County of Argyle, Batavia to Rotterdam, Nov. 4, 28·27 S., 6·54 E.; Mora, Yokohama to New York, Oct. 30, 35·7 S., 24·11 E.; County of Berwick, Java to Holland, Nov. 6, 28·43 S., 7·16 E.; Ellen Browse, London to Shanghai, — 4·48 N., 24·14 W.

CASUALTIES.—St. Helena, Nov. 22.—The Signe, arrived here Nov. 17 from Java, experienced very heavy weather, lasting two days, between Algoa Bay and Cape Agulhas; lost and split sails, and was thrown on her beam ends, remaining in that position for some hours. The Sarah Watson, which arrived here on the 19th inst. from Singapore, experienced a succession of hard gales from the 19th to the 26th Oct.; on the latter day, in lat. 35 S., long. 28 E., encountered a terrific gale from W.N.W., with a tremendous sea, which struck the ship on her port bow, breaking two stanchions, and carrying away a quantity of bulwarks, and doing other damage. Cadiz, Dec. 3.—The St. Aubin, from Cardiff for Singapore, was in collision with a steamer (supposed to be English) on the night of the 1st inst. off Cape St. Vincent, which caused damage to bowsprits and bulwark, and she put into port to have same repaired, a survey will be held.

THE Messageries Maritimes Company's steamer *Ava*, with the present inward mail, arrived at Marseilles on the 9th inst. She brings ninety-eight passengers and a general cargo, including 750 bales of silk, 5,422 packages of tea, 291 packages sundries, and specie to the value of £2,715 for London, which part of her cargo will be forwarded to its destination per Company's steamship *Gange*, due in London on or about the 29th inst.

SIR WALTER BARTTELOT, M.P., speaking at Horsham, expressed his approval of the purchase of the Suez Canal shares, but he thought Parliament ought to have been immediately called together to vote the money. He also held it to be the duty of England to preserve a free highway to China through the Straits of Malacca. The hon. member added that he was not satisfied with what the Government had done in regard to local taxation.

M. FRANCISQUE SARCEY, one of the wittiest and best known of French critics, is about to appear before the Tribunal Correctionnel of Paris, in answer to a charge of libel brought against him by some Catholic society, for converting infidel Chinese.

THE Russian Government is about to ask China for permission to send her caravans to the Celestial Empire, not only by Kalgan, but also by the Joki-gate to Tungchow and Tientsin.

KEASBERRY TESTIMONIAL FUND.—To those gentlemen who purpose adding their names to the list in our advertising columns we would quote the proverb *Bis dat qui cito dat*. The hon. treasurer is anxious to close the account, if possible, during the present week.

The Rotterdam Lloyd steamship Torrington, Captain R. Blacklin, sailed from Southampton yesterday, with mails, passengers, and cargo for Padang, Batavia, Samarang, Surabaya, and other ports in Java.

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Literature.

The Eastern Seas; a Narrative of the Voyage of H.M.S. *Dwarf* in China, Japan and Formosa; by Captain B. W. BAX, R.N. London: John Murray, Albemarle-street.—This is a pleasingly written narrative of the commission of H.M.S. *Dwarf* in the Eastern Seas, during a period of three years and eight months. It will be read with interest in China and Japan, by many residents acquainted with Captain Bax; and to home readers it will give a good idea of many important facts in connection with those countries. One of the most valuable sections of the work is that relating to the Russian ports in the Eastern Seas, of which at present very little is known. As Captain Bax justly observes, many at home will doubtless be surprised at the large strides made by that Power on the Sea Coast of Tartary, and her possession there of splendid harbours capable of holding large fleets, and of being made almost impregnable, such, for example, as the harbour of Vladivostok, which is about to become the head quarters of the naval forces in Eastern Siberia. The description of the savage inhabitants of Formosa is also of much interest, and the remarks made with reference to the war between Japan and Formosa are well considered and weighty. Captain Bax observes that although to the casual observer small results were apparently obtained, the real effect has been to compel the Chinese to acknowledge their responsibility for the conduct of the tribes on the East Coast of Formosa towards shipwrecked people.

A to Z, being Twenty-six Notes on a Soldier's Trumpet. By Surgeon-Major F. E. SCANLAN. London: Houghton and Gunn, 162, New Bond-street; and Hatchard and Co., 137, Piccadilly.

Residents in Japan will hail with pleasure this series of military caricatures from the pencil of Surgeon-Major Scanlan, who was attached to the 10th Regiment during its stay in that country and China. They will easily recognise—

A was an Adjutant,
Ride a cock horse;

and the public of Hong Kong will not be slow to discover whom—

C a Controller,
Laden with gold,

is meant to represent. The "noisy Artillery Corps" will awaken many a memory—pleasant, perhaps, on the principle of "forsitan hœc et olim meminisse juvabit"—of unearthly disturbance in the early morn. The expression of mingled delight and trepidation on the artilleryman's countenance is extremely clever; and throughout the work we may fairly say that we have seldom seen the powers of seizing character and bringing it out with a few strokes of the brush better displayed—indeed, some of the portraits will compare favourably with the inimitable characters in "Vanity Fair." But apart from this local colouring, the book must be accepted on its merits as being one of the very highest class of caricatures. Its finish is excellent in the extreme, and both author and publishers deserve the greatest credit for its production.

The Journal of Lieut.-Colonel Sosnovsky, who recently made an expedition to China, has been published in French at St Petersburg. He gives some interesting particulars concerning the Chinese army, and especially of the troops engaged at Siang-jangfoo, during Colonel Sosnovsky's stay in that town. They were placed in ten camps: seven of infantry, armed with European guns, two of cavalry, and one of militiamen, armed after the old Chinese fashion. Each infantry camp consisted of 500 men, and each of the cavalry was intended for 250 troopers; but none of the latter were under canvas, as, according to the commander, they were posted in the neighbouring villages. The Thi-Doo (Camp Commandant) let Colonel Sosnovsky witness various military evolutions by these troops. The words of command used were English, and the Chinese were drilled by English instructors, who had been in the employ of the Chinese Government for nine months, and received as wages 600 laens (£250) a month. In spite of such good instructors the Chinese soldiers have learned nothing, and, according to Colonel Sosnovsky, the troops drilled under the old system are better than the other. In the Sang-jang-foo camps slow marching is very much in vogue, as well as the "square" formation. When firing the soldiers sit down. They keep their guns very negligently, and when Colonel Sosnovsky directed the attention of the commander to one of these guns he was assured that the guns had been received from Tientsin, and after having been kept in boxes for a long time, had been issued to the troops only on the previous day.

In our last issue we noticed that the Gallery of the Burlington Fine Arts Club, in Savile-row, is at present occupied by a rare collection of articles of Japanese lacquer, contributed for the most part by Mr. James L. Bowes, President of the Liverpool Art Club, and joint author with Mr. G. A. Audsley of the "Keramic Art of Japan." The art, which is a very old one, and unique, is stated by the Japanese to have reached its development about three hundred years ago. From the very excellent catalogue, written by Mr. G. A. Audsley, we take the following interesting items:—There are three sections, viz.: "The Raised," "the Incrusted," and "the Flat." Of the raised the drum box seems most worthy of notice, which is of the finest gold lacquer, representing one of the flat drums used by the Japanese, and consists of a ring of wood with parchment tightly stretched on both sides, and cemented and secured by metal nails to its rims. Next a sweetmeat box. This fine specimen is the form of the outline of a Japanese boat, with sail set and heavily laden with treasure. Of the incrusted lacquer we would call attention to a writing-case, being highly ornamented both inside and out with various beautiful scenes. The third section, or flat lacquer, should not be passed unnoticed, a portion of which is a cabinet sword stand, in deep crimson clouded lacquer, decorated with elegant and refined devices. There are also a large number of other objects exhibited, which are too numerous to mention.

The following is from the *Academy*:—

Mr. Louis de Zoysa, Mudeliar, the Librarian of the new Government Library at Colombo, and chief translator to Government, has made from time to time several reports to Government on the result of his inspection of the libraries attached to the Buddhist monasteries in Ceylon. These reports have now been made public, and, while confirming our fears of the total destruction of the most ancient Simhalese or Elu literature, show that the Mudeliar has succeeded in discovering several important works whose existence was hitherto unknown. Among them the following are especially noteworthy:—*Daladā pūjāwaliya* and *Daladā sirita*, two old Simhalese books on the History of the celebrated Tooth-relic, the authenticity of which was discussed in the *Academy* of September 26, 1874; the *Kesa-dhātu-vansa*, or History of the Hair-relic, MSS. of which were quite unknown (this work is the more interesting as it is mentioned in the thirty-ninth chapter of the *Mahāvansa*, translated by Mr. Rhys Davids for the last volume of the *Journal of the Royal Asiatic Society)*; the *Lalāta* or *Nalāta-dhātu-vansa*, the copy of which in the University Library at Cambridge is the only other copy known: the Paris Library has a copy of a Pāli commentary upon it. The *Sāsana-vansa*, or History of Buddhism, and the *Rajadhirāja-vitāsini*, a History of Burma, are both Burmese Pāli works of unknown date, but are expected, like the others above-mentioned, to contain much important historical matter.

There are also a number of works on Buddhist ethics and metaphysics, among the most interesting of which is an old Elu commentary on the *Dhammapada*, so well known in Europe through Mr. Fausböll's edition, and Professors Max Müller and Weber's translations. It dates from the tenth century, and is possibly the oldest Simhalese prose work now in existence. Among grammatical works the most important is the *Pada-sādhana-tīkā*, a very ancient Pāli commentary on the oldest Pāli grammar, that of Moggallayana, of which M. Senart has lately published an edition in the *Journal Asiatique*. Most of the important MSS. discovered will probably be copied or purchased from the Colombo Library, the usefulness of which would be very greatly increased by the annual expenditure of a small sum in copies of its best MSS. to be deposited in one of the London libraries. The promoters of the Ceylon Library have done a good work by placing in permanent security trustworthy MSS. of Ceylon literature, which is so important for the history of Buddhism and of India; but their labours must remain comparatively useless unless copies of those MSS. are placed where there are scholars of sufficient attainments and leisure to use them. Unfortunately, Ceylon not being under the India Office, the India Council has refused opportunities of acquiring Ceylon MSS., but the Ceylon Government might well devote £50 or so annually, in order to secure the full advantage of what they have already done.

The German papers report the death of Herr Karl Julius Milde, of Lubeck, director of the schools and manufactories for glass-painting, established by the Imperial Crown Prince in connection with the works for the Cathedral of Cologne. Karl Milde, who was born at Hamburg in 1803, early acquired a reputation as a designer and painter, and to his literary and artistic efforts Lubeck is indebted for the preservation and restoration of many of its most interesting historical remains, of which he published a series of valuable reports between 1843-1848. His best glass-painting is the window of the baptistery-chapel in the new church of St. Peter's, at Hamburg, and at the time of his death he was engaged, in conjunction with Herr Achelius, of Lubeck, in completing the large window, forty-seven feet in length and twenty-seven in width, representing the Last Judgment, which is designed for the Cologne Cathedral.

We have received a copy of the "Treaty Rights of the Foreign Merchants and the Transit System in China," by the late Baron Von Gumpach. This volume has been published subsequent to its author's death, at the office of the *Shanghai Courier*, under the auspices of Mr. Fred. H. Balfour, the editor of that journal. The work gives a large number of interesting

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facts in connection with the subject treated, and shows clearly the manner in which the Chinese have been allowed gradually to depart from the terms of the Treaties with reference to the transit dues, which have always been at the bottom of our commercial difficulties with China. Although there are perhaps not many who will agree with the well-known strong views of the late Baron Von Gumpach in their entirety, the work under notice is well worthy of perusal, as containing much that is sound in argument, as well as many important documents and facts bearing upon the subject treated.

Macmillan's Magazine for December contains the usual excellent collection of stories, essays, &c. Mr. Henry M. Trollope contributes a paper on the French Stage under Louis XIV., which deals with the subject in a light and interesting manner, the object in view being to convey an idea as to the working of the theatres and the material condition of the actors. The "Drinking System" is treated by Mr. P. Whittaker; and the "Organisation of the Unorganised Classes" by the Rev. C. E. Maurice. A very thoughtful and valuable paper upon "English Falck Laws" is contributed by Mr. F. W. Rowsell. Among the lighter articles is a most amusing one entitled "Diversions of a Pedagogue," by Mr. G. H. Raven, M.A. A feeling and well-written tribute to the memory of the late Commodore Goodenough appears from the pen of Miss Jane Morseby.

Scribner, Armstrong, and Co. announce the first volume of Mr. Bryant's *History of the United States* as in type, and promise that it will be out on the first of the new year. It is said that $20,000 have already been expended on this work, and that it will cost $10,000 more before the first volume is out. When complete it will comprise four octavo volumes, of over 600 pages each. Mr. Sidney Howard Gay is the collaborator of Mr. Bryant in this work. The plan of the history was drawn up by Mr. Bryant, who wrote the introduction, and revises every line written by his assistants. Mr. Bryant is now in his eighty-second year, and is in the enjoyment of excellent health. The publishers of this history must be sanguine of its success, ior it will have cost them $100,000 by the time it is completed.

An Oriental series, entitled "Bibliothèque de l'Ecole des Langues Orientales," has just been commenced under the auspices of the French Ministry of Public Instruction, which contributes a very liberal subsidy to the undertaking. The first work of the series is an edition of Mir Abd-ul-Kerim's "Description of Afghanistan, Bokhara, and Khiva," by M. Charles Schefer, official interpreter to the French Government. The Persian text, which for typographical reasons has been printed at Bulak, in Egypt, is ready for distribution. The French translation has just gone to press, and will fill about three hundred large octavo pages; it will be accompanied by a handsome map of Central Asia. The publisher of the series is M. Ernest Leroux.

M. Alphonse Derenne, the publisher of the new periodical just mentioned, is desirous of showing the utmost perfection that can be realised by French typography, and for this purpose he is about to issue a poem of a hundred verses by M. Stéphane Mallarmé, entitled "L'Après-Midi d'un Faune," printed in elzevirian type, made expressly, and on the richest paper. The illustration and artistic ornamentation are confided to M. Edouard Manet, whose designs, *culs de lampe*, *fleurons*, &c., executed in two tints, black and rose, will be done in imitation of Japanese methods not hitherto attempted in Europe. The number of copies of this literary and artistic curiosity is to be very limited.

Dr. Edkins writes to the *Academy* with reference to three original letters of the late Stanislas Julien, published in the fourth volume of "Chips from a German Workshop," and containing a denial of the identity in many Chinese and Mongol words, advocated by Dr. Edkins in the Journal of the French Ethnological Society, as well as in a letter to Professor Max Müller himself. He states that Julien did not look at the question with a steady eye; and, in proof of this assertion, notices what he holds to be several mistakes in comparison of Chinese and Mongol words made by him; and he also considers it unfortunate that Julien should not have thought it necessary to make any research on the old sounds of the Chinese characters.

The *Geographical Magazine* for December notes that the Abbé Desgodins has sent to the Paris Geographical Society a map of a portion of Indo-China, where the frontiers of Tibet, Burma, Yunnan, and Patang march together. This will be of special interest at the present time, when the question of the trade route to India, *vid* Burma, is under consideration. As our contemporary observes, we know little concerning this country beyond what was told us by Mr. T. T. Cooper, in his attempt to penetrate into India from China. Father Desgodin's notes are unfortunately very brief, owing to the fact that he was hurrying away from Chinese persecution at Yerkalo and seeking an asylum with two brother missionaries at Tseku.

Messrs. G. P. Putnams' Sons, of New York, have in the press a most unique volume, in the shape of a Japanese romance, entitled *Chinshingura; or, the Loyal League*, translated by Mr. Frederick V. Dickens, with notes, and an appendix containing a metrical version of *The Ballad of Jakasago*. The book will contain specimens of Japanese text in the original character, and will be profusely illustrated by full-page tinted plates drawn and engraved by Japanese artists and printed on Japanese paper. This novel is founded on historical fact, and shows pretty thoroughly the manner of life and thought in Japan, where devotion to clan seems to exceed that of Scotland in its earliest history.

The *Friend of China* (organ of the Anglo-Oriental Society for the Suppression of the Opium Trade) for December publishes three addresses to the Society from Chinese Christian Churches, urging the suppression of opium smoking as a "fruitful source of robbery, theft, and all kinds of villainy." The new Indian Opium Act is noticed, and a complaint is made that it will not touch the Bengal monopoly or affect our treatment of the opium grown in the native States of Central India, its aim being to bring the whole of British India under one uniform law as respects opium, and to secure to the Government power to deal with it at its own discretion, in all parts of India, which are directly under British rule.

An excellent descriptive Handbook of the Short Sea Route to Australia has been issued by Messrs. Mactaggart, Tidman and Co., agents of the Eastern and Australian Mail Steam Company. It will not only be invaluable to intending travellers, but forms a very interesting description of our rising colonies in that part of the world. The illustrations are capitally executed, and altogether the book compares well with more pretentious publications, and has the advantage of being of an entirely practical and reliable character.

Chambers's Journal for November 27 contains a story of an adventure in Macao. There is nothing very striking in it to those already familiar with the corruptions attaching to the farming of the gambling-houses in that colony—a system from which Hong Kong was happily released in consequence of the earnest protests of the community—but the state of matters is brought out with considerable art, in the account of the little adventure. We notice that a pleasing allusion is made to the late popular Captain Carrol.

Messrs. W. D. Spence and A. S. Harvey have received certificates from the Commissioners of Legal Education of having passed an examination in Roman law. Both gentlemen have obtained extension of leave of absence in order to keep their Trinity term 1876. Messrs. E. H. Parker and T. L. Bullock have joined the Middle and Inner Temples respectively, and have kept their first term. Mr. Hewlett at the Middle Temple, and Messrs. Satow and Enslie at Lincoln's Inn, have also kept their Hilary term.

The prospectus has been issued of a new illustrated journal, to be called the *London and Provincial Illustrated Newspaper*. It is designed to supply a good illustrated sheet at the price of threepence, it being believed that a paper containing really well executed engravings worth preserving at that price will be bought by a large class of people who are not disposed to pay so high a price as sixpence.

Dr. Dudgeon, of Peking, is at present in town, and, it is said purposes to deliver a series of addresses to his numerous friends from China, now in London, with a view of laying before them the present condition and future prospects of hospital and other work in that Empire. Dr. and Mrs. Edkins leave for Peking in January, accompanied by two assistants.

The *Academy* has the following:—"The first part of the volume relating to the anthropological portion of the voyage of the Austrian frigate, the *Novara*, has recently appeared. It forms a fine book, devoted to a description of the *Novara* collection of Crania, by Dr. Zuckerkandl, of Vienna."

Professor de Gubernatis has been named Corresponding Member for Italy of the Congress of Orientalists, which is to take place at St. Petersburg.

Lieutenant Chas. E. Reynard (1873) and Sub-Lieutenant James S. Muggeridge (1871) are appointed to the Kestrel, and Lieutenants Powell C. Underwood (1874) and Horace H. Barnard (1872) to the Frolic, on the China Station. Three corporals and four gunners, R.M.A., and twenty-two privates, R.M.L.I., will proceed in the Juno for China, to fill vacancies in the Kestrel, Frolic, and Mosquito.

The Juno will probably leave Portsmouth on the 17th, and we shall then give a complete list of her supernumeries, &c.

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JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, DEC. 13, 1875.

THE P. AND O. MEETING.

THE statements made by the CHAIRMAN and by Mr. SUTHERLAND, the managing director, at the meeting of the P. and O. Company on the 7th inst., completely dissipate any unfavourable impression which may for the time have been produced by the unwarrantable comments of Mr. BAIN, and which obtained publicity in *The Times*. In an ordinary way we should certainly not consider it necessary to notice any assertions emanating from this source, as all acquainted with the affairs of the Company are fully aware of their value. But, in consequence of their having unfortunately on the present occasion obtained publicity through so important a channel as the columns of the leading journal, they acquired a meretricious importance; and it is therefore necessary in a few words to notice the refutation of the charges which was made at the meeting. Stated shortly, Mr. BAIN'S accusations were that the directors of the Company had endeavoured in some way to steal a march upon the shareholders by making arrangements for increasing the capital of the Company by the issue of Debenture Stock; and that for some reason they had overstated the value of their vessels. The first point was conclusively disposed of by the CHAIRMAN, who showed that Mr. BAIN, in his letter to *The Times*, had carefully refrained from stating what was clearly set forth in the advertisement, namely, that the proposed Debenture Stock was to be a substitute for the Debenture Bonds already in existence—a fact which totally alters the complexion of the measure. This disingenuousness unfortunately misled *The Times* completely; who were led into the impression that the directors intended to create new capital, which is entirely contrary to the facts. The second point was ably and clearly dealt with by one of the managing directors, Mr. SUTHERLAND. He showed that so far from the present directory having increased the stated value of the vessels, the contrary had been the fact. They had taken over a legacy of 80,000 tons, valued at £30 17s. net per ton, and had increased the fleet to 117,000 tons of vessels far more efficient and far more adapted to the present requirements of the service, which stood at £26 1s. in the books. At the same time he frankly admitted that he would prefer, although he considered the vessels worth what they were placed at, that they should be at a lower figure, and no doubt the Board will, as far as practicable, use its endeavours in this direction.

These explanations are so clear that no one can fail to feel that the CHAIRMAN was fully justified in designating the statements of Mr. BAIN as unscrupulous perversions of facts; and the manner in which that gentleman was received by the meeting showed unmistakably the light in which almost the whole of the proprietary regard his unsolicited care for their interests. The CHAIRMAN, at the opening of the proceedings, had wisely advocated that they should be conducted with "good humour," and that the dignity and decorum which had hitherto always characterised their proceedings should be preserved; but, much as we are averse to any unseemly demonstrations at public meetings, we must confess to some sympathy with those who were indisposed to listen to a detailed written statement being read before them by Mr. BAIN. Still it is satisfactory that after some objection he was allowed to read his paper, as this was beyond question the best method of refuting what he had to say. The manner in which it was received by the shareholders showed what, but for the accidental publicity it obtained, nobody would for a moment have doubted was its true value—nothing. Mr. BAIN was an unpleasant and annoying interlude in the meeting—"vox et prœterea nihil."

Leaving this portion of the subject, and passing to the more practical part of the proceedings, we see good reason to congratulate the shareholders upon the manner in which their interests are at present being guarded. Mr. SUTHERLAND hit the point exactly in noticing the great difference in the whole nature of the Company's business which has resulted from the opening of the Suez Canal. It must be evident to everyone that the directors have taken the only steps—however difficult and ungrateful they might be—which will enable the Company to hold its own in the altered circumstances. They have greatly reduced the expenditure; they have introduced the most recent improvements into their steamers, the most important being the "compound engine," which is the means of effecting so large a saving in coal; and they have done their best to meet the public taste in all details connected with the passenger traffic. In a word, they have fully recognised that they can only hold their own in the present day by "modernising" their system; and taking into consideration that they have had the difficult task not merely of organising a new fleet and service in accordance with the altered state of things, but of doing away as quickly as practicable with all that was unsuitable or too expensive in the old system, they may be congratulated upon the extent they have succeeded, and we may look with confidence upon their completing the task which they have undertaken with so much wisdom and resolution.

THE APPEAL FROM THE STRAITS.

THE last number of the "Privy Council Reports" contains a decision of some interest to the native inhabitants of the Straits Settlements. It relates to an appeal from a judgment of Sir WILLIAM HACKETT, in which, following an earlier decision of Sir BENSON MAXWELL, at Singapore, he held that a bequest by a Chinaman for performing religious ceremonies to himself after death was void. The Privy Council says:—"Their Lordships think it was rightly held by Sir P. BENSON MAXWELL, Chief Justice, in the case of CHOAH CHOON NIOH *v.* SPOTTISWOODE, that while the English Statutes relating to superstitious uses and to mortmain ought not to be imported into the law of the colony, the rule against perpetuities was to be considered a part of it. This rule, which certainly has been recognised as existing in the law of England independently of any Statute, is founded upon considerations of public policy, which seem to be as applicable to the condition of such a place as Penang as to England; viz., to prevent the mischief of making property inalienable, unless for objects which are in some way useful or beneficial to the community. It would obviously be injurious to the interests of the island if land convenient for the purposes of trade, or for the enlargement of a town or port, could be dedicated to a purpose which would for ever prevent such a beneficial use of it. The law of England has, however, made an exception, also on grounds of public policy, in favour of gifts for purposes useful and beneficial to the public, and which, in a wide sense of the term, are called charitable uses; and this exception may properly be assumed to have passed with the rule into the law of the colony. . . . The devise to be considered is the dedication by the testatrix of the Sow Chong house for the performance of religious ceremonies to her late husband and to herself. It appears to be the usage in China to erect a monumental tablet to the dead in a house of this kind, and for the family at certain periods to place, with certain ceremonies, food before the tablet, the savour of which is supposed to gratify the spirits of their deceased relatives. This usage, with the accompanying ceremonies, is minutely described by Sir P. BENSON MAXWELL in his judgment in the case of CHOAH CHOON NIOH *v.* SPOTTISWOODE. Although it

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certainly appears that the performance of these ceremonies lis considered by the Chinese to be a pious duty, it is one which does not seem to fall within any definition of a charitable duty or use. The observance of it can lead to no public advantage, and can benefit or solace only the family itself. The dedication of this Sow Chong house bears a close analogy to gifts to priests for masses for the dead. Such a gift, by a Roman Catholic widow, of property for masses for the repose of her deceased husband's soul and her own, was held in WEST *v.* SHUTTLEWORTH not to be a charitable use, and although not coming within the statute relating to superstitious uses, to be void. The learned judge was therefore right in holding that the devise, being a perpetuity, was not protected by its being a charitable use. . . . Their lordships' decision on this bequest accords with the judgment of Sir P. BENSON MAXWELL in the case already referred to. It appears to them that in that judgment the rules of English law, and the degree in which in cases of this kind regard should be had to the habits and usages of the various people residing in the colony, are exactly stated."

THE ADMIRALTY.

EVERY now and then it becomes the fashion to abuse some one, or some class, heartily, and when this spirit has once been aroused, it is hopeless to expect either moderation or justice in the remarks which are made. The cause of this peculiar state of public feeling is generally to be found in the occurrence of something which can be thoroughly appreciated by everybody. It may or may not be of great importance, but to produce the effect abovenamed it must be easily comprehensible. Thus the late Government were, perhaps, more heartily abused for Mr. LOWE'S proposed match-tax than they were for hundreds of measures of far greater importance, and which were much more serious as indicating a want of administrative power. But only a limited number could understand grievous mistakes as to foreign policy and other like errors; but everybody could understand a tax upon a box of matches. In something of the same spirit as that which inspired the howl on this subject, it has of late become the fashion to hurl unlimited reproaches at the Admiralty; but, unfortunately, the abuse in the present instance is of a far more serious bearing than in the former, as it tends to bring a service which it is essential to keep in a high position in the public estimation into grievous and unmerited disrepute. The cause of the existing state of feeling is easily understood, and is to be found in the sad loss of the *Vanguard*. This was an occurrence which appealed to the understanding of everyone, and it was unfortunately one which went in its main bearings greatly against the Admiralty. So it became the fashion to abuse in unmeasured terms everything connected with the navy, and no limit whatever was put upon the vituperation thus universally indulged in. No doubt there were some grounds for animadversion in the unfortunate incident which first drew public attention prominently to the Admiralty; and, so far as such remarks are within reasonable bounds, we do not object to them, even though we may not fully agree with them; but when the leading journal goes so far as to suggest the resignation of the First Lord of the Admiralty, before there has been any opportunity of official explanation of the matters upon the basis of which it makes the suggestion, we cannot commend either the temperance or the soundness of such criticism. Several of the statements against the Admiralty in connection with recent disasters have been grossly exaggerated, if not entirely false; and no doubt this will be shown authoritatively when Parliament re-assembles. Many of the accidents, too, which have happened, have been precisely similar to those which repeatedly occur in private steamers, and concerning which little or nothing is heard; and it is unreasonable to expect that the Admiralty alone shall be beyond the reach of those calamities which are recognised as in the ordinary course of events in other directions. A large number of the statements which are industriously circulated against the conduct of those in the Navy are thus discovered on investigation to be completely without foundation, and to be got up by persons who ought not to have confided to them so important a trust as that of making reports upon a great service, and who are too apt to write sensational articles in order to raise a cry against those who they know cannot reply to them in the public prints. This state of matters is hardly creditable to the leading journal, and the result which must follow it is clear. The discipline of the service will be broken down; officers will become disgusted and will lose all zeal in their duties and all pride in their position; while no one will be willing to take responsibility or continue to feel any special interest in the service, of which he has hitherto been justly proud. Such a result cannot but be detrimental to the best interests of the country; and however desirable, therefore, it is that the Navy as well as all other branches of the public service should be freely criticised, those who have the responsibility of forming public opinion should be careful in their remarks to avoid holding it up to undeserved derision and contempt, and thus undermining the interest, zeal, and *esprit de corps* which are essential elements in its efficiency and strength.

JAPAN AND KOREA.

ALL who are anxious for the true progress of Japan will regret that there seems some reason to fear that that country may become involved in war with the Korea. It appears that a difficulty has arisen between the two countries —who have long been upon unfriendly terms—in consequence of a Japanese gunboat off the coast of Korea having been fired into. A sharp retaliation was at once effected, the gunboat attacking the fort whence the shot came, taking it and burning a neighbouring village. This, however, is not considered sufficient by the warlike party in Japan, who are desirous that the matter should be taken up further and made a *casus belli*. It would be well, however, that Japan should hesitate before she proceeds to ulterior measures. War is easily entered upon, but it is often much more difficult to bring it to an honourable conclusion; and Japan cannot look for terminating a war with the Korea as quickly and with as much *éclat* as she did with that of Formosa. It is also not to be overlooked that she would run considerable risk internally should she adopt that course at the present time; as there is sufficient discontent to make rebellion possible, and her finances are not such as could bear the strain which a war would put upon them. The news received by telegram this morning to the effect that a body of drilled Chinese troops is to be despatched to the Korea to repel any invasion that might be attempted forms an additional reason for Japan hesitating to take a step which may seriously involve her with her neighbours generally.

THE FIRST RAILWAY IN CHINA.

OUR readers are aware that a company has been formed in London for the purpose of introducing railways into China, and that the first experimental line will be between Shanghai and Woosung, a distance of nine and a half miles. We are now enabled to state that a contract has been entered into between the Woosung-Road Company (Limited) and Mr. JOHN DIXON, of London, for the construction of the line, and that the materials for the permanent way have already left for Shanghai. The engineer of the company went out some time since, and will be on the spot to commence operations as soon as these shipments arrive. It is expected that the line will be completed and in full working by next July, when the novelty of seeing railway trains actually running over the distance in a few minutes may be considered certain to attract a large amount of Chinese passenger traffic. The line being avowedly experimental, is constructed on the narrow guage of two feet six inches; the funds at command would not admit of anything more. It is no doubt the case that this will be found inadequate to the requirements of a large traffic; but the first thing to be done is to prove railways in China a success, and if the enterprise of the company is able to make this small line a paying concern, there can be little doubt that funds will be forthcoming in this country to provide railway communication between the more important centres of commerce in China, when future extensions of the system can be equipped with every requisite to carry the largest traffic in passengers and merchandise that it would be reasonable to expect for years to come. We believe that the promoters of this

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enterprise will effect more real good in our relations with China and the Chinese than all the treaties and conventions we can obtain.

THE STRAITS ASSOCIATION.

A CORRESPONDENT of the *Straits Times* lately commented on the inactivity of the Association. We thought at the time that his remarks were wanting in force, because the Association in London has never adopted a "huddle and muddle" policy, but has confined itself to watching over the interests of the Colony, and has made its voice heard only when glaring abuses had to be remedied, or when the action of the Government seemed to call for co-operation and approval. Under the unfortunate administration of Sir H. ORD the Association was compelled to be almost always in opposition, and when a new policy was introduced by Sir A. CLARK, they did not wait long to endorse it publicly. Nor are there now any signs of their abandoning their position as the accredited representatives of the Colony in this country. A crowded meeting was held on the 7th inst. (the President, Mr. NAPIER, being in the chair), to consider the recent outbreak at Perak, and the measures subsequently adopted by Sir WM. JERVOIS. His statement to the Legislative Council was before the meeting, and although, in the absence of reliable information as to the immediate cause of the outbreak, it was felt that a full discussion of it must be postponed by the Association, a resolution was unanimously passed expressing general concurrence in the policy of Sir A. CLARK and its development by Sir WM. JERVOIS, and declaring the same to be well worthy of the support of Her MAJESTY'S GOVERNMENT. The Association have done the right thing at the right time, and Lord CARNARVON is, we believe, resolved to defend the interests of British subjects in the Peninsula, and to support a policy which is approved by the peace-loving people in Perak; but it may strengthen his hands to find those in this country who are best acquainted with the subject coming forward to endorse what has been done by the Governor of the Straits.

THE telegrams which we publish in another column with reference to the recent negotiations at Peking are somewhat inconsistent the one with the other; as while the first would appear to evidence the uprising of a dangerous feeling among the natives, the second states that matters are progressing favourably. It cannot be denied that at home there is a considerable feeling of anxiety with reference to the result of despatching the GROSVENOR Commission, and it will be an immense relief to many to hear that it has safely accomplished its object. Judging from Sir THOMAS WADE'S letter to Consul MEDHURST at Shanghai, he seems perfectly contented on the subject; and we presume we must rest in the assurance that he possesses more information than we do on the subject. We only trust he will be fully borne out in his expectations, and that the Mission will have a safe convoy to Yunnan by the Chinese authorities, and from thence to Birmah they will be protected by the Indian Government, but with reference to the latter we have not been able to obtain any information.

MARINE INSURANCE PRACTICE AND ABUSE.

(ECONOMIST.)

Last February the Foreign-office addressed twenty-four questions on the law and practice of marine insurance to the principal commercial nations, inviting replies: and a Parliamentary Paper has just been issued, giving replies received from France, Austria, Sweden, Norway, Holland, Belgium, Italy, Germany, and the United States. Before examining these, however, it should be clearly ascertained to what extent the facilities which the present system of English law affords to shipowners to over-insure, or, in other words, to benefit by a disaster at sea, really affect the safety of life and property. In the late movement with which Mr. Plimsoll's name is associated, the question of life is very naturally pre-eminent; but many may not be aware that losses and damages at sea of all kinds for one year represent probably a sum of from six to eight million pounds sterling (nearly all covered by insurance) of dead loss to the nation.

Shipowners, like any other body of men, are of all characters—good, bad, and indifferent; and it is wrong to suppose, and we have no reason to suppose, that rogues are more frequently to be met with in that class of the community than in any other class—say, city merchants or manufacturers. Is there any reason, then, why the law should specially indifferent in a shipowner's management of his affairs? There are cases in point in which the law does now interfere for the protection of life and property. The manufacture and transit of explosives are regulated by law, because they endanger the lives of the people and the safety of property. Manufactories are superintended by inspectors, and if necessary, interfered with if the machinery they employ is dangerous to their workpeople—so that the principle of interference is not new; and although in practice there may be more difficulty, there seems to be no more reason why a manufacturer should be forced to fence his machinery than why a shipowner should be forced to caulk his ship. It may be safely asserted that the case of a shipowner sending a ship to sea, well covered by insurance, for the express purpose of being lost, is of the rarest occurrence—much rarer, it may be assumed, than the case of a man setting fire to his house or shop—as the case of the shipowner requires much greater premeditation and more careful laying of a plot. The ordinary criminal law is quite sufficient to cope with deliberate attempts at fraud, and any alteration in the law of insurance would place but an insignificant barrier in the way of carrying out such crimes.

It may be here stated, that if a shipowner effects an insurance on hull or freight, and it is specified in his policy that the hull or freight, as the case may be, is valued at a certain amount, it is not permissible, under English law, that underwriters, in case of loss, can raise any question as to whether that valuation is fair or not. If the value is once admitted in a policy (and nearly all policies on hulls and freights are valued), it is binding, unless the underwriters choose to raise the plea of fraud, or of the valuation being so grossly excessive as to approach to fraud—a defence which underwriters seldom dare to set up. When a shipowner proposes to an underwriter an insurance on a ship—say on a voyage from London to Calcutta—it is virtually a matter or his (the shipowner's) consideration alone to fix what values he pleases, and to effect what amount of insurance he pleases. The underwriter refers to a register of vessels, where he finds her age, her tonnage, when last repaired, and general character. But this information, although it enables him to fix a rate of premium, is not nearly sufficient to enable him to judge whether the proposed value is excessive or not. It may be safely asserted that a vessel worth £30,000 could, with the greatest ease, be covered by insurance at a value of £40,000, without raising the slightest suspicion on the part of an underwriter that the loss of the vessel (her freight will be referred to presently) would make her owner a richer man by £10,000.

But if this is true about the insurance of the hull of a vessel, what about her freight? The gross freight of a vessel to Calcutta is, say, £5,000. This amount the shipowner may either receive in cash before his ship sails from London, without any liability to refund it in the event of the vessel not completing her voyage, or if he does not receive it in cash, he may insure by a valued policy £5,000, and if his vessel is lost in the Thames the day she sails, he can recover legally under his policy the whole of this sum, which, had his vessel arrived at her destination, might have been represented by perhaps £1,000 net profit, or perhaps have been turned into a loss. More than this, supposing his vessel was under charter to go from London to Calcutta, and thence to the West Indies, an owner can insure the gross freight of this second voyage before the vessel leaves London, and by her loss in an early part of the voyage, say in the Thames or in the Channel, he might find himself a gainer by the following amounts:—

Insurance on hull in excess of real value		£10,000
Gross freight, London to Calcutta		5,000
Gross freight, Calcutta to West Indies		8,000
		£23,000
Less expenses incurred in loading and starting vessel from London	£1,000	
Premiums of insurance	1,500	
		2,500
Net gain		£20,500

These figures seem large, but a case is said to have occurred not long ago, in which a vessel grounded on a rock, and the owner, in addition to having the hull covered by insurance to a fair value, had £15,000 insured on its outward and homeward freight. He had certainly not expended more than £2,000 or £3,000 towards earning this freight when he found himself in the position that he would be by £10,000 a richer man if she remained on the rock than if she came off. It is too much to expect that human nature will pump very energetically when a successful attempt to remedy a disaster means a personal loss of such an amount. An owner who strains every nerve to make his vessels go right, and has confidence in his own management, will not find himself in such a position—for, believing as he does that he can avoid disasters the premiums of insurance on these amounts, which exceed what is actually at risk, will be a loss to him. It really comes to be a question of premium, as in the case of a shipowner who on being asked for a high rate of premium on his ship, might reply—rather than pay such a rate I will put two or three extra men on her, and a donkey-engine to pump her if she springs a leak, and I will bring her home at my own risk. These extra precautions for safety will cost less than such a high rate of premium.

The question arises—can anything be done, by altering the law of insurance, so that a shipowner may indemnify himself if he chooses, but that in no circumstances should he be placed in a better position than he would have been had his ship been safe? Without exception, the nine commercial nations, to whom the questions forwarded by the Foreign-office were addressed, reply that the principle of their respective laws is, that contract of insurance is a contract of indemnity merely, and not to be made a source of profit to the assured, although practice does not always carry out this principle. As in English law, a policy is void when fraud is proved, but the real point of importance is found in question No. 1, which is admirably stated thus:—"In the case of a policy on a ship where the value is fixed by agreement and valuation of the policy, can the insured, in case of total loss, recover from the insurer the amount fixed in the policy, although greater than the actual value of the ship at the commencement of the voyage, or at the time of loss?" and the same inquiry ismade in regard to freight.]

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THE P. AND O. COMPANY'S MEETING.

The thirty-fifth annual general meeting of the shareholders of the above named Company was held on the 7th inst. at the offices of the Company, Leadenhall-street, and was numerously attended; Mr. P.D. HADOW, the Chairman of the Board of Directors, in the chair.

The report of the directors having been taken as read,

The CHAIRMAN said the report was a very full and comprehensive one, and it was therefore not necessary that he should say much upon it. It was a source of great disappointment to the directors that they could not give them a better dividend, but they could not do wonders, and they must be guided by circumstances, and the shareholders would not be surprised at the poor results, when they considered the extreme depression of trade during the past six months. The capital account called for very little remark. The total amount stood at £4,652,886. The capital received from the proprietors was £2,900,000. The debentures stood the same as last year, £800,000. Then the liabilities of the company were £526,762, which, added to the other items, made £4,220,762, showing a surplus in favour of the company of £432,123. Of the revenue account he was sorry to say he could not present them with so favourable a picture as he did last year. He need not go into the cause of it. The depression in trade had rendered it quite impossible for them to realise the same amount as they had done in previous years. The gross revenue for the year amounted to £2,099,334. Last year it was £2,186,662. In stating this, he felt a certain amount of disappointment, because he did hope last year, when he showed them that things were so bad, that they might turn, and become a little better this year: but he regretted to say that instead of becoming better they had become worse. Therefore it was rather a satisfaction that in these unfavourable circumstances they had been able to scrape together enough to declare a small dividend. He was glad to say that by the last advices things were looking a little better; and he would only make this remark, that they must use the interval for the purpose of putting themselves in such a state that when the good time came they could take full advantage of it. When he mentioned the fact that an increase in the freightage of 10s. a ton would give them £100,000 a year, they would see that there was room for great improvement. One portion of the report, that relating to debenture stock, had a great deal of interest for the proprietors. Since the last meeting they had had the matter under their serious consideration. It had been suggested whether they might convert the existing debentures into a perpetual debenture stock. They had never experienced any difficulty in issuing their debentures, but there might arrive a time when they could not renew them except on higher terms, and they therefore thought it would be advantageous to the company to convert the debentures into debenture stock, and they had determined to petition the Queen in Council, through the Board of Trade, to give them the power to issue debenture stock in substitution of debentures. Nevertheless, a gentleman well known to them there, who had shown great hostility to the company, and great unscrupulousness in the means which he had taken to injure it, went to the Board of Trade, and presented a petition, in which he stated that they had applied for power to raise £800,000 additional capital, and he had written a letter to *The Times* in which he stopped short of the material point in the advertisement of the company, that the debenture stock was to be created in substitution of the debentures. (Cries of "Shame.") *The Times* had inserted two letters from the Board on the subject, but in consequence of some remarks made in the money article on the second letter, and of some criticisms on the report, they had addressed a third letter to the editor, which had not been inserted, and in consequence the Board had published the three letters, *in extenso*, which had been circulated among the proprietors. He would not detain them on that portion of the report which went into the operations of the year, but he would advert for a short time to a more pleasing topic, and that was their fleet. They had a fleet of fifty steamers, and he would venture to say it was the finest fleet in the world belonging to a commercial company. During the year they had added three to the number by purchase, and he thought the proprietors would say in doing this they had acted beneficially for their interest. Forty-one out of the fifty were fitted with the best compound engines, which effected a great diminution in the consumption of coal, a diminution which was beginning to show itself in the expenditure of the Company. Another matter to which he should call their attention was that they had diminished their establishments during the last year to an amount which would effect a saving of from £40,000 to £50,000 a year. They had not yet felt the full benefit of this, because they had had to make compensation to some extent to the parties who were affected by it. A portion of this —about £12,000—was charged in the accounts this year, and a further amount would be charged next year. When they had paid the compensation their expenditure would stand them at from £40,000 to £50,000 a year less than formerly. He believe they had now reduced it to the lowest possible point, and they had got a staff in every department, whether at sea or on shore, which was unequalled. With regard to the fleet, he must pursue that a little further by saying that they had not had much loss this year. He had been in hopes that he would be able to say they had had no loss at all, but just at the close of the year came a telegram that the *Sunda* had struck upon a rock on the coast of China, and then came another that she was off. The *Sunda* was commanded by one of their most experienced captains, and they could not at present tell the cause of the mishap. They had had a curious accident also with the *Deccan*. The *Deccan* had gone out full of passengers, and there were a number of important people on board, including special correspondents, who had gone out hoping to get to Bombay before the Prince. After getting a certain distance from Gibraltar she stopped, and it was found that the screw and boss had become separated from the ship and had gone to the bottom of the ocean. She was taken back to Gibraltar, and the *Pekin*, though dismantled at the time, was got ready in less than forty hours and despatched to Gibraltar, where she took in the passengers of the *Deccan*, who arrived in Bombay three days before his Royal Highness. This, he thought, reflected the highest credit on their marine executive, and he was glad to speak of it because it gave him an opportunity of complimenting Captain Black, one of their most valued servants, and those under him, who worked with a will. In conclusion, he moved that the report be adopted. (Applause.)

Mr. GIBBINS seconded the adoption of the report, and complained of the action of the Post-office towards the Company. It was strange that the omnipotent *Times* had supported the one-sided statement of Captain Bain, and the circumstance would very much lessen the respect he had hitherto entertained for that journal. (Hear.)

Mr. D. DAVIS observed that although in 1871 the revenue was £70,000 less than it had been during the past year, the directors then declared a dividend of 6 per cent., against only 2½ per cent. now. In 1873 and 1874 the dividends were 8 and 7 per cent. respectively. This discrepancy required some explanation, and he would further like to see more explicit accounts produced by the board. He was glad that the directors intended to convert their debentures into debenture stock, that being a measure which he advocated six years ago. If, however, the board had intimated to the proprietors that they contemplated such a step the controversy which had arisen would have been avoided. (Hear.)

The CHAIRMAN stated that the subject was only mooted after the last meeting of the company, and the exercise of the power proposed to be obtained would entirely depend upon the approbation of the proprietors.

Mr. DAVIS alluded to several matters of account, and concluded by saying that the depreciation of Peninsular and Oriental shares showed that there was a want of confidence in the company out of doors.

Mr. A. HOVENDEN complained of the guarded language the auditors had appended to the balance-sheet, and inquired whether they had really examined the accounts. (Cries of "Oh!")

The CHAIRMAN stated the words were precisely the same as those which had been used for a long series of years; and no such question had hitherto been asked.

Mr. HOVENDEN further complained of his inability to obtain information respecting the accounts on applying for it at the office of the company.

Mr. T. SUTHERLAND, managing director, replying to a string of questions put to him by Mr. Hovenden, said that if that gentleman had exercised common courtesy he would not have had any difficulty in acquiring the information he wanted. The £112,000 spent on the fleet had not been charged to the capital account. The revenue account had £470,000 charged to it for repairs, renewals, and depreciation, and they were quite justified in carrying a part of the renewals forward to next year, such a course being by no means unusual. If the item had been charged to the expenditure account this year the proprietors would simply have had no dividend at all. The directors were the best judges as to whether the expenditure belonged to this or to next year. Several stations had been abolished, and as many of the *employés* had been in the company's service for a great number of years, there was no alternative but to give them from six months' to a year's pay each. (Hear.) When he attempted to explain that at the office, Mr. Hovenden said he ought not, as a new shareholder, to have his profits taxed for what the company derived benefit from twenty years ago. (Laughter and cries of "Shame.") Half of the £23,000 which the directors had expended under that head was charged against this year, and the remainder would probably be charged next year. If the *Simla* had been put up to auction she would not have fetched as much as had now been realised. The £13,000 loss on her was charged against the revenue of the year in the depreciation account. There was, no doubt, a heavy loss on the sale of old ships, but in charging it against the depreciation of the year they were making the remainder of the fleet more valuable for all practical purposes.

Mr. HOVENDEN: Do you start with any insurance fund for 1876?

Mr. SUTHERLAND: We start with as much as we ever have.

Mr. HOVENDEN: What is that? Nothing at all? (Cries of "Order.")

Mr. SUTHERLAND: The reserve fund is both an insurance and a depreciation fund.

Mr. HOVENDEN: Excuse me, that cannot be the fact. It is an impossibility. (Renewed cries of "Order.")

Mr. SUTHERLAND: During the last twenty years our insurance has cost us 1⅞ per cent. on the amount insured. That being the case, the average loss per annum does not exceed £60,000.

Mr. HOVENDEN: You really have no insurance fund at all. (Cries of "Chair.")

Mr. HURST said that after the explanations the directors had offered he had a better opinion of the future prospects of the company than when he entered the meeting.

Captain BAIN said he rose to ask for information respecting the accounts which had been submitted to the meeting, and also to point out certain facts necessary for the information of shareholders present and absent. He had committed his remarks to paper, and should read them so as to prevent any misunderstanding. (Disturbance.) The printed accounts present a view of the company's assets totally different from that disclosed by the manuscript balance-sheet which he had inspected in the board-room. The former showed merely a certain amount of tonnage (fifty ships), representing as assets £3,727,000. The manuscript suppressed the separate valuations of each ship, but it furnished the following information: forty-seven ships, 117,473 tons, £3 496,000 value; average, £29 15s. per ton; the *Assam*, 3,033 tons, bought for under £59,600, average, under £20 per ton; the *Siam*, 3,033 tons, bought for under £59,060, average, under £20 per ton; the *Nepaul*, 3,500 tons, £10,000 paid on account. The total was fifty ships, of 127,039 tons, as per report. The barges, tugs, &c., &c., represented 2,864 tons, and a value of £105,634, making a grand total, as per report, of £3,729,634. (Uproar.)

Mr. MAINLAND (interposing): I protest against this; Captain Bain has already done quite sufficient to damage the reputation of the company. If you order one of the porters to put him out you will only be doing what is right. (Hear, and cries of "Order.")

The CHAIRMAN: We can hardly adopt so summary a process as the hon. proprietor recommends, however agreeable it might be to the

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meeting. (Great laughter.) I am entirely in your hands. Captain Bain is transgressing the ordinary rules by reading documents instead of making a speech; nevertheless I have no disinclination to hear all he has to say if you will be patient. (Cries of "Read on.")

Mr. Mainland: He has no interest in the company at all. (To Captain Bain:) We all know the value of ships as well as you do.

A Shareholder: He has as much right to speak as you have. (Uproar.)

The Chairman: It is necessary for me to exercise proper discretion in the matter. The feeling of the meeting is against Captain Bain reading his lengthy statement of figures; I shall, therefore, object to his doing so. If he wants to speak, let him. (Confusion.)

Captain Bain: It would only take ten minutes to read.

The Chairman: You are bound as a proprietor, though a very small one, to desist. (Applause and dissent.)

Captain Bain: You object to my reading the statement? (Cries of "Go on.")

The Chairman: I do. (Applause.)

Captain Bain: If I read, I know what I say; otherwise I should have no check. (Hear.)

The Chairman: You must act in consonance with the feelings of the majority of the meeting. (Cries of "Read" and "No.")

A Shareholder: If you suppress Captain Bain's statement, will the public not think there is something wrong? (Hear.)

The Chairman here stated that if the meeting desired it, it would certainly be better that the paper should be read.

Captain Bain was then allowed to proceed, and he went over the grounds of his charges against the directors.

Dr. Schuloff considered the act of Captain Bain, in over and over again reiterating such statements as he made, a gross piece of impertinence, and an insult to the common sense of the proprietors. (Cries of "Oh!" and "Hear.") He could take care of his interest as well as Captain Bain could for him. He was sure that if the tonnage of their ships had been over-valued, Captain Bain had enormously over-estimated his capacity for putting the company right. (Great laughter, and cries of "Oh!") At the same time, he thought it would be advisable that the directors should present more explicit accounts. (Hear.) He entered into some details respecting the rates of passage and the accommodation on board, and said, from what was stated to him in various quarters, he was afraid that the effect of their recent policy had been to make passages too dear for poor travellers, and that rich ones had received too little for their money.

Mr. Nicholson thought that so large an operation as converting the floating debentures into stock ought to have been mentioned to the shareholders before the close of the last meeting, and that, had this been done, a good deal of the unpleasantness which had occurred might have been avoided. He did not understand the item of £27,000 for loss in exchange, and suggested that the cost price or value of the vessels should be set against each. He desired to know if the change of discharging ships in London instead of at Southampton had proved a pecuniary success.

After some remarks by Mr. Lambert, Mr. Jones, and Mr. Gliddon, Sir George Campbell, M.P., said that it appeared to him that really the turning point in the matter had not been touched upon; and he would ask the question how and by whom the company's fleet had been valued.

Mr. T. Sutherland said he was not going to use hard terms with regard to a certain person who had given the meeting the benefit of a terrible document. The board had been surrounded, more or less, by spies and calumniators, but the very utmost that had been discovered was a question as to whether the company's fleet had or had not been over-valued. He admitted frankly that, although he considered the vessels valuable at the amount at which they stood in the books, he would be very glad indeed to see them at a lower standard. In 1868 the present Board of Directors had taken over a legacy of 80,524 tons of shipping at £30 17s. net, but at the present moment there were 117,000 tons, far newer in comparison, and far more efficient, at £26 1s. (Hear.) If they had contented themselves with keeping only 80,000 tons, they would have only built at the rate of 4,000 tons per annum; but instead of that they had been building at the rate of 10,000 tons per annum. It was absolutely necessary on the opening of the Suez Canal to replenish their fleet, adding an enormous amount of tonnage in order to carry cargo at lower rates. In 1871 their revenue went down £300,000 in consequence of the opening of the Canal, although they carried more freight and passengers. Last year the passage money was exactly the same as in 1871, notwithstanding that in the meantime they had reduced their rates, and they had maintained the same annual revenue from passengers, in spite of enormous competition. But whilst that was so, their freight rose £120,000 simply and solely because they increased the cargo tonnage, that money being gained in spite of the fact that the cargo was being carried at one-tenth the rate they formerly received. Consequently, so far as the directors were answerable, he considered they had done wonders by substantially increasing the value of the fleet and reducing its book value to the company. (Hear.) He was not certain that he did not agree with those who affirmed that the form of presenting the accounts might be amended and extended. (Hear.) They had not considered any particular form, but there was one thing must certainly be guarded against, and that was putting forward information which might be made use of by persons opposed to the company. (Hear.) A question had been raised as to the loss of £25,000 in exchange. Their rates were based on 2s. for the rupee, and 4s. 4d. for the dollar, and the payments for passage and freight made abroad on this basis now produced, in consequence of the great fall in exchange, much less, and the result was a loss of nearly 6 per cent. on remittances from foreign stations. He stated, in reply to a question which had been put, that it was necessary to carry iron and dead weight in their steamers, in order to get anything like freight; and if they did not do that the proprietors would not be paid even 2½ per cent.

Captain Bain: What about the red bills of lading?

Mr. Ward observed that that question was discussed long ago, and a strong feeling against its having been reiterated was generally manifested.

Mr. Sutherland went on to say that the company would give anything to return to Southampton; but if they were to go back at the present moment they would lose £100,000 a year.

The report was then adopted without dissent, as was also a resolution declaring a dividend of 2½ per cent. for the year ending the 30th September last, and a payment of 1 per cent. on the underwriting account.

Mr. T. S. Cowie and Mr. J. R. Engledue were re-elected directors, and Mr. J. S. Godfrey and Mr. W. S. Deacon auditors.

Votes of thanks to the Chairman for presiding and to the *employés* for the attention they had paid to the business of the company terminated the proceedings, which had lasted nearly three hours.

HIGH COURT OF JUSTICE.—ADMIRALTY DIVISION.

The "Deerhound."

This was a cause of salvage. The barque *Deerhound*, on a voyage from London to Shanghai, with a general cargo, took the ground off Dungeness early on the morning of the 29th of November, 1874. About an hour afterwards the tug *George Peabody* came up and agreed to tow the *Deerhound* into the Downs for £100. The tug towed at the *Deerhound* till about four A.M., but without moving her, when another tug, the *Charles Dickens*, came up. The two tugs towed at the *Deerhound* several times, breaking their hawsers, and coming into collision with each other; and about one o'clock they succeeded in towing the *Deerhound* off the sand. One of the engines of the *George Peabody* was disabled, and she had to leave, and the *Charles Dickens* alone towed the *Deerhound* to the Downs about 4 P.M. The *Deerhound* was making water, and the luggers *Early Morn*, *Gipsy King*, and *Gipsy Queen*, with twenty-eight men, put off from Deal to assist her, and sixteen of the men went on board about 5.30 P.M. of the same day, and began pumping the *Deerhound*, and continued to do so all the night and the next day, when it was agreed that the *Charles Dickens* and another tug, the *Washington*, should tow the *Deerhound* to Gravesend, for £110. About 3 P.M. they commenced towing the *Deerhound*, and arrived at the East India Dock about 1 P.M. of the 1st of December. The men continued pumping all this time and till about 8 P.M. of the same day, when the *Deerhound* was berthed. The defendants entered into court for services the sum of £1,100. The value of the *Deerhound*, her cargo and freight was about £14,500.

Sir R. J. Phillimore was of opinion that the services rendered were valuable services, and that the circumstances had wholly altered after the time when the agreement was made with the *George Peabody*. He also considered the sum entered insufficient, and awarded £400 in addition to the sum paid into Court.

SUNDAY SCHOOLS FOR THE CHINESE.

The *Vallejo* (California) *Chronicle* says:—"It may not be generally known that there are two Chinese Sunday-schools that meet regularly in this city, one connected with the Presbyterian and the other with the Baptist Church. Evidence shows that the Chinese attend the Sunday Schools, not because they are thirsting for religious instruction, but for the reason that it is a good chance to get an English education; and they are indulged in their preference, for labour spent in impressing upon them the truths of Christianity would be thrown away while teachers and pupils have no common medium of language. The method of instruction adopted is not the teaching of pupils to translate from one language into the other, as languages are usually taught in the public schools; but, beginning with the alphabet, the written language is taught in the same way as to young children in the primary schools. Most of the Chinese display great, not to say wonderful, aptitude for learning the alphabet and the first reading lessons, and acquiring correct pronunciation. It is pretty well known that an educated Chinaman will pronounce English better than almost any other foreigner, which is the result of certain similarities in sound of English and Chinese. In learning lessons which must be committed to memory the Chinese display the greatest quickness, which, however, is not so surprising when it is known that the acquirement of a Chinese education, according to the native method of teaching, is a mere exertion of the memory. Thousands and perhaps tens of thousands of words are memorised before the student is informed what they signify. For persons who have had such a discipline as these Chinamen have, it is not a performance that need create surprise to learn their a b c's and a-b abs in two or three lessons of an hour's duration; neither is it surprising that their after progress, when mastering difficulties which require an exercise of judgment, is slower. But if learning to read and speak English is an object of earnest desire with the Chinese, learning music is none the less so. They learn to sing by ear with precision after a short practice, and evidently take great pleasure in exercising their musical powers."

Death of Mr. C. J. F. Stuart.—We regret to announce the death, at Bahia, of Mr. Stuart, chief manager of the Oriental Bank Corporation, who left this country last month for the benefit of his health. Mr. Stuart has been connected with the Bank for over thirty years, including the time when it was styled the "Bank of Western India," with its head office at Bombay, where he served previous to relieving Mr. S. J. D. Campbell in 1848, the manager of the branch at Hong Kong. After managing and establishing several branches, Mr. Stuart finally succeeded Mr. W. W. Cargill as chief manager in London, where he has long been regarded as a tower of strength to the Bank. In addition to a very sound knowledge of banking and commercial affairs, with its various ramifications, he possessed great discriminating ability, and what is so very important in a bank manager, the power of saying "No." During the past ten years the trade of India and China has gone through many bad phases, but the Oriental Bank has been well guided.

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Monetary and Commercial.

The Hong Kong and Shanghai Banking Corporation, as agents for the Chinese Imperial Government Eight per Cent. Loan of 1874, notify that they have received a portion of the definitive bonds signed by the Imperial Commissioner, and they will be prepared to deliver the same to the holders of provisional certificates in London, at the offices of the Corporation, on and after the 15th inst.

Telegrams have been received announcing that Messrs. Russell and Sturgis, of Manila, have completed the formal arrangements necessary for resuming business. The depositors allow three years' time for payment.

Attention is called to the continued large export of quicksilver to China and Japan from California, the O. and O. steamship *Belgic* carrying nearly 3,000 flasks. More would have been purchased for the same destination, but the supply for the moment was exhausted, although the present production of California mines is now about 5,000 flasks per month, or for the year 1875 say 50,000 flasks.

A prospectus has appeared of the Odessa Tramways Company with a capital of £360,000, the first issue to consist of £200,000, in shares of £10 each. The object is to acquire a concession for working tramways in the city and suburbs of Odessa.

An interim dividend has been declared by the directors of the Bank of British North America of £2 10s. per share, being at the rate of 10 per cent. per annum, for the current half-year.

The directors of the National Provincial Bank of England have declared a half-yearly dividend at the rate of 8 per cent. per annum and a half-yearly bonus of 6 per cent.

The directors of the Cape Copper Mining Company have declared a dividend of 20s. per share, free of income-tax.

The directors of the Western and Brazilian Telegraph Company have issued their report for the past year. They state that the receipts show that £10,000 can be passed to reserve account, and a balance carried forward to the next account. An interim dividend is proposed of 5s. per share.

The *Stad Amsterdam* (str.), loading at Liverpool, for Singapore, Shanghai, Yokohama, and Hiogo, is expected to sail about the 18th inst. Her cargo, besides general merchandise, includes about 500 tons of iron, shipped at Newport, for Japan. Three foremen coal-miners went out in the *Crocus*.

It is announced that the cost of duplicating the lines of the Eastern Telegraph Company from Suez to Aden and Bombay will be about £750,000, which it is proposed to raise by the issue of Six per Cent. Preference Shares. The reserve fund of the Eastern Extension Company will probably cover the outlay upon their duplicate line from Rangoon to Penang. On this subject *The Times* says :—

This step har been taken, we believe, with a view to checkmate the threatened opposition from merchants who are incensed at the Eastern Company's ruinous exactions, and who intend to lay a cable of their own. Under these circumstances, and bearing in mind that the present capital of the Eastern Telegraph Company is something like £4,000,000, this proposal would seem to be remarkably ill-timed. As double cables can afford little hope of relief to merchants on the score of tariffs, it is not likely that these will desist from their intention, and if the scheme is carried out the position of the Eastern Company's shareholders will not be enviable.

The Eastern Extension, Australasia, and China Telegraph Company (Limited) propose to duplicate the Rangoon-Penang section of their system by laying a new cable to be paid for chiefly out of revenue. The directors estimate that the cable will cost about £170,000, and to meet this demand they have in hand, it appears, a sum of between £70,000 and £80,000 from the existing reserve fund, and a further sum of about £20,000 balance of unissued debentures, which are authorised for the construction of the New Zealand cable. The directors estimate that a reduction of the dividend for the current half-year to the rate of 5 per cent., which, with the 3 per cent. already given for the preceding half-year, would make a dividend of 5½ per cent. for the year, and would yield a further sum of about £50,000; thereby, nearly covering the total cost of the cable. The remaining small balance could easily, the report adds, be met at the commencement of the ensuing year out of the sum that will be available for reserve. By these means the whole cost of the cable can be met out of the revenue, without raising additional capital.

It is notified that the Great Northern Telegraph Company's cable between Wladiwostock and Nagasaki having been repaired, direct communication is again re-established by this company's route with all stations in China and Japan as well as with Singapore, Java, Batavia, Australia, &c.

A discussion is still going on upon the question of the changes which are announced to take effect on the 1st of January, 1876, in the method of transacting the business of the Ocean Telegraph Companies. The effect of these changes will be that the rates per word will be raised as follows :—To and from India, from 4s. to 6s. 9d. ; to and from China, 6s. to 12s. 6d. ; to and from Japan, 7s. to 17s. 9d. On this subject *The Times* says :—

Any direct or indirect attempt to suppress the code system should certainly be resisted with all the influence the mercantile community can bring to bear. Whatever may be the meaning of a number of letters or figures does not concern the company in the slightest degree. They charge so much for certain signs, and there their business with these signs ends.

A scheme for the liquidation of the estate of Fothergill, Hankey, and Co. has been issued to the creditors. An effort is being made to save the Aberdare Ironworks and the Plymouth property which comprised that estate for the use of the creditors. A company has been formed, we believe, by the bankers and others interested, to which it is proposed that the property shall be transferred. This company will issue debentures bearing no interest to unsecured creditors for the full value of their claims, and will undertake the existing mortgages. In order to sanction this scheme a meeting of creditors will be held under the Bankruptcy Act on the 14th inst.

The failure has been announced of Messrs. William Spotten and Co., linen manufacturers and bleachers, of London and Belfast, a firm established about a quarter of a century. The partners, however, lost a large sum in May, 1874, by the stoppage of Messrs. Lowry, Valentine, and Kirk, and their operations have since been considerably reduced from want of credit. The liabilities amount to about £300,000, and the estate will produce, it is thought, about 10s. in the pound.

In the Bankruptcy Court a sitting has been held for the public examination of Charles Carnie, described as a merchant, recently carrying on business at New Broad-street. The adjudication was made in October last, the London and Westminster Bank being the petitioning creditors. The statement of affairs shows liabilities £57,736, and £421 19s. 10d. assets. The trustee offered no opposition, and the bankrupt was allowed to pass.

Owing to a heavy snow-storm railway communication between Paris and Marseilles has been interrupted. The departure of the Messageries Maritimes steamer *Anadyr*, with the last outward mail, was delayed for thirty hours.

Mr. Sam Mendel, well known for many years in commercial circles at Manchester, and now resident in London, has joined the board of the Alliance Bank (Limited).

Bar Silver has been placed at 56⅝d. per oz. The orders for Spain, &c., having, for the present, been completed, the market has become weaker, and the amount now offering will probably go at a slightly lower rate. Mexican Dollars, owing to a decline in the China Exchange, and also in sympathy with the Silver Market, have become flatter, and a slight reduction will have to be submitted to. Exchange on India for Banks' drafts at sixty days' sight is 1s. 9⅜d. per rupee.

Messrs. Page and Gwyther's Circular states that the total shipments of specie to China and the Straits Settlements from the 25th ult. to the 10th inst. were :—Gold, £6,500 ; Mexican dollars, £20,000.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for November have been issued, and in some respects show a rather better state of affairs than those of October. This change does not amount, however, to any indication that the current of trade has altered, but may be taken to mean, rather, that the weather of November has been more favourable to shipping than the month before. There is still an increase of imports, coupled with a decrease of exports, and the increased importation is, as before, due to an increased inflow of articles of consumption. The declared value of exports in the month of November was £18,356,689, against £18,746,623 in the corresponding month last year, or 2¼ per cent. less, but over 7 per cent. diminution on November, 1873. The total for the eleven months is £206,197,027, against £221,606,059 in 1874, and £235,925,820 in 1873. The declared value of the imports was £31,110,706, against £28,347,798, and £29,929,271 in November, 1874 and 1873 respectively, being 10 per cent. more than the former, and 4 per cent. more than the latter. For the eleven months the figures are for this year £341,821,641, being fractionally higher than in the same period in 1874. In the exports cotton yarn decreased 4 per cent. in quantity and 9 per cent. in value ; cotton piece goods increased 5½ per cent. in quantity and 3½ per cent. in value; linen yarn increased 16 per cent. in quantity and 32 per cent. in value; linen piece goods decreased 1¾ per cent. in quantity, but increased 2½ per cent. in value; woollen yarn showed no change in the quantity, but the value decreased 1½ per cent.; woollen cloths increased 25½ per cent. in quantity, and 11¼ per cent. in value; worsted stuffs decreased 12 per cent. in quantity, and 11¾ per cent. in value; iron and steel decreased 8 per cent. in quantity, and 21⅜ per cent. in value; and coal, fuel, &c., increased 10¾ per cent. in quantity, but decreased 11¼ per cent. in value. In the imports, corn increased 53 per cent. in quantity, and 63½ per cent. in the total value, which amounted to £2,992,246; raw cotton decreased 10 per cent. in quantity, and 15¾ per cent. in value; flax increased 23¼ per cent. in quantity, and 40 per cent. in value; raw silk decreased 14¾ per cent. in quantity, and 13 per cent. in value; wool increased 2 per cent. in quantity, but decreased 4½ per cent. in value. The total value of tea increased 36 per cent., and the quantity entered for home consumption decreased 8 per cent. Coffee increased 33⅓ per cent. in the total value, but the quantity entered for home consumption was about the same as last year.

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The following is an extract from these Returns of the figures, which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th November. 1873.	1874.	1875.
China and Hong Kong	lbs.	952,400	980,900	1,168,000
Japan	,,	205,300	901,600	1,295,400
Straits Settlements	,,	167,435	149,360	159,500
Ceylon	,,	5,850	18,200	2,500
		For the Eleven Months ended 30th November.		
China and Hong Kong	lbs.	9,763,280	13,590,100	13,465.500
Japan	,,	6,974,550	5,460,300	13,707,900
Straits Settlements	,,	1,953,885	2,249,950	1,872,000
Ceylon	,,	184,350	343,800	113,400

COTTON MANUFACTURES.

To		For the Month ended 30th November. 1873.	1874.	1875.
China and Hong Kong	yds.	20,983,750	25,734,100	26,380,000
Japan	,,	1,927,700	1,569,200	3,024,800
Philippine Islands	,,	739,700	875,100	4,092,500
Java	,,	1,325,400	2,301,200	2,344,900
Straits Settlements	,,	4,602,600	5,393,200	5,518,600
Ceylon	,,	2,499,500	2,805,100	3,675,300
		For the Eleven Months ended 30th November.		
China and Hong Kong	yds.	296,097,570	334,368,600	366,583,300
Japan	,,	20,354,847	17,218,600	37,556,400
Philippine Islands	,,	8,719,340	10,247,440	30,996,100
Java	,,	16,799,350	34,157,500	51,736,900
Straits Settlements	,,	62,194,150	85,225,920	75,703,800
Ceylon	,,	33,644,900	34,616,300	30,842,200

WORSTED STUFFS.

To		For the Month ended 30th November. 1873.	1874.	1875.
China and Hong Kong	yds.	812,680	725,470	982,700
Japan	,,	43,920	185,770	645,000
		For the Eleven Months ended 30th November.		
China and Hong Kong	yds.	14,427,360	11,688,770	14,034,700
Japan	,,	2,443,460	1,319,370	8,664,200

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th November. 1873.	1874.	1875.
China and Hong Kong	yds.	54,420	45,210	152,000
Japan	,,	5,550	33,360	3,500
		For the Eleven Months ended 30th November.		
China and Hong Kong	yds.	1,910,510	869,770	1,633,500
Japan	,,	883,360	156,700	232,800

LEAD TO CHINA AND HONG KONG.

For the month	tons	79	770	652
For the eleven months	,,	3,174	8,447	8,742

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook and Co., agents, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra	All	8½ to 8¾
25	Bank of Egypt	All	41 to 43
20	Chartered of India, Aust., and China	All	16¾ to 17¼
25	Chartered Merc. of India and China	All	22 to 24
20	City	10	13 to 13½
100	Colonial	80	57 to 59
500fr.	Comptoir D'Escompte de Paris	All	620 fr.
Th.200	Deutsche	All	Th.164
£28½	Hong Kong and Shanghai	All	23 to 25
50	Imperial	15	17½ to 18½
50	London and County	20	59 to 61
50	London Joint-Stock	15	45 to 47
100	London and Westminster	90	58 to 60
25	Oriental	All	44 to 46
50	Union of London	15	40 to 42
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7½ to 7¾
10	Eastern Telegraph	All	6⅞ to 7⅛
10	Great Northern	All	8 to 9
25	Indo-European	All	22½ to 23½
10	Mediterranean Extension	All	2½ to 3
12	Telegraph Construction Company	All	26 to 27
90	India-rub., Gutta-perc., & Teleg. Works	All	24 to 26
8	Reuter's	All	10½ to 11½
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	7 to 8 pm.
20	Globe Marine	4	1½ to 0½ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine	2	¼ to ¾ pm.
10	Merchants' Marine	2	¾ to 1 dis.
50	North British and Mercantile	6¼	37 to 37½
25	Ocean Marine	5	3¾ to 4¼ pm.
20	Thames and Mersey	2	3¼ to 3¾ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine	5	3 to 4 pm.
	TEA COMPANIES.		
50	Assam	20	54 to 56
20	British Indian	All	5¼ to 6¼
20	Darjeeling	All	16½ to 17½
10	Eastern Assam	All	5 to 5⅝
20	Jorehaut, Limited	All	55 to 60
20	Do.	14	
10	Lebong	All	12½ to 13½
10	Upper Assam	All	2 to 2½
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	6¼ to 5¾ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	1½ to 1⅝
10	General Credit and Discount	7½	7¼ to 7½
10	Hong Kong Gas	All	15 to 16
10	International Finance	5	2¼ to 2 dis.
25	National Discount	5	8¾ to 9¼
500fr.	Messageries Maritimes of France	All	623¾ fr.
£50	P. and O. Steam	All	41 to 44
50	Do. Do. 1867	10	8 to 6 dis
100	Royal Mail Steam	60	64 to 67
402fr.	Suez Canal	—	756¼ fr.
	Amoor River Navigation Six per Cent.	All	17 to 19
£98	Japan Loan, 9 per cent.	All	110 to 112
£66	Do. 7 per cent.	All	103 to 105

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard and Co.'s Circular says :—There is very little business to report for the week, and auction sales have been small. The low quotations made for both Red and Black leaf Congou induced some slight inquiry for these grades, but without leading to much business. Importers, as a rule, are refraining from pressing or even offering fresh parcels, and prices are without change. Some Scented Capers at sale have realised rather dull prices. Green Teas of last season have also made very low quotations. Public sales.—China sorts : 6,739 packages, "without reserve." Prices show little change from last week's quotations. Common Red leaf sold from 9½d. to 10d.; preferable common to medium, 10¾d. to 1s. 0½d.; old season's Green Teas, rather coloury, sold at very low rates. 1,400 boxes Canton Scented Caper obtained 9¼d. to 11d. Deliveries in London, from 1st to 6th inst., inclusive, or five days, 1875, 2,692,514lbs., against five days, 1874, 2,920,363lbs. Imports, deliveries, and stocks in London, from January 1 to December 1 :—

	1874.	1875.
Imports	139,971,225	175,316,723
Deliveries	157.123,981	164,610,498
Stocks	72,175,542	89,941,910

Messrs. Arthur Capel and Co.'s Circular says :—There has been a rather better tone in our market this week, with a slight improvement in the amount of business transacted, the chief inquiry being for good medium black-leaf Congous from 1s. 4d. to 1s. 5½d. per lb. The low prices ruling for common red-leaf has also led to some demand, and prices for these are a shade dearer. *Congous :* Red-leaf kinds : Siftings still meet a ready sale at former prices. Common to good common have sold at rather better rates. Fair to good Kaisows have been sold from 1s. 1d. to 1s. 5d. per lb. In good to fine a few sales have been made at previous prices, but there is but little doing in finest. Pak Lin kinds remain dull of sale in the absence of Export orders. In black-leafs kinds, common to good common show no improvement. There has been rather more inquiry for fair medium from 1s. 1d. to 1s. 3d. per lb., good medium from 1s. 4d. to 1s. 5½d. have been fairly saleable, prices being slightly better. Good to fine show no alteration, finest con

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tinuing difficult of sale in the absence of export demand. New make kinds: Common have sold at previous rates; fair to good have sold from 1s. to 1s. 6d. per lb. The few sales of Oolong have been at fully former prices. Good medium Souchongs remain in demand at previous rates; in fine there is but little doing. *Scented Teas:* Canton Capers have sold at a further reduction, some common at public sale selling without reserve at 9¾d. per lb. The better kinds are also less readily taken. Orange Pekoes show no improvement, the demand being limited. Foo Chow Capers are only saleable at low prices. Orange Pekoes: fair quality has been sold from 1s. to 1s. 1d. per lb. being previous prices. In other sorts there is no change to notice. *Green Teas*: Finest lines of Moyune Gunpowder have realised full prices; all other kinds sell irregularly and only at low prices.

The Circular of Messrs. Thompson says:—During the past week there has been rather more inquiry, especially for the medium to good classes of Congou; but so far, the extent of business has been very limited. Foochow Congous: Siftings and broken leaf have been sold at rather easier rates. Common to fair remain at late quotations, say 9½d. to 1s.; medium to good, 1s. 6d. to 1s. 8d. per lb. The grades from 1s. 4d. to 1s. 6d. are more inquired for than the better kinds. Black Leaf Congous: Common to good common, 9d. to 10½d., are not in demand. For fair, at 1s. 1d. to 1s. 3d., only a few transactions are reported. Medium to good are in better demand at 1s. 5d. to 1s. 8d. per lb.; fine neglected. Souchongs and Oolongs are dull at late quotations.

Mr. J. D. McKenzie's New York Circular says:—Since the 20th October the transactions have been on a more extended scale, but at constantly lower rates for all kinds except Black Teas, which have been dealt in more freely at higher rates; this is especially the case in old cargo grades of Oolong Tea. Green Teas do not meet with favour, and it would almost seem unwise for any one to import them, and hope to receive back cost and charges, especially at the prices demanded and obtained by the Chinese dealer. Japan Teas have evidently supplanted them, but even this sort are now selling at much less than cost, simply because they are in excessive supply. If the dealers in Japan could have been contented with making a crop of say not more than twenty millions, instead of twenty-five millions for this country, we should have a different condition of market. An excessive supply of any article makes of necessity low prices. The large and numerous failures during the past two or three months, not only of important jobbers, but of importers also engaged in the Tea trade, has had a depressing influence on prices, but importers are less willing than heretofore to sell their Teas, except for cash or on credit to parties of undoubted responsibility. A few parcels are forced off in the auction room.

SILK.

The position of the Market is unaltered; buyers still hold aloof, and importers refrain from any attempt to force sales. Prices, in the meanwhile, have undergone little or no change:—Deliveries, 1st to 8th inclusive, China, 823 bales; Canton, 112 bales; Japan, 129 bales; Total, 1,064 bales.

Messrs. Arles, Dufour, and Co.'s Lyons Circular says:—European sorts, which have been neglected by consumption since the opening of the season, have lost again f.3 to f.5, and remain much offered, especially from Italy. Chinas have better maintained their ground, owing to the larger share they have in the manufacturing of goods, but the cheapness of European Silk becomes more and more threatening. Cantons, being plentiful, and not in favour this season, have been entirely neglected, and quotations are nominal. Japans are particularly threatened by the competition of Italian Silk; special sizes alone attract some attention.

Messrs. B. Richardson and Son's Circular, dated New York, November 22, says:—We have had a fairly active market for Raw Silk for the past month, and prices have been well maintained. Manufactured goods, however, have been very dull of sale, and manufacturers are not inclined to increase their stocks. The imports for October are 955 bales, inferior grades being still in excess. Good sorts have been sold freely on arrival. R.R. Cantons still come very slowly. Usual reeled Chinas are inactive. In Japans nothing to report. China quotations continue high.

LONDON QUOTATIONS—DEC. 10.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
„ No. 2	18s. 6d. to 19s. 6d.
„ No. 3	17s. 0d. to 18s. 6d.
„ Red Peacock	14s. 0d. to 14s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	11s. 0d. to 13s. 6d
Taysaam Keying, Nos. 1, 2 and 3	14s. 0d. to 16s. 9d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	14s. 0d. to 17s. 0d.
Idah	(none)
Sodai	(none)
Oshiu, Nos. 2 and 3	16s. 0d. to 19s. 0d.
Koshiu	(none)
Eichizen	(none)
Mashita	(none)
Hatchoji	(none)

COFFEE.

The improvement in the market noted last week has not been maintained. Although the demand for Plantation Ceylon has been fairly well sustained, the increased supplies at public sale have been slightly in excess, and prices have gradually given way, resulting in a total decline of 3s. per cwt., middling closing at 103s. 6d. to 105s. Native has been dull of sale at 92s. 6d. to 93s. for good ordinary, and 1,038 bags in auction were only partly sold; of 1,464 bags garblings, &c., 450 bags sold at 12s. 6d. to 27s. The closing prices of Plantation Ceylon are, triage and ordinary 82s. 6d. to 97s., common grey to coloury small 97s. to 102s., fine ordinary to fine ordinary pale grey, 99s. to 101s. 6d., low middling grey 102s. to 103s., middling 103s. 6d. to 105s., good middling to fine middling 105s. 6d. to 108s., good to fine bold 109s. to 113s., pea-berry 116s. to 122s., Native ordinary 90s. to 91s., good ordinary 92s. 6d. to 93s., fine bold 100s., black and brown garblings 12s. 6d. to 27s.; of other East India 300 bags Indian Manila have been sold at 91s. 6d. to 93s.; 500 bags Macassar, fine yellow at 98s. 6d. to 100s., fine brown at 99s. 6d. to 100s., and 1,100 bags Singapore, chiefly picked Bally at 87s. to 90s., bold pale Palambang at 93s., fine bold pale at 97s. 6d.

SUGAR.

The market has remained in an extremely dull state throughout the fortnight, the demand for all descriptions being of the most limited character, and transactions are also very light: at the same time there has been an absence of pressure to sell, and no decided change in prices can be reported. The landings at the four ports in the fortnight were 28,641 tons, against 28,597 tons in 1874; the deliveries were 31,908 tons, against 28,608 tons, and the deficiency in the stock is 21,900 tons. In East India the sales have been confined to 2,700 bags sundried Manila at 16s. 9d., and 50 tons China at 15s. per cwt.

COCOA-NUT OIL.—No improvement has taken place in the demand, and quotations remain at £41 10s. for Cochin and at £38 10s. to £39 for Ceylon. In the public sales 187 casks Cochin offered were withdrawn; 748 casks Ceylon were bought in, yellow to fine at £37 10s. to £39, hogsheads old to fine new at £38 10s. to £39 5s. per ton.

CHINA PRESERVES.—At auction 434 cases Ginger all sold at 6¾d. to 8¼d., small jars 9½d. to 9¾d., and 46 cases Chow Chow partly sold at 7¼d. per lb.

CUTCH is quiet, but prices are about sustained. At auction 500 boxes new Pegue of the mark G.W.& Co. were withdrawn. Landings, deliveries and stocks of Cutch for the first eleven months of the three years:—

	1875.	1874.	1873.
Landed ... ... tons	2,694	778	4,597
Delivered	2,558	3,173	3,540
Stock, Nov. 30	3,047	2,448	4,958

CAMPHOR.—A small business has been done in China at 69s. per cwt.

COIR GOODS.—Small supplies of Yarn at the auctions went off slowly for common kinds, and prices were 10s. to 20s. lower, but good to fine, both dholls and bales, sold at firm rates. The few lots of Fibre, mostly in second hands, were partially sold at full prices. Rope was chiefly sold at rather irregular rates. 129 bales fine to superior Ceylon Yarn sold at £43 15s. to £51 5s.; of 193 tons in dholls about 100 tons sold, low coarse to common at £23 5s. to £25 15s., good common to medium at £27 to £30, chiefly good even make at £32 to £35 5s., fine at £37 15s. to £40 per ton.

CUBEBS are scarce and firmly held; no transactions reported.

COLOMBO ROOT.—Steady, but quiet; of 38 bags offered two-thirds sold at 20s. to 21s. 6d. per cent. for fair but wormy.

ESSENTIAL OILS.—*Anniseed* again easier; 70 cases sold spot at 8s. 9d. down to 8s. 6d., afloat offering at less. *Cassia* steady, retail sales at full rates. *Nutmeg* steady but quiet, and of 9 cases offered 2 sold at 7d. per oz. *Cinnamon* quiet. *Citronelle* a shade lower; 30 cases sold afloat at 1¼d., subsequently 75 cases at auction were chiefly sold at the same figure. *Lemon Grass* quiet; 65 cases retired.

GUMS.—*Benjamin:* Siam very firm and rather scarce; of 4 cases offered half sold at £27 10s. for good tear, and £13 10s. siftings in block; Sumatra steady, of 42 cases half sold at 84s. to 86s. for Palumbang thirds. *Copal* quiet; 402 cases at auction chiefly retired, but mostly subsequently sold, together with several other parcels, at 25s. to 27s. for fair to good, being rather easier. *Damar* firm and rather higher. *Gamboge* quiet, and 9 cases retired.

GALLS.—China are quiet at 62s. 6d., at which 100 cases have been sold, and for arrival 170 cases unworked at 57s. 6d. ex ship. At auction 141 cases China bought in at 65s. Movements of China and Japan Galls for the first eleven months of the three years:—

	1875.	1874.	1873.
Landed ... ... boxes	5,181	5,246	6,688
Delivered	4,799	4,453	6,474
Stock, Nov. 30	799	456	1,801

GAMBIER.—The market continues dull, and only small transactions are reported, including about 500 bales block on the spot at 26s. 9d. to 26s. 10½d. for whole bales, chiefly the former price. For arrival 50 tons December shipment have been sold at 25s. 6d., ex ship. At auction 712 (mat) bags fine pale free cubes bought in at 40s., since partly sold at 39s. Imports, &c., in the first eleven months of the three years:—

	1875.	1874.	1873.
Landed ... ... tons	4,725	3,849	9,369
Delivered	4,621	4,574	5,391
Stock, Nov. 30	363	349	1,391

GUTTA-PERCHA.—Market dull, and auctions have embraced 1,672 baskets, &c., only a very small proportion sold at 10¾d. to 1s. 4½d. for fair and good, and 5d. to 6¼d. common. A parcel fine sold at 2s. 4d., and more inquiry.

GALANGAL ROOT.—The market continues quiet; 100 bales at auction have been sold at 20s. 6d. to 21s. for fair quality.

HIDES.—Messrs. Dyster, Nalder and Co.'s Monthly Report says:—Without any notable improvement in prices, a better feeling has prevailed in the market generally, nearly all the fresh parcels offered in the public sales have been cleared, and a moderate business transacted by private at fully corresponding rates, the only exception being in those of inferior character, which, together with parcels frequently put before the trade, failed to find buyers. Singapore, Penang and Rangoon, &c., Ox and Cow Hides.—Singapore and Penang Hides have sold freely at full rates. The Rangoon Hides sold at public sale were of inferior quality, and brought low prices. The sales are 1,952 Singapore and Penang; light, first 13½d., seconds 10d. to 12½d., thirds 8d.; heavy, seconds 8½d. to 9½d., extra heavy 4¾d. to 7d.; small, seconds 10d. to 11½d., thirds 7d. per lb. 9,699 Rangoon: Light, thirds 5¾d., fourths 4d.; heavy, seconds 7¼d., extra heavy 7d. to 6¼d.; small, seconds 10d., thirds 6d. per lb. Singapore, Penang, &c.—Buffalo Hides have been in moderate request without change in value. The sales are

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5,060 Singapore, &c.: Fair to good, 1st heavy, average 19¼ to 27½ lb., 5½d. to 6½d.; 2nd heavy, average 18⅝ to 22¼ lb., 5⅜d. to 5⅞d.; 1st light, average 11¼ to 11⅝ lb., 6¼d. to 6⅜d.; 2nd light, average 8⅜ to 10⅜ lb., 5d. to 5⅜d.; thirds 5¼d.; ordinary, 1st heavy, average 32⅞ to 44 lb., 5d. to 5⅜d.; 2nd heavy, average 31⅜ lb., 4⅞d.; light, average 13⅜ to 17½ lb., 6d. per lb. Java Hides.—No Ox and Cow have been offered. Few Buffalo Hides sold, and prices are unaltered. The sales are 996 Batavia: Unshaved, 1st heavy, average 23⅝ lb., 7⅜d. to 7½d.; 2nd heavy, average 18⅝ to 27 lb., 5⅞d. to 6⅝ per lb.

HEMP.—Few inquiries have been made for Manila, and only a small business has been done. The small quantity at auction met little demand, and only a small part sold at previous rates.

INDIA-RUBBER has been in more active demand at a general slight advance. Privately good Singapore has sold at up to 1s. 8½d., and Borneo 1s. 3d. Auctions have embraced 172 cases Borneo, partly sold at 1s. 2⅜d., and 218 packages Rangoon, a few sold at 1s. 5½d. for good ball.

JAPAN WAX continues dull, but small private sales have been effected at 49s. for fine hard quality, and 45s. to 46s. per cwt. for good.

JAPAN TALLOW.—8 casks sold, fine at 47s. 6d., rather dark 44s. 3d.

MUSK.—Tonquin Pod has advanced 2s. to 3s. per oz., and of 50 caddies offered about 30 sold at 43s. to 50s. per oz. for fair to fine selected flat pods; 15s. 6d. to 23s. 6d. middling to very good even well shaped, rough, and false packed; 7 tins Cabardine realised about the previous value, viz., 14s. to 14s. 6d., and 11 tins Grain about half sold at 36s. 6d. to 37s. 6d. for middling damp dark.

PLUMBAGO.—At auction 424 barrels Ceylon met a good demand, and fully 150 barrels were disposed of, chiefly lump, at a further advance; good clean small to fine bold selling at 17s. to 23s., superior ditto up to 26s., chips 10s. 6d. to 13s. 6d. per cwt.

PEPPER.—*Black* has been very quiet at a slight further reduction, and privately the business has been very small, both for Singapore and Penang, the former at 5¼d. to 5⅜d., the latter at 4⅛d. to 4¼d.; of 3,763 bags at auction a few lots only sold, Singapore, first-class damaged of good at 5d., Penang at 4⅛d. to 4¼d. per lb. Afloat 150 tons sold at 5d. down to 4⅞d. for Singapore. *White* is also dull, and of 435 bags at auction a small proportion sold at 7¼d. to 7⅜d. for fair but dullish.

RICE.—There has been an almost total absence of demand, both on the spot and for arrival, and sales have been very small, but no change can be reported in prices. On the spot only 2,500 bags white Bengal have been sold at 11s. to 12s., 2,000 bags Rangoon at 8s. 3½d., and 1,700 bags Siam at 7s. 6d. For arrival about 500 tons yellow Bengal have been sold, *vid* Canal, at 9s. 3d. to 10s., *vid* Cape at 9s. to 9s. 6d. The floating cargo, per Conte G. Szapary, 802 tons Rangoon, off coast, has been sold at 8s. for the Continent.

RATTANS.—At auction of 117 tons only about 4,000 bundles sold, common £16 10s. to £16 17s. 6d., Penang £26, ditto with all faults £20 15s. to £21 7s. 6d.

RHUBARB.—The value of China is unaltered and less offers. Of 48 cases at public sale, about half sold; bold, bright sort, fair fracture a little wormy at 2s. 2d. to 2s. 4d.; fair high dried 1s. 3d. per lb.

SAPANWOOD scarce, but demand limited, and no transactions of importance can be recorded; of 18 tons Manila offered a very small proportion sold at barely previous value, viz., £9 2s. 6d. to £9 7s. 6d. per ton.

SAGO is rather easier, and of 3,130 bags offered, two thirds sold at 15s. 6d. to 17s. for fair to very good bright small, 14s. to 14s. 6d. dirty and dull and brownish, and 17s. good medium; 100 boxes also offered and retired. *Flour* generally firmly held, but quiet; of 1,450 bags offered part sold at 13s. for fair Borneo.

SOY is scarce, and holders on the spot are asking 3s. 6d. per gallon for China, but there are sellers afloat at 2s. 9d. per gallon.

SHELLS.—The periodical sales were held on the 7th inst. *Mother-o'-Pearl:* Supplies, although less extensive than at the preceding, were generally in excess of the demand, and the sales went off flatly for all descriptions, and only a small portion sold; Manila at steady rates, but other kinds at a decline. Of 69 cases 35 baskets Manila 37 cases 35 baskets sold, good bold at £12, chicken at £9. Of 27 cases 7 baskets Macassar 11 cases sold, bold at £12 2s. 6d. to £12 5s., chicken at £9. *Tortoiseshell:* Unusually large supplies went off slowly, but the greater part were disposed of. West India at full rates for choice, but from previous rates to a further decline of 2s. for all other qualities; East India also sold rather cheaper. Of 19 cases (1,403 lb.) Singapore about 12 cases sold, pickings at 7s. 6d., medium shell 13s. to 14s. 6d., good to fine 15s. 6d. to 18s. 6d., 6 cases (787 lb.) Macassar withdrawn. *Ear Shells:* Little demand prevailed, and the large supply of 447 cases 649 bales 29 casks and 18 tons loose Japan Silver was all bought in or withdrawn, excepting 40 packages 8 tons, which found buyers at easier rates, untrimmed mixed and defective (in bales) £11 10s., good bold (loose) £18 to £18 10s., and 2 cases superior trimmed at £46 per ton. *Green Snail Shells* were again in large supply, and of 690 baskets and 6,850 loose 90 baskets and the loose sold at a decline of ½d. to ¾d. for small and medium, and 1½d. to 2d. each for bold, very small and small 1⅞d. to 2d., small and medium 3¾d. to 4d. good to fine bold 6½d. to 7d. each.

SPICES.—*Cassia Lignea* continues quiet, with retail trade only, at 54s. to 55s., but larger sales reported at 52s. 6d.; 983 cases brought to public sale were all retired. *Nutmegs:* At auction 48 packages Penang chiefly found buyers as follows: Brown, more or less mouldy, bold sizes, 67 to 57's, 4s. to 4s. 4d.; 82 to 75's, 3s. 4d. to 3s. 6d.; small and low rough limed, 2s. 2d. to 2s. 3d. per lb. *Mace:* 9 cases Penang found buyers at rather lower rates; common red at 2s.; chips at 1s. 2d. to 1s. 6d. per lb. *Cloves:* At the public sales 10 cases Amboyna sold at 1s. 6d. to 1s. 6⅝d. per lb. for fair, being lower. *Cinnamon:* 40 boxes China, consisting of dark Quill in bundles, withdrawn at 1s. per lb.

TOBACCO.—In public sale 176 bales China sold at 7d. to 8d., and 104 bales Japan at 6⅞d. to 7⅞d. per lb.

TIN.—Straits has slightly declined since last mail, the current quotations being £81 on the spot and £81 10s. afloat, but the market at the close is very firm. Banca is quoted £86, and Billiton £83 per ton, showing no change.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Without any improvement in the demand, this Market has continued to wear the same dull and inanimate tone reported last week, the inquiry from all quarters being slack. On the other hand producers, generally, show no disposition to tempt business by giving way, seeming confident that holding is the best policy. It is only where large stocks are accumulating, or orders running out, that prices show slight irregularity. The Market at the close is a shade more steady, with renewed inquiry for common makes of Shirtings.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in.	7	14×13	37	6/6	6/7½
Do.	,,	7	14×13	38	7/7½	8/0
Do.	,,	8 4	16×15	39	7/9	7/10½
Do.	,,	8 4	16×15	40	9/0	9/6
Do.	,,	9	19×19	41	11/1½	11/4½
Do.	,,	10	19×19	42	11/10½	12/4½
T-Cloths	32 in.	6	14×14	43	4/10½	5/1½
Do.	,,	6	15×15	44	5/4½	5/6
Do.	,,	7	15×15	45	5/7½	5/9
Do.	,,	7	16×16	46	6/0	6/3
Mexican	,,	7	18×18	47	6/0	6/4½
Do.	,,	7	18×18	48	7/0	7/6
Do.	36 in.	8	18×18	49	7/0	7/6
Do.	,,	8	18×18	50	8/0	8/7½
Spots	White	—	—	51	10/3	10/0
Brocades	,,	—	—	52	10/3	10/3
Drills	30 in.	15	—	53	3 5-16d.	3⅜d.
Do.	,,	15	—	54	3⅜d.	3⅜d.
Jeans	,,	8	—	55	7/6	8/4½
Do.	,,	8	—	56	8/10½	9/0
Water Twist.			16/24		28/32	
Good Seconds			10		11½	
Best do.			10⅝		12½	

WOOLLEN GOODS.—LONDON QUOTATIONS.

	s.	d.			
HH Long Ells	34	9	per piece	Scarlet	
HH Spanish Stripes	2	11	,, yard	,,	
HH / SS Camlets	66	0	,, piece	,,	
HH Lastings (6 reed)	58	6	,, ,,	Gentian	
H Do. (5 reed)	52	6	,, ,,	,,	
HH China Figures	20	0	,, ,,	Black	Nom.
H Do. do.	16	9	,, ,,	,,	
LL Do. do.	16	0	,, ,,	,,	

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov22	Endeavour	Warland	Manila	New York
Dec. 1	Maria Rickmers	Stolt	Rangoon	Rochester
1	R. C. Rickmers	Stolt	Bassein, for Bremen	Ryde, I.W.
3	Charity	Taylor	Manila	Havre
3	Dorothea	Moller	Do.	London
4	Mic Mac	Wilson	Rangoon	Liverpool
5	Quang-Se (s.)	Holmes	Shanghai	London
5	Batavia	Opkes	Batavia	Falmouth
5	Prins van Orange (s.)	Dukes	Do.	Nieuwe Diep
6	Jonge Cornelis	—	Do.	Rotterdam
7	Brennero	Elena	Akyab	Falmouth
7	Black Prince	Inglis	Foochow, for London	Do.
7	Tecumseh	Ellis	Singapore	Liverpool
8	Cordelia	Symonds	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 22	Portland	Gage	Hong Kong	Portland, O.
Nov20	Cleopatra	Doane	Yokohama	New York
24	J. H. Kimball	Humphrey	Do.	Do.
26	Shamrock	Panno	Anjer	Do.
26	Comet	Bray	Hong Kong	Boston, U.S.
Dec. 1	Armanella	Garrett	Yokohama	Cardiff
2	Esperance	Guillin	Singapore	Do.
2	Anglesey	Roberts	Rangoon	Liverpool
3	Carrie Humphreys	—	Do.	Cardiff
3	Zephyr	Muysson	Macassar	Rotterdam
4	Monte Rosa	—	Yokohama	Newport
6	Crocus (s.)	Joy	Shanghai	London
7	Menelaus (s.)	Pexton	Do.	Liverpool
7	Brisbane	Huddlestone	Singapore	Cardiff

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal, Oxfordshire. For Singapore, Hong Kong, and Shanghai: Lord of the Isles, Hankow.

SAILING VESSELS.—For Yokohama and Hiogo: Ziba, Forward Ho. For Shanghai: M. A. Dixon. For Hong Kong: Nestor, Evelyn, Echo. For Batavia, Samarang, and Sourabaya: Inverary. For Singapore: Tynedale. For Penang: Glenisla.

At LIVERPOOL.—For Yokohama: Stad Amsterdam (str.). For Penang, Singapore, Hong Kong, and Shanghai: Stentor (str.), Diomed (str.). For Manila: Buenaventura (str.). For Batavia: La Gaul. For Padang: J. F. Kranz, John N. Gamewell. For Singapore: Dreadnought. For Penang: Invincible. For Anjer: John Nicholson, Agate, Frederick Tudor.

At GLASGOW.—For Shanghai: Duart Bay. For Singapore: Mutlah. For Colombo: Ysuisquiza.

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SPOKEN.

BIRDSTONE, Singapore to Rio de Janeiro, Oct. 18, 34.35 S., 26.40 E.
GEORGE, Manila to New York, Nov. 3, 30.43 S., 13.10 E.
COUNTY OF FORFAR, Glasgow to Batavia, Nov. 16, 47.15 N., 12.10 W.
ESTRELLA, Liverpool to Manila, Nov. 11, 14 N., 25.53 W.
P.K.T.L., Amsterdam to Batavia, Oct. 25, 4 N., 24 W.
AMSTELSTROOM, Batavia to Amsterdam, Oct. 29, 7 N., 24 W.
ANNIE BRAGINTON, Yokohama to New York, Sept. 10, 18 S., 20 E.
COUNTY OF AYR, Java to Channel, Oct. 9, 22 S., 5 E.
CHARMER, Sunderland to Singapore, Nov. 25, 42 N., 13 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £21. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 24s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 34s. 6d. To Shanghai: 32s. 6d. To Hong Kong: 30s. To Manila: 26s. To Singapore: 20s. To Colombo: 19s. To Galle: 20s. To Batavia and Sourabaya: 24s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 14s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

CADIZ, DEC. 4.—The St. Aubin, from Cardiff, for Singapore (coal), has put in here leaky.

NEW YORK, DEC. 2.—The Lucy S. Wills, ship, from Ilo Ilo, for Boston, was spoken Nov. 14, in lat. 23 N., long. 62 W., leaky, with stern stove, and part of cargo jettisoned. The Glenartney (str.), arrived here Nov. 26, from Shanghai, reports:—Oct. 14, had a violent gale, with heavy cross sea, lasting two days; since leaving Gibraltar a continuation of gales from the westward; Nov. 22, lat. 37.44, long. 58.20, encountered a terrific gale from N.W., in which lost foresail out of the gaskets, split trysail, and carried away the fore and mizen gaffs. The Pyrmont, arrived here, 26th ult., from Hong Kong, reports, Sept. 8, lat. 36, long. 22, after several days of heavy gales, veering from N. to W., had a cyclone, lasting 18 hours, from N.N.W. veering to S.W., with heavy sea from S.E.; on taking observation after the storm found we had drifted 180 miles to the S.W.

VICTORIA, V.I., NOV. 1. — The Nation's Hope, ship, of Sydney (N.S.W.), from Yokohama (ballast), arrived in Royal Roads, off Esquimalt Harbour, a few days ago, for orders, and, during a sudden gale, dragged and parted from her anchors and stranded on a beach fully exposed to the S.E. gale, where she now lies water-logged, with sternpost injured and some planking started below water-line. A survey was held on board immediately after the stranding, and the surveyor recommended that the vessel should be stripped of everything and lightened so as to admit of her being towed into harbour for repairs, which is being done, but the probability is that the cost of repairing and removing her from where she now lies will amount to more than she is worth.

ST. HELENA, NOV. 12.—The Nieuwe Waterweg II., arrived here on the 1st inst. from Batavia, for Rotterdam, reports on Oct. 10, Cape Recife bearing N.W. five miles, experienced a terrific hurricane, throwing the ship on her beam ends for four hours, carrying away bulwarks, started deck seams, boats stove, and decks swept. The master of the Constance, arrived here from Samarang for Amsterdam, states that from the 10th to the 12th Oct., encountered a hurricane, during which lost sails, bulwarks, &c., had seams of deck and waterway sprung, and made more water than usual; after making temporary repairs, the vessel proceeded for her destination.

BATAVIA, DEC. 1.—A fire broke out amongst the coals on board the Utrecht, from Newcastle for Samarang; jettison was made of about 300 tons; the fire is extinguished, and vessel has proceeded.

MANILA (VIA HONG KONG, DEC. 1).—The Lyaspi (? Legaspi, s.), hence for Ilo Ilo, was totally wrecked on the 31st Oct. on Samar Island. Captain and part of crew saved.

SYDNEY, N.S.W., DEC. 3.—The Sanda, from Newcastle for Singapore, put in here Nov. 14 in distress, with spars and rigging gone.

MISCELLANEOUS.

GIBRALTAR, NOV. 30.—Arrived and proceeded, Cheops (str.), from London and Plymouth, for Shanghai.

MALTA, NOV. 25.—Arrived, Teviot (str.), from Shanghai; 26, Flintshire (str.), from Foochow, and both left for London.

PORT SAID, DEC. 3.—Arrived, Glengyle, from London, for Shanghai; Priam, from Liverpool, for Shanghai; Penedo, from Antwerp, for China; Governor-General Loudon, from Glasgow, for Batavia; Groningen, from Batavia, and proceeded for Flushing; 5, Glenearn, Nestor, both from Shanghai, and left for London.

SUEZ, DEC. 7.—Arrived, Agamemnon, from Shanghai, for London; Conrad, from Batavia, for Nieuwe Diep.

NEW YORK, NOV. 25.—The Favorita, which arrived at Boston, Nov. 20 from Batavia, reports that on Oct. 1, in lat. 18 S., long. 71 W. (?), saw large vessel on fire; ran down to her, but she sank five minutes after the Favorita reached her; cruised about for two hours, but could not discover any trace of the crew, nor learn anything to establish the vessel's identity. The J. A. Brown, Greenish, from Batavia for Boston, which put into St. Thomas Nov. 11, with loss of bowsprit and all attached, leaking in topsides, and with bow chafed, had not discharged on the 13th; expected to discharge a few tons of cargo to examine bow.

ASCENSION, NOV. 17.—Passed, from Rangoon, for Falmouth, P.V.R.B.; 19, from Singapore, for London, Mogul; 20, from Samarang, for Amsterdam, N.B.C.F.; 15, from Batavia, for Rotterdam, Nieuwe Waterweg II.

ST. HELENA, NOV. 10.—Arrived, Marianopoli, from Akyab, for Falmouth; Noach II., from Batavia, for Rotterdam; Dewa, from Rangoon; 12, Doris Eckhoff, from Java, both for Falmouth, passed, Nov. 3, Dione, from Malacca Straits, for New York.

TABLE BAY, NOV. 1.—Arrived, Oceana, from Akyab; Karikal, from Bangkok.

ALGOA BAY, NOV. 5.—Sailed, Juno, for Batavia; 6, Assyrian, from Ilo Ilo, for Falmouth. The Ceylon, from Zebu to New York, is discharging her cargo; some of the hemp is damaged, and 301 bales were sold by public auction on the 27th of October, when 207 bales realised £3 5s., and 31 bales (broken) £2 5s. per bale, duty paid; the vessel will in all probability be condemned. The Ceylon continues discharging. A further sale of hemp was held on Nov. 2, when 300 bales were disposed of at prices varying from £3 5s. to £1 10s. per bale, duty paid; 201 bales of hemp, ex the above vessel, sold at auction, were shipped per Danube (s.), for Southampton, and 166 bales hemp, per the American (s.), for the same port. About 700 tons of cargo have been landed ex Minister Fransen v. d. Putte, from Batavia, for Rotterdam, and a further quantity will have to be taken out; the vessel continues to leak in bad weather; a portion of her cargo is damaged by sea water. The cargo landed from the Assyrian, from Ilo Ilo, for Falmouth, has been reshipped in her, the vessel being tight and strong

SINGAPORE, DEC. 1.—The Rajanattianuhar (s) and the Bangkok, sunk near Menam Bar, are lying in a good position, apparently not much damaged, although full of water.

AMOY, OCT. 18.—At a naval court assembled to-day at the British Consulate, for the purpose of inquiring into the loss of the Hector, the master, Captain Robinson, was adjudged to have his certificate suspended for fifteen calendar months,

NOTICE TO MARINERS.

CHINA—SHANTUNG PROMONTORY.—Information has been received of the existence of a rock (Rodney rock) just awash at low water spring tides, lying four cables from the shore, off the north-east point of Shantung promontory, and in a direct line between the centre of the lighthouse and the eastern extreme (within the reef) of Alceste island. The following bearings were taken from a boat alongside the rock, viz.: North-east promontory, S.E. by S.; Abrupt bluff, West; Western extreme of Alceste island, N.W. by N. 1 6-10 miles.—Hydrographic Office, Amiralty, London.

GENERAL FREIGHT REPORT.

The tonnage loading on the berth for India, China, and the Cape of Good Hope amounts to 48,819 tons, and for Australia and New Zealand to 42,952 tons. Outward berth freights to Australia, China, and the East generally continue unchanged since our last report. There is very little activity in coal freights, and notwithstanding the low rates, the amount of the export of coals for the past month appears to have fallen considerably below that of the same period of last year. Homeward chartering is restricted; there is a little better inquiry for steamers from the East.

WEST INDIES.—Both outward and homeward freights remain as quoted last week, the amount of tonnage still offering exceeding the demand. Wales—Havana, 9s. 6d.; St. Thomas, 9s.; Jamaica, 9s.; Demerara, —; Martinique, Barbadoes, —; Santiago de Cuba, 11s.; Cienfuegos, 11s.; Tyne to Moule, —. Troon to Demerara, 14s. Homewards—Trinidad to U.K., 45s.; Continent, 47s. 6d.; St. Lucia, 42s. 6d.; Barbadoes, 42s. 6d.; St. Kitts, 43s. 9d.; Jamaica to U.K., 35s.; Continent, 36s., logwood; Minatitlan to U.K., 60s., mahogany; Laguna, 42s. 6d., logwood, to a port between Havre and Hamburg; Hayti to U.K. or Continent, 45s. to 45s. 6d., logwood; Santo Domingo to U.K., 60s., mahogany, to go out in ballast.

BRAZIL.—London to Rio Janeiro, 23s.; Bahia, 19s.; Pernambuco, 19s. on d.w. Wales to Rio, coals, 22s. large, and 23s. small; Santos, 24s.; Rio Grande do Sul, 35s.; Maranham, 16s., Para, —; St. Catherine, 25s.; Pernambuco, 17s.; Bahia, 17s. Tyne to Rio Janeiro, coals, £23, coke, £13, all coals £23. Santos,—; Para,—; Rio Grande do Sul, —; Liverpool to Rio Janeiro, 18s.; Rio Grande do Sul, —; Cape Verds to Rio Janeiro, 18s.; Santos, 19s.; Cette or Trapani to Rio salt), 20s. to 21s.; Lisbon or St. Ubes, 19s. to 20s.; Bahia, 19s.

RIVER PLATE.—London rates for berth loading remain nominal at 25s. 6d. Monte Video, and 27s. 6d. Buenos Ayres, on d.w. Wales to Monte Video 22s. large ships, and 27s. 6d. for small, with option Buenos Ayres 30s., and Rivers 35s., Newport, coals to Ensenada 26s. Tyne to Ensenada or Buenos Ayres 27s.—400 tons coals. Home from Monte Video 27s. 6d., option Buenos Ayres 30s., Rivers, 35s., wet salted hides and (or) tallow, 350 tons d.w. forward ships.

AFRICA, &c.—From London to Table Bay 30s., Natal 57s. 6d., Port Alfred 65s., East London 67s. 6d. per register ton; Wales to Cape Town, 22s.; Algoa Bay, 27s. 6d.; Cape Verds, 10s.; Tyne to Cape Verds, 11s.; Madeira, 11s., 600 tons coal.

UNITED STATES.—London to Philadelphia, 4s.; New York, 5s. chalk. Cardiff (s.), Montreal, iron, 18s. Homeward rates are 6s. 3d. orders, New York, 6s. direct; Philadelphia 6s. 9d. orders, and 6s. 6d. direct; Baltimore, 6s. 9d.; Baltimore, Philadelphia, and New York, 8s. per qr. wheat for steamer; Bull River, phospate to United Kingdom, 28s. 6d. Montreal, 9s. 6d. and 9s.

WEST COAST OF AFRICA.—Wales to Callao 20s., Valparaiso 20s., Coquimbo 16s., Caldera 20s. Tyne to Valparaiso 18s., Callao —, San Francisco —. Liverpool to Valparaiso 19s., San Francisco 32s. 6d. San Francisco to United Kingdom 50s., Portland to United Kingdom, iron ships 70s. orders, 5s. extra Contingent, 2s. 6d. off direct port. Sept. 15 to Jan. 31 loading. Nitrate ports to United Kingdom, 57s. 6d. for backward ships, and 60s. for December loading.

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Fig. 39.

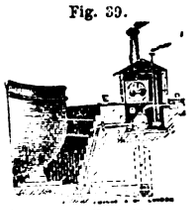

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Fig. 48.

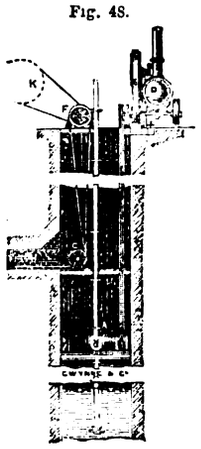

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Fig. 100.

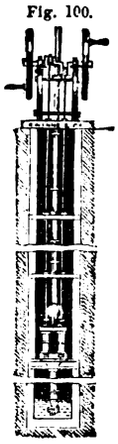

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Fig. 86.

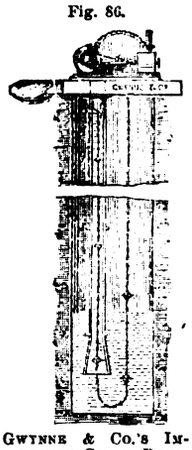

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Fig. 146.

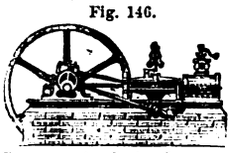

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Fig. 154.

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Fig. 142.

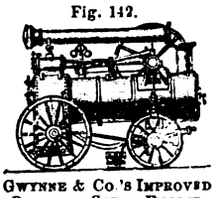

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Fig. 192.

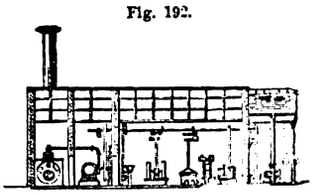

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Fig. 193.

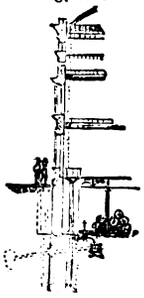

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Fig. 121.

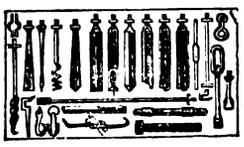

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Fig. 31.

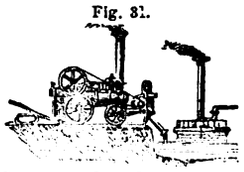

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Fig. 105.

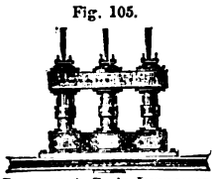

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Fig. 207.

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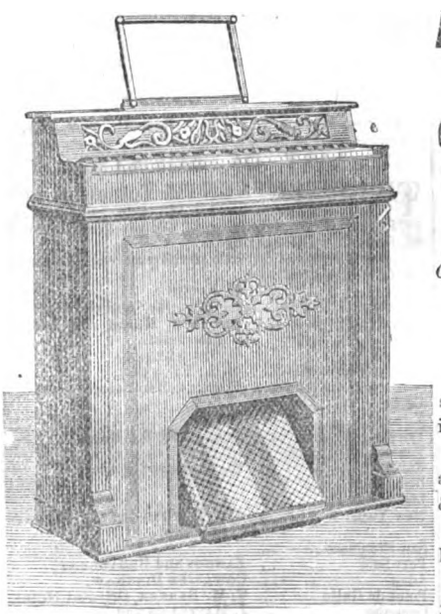

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PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

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CHARGES MODERATE.

HOLLOWAY'S OINTMENT

Mr. J. T. COOPER,

In his celebrated TRAVELS IN CHINA, published in 1871, says:—

"I had with me in my travels a quantity of "Holloway's Ointment. I gave some to the people, "and nothing could exceed their gratitude: and, in "consequence—milk, fowls, butter, and horse-feed "poured in upon us, until at last a teaspoonful of "Ointment was worth a fowl and any quantity of "peas, and the demand became so great that I was "obliged to lock up the small remaining stock."

This fine OINTMENT is invaluable in the cure of BAD LEGS, BAD BREASTS, OLD SORES, wounds, ulcers, gout, rheumatism, and all skin diseases.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Bokhara..	2,952	450	Dec. 16	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Peshawur	3,781	600	Dec. 23	Mediterranean, Aden, Bombay.
*Australia.	3,668	600	Dec. 30	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Nizam ...	2,725	450	Jan. 6	Mediterranean, Aden, Bombay.
*Indus ...	3,470	500	Jan. 13	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

ADDITIONAL MAIL FOR AUSTRALIA.

THE PENINSULAR AND ORIENTAL COMPANY propose to despatch their s.s. AVOCA from GALLE for ADELAIDE (Glenelg), MELBOURNE, and SYDNEY, with Mails and Passengers, in correspondence with the mail steamers leaving Southampton on 30th Dec., and Brindisi on 10th Jan.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of December.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles, as explained in the Company's handbooks.

For Passage Rates and Particulars see the Company's handbooks, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

PRELIMINARY NOTICE.

THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).

THE new, powerful, and handsomely-fitted iron screw steamers of this Company are intended to resume their trips between San Francisco, Japan, and China at an early date, when it is hoped that their reputation for speed, safety, and comfort will secure them a large share of the increased traffic of the North Pacific.

The "Vancouver" will probably be the first vessel to leave San Francisco, succeeded by the "Vasco de Gama." The "Columbus," to be launched in January, will proceed to Hong Kong and make her first voyage from that port to San Francisco, via Yokohama, and will be followed by other vessels in due course.

Further particulars will be published shortly.

London, St. Michael's-buildings, 9, Gracechurch-street, Nov. 30, 1875.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Quang Se	100 A1	2,788	400	Dec. 31
Candia...	100 A1	1,983	300	Jan. 22
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Japan	Orchis, s.s....	A1 100	S.W.I.D.	Dec. —
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Do.	Ziba.....	A1 13 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

Via the Suez Canal,

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (taking cargo for transhipment to Manila and Java, at through rates), the magnificent full-powered Clyde-built ocean steam clipper ship ORCHIS, 100 A1, 1,138 tons register, 1,000-h. p. effective, 200-h. p. nominal; B. C. LUCAS, commander; South-West India Docks.

For Freight or Passage apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.; and Yorkshambers, King-street, Manchester.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing., H. K., Yoko., & Hiogo.....	Oxfordshre	100 A1	S.W.I.D.	Dec. 18
Pen., Sing., Yoko., & Hiogo.....	Flintshire*	100 A1	S.W.I.D.	Dec. 30
Pen., Sing., Hg Kg., & Shanghai..	Hankow ...	100 A1	S.W.I.D.	Jan. 10

* With liberty to call at Falmouth for passengers, if necessary.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, the favourite full-powered screw steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 tons net, 200-horse power nominal; C. P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA AND JAPAN, FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong & Foochow	Echo	A1 13 yr.	369	W.I.	With des
Hong Kong	Scotia	A1	774	W.I.	With des

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	Dec. 16
Quang Se, s.s. ...	2,788	McGregor, Gow, & Co.	Dec. 21
Glenlyon, s.s. ...	2,119	Do.	Dec. —
Flintshire, s.s. ...	1,243	Norris & Joyner...	Dec. 30
Hankow, s.s. ...	2,332	Do.	Jan. 10
Glenearn, s.s. ...	2,129	McGregor, Gow, & Co.	Jan. 13
Candia, s.s.	1,983	Do.	Jan. 22
LIVERPOOL.			
Stentor, s.s. ...		Alfred Holt ...	Dec. 18
Diomed, s.s. ...		,, ...	Dec. 30

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 24, Leadenhall-street, E.C.

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EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German. Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

LIST OF AGENTS.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received broad by the following Agents:—

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Hamburg	R. CARL (for Subscriptions.)
,, ...	RUDOLPH MOSSE for Advertisements).
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Holland—Rotterdam..	H. A. KRAMERS.
,, Amsterdam...	MACKAY, BOOMKAMP, and Co.
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OFFICE, 79, GRACECHURCH-STREET.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 642.] LONDON, MONDAY, DEC. 20, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns. The Agency at Hong Kong has been transferred to Messrs. Lane, Crawford, and Co.

Latest Advices.

PORTS	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN—Yokohama	Sept. 10	Oct. 30	Nov. 9
Yedo			
Osaka and Hiogo	Aug. 27	„ 18	Oct. 28
Hakodadi			
Nagasaki	—	—	„ 22
CHINA—Peking	—	—	„ 27
Tien-tsin	—	—	„ 29
Chefoo	—	—	„ 28
New-chwang	—	—	„ 18
Hankow	Sept. 3	„ 22	Nov. 1
Kiu-kiang	—	—	Oct. 28
Chin-kiang	—	—	„ 27
Shanghai	„ 17	„ 29	Nov. 5
Ningpo	—	—	„ 1
Foochow	—	—	„ 6
Formosa	—	—	„ 4
Amoy	—	—	„ 8
Swatow	—	—	„ 9
Hong Kong	Oct. 1	Nov. 6	„ 11
Canton	—	—	„ 9
Macao	—	—	„ 10
PHILIPPINES—Manila	Sept. 10	Oct. 18	„ 2
COCHIN-CHINA Saigon	„ 24	„ 30	„ 11
SIAM — Bangkok	„ 17	„ 23	„ 12
BORNEO—Labuan	—	—	„ 10
Sarawak	—	—	„ 12
JAVA — Batavia	„ 24	„ 31	„ 13
Samarang	—	—	„ 10
Souraboya	—	—	„ 1
MALACCA STRAITS—Singapore	Oct. 15	Nov. 14	„ 17
Penang	„ 15	„ 13	„ 19
CEYLON—Galle	„ 29	„ 19	„ 27
Colombo	„ 29	„ 21	„ 25

THE MAILS, &c.

The P. and O. mail, bringing the advices dated as above, was delivered, *via* Brindisi, partly on Saturday, and partly this morning. The next inward (French) mail, with a week's later dates, viz., Yokohama 6th, Shanghai 12th, Hong Kong 18th, Singapore 25th Nov., left Suez on the 15th inst., two days early, and may be expected on Friday or Saturday next. Japan advices to the 11th ult., *via* San Francisco, will reach here in the course of the present week.

The lines of the Great Northern Telegraph Company are working satisfactorily, and communication by the Madras-Penang cable has been restored.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Baroda*, arrived Dec. 15.—None. To Venice, arrived Dec. 18.—From Galle: Mr. Gadesden.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive Dec. 26.—From Yokohama: Mr. E. Levick, Mr. A. G. Driver. From Shanghai: Lieut. M. P. Luther. From Hong Kong: Lieut. Eliot, Mr. J. Harding, Mr. W. Ricketts, Mr. J. F. Ricketts, Mr. J. Monicorn, Mr. W. Webber, Mr. W. W. Madden, Lieut. Deacon, Captain and Mrs. Petrie and child. From Singapore: Mrs. Gillingham and three children. To Gibraltar: Mr. J. Gras.

Per steamer *Patroclus* (Holt's line), arrived Dec. 11.—From Hong Kong: Miss Pollock, Mr. F. Schjoth.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bokhara*, from Southampton, Dec. 16.—To Hong Kong Mr. J. Barry, Mr. F. A. Surton. To Ceylon: Mr. E. Corvant, Mr. T. J. Jones.

Per P. and O. steamer *Baroda*, from Brindisi, Dec. 27.—To Singapore: Rev. and Mrs. Aitken.

Per P. and O. steamer *Australia*, from Southampton, Dec. 30.—To Hong Kong: Mr. and Mrs. Samuels. To Singapore: Mr. and Mrs. J. H. Holberton.

Per P. and O. steamer *Baroda*, from Venice, Jan. 7.—To Ceylon: Mr. and Mrs. Delmige.

Per P. and O. steamer *Indus*, from Southampton, Jan. 13.—To Hong Kong: Miss Huffam. To Singapore: Mr. E. B. Gould. To Ceylon: Mr. J. L. Gordon.

Per P. and O. steamer *Poonah*, from Southampton, Jan. 27.—To Hong Kong: Mr. W. C. Johnston. To Ceylon: Mr. H. Heelis.

Per French steamer *Djemnah*, from Marseilles, Dec. 19.—To Yokohama: Mr. Kreitmann, Miss Seymour. To Shanghai: Mr. Godeaux, Mr. Seul, Mr. and Mrs. de Pratt. To Hong Kong: Mr. and Mrs. Pelham Warren. To Batavia: Mr. J. H. Tromp. To Singapore: Mr. James Connell, Mr. Glass, Mr. George Smith. To Galle: Mr. Strand, Mr. G. Walker. To Port Said: Monsr. de Lesseps and family.

Per French steamer *Peiho*, from Marseilles, Jan. 2.—To Hong Kong: Mr. T. Dick. To Singapore: Mr. A. T. Black, Mr. L. R. Glass. To Galle: Mr. Newman, Mr. Austin.

Per French steamer *Tigre*, from Marseilles, Jan. 16.—To Yokohama: Mr. Shinagawa. To Shanghai: Mrs. and Miss Bradfield. To Hong Kong: Mrs. Beazley.

Per French steamer *Hoogly*, from Marseilles, Jan. 30.—To Hong Kong: Mr. and Mrs. Manson.

Per French steamer *Iraouaddy*, from Marseilles, Feb. 13.—To Shanghai: W. A. Turnbull, Mrs. Turnbull. To Hong Kong: Mr. K. Adams. To Batavia: Mr. Chavannes, wife, and family.

Per French steamer *Meikong*, from Marseilles, March 12.—To Hong Kong: Mr. and Mrs. Fairhurst.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 2nd November; the French mail from London Sept. 10, arrived out on the 30th October. The *Japan Mail* supplies the following items of news:—

The *Japan Gazette* states that a telegram has been received from the *Kasuga-kuwan*, at Fusan, stating that the Koreans are raising an army and collecting provisions for war, and that the Japanese residents are protected by the Imperial Marines. On the 14th Oct. a meeting of the *Daijin* and *Sangi* was opened in the Imperial palace, the Mikado presiding in person. Kido was charged with a commission to China to inquire into the Korean question. It is reported that he will leave for China in a few days. One cannon, two matchlocks, four lances, three flags, one sword, one drum, and other things, captured from the Korean fort in the Bay of Koka, have been presented by the *Rikungunsho* to the *Sei-in*.

The resignations of Shimadzu Saburo and Itagaki, recently tendered to the Government, have been accepted. The former has been intriguing to displace the present Prime Minister as head of the Satsuma party, but the Government has resisted his demands and pretensions, and he has accordingly retired from the Cabinet. He is understood to maintain as strongly as ever the anti-foreign views with which his name has been so long associated. The retirement from the Cabinet of these two ministers is the event of the week. Other resignations are spoken of, but without certainty of their truth. Tokio is in a state of disquiet, the police have been increased in number, and certain houses are said to be specially watched and guarded. Civilisation, development, and enlightenment have not yet banished from Japan the idea—not unknown elsewhere, indeed—that assassination is one of the legitimate weapons of political opposition, and so deeply rooted does the custom seem in this country, that it must be many years before the leading men of the nation can feel perfectly safe during even such a crisis as the present. This is a subject to which the newspapers might fairly turn their attention when the present commotion has somewhat subsided.

A number of sportsmen have been stopped by the police in the neighbourhood of Yedo and had to turn back. The police per-

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formed their unpleasant office with perfect civility but with such firmness as to indicate the resolution of the Government to initiate at once repressive measures. There are grounds for thinking that the right of shooting within Treaty limits may be pleaded by reason of antecedent regulation made by the Government and recognised custom. But the expediency of pressing as a right, and thus placing beyond the reach of regulations, very necessary to prevent its abuse, a privilege which has become such rather through the absence of regulation than by reason of it, is at least an open question. We do not think it well that the Japanese should feel that a privilege liable to grave abuses in thoughtless hands—take the present condition of the country for instance, the paddy full of grain, and the fields swarming with harvesters—should be exercised without their having the power of saying a word about it. This seems to us a violation of natural justice, and all good sportsmen would condemn it as well.

An article appeared in the *Hochi Shimbun* a few days ago accusing the British minister and the British community generally of fomenting the idea of a war with Korea for their own personal and national advantage, as well as a translation of the declaration which appeared this morning in the same journal of the falsehood and slander contained in the charge. A more shameful and absolutely unwarranted attack never was made upon a minister or the community he represented.

The haste of the people of Osaka to adopt the customs of civilisation would seem to have drawn down upon them the serious attentions of a paternal Government. The fluctuations of the rabbit market, it appears, have lost all fascination to speculators. In its place, however, they recently found the requisite excitement in the game of European billiards. But so great has been the spirit of gambling evoked by this dangerous game that it has been found necessary to interdict it altogether.

A company of native *artistes* in the capital have announced their intention of offering a Japanese musical entertainment to Signora Palmieri as a mark of their appreciation of her ability. An extensive hall in Yedo has been selected for the purpose.

The Imperial war-ship *Tsukuba Kam* will shortly proceed to San Francisco, in order to give the cadets of the Naval Department an opportunity of gaining practical experience of their future duties.

A considerable fall in the price of rice in the southern markets indicates not only the possession of an ample harvest, but that peaceful counsels have prevailed.

According to the *Hochi Shimbun*, one of the *sangi* is about to proceed to China on a special mission, having reference to the Korean difficulty.

Several Japanese merchants of Yedo have been arrested for having sold silk worms' egg cards which did not bear the Government stamp, to an Italian dealer.

(LATER INTELLIGENCE, VIA SAN FRANCISCO.)

The steamer *Gaelic* arrived at San Francisco on the 5th inst., with Yokohama advices to the 11th Nov. The subjoined summary of news has been telegraphed to New York:—

A Japanese frigate, commanded by Capt. Ito, has just started on a cruise in American waters. She touches first at San Francisco.

No immediate action will be taken by Japan against Korea. The Government resists the pressure against a sudden assault, but holds itself bound to exact redress in due season, and by a regular and measured process. War, therefore, is not imminent, but possible in the future.

Mori, Vice-Minister of Foreign Affairs, has been appointed as the head of a special Embassy to China, and sails this month. During his absence Sameshima, Envoy to France, now at home on leave, will act as Vice-Minister.

The British Minister in Yedo is making strenuous efforts to prevent the selection of Americans for positions of trust under the Japanese Government.

CHINA.

CHEFOO.

A correspondent of the *North China Herald* writes from this port as follows:—

The British schooner *Catherine Marden* put in here a few days ago to repair damages to her bowsprit, &c., caused by collision with a junk. She brought in some twenty of the junk men, who had taken advantage of the contact to tranship themselves to the English flag. A Court of Inquiry was held at Her Majesty's Consulate on the 25th October, and the facts there elicited showed that the collision took place about sixty miles north of Chefoo, during a dark and rainy night. No light was visible from the junk, and the first warning of danger was the shouts of the junk people right under the vessel's bow. A collision was then inevitable, but as neither was going above three knots, the shock was not serious, and the real damage was caused by the pitching and bumping while the vessels were entangled. The junk-men who got on board the *Catherine Marden* declare that they left because their vessel was more than half full of water, and was sinking, while on the other hand the evidence of the foreigners goes to show that she could not have been injured in the hull, and that she sailed away before the wind, and showed a light burning till it was lost in the distance. Anyhow, they parted company in the darkness and confusion, and the fate of the junk is uncertain. The Court acquitted the captain of all blame, and held the collision to be solely due to the junk not having any proper light. A claim for Tls. 15,000 damages was talked of, but the Taoutai is said to have advised the claimants to go to Shanghai and consult their owners.

Most of the Home papers have a notice of the attack on Mr. Henderson and others at the Promontory, and consider that reparation will, of course, be demanded. Perhaps it will interest your readers to know what reparation has actually been made. Two of the villagers have had twenty blows of the light bamboo, and two others, constables, for not being able to keep the peace, have had forty. The offence of the two latter probably consisted in their having allowed the foreigners to stray outside the lighthouse enclosure at all. It was satisfactorily proved before the *Wei-yuen* who was sent to investigate, first, that the affair was entirely the fault of the foreigners, secondly, that none of the villagers, except these two who had got into a sort of street brawl, had lifted a hand. We were told some time ago, in explanation of the delay in local action, that Li-Hung-Chang had promised H.M.'s Minister that the matter would be properly investigated and settled. If this is his Excellency's notion of a settlement under the very nose, so to speak, of our authorities, it is not difficult, reasoning from small things to great, to make a guess at the probable result of the Yunnan inquiry.

SHANGHAI.

The present mail brings advices from this port to the 5th November; the P. and O. mail from London Sept. 17 was received on the 29th Oct. The following summary of news is from the *North China Herald*:—

We do not know whether Mr. Wade is really contented with the decree published by the Chinese Government about foreigners travelling in the interior; but to our ear, the language in which it is couched is not satisfactory. Issued under the circumstances following the murder of Margary, it might naturally have been expected that the decree would have spoken of the crime with honest blame, and would have urged on the officials of the Empire, in emphatic language, their clear duty as such to maintain order and protect from wrong those living or travelling within their jurisdiction. But so far from this being the case, one cannot help inferring from the tone that it is issued *pro formâ*, in deference to Mr. Wade's wish, but without appreciation of the gravity of the crime to which it casually refers. By an ingenious display of shuffling, the purport of the notification is so twisted that the necessity of foreigners possessing passports and being respectable people, is presented almost more forcibly than the duty of the mandarins to give effect to the Treaty under which those passports are issued. If Mr. Wade knew the Chinese less well than he does it might be supposed that he had overlooked this very important feature of the case. But he does know them, and especially official Chinese, and, under those circumstances, it would have been better if he had insisted on some more explicit statement of the obligations imposed by the treaty; or, better still, the verbatim publication of the full text of the Treaty itself.

We recognise even what has been published as a step gained; the intense disinclination of the Chinese to mention foreigners, or foreign affairs at all, in the *Gazette*, is a proof that they think such recognition will materially affect our status. And we believe the Government does mean its subordinates to read the edict as an order to be more careful of foreigners in future. The consequences of Margary's murder have been so serious that it would willingly avoid further trouble. It is because of this, and because we think these edicts have political importance, that we regret a tone of subdued impertinence not easy to describe, but which leaves a decided feeling of irritation in the mind of the foreign reader, and will certainly not persuade the Chinese that the edicts arise from honesty of purpose, however much political expediency may have rendered necessary their promulgation and observance.

Letters from Hankow state that Mr. Grosvenor's party was to proceed by junk up to Ichang, escorted by two Chinese gunboats. The object of the authorities in sending these vessels is not clear, unless it is intended as an earnest of their desire to show proper attention to the mission. Without any express declaration on the subject, they appear to have allowed it to be understood that the Chinese Government is anxious about its safety and comfort. There had been rumours before Mr. Grosvenor's arrival of serious disturbances along both routes, especially the southern. A town in the province of Kwei-chow was said to be in the hands of rebels. Mr. Grosvenor's line, however, is through Sze-chuen, and according to the latest advices from the interior, it would seem that strict ordors had been issued to the officials of both provinces, Kwei-chow and Sze-chuen, that every attention should be shown him. This is well, so far as it goes.

People have been either intent on racing or away on shooting excursions since the last mail left, and we have consequently

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very little general news to record. The Race Meeting can hardly be called a successful one; there were too many certainties for good sport. *Teen Kwang* won everything he ran for, in a canter; and by his performances at this and the Spring Meeting has earned for himself a place in Shanghai racing history which is hardly likely to be eclipsed. But several other of the events for which he did not enter, were also won too easily. The third was the best of the regular days, and the "off" fourth day probably the best of all for real amusement. The weather, which was fine and warm on the first day, changed during the night, and the second was cold and wet. It cleared, however, on the following day, and the third and fourth days were dry though chilly.

The annual dinner of the members and friends of the Shanghai Rowing Club took place at the Club on the 27th Oct. About forty were present, the chair being taken by the Commodore, Mr. E. W. Batt, and the vice-chair by Mr. D. Glass (hon. sec.). After an excellent *menu* had been disposed of, the following toasts were proposed—"The Shanghai Rowing Club," by Mr. Batt, responded to by Mr. Westall; "English Crew," by Mr. Eames, responded to by Mr. Lewis; "Scotch Crew," by Mr. Lewis, responded to by Mr. Clarke; "Our Guests," by Mr. Scott, responded to by Mr. MacClymont; "The Ladies," by Mr. Pollock, responded to by Mr. Andrew; "New Members," by Mr. Batt, responded to by Mr. Dowdall; "The Veteran Crew," by Mr. Muller, responded to by Mr. Macleod; "The Three Year-Olds," by Mr. Clarke, responded to by Mr. Sharp; "Sub-Committee," by Mr. Batt, responded to by Mr. Brewer. Two or three other toasts, including that of "The Press," were afterwards given. The room was decorated with festoons of evergreens, and in the centre of the T-table was displayed the Dent Challenge Cup—a massive and appropriate ornament. The toast-list was got through, in consequence of commendably brief speeches, just as the witching hour was about to strike. As usual on such occasions, the speeches were eminently complimentary, tending, as the Chairman pithily expressed it, solely to self-glorification, though, in the case of those before him, glorification well-earned.

Miss Jenny Claus has given her second concert at the Lyceum. The audience was not a good one, but probably this is to be accounted for by the fact of its being the concluding official race day, the evening of which is usually devoted to the interchange of conviviality. The music played by Miss Claus was again of the excellence so fully described in our notice of her first appearance here, and left nothing to be desired by the most fastidious. She was "assisted" vocally by a gentleman amateur, whose singing was very effective.

A cricket match between Kiukiang and Hankow elevens was played at Hankow on the 25th Oct. There was not time to play it out, but Hankow had the best of it, having scored 149 in one innings, against Kiukiang 115 with four wickets down in the second.

A meeting of members of the Shanghai Paper Hunt Club has been called to elect stewards and frame rules for the coming season.

H.M.S. *Egeria* has left for Ningpo.

FOOCHOW.

The subjoined items of news from this port are taken from the *Foochow Herald*:—

It is very satisfactory to learn that every effort towards securing the capture of the remainder of the crew of the *Anna* is being made. Two of the mutineers are in custody, and we understand that the authorities have offered a reward of $600 for the arrest of the other four. The island and village of Se Yang, where the vessel was plundered and destroyed, is in the district of Foo Ning-foo; and we are informed that the provincial officials have been asked to instruct the local officers at Foo Ning to make strict inquiry into the case, with a view to ascertaining what blame, if any, rests with the local mandarin at Se Yang; and, if possible, to identify the islanders who participated in the outrage. This, we understand, has been done. We further learn that the German gunboat *Cyclop* left this port yesterday morning, for a point on the coast near to Foo Ning, to co-operate with the officials instituting the necessary inquiry. The commander of the gunboat has been supplied with duplicates of the orders issued by the superior mandarins at this port.

On the 30th Oct. there was considerable stir amongst the native population, the occasion being the half-yearly procession of devils. These harmless monsters, after having been duly paraded, were installed in their respective temples, where they will remain, we understand, until the approach of the hot weather suggests to their custodians the propriety of giving them a bath and a little fresh air.

The triennial examination of military aspirants for the Chinese service, to the number of over four thousand, is now going on under the presidency of H.E. the Viceroy. The examination commenced on the 4th day of the Chinese moon, and will conclude, so far as the South Camp is concerned, on the 6th Nov., after which date the exercises will be continued in another place set apart for the purpose.

The German gun-boat *Cyclop*, which has recently visited us, is, we believe, the first war vessel flying the German flag that has anchored at the Settlement. She is a vessel of 350 tons, drawing only eight feet of water, and has been specially built for service on the China coast. Her armament consists of four "Krupp" guns and two "Balloon" guns (invented during the siege of Paris, to act against balloons.) She carries a crew of sixty-five men (all told) including the officers—seven in number. The arrangements for the comfort of both officers and men are very effective, taking into consideration the size of the vessel. We may mention that the small-arms consist of new, and greatly superior "Mauser" rifles.

The total number of soldiers present at the South Camp is one thousand, viz.—500 foreign drilled troops, and 500 Gingal men. All the Honan and other troops have been removed. On the 1st Nov. an alarm of fire was given at about ten P.M. at the Camp. No 4 company of Capt. McMahon's troops were called out, but for some unexplained cause were not allowed to attend, and the Gingal "Fire Brigade," with their buckets, &c., were sent in their stead. We did not hear the result of their operations, but judging from their general warlike appearance, they are not likely to have been great fire-eaters.

In connection with the Customs Notification in regard to the Ockseu Lighthouse, we may mention that the s.s. *Hailoong* was chartered a few days ago by the Commissioner of Customs at Amoy to convey the new apparatus from that port to Ockseu, and we understand that the Engineer-in-Chief will personally superintend its erection.

It has been decided by the committee of the Foochow Rowing Club to hold a regatta on the 18th November. The racecourse is now in the hands of the stewards, but training has not been fairly commenced.

The Chinese corvette *Yang Woo* has arrived here, under the command of Captain Tracey, R.N. It is understood that after visiting Shanghai, Chefoo, and Tientsin, she will proceed to Japan.

HONG KONG.

Our advices by this mail extend to the 11th November; the French mail from London Sept. 24 was received on the 6th Nov., and the following P. and O. mail of Oct. 1 arrived out on the 8th Nov. The following items of news are from the *China Mail*:—

A telegram was received on the 10th Nov. from Amoy by Messrs. Butterfield and Swire, the agents of the steamer *Glengyle* (Captain Carnell), announcing the total loss of that vessel at 9 A.M. on the 9th Nov. She was bound to Swatow, and struck on an unknown rock in Three Chimney Bluffs Passage, S.E. of Namoa Island. The rock is supposed to be the same as that the *Madras* struck on. The captain third officer and fourth engineer are missing. The rest of the crew and passengers made for Swatow. The vessel sank in seven minutes from the time of striking, in fifteen fathoms water, her topmast heads alone showing where she lies.

The loss of the *Glengyle* affords another illustration of the necessity upon which we have so often insisted of a thorough resurvey of the coast. The natural distress caused by such a disaster is aggravated by the intelligence that three lives have also, in all probability, been sacrificed,—lives which, together with a valuable vessel, would have been saved had somewhat more attention been paid by the most anti-progressive of departments to the strong representations made by the British and American Naval Commanders-in-Chief on the Station, the Chambers of Commerce, and the public press. It is but a few weeks since we had occasion to write in a similar strain regarding the striking of another fine steamer on an unknown rock in Haitan Straits. This fresh disaster but confirms what we then wrote — that the coast of China is not yet properly surveyed, and that frequent losses may be looked for until it is. There is, we know, a difficulty in getting up anything like public action on most matters in Hong Kong, but we think we can offer a suggestion which will effectually secure a very strong movement on the part of the public. Let the insurance offices double their rates until a proper survey is taken in hand, and we are much mistaken if a few memorials on the subject would not very speedily find their way to the home Government. Over half-a-dozen unknown rocks on the coast between this and Shanghai bear the names of vessels sacrificed in almost every case to ensure their discovery. Taking the mean value, with cargo, &c., in each case to be £100,000 —a decided under-estimate—the cost of this way of surveying is, it will be seen, considerably in excess of the expense of maintaining a couple of surveying ships for the necessary period. We say nothing of the loss of life, as we are putting the matter only from a commercial point of view. But it is possible—we hardly venture to say probable—that this consideration may have some weight in urging forward a speedy and effective survey.

An anonymous placard was posted on the walls of the Chinese town on the 6th Nov., stating that one Chung Shun Yee had been fraudulently obtaining coolies in order to sell them; that he had secretly collected over 500 men and lodged them at Sai-

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yingpoon ; that these men, though ostensibly intended for Tonquin, were in reality for transhipment at that place and transmission to elsewhere as Chu-chais ; and that foolish people were induced to leave their homes and ship in a vessel that was to leave on the morning of the 7th Nov. The anonymous writer appealed to the Tung Wah Hospital in most sympathetic terms, begging the members thereof to rescue the 500 odd souls. This placard was brought to the notice of the Chinese Hospital late on the evening of the 6th. The next morning at seven A.M. a few of the committee had an interview with the Hon. C. C. Smith and the Registrar General, the result being some action taken by the Government. The Assistant Harbour Master, assisted by the officers necessary, examined the emigrants, and, as alleged, found everything in order. This was deemed to be perfectly satisfactory ; and as the vessel (the steamer *Fyen*) had been cleared on the 6th, the steamer was about to leave. The unusual action taken, however, seems to have frightened the Chinese passengers, and most of the emigrants finally left the steamer, and refused to go. The *Fyen* is consequently detained from prosecuting her voyage, and further difficulties may thus be raised on the part of her owners, Messrs. Landstein and Co.

It has been ascertained that two men (as alleged by the coolies themselves)—one Chung Shun Yee, an employé in the Yuen Fat Hong, and the other Woo Lin Tak, an employé in the Wo Tai Hong—were the prime movers in this scheme of emigration. The two men, however, positively denied that they had any knowledge of the whole affair or of the coolies. The masters of the two hongs also denied any complicity or even connivance in the matter. It has also appeared that the sub-agents employed by their principals in obtaining the men ran away the moment they heard of any trouble being likely to follow. One of them had $5,000 entrusted to him by his principals, for distribution to the emigrants as advances after embarkation but prior to the departure of the steamer, disappeared with the money. The coolies said they were engaged for Tonquin at $6 a month for two years ; that contracts were to be entered into after the steamer had set sail; that they were to have $10 advanced, but that they understood the advance to be $16, and they believed those engaged in the business would get the balance as profits. The coolies, according to their story, were furnished with money to buy food during the time before they were embarked.

Intelligence of the murder of Mr. Birch at Perak has been received. H.M.'s ship *Ringdove* has, we learn, gone in the first instance to Manila, where she will hand despatches to H.M.S. *Modeste*, and that vessel will accompany her to Perak. H.M.S. *Egeria* was to leave at daylight on the 11th Nov. for the last-named place, and 300 men of the 80th Regiment, with Major-General Colborne, C.B., Captain Huskisson, A.D.C., Majors Amier and Tyler, Captains Creagh and Howard, Lieutenants Walmsley, Cole, Sheppard and Prior, Surgeon L'Estrange, and Commissaries Johnston and Skinner, go forward by the present mail steamer.

The s.s. *Albay*, owned by Messrs. Russell and Sturgis, of Manila, which came to grief near Lapraik's Wharf in the typhoon of 1874, made a trial trip on the 6th, for the purpose of testing her engines. The vessel has been repaired under contract by the Hong Kong and Whampoa Dock Company for the sum of $32,000, the contractors having engaged to renew all cabin fittings, &c., in a most substantial and tasteful manner. That this undertaking has been faithfully carried out is a credit to the Dock Company and its employés, and proves that Hong Kong is probably the best and cheapest market for such work of any place outside of Europe. A new stern-post was forged for the *Albay*, as well as a new propeller. The ceilings and skin of the hull had to be cleaned and painted ; the whole of the internal fittings had to be renewed, after the manner of the home building yards. The engines had to be taken to pieces and refitted, all missing and damaged portions being replaced or repaired ; a new funnel had to be provided, and the original engines restored to their former state of perfection.

On the 6th Nov. it became necessary to let the water into the Hope Dock at Aberdeen, where the *Alva* is being repaired. She rose quietly off the blocks before the caisson rose up. All seemed to be going on properly, but presently she began to list over to port as the water lifted her higher up, and she gradually went on to her beam ends as far as her yards would allow. She then filled and rested on the dock steps. It is not supposed that much damage is done; some stores and provisions, &c., were spoiled by the water, and the false keel was damaged, but she is still on the dock blocks. It will only cause a little delay, and the Dock Company will make the damage good.

The British barque *Gloucester* on her arrival on the 29th Oct. anchored close ahead of the Water Police Chop. As it was blowing hard at the time she drifted down on the port bow of the chop, her anchor not having held properly. She smashed the chop's cathead, head gear and one of the boats on the davits; she was then got clear with but little damage. The steam-tug *Pilot Fish* towed her off to her berth.

In the list of passengers who left by the last French mail we notice the name of Mr. Richard Deacon, so long and so popularly known in Hong Kong. Few residents have a larger circle of well wishers, and we can heartily add our own hopes that he will have a pleasant passage home. The Canton Steamboat Company's wharf was decorated in honour of the occasion.

Three recently built verandahs at Nos. 297, 299, and 301, Queen's-road West came down on the 29th Oct. with a crash. Thanks to the intelligence of the Sikh and Chinese policemen on duty, the numerous passers-by had timely warning, and nobody was injured. The constables in question should have some notice taken of the good sense they displayed.

The following was the average amount of Bank notes in circulation in Hong Kong during the month ending Oct. 31, as published in the *Gazette* :—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation ...	$489,875	$200,000
Chartered Mercantile Bank of India, London, and China ...	580,078	200,000
Chartered Bank of India, Australia, and China	512,858	175,000
Hong Kong and Shanghai Banking Corporation	1,455,598	500,000
Total	$3,038,409	$1,075,000

On the night of the 29th Oct. a house situated in one of the by-lanes in Yan Tsai Tai Kai, Canton, the street in which Dr. Kerr's Hospital is also situated, was attacked by a party of armed men, who were reported to have numbered as many as thirty. They broke into the house and carried away everything portable. The missing property was estimated at $600. A man was arrested, but it is believed he was not the actual thief.

We hear that the Hoppo of Canton has, within the last six months, seized over 200 Chinese junks, and realised something like $800,000 from their confiscation, together with their cargoes and from fines in lieu of confiscation in some cases. A nice pile o make indeed, in a few months !

The examination for the military degree of *Chu jen* is now going on at Canton. The examination for the civil degree of *Siu-tsai* takes place simultaneously. Consequently the population in the provincial city is greatly augmented at the present moment.

Considerable comment has been excited by the action of the Tung Wah Hospital Committee in stopping the passenger traffic to Haipoong (Tonquin) by means of their representations. The action of the Committee is generally thought to savour of an undue interference with the authority of the local government.

The Norwegian and Swedish vessels in port were tastefully dressed on the 4th Nov. with flags, in honour of the sixty-first anniversary of the ratification of the union of the two kingdoms.

The attempt to induce free emigration to Atchin has been abandoned.

SIAM.

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BANGKOK.

The Siam *Advertiser* says :—We learn that another detachment of Siamese forces, under the command of H.E. Chow Phya P'utarapai, has left Bangkok. All parties in Siam can feel no other than an earnest desire that this expedition to put down the disturbers of the peace in the North may prove a complete success.

Capt. A. J. Loftus, in the Siamese Government, employed as surveyor, is under orders to proceed soon to Ligore to complete his survey of the Siamese coast on the Malayan Peninsula. We wish the expedition every success.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present P. and O. mail brings advices from this port to the 17th Nov.; the French mail from London Oct. 15 arrived out on the 14th Nov. We take the following items of intelligence from the *Straits Times* :—

On the 11th Nov. the Governor returned from Perak in the steamer *Minister van Staat Rochussen*, accompanied by Captain Paton, A.D.C., and Lieut. McCallum, H.E.'s private secretary. We learn that on H.E.'s arrival at the mouth of the Perak River Sultan Abdullah and the Lacksamana voluntarily came on board to assure him that they had had no part in the attack on Mr. Birch, and knew nothing about it until after it had taken place. From all that can be learned, it would seem that the assassination of Mr. Birch was unpremeditated. He, accompanied by his interpreter and a small body-guard, had been posting up the proclamations printed in the Malay language, all the way up the river, until he came to Rajah Lelah's place, where, as usual, he sent Arshad, the interpreter, to post up copies of the proclamation. Rajah Lelah had all along shown a spirit of hostility to the British Government, but there seemed no reason to apprehend immediate danger, and Mr. Birch had dined in his boat, afterwards going to bathe in a floating bath. Meantime, Arshad had posted up one of the proclamations, which was torn down ; he then posted another, which being also torn down by a Malay, he struck the man with a cane. This so enraged the Malay that he drew his kris and stabbed Arshad in the stomach. This act of open hostility by

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one of their number aroused the dormant passions of the crowd, and a rush was at once made for the bath, where, the sentry being overpowered, Mr. Birch was murdered. Lieutenant Abbott, of H.M.S. *Thistle*, who went with Mr. Birch, had gone out shooting, and had been absent three hours, when as he was about to return he met a Malay, who told him that there was a disturbance, and advised him to secrete himself. Lieutenant Abbott instantly determined, however, not to desert a friend in peril, and made the best of his way towards the village, but in order to save himself was obliged to spring into a boat and put out into the river, where he was fired upon from the banks for a long distance on his way down, luckily without effect. He saw Mr. Birch's boat, with the dead body of the interpreter in it, the remainder of Mr. Birch's party having evidently pushed their boat out into the stream at the first outbreak. Mr. Swettenham had been further up the river, also posting proclamations, but coming down past the village and stockade was providentially hidden from view by a fog, which settled over the river, enabling him to pass without being observed.

The body of Malays assembled about the Residency when Captain Innes and the party of troops arrived from Penang proved not to be hostile, being forces collected by Sultan Abdullah and the Lacksamana, who came up with proffers of support to Mr. Swettenham and Lieut. Abbott. These officers, however, rightly deemed the presence of so large a body of Malays about the Residency unadvisable, as, though then friendly, a rebellious spirit might at any time manifest itself among their followers, and at all events speedy information of everything that was going on would be sure to be conveyed to the hostile party. They therefore succeeded in inducing the leaders to withdraw their forces and return to their homes. Captain Innes, with his little force, after getting into the Residency, went up the river to the place where Mr. Birch was murdered, with the object of making a show of force and of recovering Mr. Birch's body. They found a stockade, which Captain Innes decided to storm. He therefore landed his force and led the attack in person, but while waving his sword and leading on his troops he was shot through the heart; Lieutenants Elliot and Booth were also shot down, and eight men of the 10th were wounded. The Malays must have had keen marksmen among them, who singled out the officers of the storming party with such effect. Being thus without a leader, the party of troops had no option but to retire, taking care, however, to carry off the body of Captain Innes, and the wounded men. The Malays seem to have lost heart also, probably fearing some further manœuvre, for at the same time the troops were retiring they evacuated the stockade. Lieut. Elliot was severely wounded, but we are glad to learn was progressing favourably when H.E. the Governor left. When the *M. V. S. Rochussen* left, the residency was garrisoned by the force sent from Penang and Singapore, and the two gunboats *Thistle* and *Fly* were anchored some miles lower down the river, communication being kept up by means of steam launches.

H. E. the Governor at once telegraphed from Penang to Hong Kong and home, with the result that Major-General Colborne and 300 officers and men of the 80th have arrived here from Hong Kong by the present mail steamer, and H.M.S. *Ringdove* and *Egeria* have been ordered from China to this station, the Naval Force being further strengthened by H.M.S. *Modeste*, just arrived, which with the *Thistle* and *Fly*, now at Perak, will make a very respectable show of strength. We learn by telegraph that 1,000 native troops are also under orders from Calcutta, and an auxiliary force of natives is being recruited here. There are no means as yet of learning the extent of the revolt, but the treacherous and sudden attack upon Mr. Birch, and the subsequent death of Captain Innes and wounding of the officers, shows that it is useless to attempt to do anything without a sufficient force to overawe the turbulent and piratical chiefs, who appear to think they can make and break treaties and murder British officers according to the whim of a moment. It is therefore intended to make an imposing demonstration, and to prepare for a regular campaign, the necessity for which will very probably be averted by the completeness of the arrangements.

The manner in which the Governor has acted on this occasion, the immediate despatch of all available force, and a personal visit to Perak as soon as he received the intelligence, have met with the warmest appreciation here. He has taken the quickest method to convince the whole Peninsula in an unmistakable manner that former forbearance was no proof of inability to act, and the interests of the public of this colony are too much bound up in the success of his enterprise not to render all the aid and encouragement in their power.

Consequent upon the murder of Mr. Birch, considerable anxiety was felt for Mr. J. G. Davidson, the Resident at Klang, who had gone into the interior of Langat in pursuit of some evil-disposed persons who were endeavouring to foment disturbances, and had not been heard from for some days. On the 15th Nov., however, despatches were received from Mr. Davidson, who gave a very encouraging report, he having succeeded in arresting a ringleader without opposition. He had, moreover, been supplied with provisions by a Rajah who had been suspected of antagonism.

The telegraph cable between Singapore and Batavia has been undergoing repair for some days, a break in the communication to repair one fault being only followed by another to repair other faults. Before the repair of this cable was completed there was a complete break between Penang and Madras, at once cutting us off from telegraphic communication with India and Europe. The rapid deterioration of the cables in these waters is due to the ravages of insects or worms, of what description is unknown, which penetrate through the wire and inner coating and eat away the gutta-percha core of the cable, exposing the electric wire to the water. The land lines, which are also laid under ground, are destroyed in a similar manner by white ants. The destruction of the submarine cables by insects offers a capital opportunity for inventors to discover an antidote.

Scarcely has the *Hawk* coolie mutiny case been disposed of before we have to chronicle another similar case, with the difference that this time the crime of murder will be added to the charge. On the 5th Nov. the schooner *Liberty* left this port with twenty-eight Chinese coolies, who had been engaged through a mercantile firm here for service in Delhi, advances on their salaries being paid to the contractor and acknowledged by the coolies. The schooner was brought back to Singapore, but half of the crew (three Arabs and two Klings) were missing. It now appears that the Nacodah and the missing five men have been murdered. Inspector Richards was sent down to Batu Pahat, in the steamer *Johore*, to make inquiries, and learning that some strange Chinese had gone into the jungle, went in search of them. He succeeded in getting six of them, who were taken in charge by the Johore police, and their extradition will be applied for by this Government. On his way back to Singapore Mr. Richards overhauled a tongkang, in which he found two of the recreant Chinamen secreted, and took them in charge. Another has been arrested in Singapore. One of the prisoners confesses that the Nacodah and four men were murdered and their bodies thrown overboard.

CEYLON.

(FROM A CORRESPONDENT.)

The whole of Ceylon is astir in expectation of the early visit of H.R.H. the Prince of Wales. Twice has his arrival date been put forward, owing to alterations in the programme of his tour. First, he was to be here on Dec. 11, remaining till 18th, visiting Kandy and Trincomalie after Colombo, and doing some shooting in the interior; then Trincomalie was to be dropped, and we were only to have him five days. Now we are told that his plans are again changed, and he is to arrive here about the 2nd proximo, and remain till probably the 12th or 15th, not certain which. Meantime Trincomalie, the finest harbour in the world, is to be left unvisited. Madras is also to be left out in the cold, as it seems cholera is raging there, and it would never do for the heir to the greatest empire under the sun to incur the risk of falling a victim to such a foul disease. The Prince's visit being thus anticipated has put vigour into the preparations for his reception, which will be a very brilliant affair; for although our small island cannot cope with the large and wealthy presidency towns of India, or with the pomp and glitter of barbaric Oriental nations, not a more loyal people will be met in all his travels, nor will a warmer reception be accorded him. White-washing of houses, ornamentation of streets, erection of arches, and pandals, and splendid illuminations are in store for our Royal visitor. A procession, consisting of upwards of 100 tame elephants, is to be held in his honour in the ancient capital of the Island. The interval between the 3rd December, when he is expected to reach Kandy, and the 10th, when he returns to Colombo, is to be spent among the elephants and other wild beasts about Ruanwelle. It is expected he will have in that quarter some excellent sport, besides witnessing, if time permit, an elephant kraal. At Colombo he will lay the foundation stone of the new harbour, and altogether during his short visit to the Spicy Isle his time is expected to be very fully occupied. In Kandy the Chetties have assessed themselves 35s. each boritigul, to provide their share of the expenses, and of which fund they have undertaken the ornamentation of the drive round the Kandy Lake and Esplanade. The Moors have taken another portion of the streets, and the Kandyans are showing their usual adaptness at the the erection of some very showy pandals. The self assessment system among the Chetties, I believe, has by custom gained the force of law; and our Chetty, though he may be poorer than his neighbours, dare not refuse to pay the sum his brethren have assessed him at. Then our ambulations consist chiefly of bamboo arches on both sides of the roadway, with an upright round post between every two arches. This upright post is covered in ribbon form with strips of red, white, and blue calico. In fact, they look as like barber's poles as anything we can imagine, while the arches are being adorned with mosses, flowers, and evergreens. It is not difficult getting evergreens here, where growth is perpetual and where every plant, shrub, or tree is always green. These arches and other surroundings of the lake and principal streets will have during the day a very picturesque effect; while at night the illuminations, both public and private, are expected to be very fine. There is to be in the ancient capital took a reception given to the Kandyan Chiefs, for which pur-

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pose a temporary addition to the former audience hall of the knights—now the Supreme Court—has been erected. There cannot be a doubt but it will be a very exciting time; for the whole of the island is agog with expectation, and the native population are especially agape to witness the arrival of the first British Prince that ever trod their soil or paid them a visit. The more highly will they appreciate the honour that he is a Prince who in all human probabilities will one day sway the sceptre over the extended territory now under the blessed and benign sovereignty of good Queen Victoria.

Commercial Report.

(For dates see first page.)

IMPORTS.

TIENTSIN.—Common Shirtings and T-Cloths were in slight demand, other goods remaining very dull.

HANKOW.—The business has been trifling, 8¼lbs. Grey Shirtings had changed hands at a slight decline. A few T-Cloths had also been sold. Woollens nominal, except Long Ells, of which a small sale had established a lower rate.

KIUKIANG.—Black Teas: No settlements reported. Total arrivals, 177,038 chests. Green Teas: Total arrivals, 110,404 half-chests.

SHANGHAI.—The Chamber of Commerce Circular says:—Cottons generally have declined in value with a very small business doing. During the past week there have been partial holidays, and most offices have been more or less closed. Common Grey Shirtings have been in slight demand, and lower quotations have been established. For better classes the price is nominally the same, but scarcely any sales are reported. White Shirtings: Small sales have been made at from previous prices to a slight decline. American Drills are weak, with little demand. American Jeans are out of stock and quotations nominal. American Sheetings very quiet at previous rates. English Drills: The stock of good makes is low, and prices are nominally unaltered, but commoner qualities are lower, with little inquiry. In English Jeans, some sales have been made at a considerable decline on previous prices. For Sheetings there is no demand. Dutch Drills are saleable at lower quotations. Dutch Jeans are unchanged in price, but transactions reported are unimportant. T-Cloths of all weights are weaker, with an inactive market. Fancy Cottons: Dyed Assorted Spots and Brocades are reduced in value. Turkey Reds being also rather cheaper. Other Fancy Goods are nominally unchanged, but transactions are confined within the smallest possible compass. Woollens: Lastings are easier, other Woollens being quoted about the same rates as at the departure of the last English mail. Sales have been chiefly at auction.

HONG KONG.—The demand for Yarns last noted had continued, and prices were firm. In Piece Goods there had been little doing, and there was scarcely any demand.

BATAVIA.—Owing to the occurrence of the Native New Year holidays business had been at a standstill.

SINGAPORE.—Business in imports had again been upon a comparatively limited scale—some improvement in demand had nevertheless been observable, compared with the preceding fortnight, and this especially towards the close. Quotations were very little changed; importers had made some efforts to obtain better prices for various staple goods, but whenever a demand of any moment had appeared there had been willing sellers at rates quite as low as last reported.

PENANG.—During the fortnight the market had been extremely depressed, with scarcely any demand for any description of goods; sales had been meagre and prices were weak.

EXPORTS.

TEA.

HANKOW.—Messrs. Evans, Pugh and Co.'s Report says:—We issued our last Report on the 1st Oct. During the four weeks that have elapsed since that date the business transacted at this port has been on a trifling scale, only about 5,000 chests having been settled on this market, and about 11,000 chests shipped to Shanghai on Chinese account. There is now but little more Tea to come forward, and the season being practically at an end, we shall discontinue the issue of this Report. Prices during the past month, in consequence of advices of high rates paid in Shanghai, have advanced fully a tael a picul. The quality of the Teas now offering being, as usual at this late period, very inferior. The export of Hankow Teas per Customs Returns is now 54,749,255 lbs., against 53,660,000 lbs. in 1874 to date, and 54,134,467 lbs. at the close of that season. Quotations are:—For second and third crop Oopacks Tls. 12 to 15, against Tls. 12.50 to 15 at same date last season, and Oonahms Tls. 10 to 11, against Tls. 11.50 to 13. Settlements to date are 412,605 chests, against 334,476 chests in 1874, exclusive of Ningchows, say about 138,020 half-chests; this against 133,600 half-chests last year. The following is a comparative statement of the export hence:—1875-76, 63,835,647 lbs.; 1874-75, 61,969,393 lbs.; 1873-74, 60,405,056 lbs.; 1872-73, 59,515,039 lbs.; 1871-72, 59,069,006 lbs.; 1870-71, 47,003,320 lbs.

SHANGHAI.—Black: Settlements for the fortnight had been small; full prices had been paid; stock, 9,200 chests. Green: A fair demand had existed for Country Teas at prices which were much the same as those last reported. Arrivals from the country had kept the stock well replenished. A large business had been done in Pingsueys, considering the time of year. The following were about the prices paid:—For Country Tea, 16,921 half-chests at Tls. 22.5 to 33 per picul; Pingsuey, 13,397 half-chests at Tls. 14 to 37 per picul; Local-packed, 439 half-chests at Tls. 20.25 per picul. Stock, 97,000 half-chests.

AMOY.—Amoy Oolongs: Transactions had been confined to the settlement of 1,800 half-chests Cargo Grades at previous prices. Amoy Congous: The purchase of 8,000 half-chests inferior leaf at $11¼ to 13 had almost cleared the market, and the season for this description was considered as virtually at an end. Formosa Oolongs: Settlements aggregated 8,502 half-chests; fine to choice quality had commanded full rates, while cargo grades were in less request. Arrivals to date are, Amoy Congou, 74,761 half-chests; Amoy Oolong, 90,409 half-chests. Settlements, Amoy Congou, 71,804 half-chests; Amoy Oolong, 22,024 half-chests.

CANTON.—Messrs. Deacon and Co.'s report says:—Ttansactions in tea, during the fortnight, have been on a more moderate scale, business having been restricted in a great measure by the extreme demands of teamen. Congous: A few settlements are reported on this market at former rates; shipments still go forward from Macao, and comprise many low common teas. Scented Teas: Capers have continued in demand, but it has been most difficult to do business owing to the excessive prices asked by teamen; holders of leaf are firm in their endeavours to recoup themselves for the high cost in the country, and are unwilling to realise at such prices as will enable teamen to pack the leaf to sell in accordance with the offers made by foreigners. Prices of a fortnight ago have been well maintained, and we can quote no decline in any grades, but rather a hardening tendency. A few settlements of "long leaf" Pekoes are reported at unaltered rates; "new make" kinds are still in very scanty supply. Canton Greens: The only transaction to report is 740 boxes Imperial. The following is a summary of the fortnight's business:—Congou, 1,000 boxes at Tls. 18 to 19 per picul; Scented Caper, 11,000 boxes at Tls. 19 to 26 per picul: Scented Orange Pekoe, 2,000 boxes at Tls. 21 to 30 per picul; Imperial, 740 boxes at Tls. 18 per picul.

SILK.

SHANGHAI.—The Chamber of Commerce Circular says:—The business for the fortnight has been on a fair scale, the bulk of it having been transacted in the earlier week. Holders have had rather the advantage of buyers, and purchases show somewhat worse value, although not sufficiently so, to necessitate any change in quotations. The stock shows some diminution, and arrivals are now coming in on a small scale, so that the belief gains ground that the export will be decidedly under that of last year. The bulk of the business has been in market Tsatlees from Tls. 295 to 310, but Kiahings continue to be regarded with much favour, and Li-kung-mow has sold his Eagle Chop at Tls. 330 for No. 1, and Tls. 310 for No. 2. Woosieh Taysaams have been taken at Tls. 235, and, amongst the market chops of Tsatlees may be mentioned Yellow Elephant at Tls. 302½; SSS Dollar chop, Tls. 295; Buffalo chop, Tls. 330, and Pagoda, Tls. 322½. Settlements for the fortnight, Chinas, 3,400 bales. Total settlements since June 1, 1875, 44,200 bales, against 1874-75, 53,500 bales; 1873-74, 38,800 bales. Comparative unsold stock on this market, at date 1875, 13,000 bales; 1874, 13,000 bales; 1873, 7,500 bales. The present steamer is expected to take 700 bales.

CANTON.—At no period of the present season had there been such inactivity. 220 bales were purchased for French mail, and only 34 bales had since been taken. The apathy of foreigners had not yet affected the tone of the market, and quotations for all descriptions were nominally unchanged. About 100 bales of sixth crop had arrived from the country. As regards quality generally, the Silk compared favourably with that of previous yield, but the size was evidently rather full and mixed.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	TEA. From Foochow.	TEA. From Amoy.	TEA. From Canton, Macao, &c.	TEA. Total lbs.	SILK. Total Bales and Cases.
From June 1, 1875, to Oct. 27, 1875	64130124	48008742	1707549	13520946	127367361	26098
From June 1, 1874, to Oct. 27, 1874	68951070	46188085	552232	14310567	130301954	28524

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to Oct. 27, 1875	7990042	30947
Do. do. 1874, to Oct. 27, 1874	4590891	25871

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to Oct. 27, 1875	25083543	4059
Do. do. 1874, to Oct. 27, 1874	28423785	2423

TO AUSTRALIA.

From June 1, 1875, to Oct. 27, 1875	13,879,458
Do. do. 1874, to Oct. 27, 1874	12,024,846

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,879	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,810,130	57,449
1855 to 1856	92,240,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1½d.	4s. 1⅝d. to 4s. 1⅞d.	4s. 1⅝d. to 4s. 1⅞d.
Shanghai „	5s. 7⅛d.	5s. 8⅛d.	5s. 8⅛d.
Canton „ ... }	4s. 1⅛d.	4s. 1⅛d.	4s. 1⅛d.
Hong Kong „ ... }			
Macao „ ... }			
Singapore „	4s. 1⅛d.	4s. 1⅛d. to 4s. 2d.	4s. 2⅛d.
Manila „	4s. 0⅛d. to 4s. 0⅝d.	4s. 1d. to 4s. 0⅛d.	

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303¾	220½
„ Hong Kong	27⅞ to 27⅛ dis.	—
Bar silver	Tls. 111.2.5	10½ prem.
Mexican dollars	Tls. 73.3.0	nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 5 per cent. dis.
Hong Kong Gas Company, $75 per share.
Hong Kong and Whampoa Dock, 42 per cent. discount.
China Traders' Insurance Company, $1,350 per share.
Hotel Shares, 52 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. discount.
Hong Kong Fire Insurance Company, $340 premium.
Union Insurance Society, $580 per share.
China and Japan Marine Insurance Company, Tls. 105 per share.
China Fire Insurance Company, $48 premium.
Victoria Fire Insurance Company, $169 per share.
Chinese Insurance Company, $210 per share.
Shanghai Steam Navigation Company, Tls. 73 per share.
Chinese Imperial Loan, £103.

*** The latest quotations by telegram for six m.s. bank bills are at Shanghai 5s. 7⅞d. at Hong Kong 4s. 0⅝d. at Singapore, 4s. 1⅝d.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divnd
Shanghai Dock Company ...	Tls.500	Tls.500	Tls.215	Tls.20p.sh
Shanghai Gas Company ...	100	100	142	11 p.c.
Shanghai S.N. Company ...	100	100	70	7 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	72	11 p.c.
Hong K. Fire Insurance Co. ...	$1,000	$200	$530	$51¾ p.sh.
North China Insurance Co. ...	Tls.2,000	Tls. 600	800	
Union S.N. Company	100	40	10	
Yangtsze Ins. Association ...	500	500	$530	15 p.c.
Union Insurance Society ...	$2,500	$500	$620	
China Traders Co. (Limited) ...	5,000	1,100	1260	
China and Japan Marine Ins. Co.	Tls. 500	Tls.100	Tls.104	
Victoria Fire Insurance Co. ...	$500	$100	$167	12 p.c.
China Fire Insurance Co. ...	500	100	142	12 p.c.
Hongkew Wharf Co.	Tls.100	Tls.100	Tls.96	5 p.c.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Liverpool, Dec. 17, Ajax (str.); from Antwerp, Thingvalla (str.).

At HONG KONG.—From Newport, Nov. 9, Laju; from Cardiff, Dec. 11, Joachim Christian; from London, Glenroy (str.).

At BATAVIA.—From Cardiff, Nov. 8, Maibit; 9, Domenico Galliano; from Holland, Oct. 29, Betsy; Nov. 1, Noach IV.; 4, Hampton (str.); from New York, 8, Charles Fobes; from Mauritius, 4, Ossipee; from Cape of Good Hope, 1, Franciska; from Flushing, 30, Johanna; from Nieuwe Diep, Dec. 10, Prins Hendrik (str.); from Rotterdam, Cornelis Smit.

At SINGAPORE.—From Sunderland, Nov. 12, Salvadora; from Cardiff, 13, Canopus, Hera, Samatra; from London, Dec. 7, George Croshaw; from Liverpool, 9, Deucalion (str.); from Cardiff, Wodan.

At PENANG.—From London, Nov. 13, Salus.

DEPARTURES.

From SHANGHAI.—For London, Nov. 2, Agamemnon (str.); 13, Halloween; Dec. 10, Tamerlane; for New York, 11, Gordon Castle (str.).

From HONG KONG.—For London, Nov. 6, Melbrek; 10, Agamemnon (str.), Naples (str.); for New York, 9, Harwich, Thyatira; Nov. 6, Moro Castle.

From BATAVIA.—For Channel, f.o., Nov. 11, Cedric; for Holland, Oct. 31, Johanna Maria; Nov. 2, Groningen (str.); 3, Mr. J. Van Lennep; 4, Jan Pieterszoon Koen, Copernicus.

From SINGAPORE.—For London, Nov. 6, Belle of Southesk; 11, Milton (str.); for Liverpool, 6, Hengist; 12, Laura R. Burnham; for Marseilles; 16, Nuovo Guiseppino.

From PENANG.—None.

VESSELS LOADING.

At SHANGHAI.—For New York, Challenge, Elmstone, Ethopian, Fire Queen.

At HONG KONG.—For London, Admiral Devoulx.

At BATAVIA.—For Holland, Ferdinand and Louise.

At SINGAPORE.—For London, G. F. Muntz, Duc Luigi; for Liverpool, Lucayas; for Hamburg, Bussorah; for New York, St. Bernhard.

At PENANG.—For London, Salus.

FREIGHTS AND CHARTERS.

From SHANGHAI.—To London, by steamer, £2 10s. to £3 offered.

From HONG KONG.—To Channel, £2 7s. 6d. per ton of 50 feet; to Hamburg, £2 5s. per ton of 50 feet; to New York, £1 12s. 6d. per 50 feet.

From BATAVIA.—To United Kingdom, £3; to Continent, £3 2s. 6d.

From SINGAPORE.—To London and Liverpool, £2 2s. 6d. to £2 5s. for weight.

From PENANG.—To London, per steamer, tin £1 5s., tapioca flour, £3 10s.; measurement goods, £4 5s.; sailing vessel, sugar, £2 2s. 6d., pepper, £3.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Oct. 25	Marie	Hong Kong	Algoa Bay
„ 29	Johanne	Queenstown	Cheribon
„ 30	Hazard	Boston	Passaroeang
„ —	Kilsyth	Falmouth	Do.
„ —	Benefactor	New York	Manila
Nov. 2	Marte	Falmouth	Do.

SHIP REPORT.

Captain Branthwaite, of the ship Belted Will, 812 tons, from London Nov. 12, for Hong Kong, with a general cargo, reports:—On Sunday, the 21st, at noon, tide being half flood, weather thick, with hail and sleet, wind N.E., blowing a strong breeze, the ship had arrived off the Tongue Sands. The vessel was in charge of Mumford, Trinity pilot, who had taken charge of the vessel from the commencement of the voyage. Deponent was on deck at the wheel. The pilot was stationed on the poop deck. All hands were on deck working the vessel. She was under topsails, foresail, jib, spanker, and maintopgallant-sail. From the position where the pilot was stationed he had a clear view over the vessel's bows and all round the horizon. There were no sails or gear to obstruct his view. The vessel was on the port tack. At about 11.55 A.M. the pilot ordered the lead to be hove. Deponent hove the lead, and reported four fathoms. The sea was running very high. The Tongue Lightship was in sight, bearing about N.E., nearly abeam, and a quarter to half a mile distant. Objects could be seen from about two to three miles distant, At about 11.45 A.M. the pilot had directed the second officer, R. Davidson, to prepare for tacking the vessel. Almost immediately after the lead was hove the pilot gave orders to put the vessel about, and deponent put the helm hard down. The vessel, however, missed stays, her head fell off to the southward, and she struck the ground, dragging over the sands into twelve fathoms water. She bumped heavily four times in passing over. The pilot informed deponent that the vessel had passed over the extreme end of the Tongue Sands. All sails were taken in, the starboard anchor let go, and veered to 45 fathoms. The pumps were sounded, and two feet of water found, and she made about 4 inches an hour. The steamtug Lord Warden crme within hailing distance, and agreed to tow the vessel back to Gravesend for £250. When the tow-line was secured, the cable was hove in to the 45 shackle, abaft the windlass. As the vessel was in a dangerous position, and pitching heavily, it was deemed prudent to slip at the shackle, and she then proceeded in tow to Gravesend, being subsequently towed to London, arriving in the South West India Docks at about 8 P.M. on the 22nd. The cargo has been discharged, and the vessel is now undergoing repairs.

TELEGRAMS FROM THE FAR EAST.

THE CHINESE EMBASSY TO ENGLAND.

SHANGHAI, DEC. 12.—The Chinese Government has determined to postpone sending an Embassy to England until next summer.

THE DISTURBANCES IN PERAK.

(COLONIAL-OFFICE TELEGRAMS.)

PENANG, DEC. 14.—Gallant attack on 7th by 80 10th Regiment, 80 irregulars, 40 police, on Malays who had invaded Sungie Ujong, and fortified themselves by stockade within five miles of Residency. Number of Malays variously estimated from 400 to 800. After hard fight our force charged enemy, who fled routed, 60 to 80 killed and wounded; of 10th, 2 killed, 13 wounded; irregulars, 5 killed, 10 wounded; police, 1 killed, 2 wounded. Malacca and Sungie Ujong reinforced by Ghoorkas and artillery. General Colborne moving up Perak River with 300 men, between Passir Sala and Blanja, leaving 200 at Bandar Bahru and a detachment Passir Sala. Brigadier Ross from India at Qualla Kangsa and thereabout with 600. In Perak troops at present meeting with no opposition. Maharajah Lela said to be at Blanja. Salangore quiet. No more troops wanted at present.

PENANG, DEC. 17.—Troops and blue-jackets moving up Perak River, reached Blanja 13th without opposition. At every place white flag hoisted on our approach. Ismail and his party had left Blanja for Kinta by jungle-path; troops followed. When three miles from Blanja Dr. Randall shot through thigh. Result of advance on Kinta not yet known.

(TIMES' TELEGRAM.)

PENANG, DEC. 18.— Brigadier Ross's column's were stopped for want of transport. Two hundred of the Buffs proceed to Malacca. There is no official news concerning Ismail's stronghold. The Chinese report it taken. Brigadier Ross received a note from General Colborn asking for reinforcements to attack Ismail. Provisions are scarce. General Colborne has retired to Blanja, awaiting provisions and reinforcements.

THE CHINESE MARITIME CUSTOMS.

SHANGHAI, DEC. 15.—It is reported that Mr. Robert Hart is about to retire from the post which he holds under the Imperial Government as Inepector-General of Maritime Customs, and will be replaced by a native official.

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THE MISSION TO YUNNAN.

SHANGHAI, DEC. 16.—Mr. Grosvenor's mission to Yunnan has passed Ichang safely, and has, so far, been everywhere respectfully treated.

THE AMERICAN MINISTER AT PEKING.

WASHINGTON, DEC. 17.—Mr. G. F. Seward, Consul-general at Shanghai, has been appointed Minister Plenipotentiary of the United States at Peking.

CHINA MARKET REPORTS.

(REUTER'S TELEGRAMS.)

SHANGHAI, DEC. 12.—Cotton goods dull; 8¼ lbs., Grey Shirtings Tls. 1.8.8. Tea: good demand for fine, inferior, and medium neglected. Silk: steady, red peacock, Tls. 315.

HONG KONG, DEC. 16.—Cotton goods very little doing. Grey Shirtings, 8¼ lb., $2 42½; 16-24 water twist, $102. Tea: at Canton and Foochow quiet. Freights to London by steamers £2 10s.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, DEC. 15.—The P. and O. Company's steamer Baroda, with the homeward India, China, and Australian mail, arrived here at 9, and the mail left at 10 A.M. for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, DEC. 13.—The P. and O. Company's steamer Poonah, with the India, China, and Australian heavy mails, leftat 10 P.M. for Southampton.

NEXT INWARD MAIL.—SUEZ, DEC. 15.—The Messageries Maritimes steamer Tigre, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on the 23rd inst.

LAST OUTWARD P. AND O. MAIL.—SUEZ, DEC. 19.—The P. and O. Company's steamers Zambesi and Surat, with the outward India and China mail of the 2nd—10th inst., left at 3 A.M. for Bombay and Calcutta respectively.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 15, at London, from Colombo, Blenheim (str.); 13, at Plymouth, from Singapore, for London, Nore; 15, from Batavia, for Amsterdam, Ary Scheffer; 14, at Portland, from Batavia, for Amsterdam, Christina; 16, at Falmouth, from Batavia, Charlotte Lange; 17, at London, from Singapore, George Watson; 15, off the Start, from Batavia, for Rotterdam, County of Ayr; 18, at London, from Penang, Zehlina; from Hankow, Nankin (str.); from Shanghai, Glenearn (str.).

DEPARTURES.—Dec. 15, from Shields, for Singapore, Trevanion; 16, from Cardiff, for Manila, W. L. Lewis; 14, from Amsterdam, for Sourabaya, California; 17, from London, for Shanghai, Lord of the Isles (str.); from Liverpool, for Singapore, Dreadnought.

SPOKEN.—Maria D, Cardiff to Singapore, Oct. 23, 5 N., 22 W.; Bali, Newcastle to Batavia, Nov. 27, 47 N., 13 W.; Jungfrau, Cardiff to Singapore, Nov. 11, 8.40 N., 26.22 W.; Lima, Cardiff to Singapore, Nov. 22, 46.14 N., 13.20 W.

CASUALTIES.—Malta, Dec. 13.—The Surat (str.), from Southampton Dec. 2, with China mail, when leaving port yesterday, grounded, but got off without damage, after discharging part of cargo, and proceeded to-day.—Hong Kong, Dec. 12.—The Louise, Dutch ship, from Amsterdam, for Sourabaya (general cargo), stranded on Bali Island, and will become a total wreck; part of cargo saved in bad order; two of the crew lost. Falmouth, Dec. 18.—The Loch Awe, from Batavia, has arrived here leaky, and with other damage.

MISCELLANEOUS.—Manila, Oct. 29.—A contract has been made for raising and discharging the Roodee, for London, which took fire here on the 17th inst.; the work is now being proceeded with.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CORNABE—On the 26th Oct., at Chefoo, the wife of W. A. Cornabe, of a daughter.

GRANT—On the 13th Nov., at Swatow, China, Mrs. Cardross Grant, of a son. (By telegram, delayed in transmission.)

GUTTERRES—On the 1st Nov., at Shanghai, Mrs. E. B. Gutterres, of a son.

JAMIESON—On the 24th Oct., at Chefoo, the wife of G. Jamieson, H.B.M. Consulate, of a daughter.

OWEN—On the 12th Dec., at 2, The Residences, South Kensington Museum, the wife of P. Cunliffe Owen, C.B., of a daughter.

RICKARD—On the 29th Oct., at Hong Kong, the wife of G. P. Rickard, Royal Naval Yard, of a son.

VOGEL—On the 30th Oct., at Shanghai, Mrs. Edward Vogel, of a son.

WHEATLEY—On the 21st Oct., at Ningpo, the wife of Edmund Wheatley, of a son.

MARRIAGES.

BISHOP—WRIGHT.—On the 15th Dec., at Christ Church, Ealing, by the Rev. George Godsell, Vicar of St. Andrew's, Plaistow, assisted by the Rev. Thomas Wright, B.A., John B. Bishop, of the Chartered Mercantile Bank of India, London, and China, to Fanny Wright, youngest daughter of William Wright, M.A., of Newmarket.

CARPENTER—BLACK.—On the 30th Oct., at Shanghai, the Rev. S. Carpenter, D.D., to Mildred, youngest daughter of the late Rev. W. H. Black, F.S.A., of Mill Yard, London.

GIQUEL—LAVISON.—On the 14th Dec., at Paris, Prosper Giquel, of Foochow, to Mdlle. R. de Lavison.

HOWELL—HOPKINS.—On the 16th Dec., at St. Stephen's Church, Hampstead, by the Rev. J. Kirkman, M.A., Vicar, William James Howell, Hill-side, Muswell-hill, and 25, Osborn-street, E., to Emily, widow of the late William Hopkins, Pomfret House, Highbury New-park, and youngest daughter of Brown Hearn, Carisbrook Castle, Isle of Wight. At home after the 25th Jan.

MCNUTT—KENNEDY.—On the 1st Nov., at the Cathedral, Shanghai, by the Very Rev. Dean Butcher, H. McNutt, to Mrs. E. Kennedy.

DEATHS.

CARPENTER—On the 7th Oct., at sea, William Addison Carpenter, commanding ship *Southern Belle*, aged 40.

HANDLEY—On the 8th Nov., at Hong Kong, E. R. Handley, aged 40.

LOUREIRO—On the 4th Dec., at Marseilles, Edwardo Jose da Silva Loureiro, Consul-General for Portugal in Japan, aged 41.

OSWALD—On the 15th Dec., suddenly, after a short illness, Edith Annie, aged nearly six years, youngest and dearly-loved daughter of T. R. Oswald, of New Place House, Southampton.

OXENHAM—On the 8th Dec., at Wentworth Rectory, Ely, the Rev. H. T. Oxenham, aged 51.

STUART—On the 8th Dec., at Bahia, Charles J. F. Stuart, chief manager Oriental Bank Corporation, in his fifty-ninth year.

DEATH OF MR. AVERY, THE UNITED STATES MINISTER AT PEKING.

(To the Editor of the *London and China Telegraph*.)

SIR,—I have heard of the death of Mr. Avery at Peking. He only received the appointment in 1874, and arrived at his post in October of that year, unfortunately but ill-prepared in health to stand the rigour of a Peking winter, followed by the still more trying heat of what has there been an exceptionally hot summer. On his arrival, however, Mr. Avery earnestly took up the duties which, during the interregnum between his coming and the retirement of his predecessor, the Hon. F. F. Low, had devolved on Dr. S. Wells Williams, as Chargé d'Affaires; and on the 29th November, a few weeks after he reached Peking, he had an audience of the now also deceased Emperor. The brevity of Mr. Avery's career in China must prove a disappointment to his friends in California, who hoped that the ability which had distinguished him as a journalist and politician at home would be usefully exerted in improving the diplomatic relations of his country, and the commercial interests of the Pacific Slope, among those distant neighbours across the broad Pacific with whom their intercourse has become so frequent and so important.

At the time Mr. Avery was nominated, Mr. Hamilton Fish, the then Secretary for Foreign Affairs, pointed out that Mr. G. F. Seward, who has long and ably discharged very important duties as United States Consul-General at Shanghai, was fairly entitled to the higher appointment at Peking. President Grant, however, regarding the patronage of the post as proper to the Pacific Slope, gave it to Mr. Avery, although Senator Sargent, by whom Mr. Avery's claim had been put forward, admitting the preference which should attach to Mr. Fish's recommendation, as well as to Mr. Seward's claims, offered to accept for his candidate the Consul-Generalship, which would be rendered vacant by Mr. Seward's well-merited promotion.—Yours, &c.,

PEKING.

London, Dec. 16, 1875.

THE MISSIONS IN CHINA.

During the past week Dr. Dudgeon, of the London Missionary Society, now home on furlough from Peking, has been addressing several meetings in London. On Wednesday, at the Young Men's Christian Association-rooms, in Sloane-street, he interested a good number of young people, and not a few of their seniors, gathered together by Miss Butler, the zealous lady who has formed the Children's Medical Missionary Association; and the same evening he addressed a meeting at the Presbyterian Church in Belgravia. On the 16th a numerous company of medical students and other guests accepted the hospitality of Dr. and Mrs. Farley Clarke, at Harley-street, Cavendish-square, to whom Dr. Dudgeon gave a brief history of medical missions in China, a most amusing account of Chinese medical science, or rather nescience, which provoked explosions of laughter, and a short description of his work at Peking, necessarily curtailed by the lateness of the hour. On Friday, the 17th, Dr. Dudgeon met a few Members of Parliament and friends of the Anti-Opium Movement at the offices of the Anglo-Oriental Society for the Suppression of the Opium Trade, before whom he laid most important statements, not only as to his observations upon the effect of opium in China, but as to the opinions and intentions of the leading statesmen of Peking, with many of whom the Doctor has had intimate acquaintance. We hope that next year Dr. Dudgeon will repeat his visit to the metropolis, and have the opportunity of laying some of his vast store of information before larger audiences.

THE NEW RULES OF THE ST. PETERSBURG TELEGRAPH CONVENTION.

Reuter's Telegram Company (Limited) have issued a circular giving the new rules agreed to at the recent Telegraphic Convention, and which will come into force at the commencement of 1876. The maximum length of words is fixed at ten letters. All "dictionary" words will be accepted. If words exceed ten letters, the excess to be charged for as an extra word. Abbreviated or wrongly-spelt words, or combinations of letters not forming words in dictionaries or gazetteers, will not be accepted. Figures will be charged at the rate of five to a word, but if used for code purposes, the whole message in which this is done will be charged as a cipher message.

THE RUSSIAN EXPEDITION TO KHOKAND.

M. Arminius Vambery, writing in the *Allgemeine Zeitung* on the official reports of the Russian expedition to Khokand, comes to the conclusion that the campaign was, "on the whole a misfortune for Russia." "The result of the expedition may be regarded as satisfactory by General Kauffmann and his officers, who were doubtless glad of the opportunity of distinguishing themselves and obtaining decorations; but it came at a very inopportune moment for Russian policy. The Court of St. Petersburg did not want Khokand either for strategical, political, or commercial reasons, since Khudojar Khan was the obedient instrument of its will, being allowed in return to extort money from the Khokanders at his pleasure. When, however, his tyranny drove the people to insur-

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rection, Russia was obliged to interfere, as the insurgents were supported by the Kiptchaks, who threatened her own territory. This race (says M. Vambery), whose warlike deeds are celebrated throughout the whole of Central Asia, occupy much the same position in the north-east of Turkestan as the Turcomans in the north-west. "The only difference is that, while Turcoman bravery has always manifested itself only in plunder and in interrupting the traffic between Persia and the territories on the Oxus, the Kiptchaks never interfered with peaceful travellers, but played an important part in the political revolutions of the last two centuries." The Kiptchak, like the Kara-Kirghiz, besides being naturally brave, is hardened by the wild life of his native mountains; the Russians rightly call him "diko kamenni Kirchiz" (the wild and stony Kirghiz). As to General Kauffmann's bulletins, M. Vambery observes that the General's theatrical and sensational style is notorious in Russia, and that his high-flown accounts of the victories gained by the Russians over the townspeople in Khokand should be taken with a considerable grain of salt. The inhabitants of the towns are "vicious and cowardly;" "no one can have an idea of their degraded state who has not become personally acquainted with them;" and "a single Russian would be a match for a hundred of them." There could have been no real fighting, notwithstanding the "great victory of Mahram," until the Russians attacked Endidjan, the head-quarters of the Kiptchak rebels, and the birthplace of the famous Sultan Baber. The resistance here seems by the official reports to have been most obstinate, and the losses of the Russians (twelve dead and thirty-five wounded) are, thinks M. Vambery, evidently understated. He further points out that it appears from General Kauffmann's last report that after the capture of Endidjan the Russians received a check which forced them to retire—an incident which may be of great importance in confirming the general belief of the invincibility of the Kiptchaks, and in foiling the designs of the Russians against Yakoob Khan. "The fighting at Endidjan has shown Russia that the Kiptchaks are formidable foes; and, assuming that there are at least 100,000 of them, it may be a question whether Russia will not have to moderate her ambition if these brave mountaineers should be taken into the pay of the astute and energetic Ameer of Kashgar."

THE MURDER OF MR. BIRCH.

The following details (dated Penang, Nov. 19) of the operations in Perak subsequent to the murder of Mr. Birch have been received by Reuter's office:—

Mr. Birch's mutilated corpse was brought in from the jungle by a Buggise, and was buried on the 6th inst. at the back of the Residency. On the following day a small force, in number about sixty men, went from the Residency up the right bank of the river with the intention of destroying a stockade which was known to exist, though its actual position had not been ascertained. Proceeding in single file, which was the only mode of progress the nature of the jungle would permit, they came unexpectedly upon the stockades, from which the Malays at once opened a well-directed fire. Captain Innes fell, shot through the heart. The native police were useless; some of the white troops assert that they were fired into by the Seikhs in the confusion. The other two officers, Lieutenants Booth and Elliott, were both badly wounded. Nothing was left but to order a retreat, which the men unwillingly effected with perfect order. Captain Innes and a private who was killed now lie buried by the side of Mr. Birch. In consequence of this disaster more troops were sent for, and the Governor left Singapore for Perak, remaining there but a few days. The mouth of the Perak river was blockaded by the police steam-launch, and at Dorian Sabatang, about forty miles up the river, the highest point to which large vessels can go, the gunboats *Fly* and *Thistle* were also blockading the river. Preparations were made at the Residency for a strong expedition against the stockades, which the Malays had considerably strengthened in the meantime. The expedition, which was planned by Major Dunlop, Queen's Commissioner, Captain Stirling, of Her Majesty's gunboat *Thistle*, and Captain Whitlr, of the 10th regiment, started about four o'clock on Monday morning, 15th inst. and proceeded up the river in boats poled by most unwilling coolies to within a mile of the stockade, when the troops were landed, and both forces, naval and military, proceeded towards the stockade, the first rocket being fired from the boats at 9.30 A.M., drawing an immediate reply. The Malays at first made a stand, but the rockets and shells proved too much for them, and when the artillery, under Lieutenant Monckton, brought up their 12-pounder and fired two shots, the Malays fled, carrying their dead and wounded. The resistance at the next two stockades was so slight as not to be deserving of the name. Burning every house along their line of march, the troops proceeded towards Passir Sala, where the Maharajah Lila was supposed to be, the boats also advancing along the river. A well-directed fire, but, luckily harmless, was commenced by the rebels, the boats replying with shells and rockets, of both of which the practice was admirable. The resistance here was brief; the troops rushed forward with a cheer into the now deserted stockade, the blue-jackets landing about the same time. A small stockade surrounding the Maharajah Lila's house was fired at by the artillery, and his house also was bombarded. Looting and burning was then permitted. Most of the houses had already been emptied by the owners. Mr. Birch's boats, papers, and personal effects were recaptured. Campony Gaja, where Datoo Taga lived, on the left bank of the river, was burnt after a slight brush with a few Malays, in which one of our party, Inspector Lagis, was badly wounded with a spear; this, including two men hurt by bamboo spikes, makes up the list of casualties on our side. The Malay loss was unknown. Six cannon, with a quantity of small arms and some ammunition, were captured. The troops returned the same night to the Residency.

The British force, including blue-jackets, marines, and military, amounted to about 240 men. The boats carried two rocket tubes, a mortar, and four guns, seven and nine-pounders. The Artillery on shore had their 12-pound howitzer. More troops are now arriving, but the impression prevailed at the Residency that it would be difficult to induce the Malays to make a further stand. It is rumoured that an overland expedition will be sent via Larut, so as to catch the rebels at both ends. Kota Stea, not far from the mouth of the river, and Quallah Kongsa, higher up the river than Passir Sala, are spoken of as strongholds where a determined stand is possible.

(THE TIMES.)

Mr. Richard Barker [writes:—Sir P. B. Maxwell, whose letter you recently published on this subject, is in error on one or two important facts, and, in justice to the dead and the living, I beg leave to point them out—firstly, with regard to Sir P. B. Maxwell's statement "that the late Mr. Birch was ignorant of the character, feelings, or habits of the Malays," I maintain he was the most competent official in the Straits Civil Service for carrying out any negotiations or treaties with the native Chiefs. Sir P. B. Maxwell knows perfectly well that the Sultan of Salangore is a perfect slave to the opium pipe, and that he is intoxicated with this deadly narcotic twenty hours out of the twenty-four. Therefore it was necessary and unavoidable that some one should be appointed his Wakkeel, or Viceroy, to carry on the government of the country in his name. This, I think the late Chief Justice will admit, was a wise and humane act in order to prevent the state of anarchy, piracy, and bloodshed which existed among the inferior Rajahs. The visit of the *Teazer* to Salangore, to which the late Chief Justice refers, reflects the greatest credit on the memory of the late Mr. Birch, as it is the only way in which civilised nations can first deal with an imbecile and wavering Chief, open to the bad advice of the various parties who are always intriguing at his Court. It is a pity the *Teazer* or *Hornet* was not at the Residency in Perak when the proclamations were posted in Ismail's country. Had this been done, poor Birch would still have been alive and well. Secondly, as to the appointment of his Highness the present Viceroy. Toonku deya Oodine is the brother to the Sultan of Queddah and heir-apparent to that throne, and had no occasion to trouble himself about a turbulent State like Salangore. As one of the gentlemen who signed the Malacca Treaty in reference to the Salangore tin mines, to which Sir P. B. Maxwell is pleased to refer, I beg to inform him that I have seen conclusive proof that Toonku deya Oodine was three times invited by the Sultan to act as his Wakkeel before the *Teazer* ever saw Laugat; that he gave him his daughter to wife as an evidence of his goodwill. That appointment of Wakkeel was confirmed by the various Rajahs assembled in council at Laugat, and bears their signatures; therefore I do not see how Sir P. B. Maxwell can possibly make out that the Sultan "was compelled to appoint a man in the highest degree disliked by the Salangore Malays." If Sir P. B. Maxwell had been appointed himself, he would have soon found out that, as the representative of law and order, he would have been equally disliked by pirates and marauders like Mahadie and Zyed Massahore. I made it my business to inquire into the *locus standi* of the present Viceroy before signing the treaty, and can assure the late Chief Justice that I have seen all the documents referred to above. I further fearlessly assert that Toonku deya Oodine is a man far in advance of his nation—a gentleman in all his actions, and a man of very refined tastes. I stayed some considerable time at his Court, and had the opportunity to observe his rule of his people. More even-handed justice I never saw; no Court at Westminster could be more careful in its decisions than he, and, though he had no Acts of Parliament, the *adat negri* was as sacred as ever Acts of Parliament were in England.

THE TELEGRAPH TARIFF.

The Times of Friday says:—It is an unfortunate circumstance that new telegraphic rules and regulations, some of which the mercantile community evidently decidedly object to, should be coming into force at a time when the profits in trade are so very small. At the present moment the merchants and banks doing business with the East are exerting all their powers of ingenuity to cut down their expenses, and it is well known that the cost of telegraphing is a very serious item. The movement among the merchants to lay a wire of their own, to which we called attention a few days since, has received considerable support, and we have reason to know that it only awaits countenance in one or two further influential quarters to give it a good chance of being laid. It is, therefore, for the companies to decide whether in present circumstances it is their intention to force their present supporters into taking a line of action which may be irretrievably disastrous.

"Chamber of Commerce, Manchester, Dec. 15.

"Sir,—I am instructed, in reply, to thank you for the full explanation given to the Chamber, but it is unable to see that the remonstrances addressed to you, in regard to the special hardships of the altered rules sanctioned at the St. Petersburg Conference, have been satisfactorily met. The Chamber has already recognised the propriety of the companies placing a limit on the length of words, as a means of checking the abuses to which you refer; but would again remark on the injustice of refusing intelligible abbreviations of long proper names, of ships, &c., which are of necessity used in business communications. These manifestly cannot be codified as you have proposed. This difficulty may be removed by the companies making exceptions in these cases, in the spirit of liberality which it is satisfactory to observe is promised in interpreting the rules. Merchants cannot dispense with the use of figures (or substituted letters) in telegraphy; and, even admitting that their transmission entails more trouble on the telegraph manipulator, compensation is derived under the restriction in such cases to a limit of five in the place of ten letters or figures. It is important to observe that by the use of figures or substituted letters a special check for accuracy is obtained—viz., by the employment of one figure as an indicator, representing the unit of the sum of the others. Repetition is, therefore, non-essential, or it should be left to the discretion of the sender. While objecting altogether to the principle of compulsory repetition, in common fairness it ought to be enforced only on the use of the individual groups of figures and not on the other part of the message, which should pass without

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repetition. The adoption of this modification would, it is believed, go far towards allaying the strong feeling of irritation which has arisen since the publication of the new rules, and the other charges and restrictions would thereupon be probably acquiesed in—at least as regards India. "I am, &c., THOMAS BROWNING, Secretary.

"W. Andrews, Esq., Indo-European Telegraph Company."

REPLY.

"Sir,—In your communication of yesterday's date, on behalf of the Manchester Chamber of Commerce, you suggest that the lines should accept 'intelligible abbreviations' and adopt a 'modification' of the system of charging fixed by the Convention for figure ciphers. The Telegraph Convention, however, is in the nature of a treaty binding without modification for three years from the 1st of January, 1876. The signatory Powers are the Governments of Europe, Egypt, Persia, India, Brazil, &c., and the States concerned impose the observance of the rules and regulations of the Convention upon companies whose lines traverse their territory or land upon their shores. You will see, therefore, that it is quite beyond the power of the companies, and, indeed, of the Governments themselves, without the consent of every Government concerned, even if then, to modify the regulations laid down. In addition, however, to the difficulties regarding abbreviated words already pointed out, proper names are used largely, not as proper names, but as code words, and it would, I fear, be impossible to distinguish in code messages in which sense they were used. The company must admit that, considered apart from the general question of the great facilities afforded to telegraphic communication with India, and beyond, over this company's line, by the exceptionally low tariff and the privilege of using code, &c., there does appear some hardship in subjecting the whole message to the charge for repetition, because there may be one or two or more groups of ciphers with a secret meaning. (The signals for figures cannot be simplified, because the simplest, contrasting best with letter signals, have already been selected.) The clause imposing this regulation evidently had in view the inexpediency of introducing the complication of a 'mixed message;' a proportion being marked as cipher and a proportion being treated as code, coupled with the multiplication of unpaid service indications which this treatment would necessitate.

"The company, however, thinks that the Chamber, upon this particular question has shown reasons why the rule should be reconsidered, and will certainly, at the next Conference, represent the expediency of modification in the direction pointed out, which appears to be fair and reasonable. If figure codes were kept within the strict limits of necessity, code words being substituted wherever practicable, so as to bring about an approach as nearly as possible to the former comparatively limited use of cipher groups, this company would feel quite disposed to revert to the old regulation. In any case, the company sees no reason to fear an inaccurate transmission of unrepeated figures over its own lines; and, if the merchant checks his own figures by the means stated, matters respecting figure transmission will, in practice, probably remain pretty much as at present. If, as suggested, competing lines were established they must be worked under the Convention; there would in this respect, therefore, be no change, and as the present traffic is insufficient fully to employ the existing lines, an unnecessary addition to their number, not justified by the amount of traffic existing or reasonably to be anticipated, would entail increased working charges and auumented capital: these items could only be provided for by an increase of tariff, which would be the inevitable ultimate consequence. It may not be inexpedient to refer to my letter to you of the 8th March, 1872, upon this subject.—I am, &c.,

"W. ANDREWS, Manager and Secretary.

"Mr. Thomas Browning, Secretary, Chamber of Commerce, Manchester."

Literature.

It may be interesting at the present time to call attention to a valuable pamphlet which is to be found in the library of the Royal Geographical Society, entitled "The Result of a Political Mission to Perak, Salangore and Colong in the year 1818, by John Anderson, Malay Translator." This work demonstrates that the origin of our intercourse with those provinces extends as far back as the date above-named, when the merchants at Penang called the attention of the Government to the extensive intercourse carried on by the Dutch in that quarter, and recommended the Governor to enter into alliances with the chiefs of those countries, and that this request was acceded to. It will be seen from this that the policy of taking some steps to protect our trade in those parts is one which was from the earliest times recognised as a necessity.

It is stated that Mr. Clements Markham, in the course of his researches in connection with the forthcoming work on Tibet, which he is engaged in editing under the orders of the Secretary of State for India, has succeeded in unearthing, at Middelburg, in Holland, particulars respecting a great Dutch traveller named Samuel Van Del Putte, the only European who has ever made his way from India by way of Tibet to China.

Mr. James Bulgin proceeds by the steamer *Oxfordshire* to Hong Kong to take the post of Editor of the *China Mail*. Mr. Bulgin has had considerable experience on the Press in London, and we think will be found to possess an aptitude for colonial journalism.

Miss Jane Moresby writes us that she is not the authoress of the lines on the late Commodore Goodenough, which appeared in *Macmillan*, but Mrs. John Moresby, wife of Captain Moresby, R.N.

A Collection of Chinese Proverbs, by the Rev. W. Scarborough, has been issued by Messrs. Trübner and Co., but we have not received a copy for review.

Naval and Military.

Commander the Hon. E. S. Dawson, of H.M.S. Dwarf, has written an interesting account of the naval and military services of China, from personal observation and information gathered on the spot. The account has been forwarded to the Admiralty.

The Juno, 8, screw corvette, Captain J. A. Poland, has completed her repairs at Portsmouth, and sailed for Singapore and Hong Kong on the 18th inst. with the officers and crews of the gunboats to be re-commissioned at Hong Kong. The following are the names of the officers proceeding by the Juno:—

Horace H. Barnard, lieutenant, Herbert J. Dockrell, navigating-lieutenant, Samuel E. Lark, assistant-paymaster, Henry Onions, engineer, William H. Nicholson, engineer, and William C. Tarrant, acting gunner, additional, for Frolic, when recommissioned; William B. Meade, navigating-lieutenant, Otway P. Browne, surgeon, Richard Olivey, assistant-paymaster, William Landells, engineer, and Louis Evans, acting gunner, for Kestrel, when recommissioned; Thomas O'Sullivan, surgeon, Thomas Summers, engineer, and Emanuel Foster, acting gunner, for Mosquito, when recommissioned; Charles Windham, lieutenant, additional; James W. Lishman, paymaster, additional, as storekeeper at Yokohama; Russell Hill, paymaster, Victor Emanuel, additional, for service at Shanghai Yard; E. B. D'O. Aplin, sub-lieutenant, Vigilant, part complement; William Jennings, assistant-paymaster in charge, Dwarf, part complement; James Bradley, staff surgeon, Lily, part complement, East Indian station.

The Sheldrake, 4, screw composite gun-vessel, has been commissioned at Devonport Dockyard by Lieutenant John B. Haye, with a complement of fifty-nine men, for the China station.

The troop ship Himalaya has left leave Malta for Singapore and Hong Kong with the 28th regiment.

Legal.

HIGH COURT OF JUSTICE.—QUEEN'S BENCH DIVISION.

WHITE V. THOMPSON.

The plaintiff is a shipbroker in the City, and the defendant a shipbuilder at Sunderland, and the action was brought to recover 2½ per cent. commission on the sale of two steamships. The defendant pleaded not indebted, and that he had not employed the plaintiff as his broker.

It appeared that in 1873 the defendant entered into a contract to build two steamers for a Mr. De Bussche. Their construction proceeded, but there being some default in the payment of one of the instalments, it was arranged that the defendant should take a mortgage on one of the ships, and that she should proceed on a voyage, and in the case of the other ship the contract was cancelled. It was stated that plaintiff, hearing the vessels were in the market for sale, communicated with Messrs. Matheson, and the result was the sale. On the part of the plaintiff it was contended that it was through his introduction, and the information he communicated, that the purchase was brought about, and that the usual commission was due to him. Several steamship brokers in the City were examined in support of the plaintiff's case as to commission being due to him. Counsel for the defendant said that his client had already had and paid a broker in respect of the building of the ships, and that he had not employed the plaintiff. He also submitted that in other respects it would be unreasonable to make the defendant liable.

The Chief Justice said the plaintiff claimed in respect of the sale. The contract to build was a different engagement. He really thought it was an undefended case. After some further discussion it was arranged to take a verdict for plaintiff for £1,250—half commission on one vessel and the full commission on the other.

BANKRUPTCY DIVISION.

IN RE SHAND AND CO.

This was an application on behalf of Mr. Donald Matheson, of Glasgow, that the trustee of the estate of these bankrupts should be directed to endorse and deliver to him a bill drawn by Messrs. Arbuthnot and Co., at Madras, on Messrs. Arbuthnot, Latham, and Co., of London, for £250, as being specifically appropriated to meet a shipment of cotton sent to London. Counsel on behalf of the applicant stated that Messrs. Shand and Company were merchants, carrying on business in London, Liverpool, Madras, and Ceylon, and failed in July last for £341,000. The applicant in this case was Mr. Donald Matheson, who carried on business at Glasgow, in partnership with Mr. J. R. Alston, under the firm of Matheson and Alston. For several years the firm had had business together in the shape of consignments of coloured cotton goods to the firm of Shand and Company at Madras, for sale on the joint account of Messrs. Matheson and Alston, and the London firm of Shand and Company. The yarns were supplied at an agreed price, and the expenses of packing, shipment, freight and insurance, &c., was provided for by bills of exchange drawn by the Glasgow firm upon the London firm of Shand and Co., specially against the shipments; which bills the Glasgow firm were in the habit of discounting to keep themselves out of cash advance, and the arrangement and agreement between the parties was that each bill should be renewed in whole or part as might be required until the proceeds of the yarns, which the bills were drawn against, had been remitted from Madras, and that the proceeds of each shipment as sold from time to time should be remitted specially

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to Shand and Co., of London, and be applied by them in payment or reduction of the bill drawn against the same shipment, and this course of business was adopted and carried out by Shand and Co. down to the time of the failure. The present bill was sent to meet twenty bales of yarns supplied in September, 1874, and valued at £687 7s. 4d.; before the bill of exchange for that amount was taken up a letter was received acknowledging a remittance bill of £250, and stating that it had been handed over to the trustee in the regular course. This bill was the subject of the present application, and it was contended that it was a remittance in part payment of that particular bill for £687 7s. 4d. He now asked that the bill should be handed over, and that the trustee should pay the costs of the application.

The Registrar made an order for the early handing over of the bill, and for the payment of the costs out of the estate.

Miscellaneous.

JAPANESE COLLECTION.

Messrs. Branch and Leete have sold at Liverpool an interesting consignment of Japanese porcelain and *faience* procured by a private collector during a nine years' residence at Yedo. A large temple vase of the finest period of Satsuma ware, most important in its size, twenty-four inches high, taken from a temple near Kioto, the palatial residence of the first Tycoon, 1570, and supposed to have been a votive offering, is of a cream-coloured paste, boldly crackled, with two large medallions containing mythological subjects and saints with golden nimbi; it sold for the enormous sum of 400 gs. A pair of Satsuma vases, nineteen and a-half inches high, with Buddhic subjects, 300 gs.; two other vases of the best period of Satsuma *faience*, cream-coloured paste, crackled glaze, the decoration consisting of twelve open fans painted with various subjects, £126, and its companion for the same price. Other vases of old Satsuma sold at 110 gs., 80 gs., and 50 gs. Of the Kioto *faience*, a fine old vase, probably a votive offering, with mythological subjects and saints with golden nimbi like the 400 guinea Satsuma vase, sold for £75. An oblong dish of the same ware, ornamented with a golden pheasant and chrysanthemum, in high relief, in red enamels, and gold, £39, a bowl of ancient Kioto *faience*, buff paste and crackled glaze, with archaic figures, 35 guineas, and another £30, a large vase with figures, in medallions, red enamels and gold, £56., and the companion, £50; perfume burner, with dragons and clouds in relief, the cover formed of a curled dragon issuing from the waves of the sea, yellow and green, £4 12s.; a pair of crackled basins of Hizen porcelain, decorated with fans in gold, and powdered with the mallow-leaved crest of the Tycoon, £33; basin of Tokio, painted in imitation of Satsuma, £5 10s.; pair of flower vases, Awata *faience*, 19 guineas, and another, 21 guineas; a teapot of fine modern Kaga ware with figures delicately painted on a ground of burnished gold, 30 guineas; large Kaga basin elaborately decorated with medallions of figures and flowers in red and gold, £4 15s., and others, £8, £5, and £4 15s.; a pair of hand-finished ancient bronze figures, representing Japanese divinities, Force and Justice, £90; [vase of Chinese cloissonné enamel, £50. The sale realised £3,134 1s. 6d.

THE MAHOMMEDANS IN CHINA.

The Hong Kong correspondent of the *Cologne Gazette* writes:—The different provinces of China contain hardly 1 per cent. of Mahommedans. They are generally tranquil subjects, dress like the Chinese, trade, and are admitted to the literary examinations and to places in the public service. Where they live closer together, in the south-west, Yunnan, and in the west, Turkestan, they are inclined to rebellions. In Eastern Turkestan the bold Mahommedan chief, Yakoob, has already taken the title of Khan, conquered the towns of the country, and expelled the Chinese garrisons. Nearly every Mantchu Emperor of China, down to Tau-Kwong, has been obliged to reconquer this province with many sacrifices. The question is now, whether the armies of the Emperor Kwangsu will be able to master the present rising, or whether Eastern Turkestan is lost for China. The Russians would then be the probable next heirs. For the present the brigand tribes would like to form an independent Mahommedan State, and have demanded help from the Sultan. The Turkish journal *Sadayat* accuses the Chinese of persecution of the Mahommedans, and the news has arrived here that the Sultan intends to send an embassy to Peking. The Chinese would not like to receive it, for they fear from it a reinforcement of the agitated Mahommedan elements. At all events it would be interesting for the diplomatists at Peking to receive a Turkish colleague.

THE ATTACK ON PERAK.—The following letter has appeared in the *Standard*:—Sir,—In your impression of Dec. 16 you speak of the Malays having entrenched themselves "five miles from the Residency at Penang." Permit me to put you right: Sungie Ujong, where the stockade was carried, as stated in the telegram from Sir W. F. D. Jervois, is more than 150 miles (certainly) from Penang, and on the mainland of the Malayan Peninsula, whereas Penang is an island. Sangie Ujong is a native State governed by the "Datu Klava," with whom we have a resident, Captain Murray, with a detachment of the 10th Regiment, 25 men and a subaltern in command, and lies far to the south of Perak, from which it is separated by the native State of Salangore.—I am, &c., R. T. F. STAMMERS, Brevet Major, 10th Regiment.

THE NEW YORK AND SAN FRANCISCO STEAM LINE OPPOSITION.

The directors of the Panama Railroad, says the *New York Times*, at their last meeting, unanimously adopted the report of their Special Committee, recommending the purchase of ships necessary for a tri-monthly line connecting with the company's railroad between New York and San Francisco, and the line between Panama and Central America. The committee consisted of C. K. Garrison, E. C. Franklin and J. M. Burke. They were appointed October 27th to consider the matter, and gave it close attention. In their report they state that ten steamers will be necessary. Three vessels are to ply between New York and Aspinwall, five between Panama and San Francisco, two between Panama and Central America. Eight steamers will run on the through line between New York and San Francisco, to cost $425,000 each, and to be capable of accommodating two hundred cabin and three hundred steerage passengers, and 2,500 tons freight each. Each steamer between Panama and Central America to be small, and to cost $200,000. A profit of $1,800,000 per annum is expected to accrue from the use of these vessels. To provide for paying the cost of the vessels it is proposed to issue $4,000,000 of bonds, bearing seven per cent. interest, $400,000 of the bonds to be made payable January 1st, 1880, and a like amount, each year after. The gentlemen of the Company expressly stated that the action of the Company is in consequence of no hostile feeling toward the Pacific Railway, but that the step is in the interest of the Panama Company alone. Proposals from John Roach and Son, and William Cramp and Sons, ship and engine builders, are appended to the report. The company hopes to be able to make one trip each month on the new line on and after next June, two trips in September, and three trips in December of next year.

THE AMERICAN MAIL SERVICE.

The latest American papers just received at Cork contain the report of the Postmaster-General on the subject of the mail service. The following is an extract from it:—The fact that but one line of steamships carrying our flag is employed in conveying mails across the Atlantic and none whatever to South America is humiliating to the just pride of every American citizen. This line makes regular weekly trips from Philadelphia to Liverpool, and carries a small mail in a satisfactory manner for the postages as compensation for the service, but the great bulk of our mails for Europe is carried by steamers under foreign flags, sailing from the port of New York on Tuesdays, Wednesdays, Thursdays, and Saturdays of each week. As a matter of national pride, as an aid to the revenue of American commerce, and as a means of supplying efficient steam marine available for immediate use by the Government in case of emergency, provision should be made for transportation of our mails on important ocean routes in steamships officered and manned by our own citizens and sailing under our own flag. It is believed that the payment of a moderate mail compensation in excess of the postages now allowed under the provisions of the general law would enable our citizens to establish and maintain steamship lines across the Atlantic and to South American ports, which would prove remunerative to the proprietors and promote the general prosperity of the country. A reasonable allowance for a line to the West Coast of South America would assure regular mail communications by American steamers with our sister Republics on that coast, and a moderate mail compensation for a line to Japan and China will doubtless continue the mail service to those countries in American ships after the termination of the existing subsidy contract, which will expire on the 31st of December, 1876. I think it safe to say that the sum of 500,000 per annum now granted as a subsidy to the China and Japan line for a single monthly service on that route would, in addition to the postages on the mails conveyed, be quite sufficient, judiciously apportioned between the respective routes, to maintain an efficient mail service by steamers sailing under our flag on all the important ocean routes which should be occupied by American steamers.

IT will be remembered that in February last the Pacific Mail Steamship Company entered suits at law by their attorneys, Messrs. Bell Bartlett, J. Wilson, and A. G. Riddle, against the following persons, to recover back certain sums of money alleged to have been paid to them as follows, by R. B. Irwin, to secure their services in aid of securing the Congressional subsidy:—Charles Abert, $7,000; J. G. Berrett, $10,000; E. H. Cormick, $5,000; A. B. Corwine, $3,600; H. G. Fant, $12,000; J. H. Hersey, $11,000; Donn Piatt, $5,000; W. B. Shaw, $15,000; and John Boyd, $4,500. The plaintiffs' attorneys have discontinued the cases against Messrs. Berrett, Shaw, and Hersey, and it is understood that the same course will be taken as to the other cases.

COMPLAINTS have been made by the German Consulates at Bangkok and other Eastern ports that German vessels are there entrusted to the management of persons not properly qualified, and who have not passed the examination required of masters of merchant vessels at home. In consequence of these reports the German Foreign-office has issued instructions to the Ambassadors in the countries concerned investing them with fresh powers, which they are moreover authorised to to delegate to Consuls and Vice-Consuls in their respective districts, to stop vessels improperly officered by application to the local authorities.

THE MISSION SCHOOL AT BLACKHEATH.—The annual gathering of the friends of this institution took place on the evening of the 15th Dec., under the presidency of Mr. and Mrs. Waite, who have recently taken charge of the school. The entertainments were chiefly confined to an illustrated lecture with the magic lantern, embracing France, Italy, and Switzerland. At intervals the scholars gave some excellent glee and part singing; and the programme concluded with a couple of acts from the "Merchant of Venice." The evening was enjoyed by everyone.

A CASE has been heard in the Probate Court, in reference to the will of the late Mrs. Morrison. The plaintiff and defendant are the two sons of the deceased, Robert Morrison, who was employed in Lord Elgin's mission to China, and George S. Morrison, who was pensioned for his services while on the Consular Staff in Japan. The will, by which the testratrix bequeathed the whole of her property to Robert, was opposed by George Morrison, and the jury returned a verdict in his favour.

IT is stated that the Siberian local authorities have despatched an official to China to engage workmen for the construction of barracks in the provinces of Amour and Ussuri.

The *Japan Herald* announces the arrival at Yokohama, from San Francisco, of Sir Charles Dilke, M.P., Mr. Eustace Smith, M.P., and Mrs. Eustace Smith.

THE Eastern and Australian Company's steamer *Singapore* left Singapore for Brisbane on the 13th inst. with the London mails of the 12th ult.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, DEC. 20, 1875.

OUR OPERATIONS AT PERAK.

THE first instalment of the news from the Straits, which we have for some days past been anxiously expecting, has now come to hand. A signal defeat was inflicted on the Malays, who had mustered some 600 or 800 strong behind a stockade in Sungie Ujong, and though the strife is still far from ended, Sir WILLIAM JERVOIS is able to report that the forces already on the spot will be amply sufficient to restore order in the disturbed districts. Eight or ten deaths have occurred on our own side, but the names of the slain will probably only reach us when the mail steamer brings the next chapter of news. If, however, success is now certain, there is nothing in the latest telegrams to indicate that the fighting is all over; and it would therefore be premature to comment with any fulness on a campaign which is incomplete, and of which very slender details have yet come to hand. In the meantime much has been written both at home and in the Straits which sheds light on the recent course of events in the Malay States, and something also which helps us to a correct conclusion as to the line to be adopted in future. Thus we find the *Straits Times* declaring its views in strong language, as for example, "We do not think there is any man who will not say that Mr. BIRCH'S murder must be avenged." "Short and sharp is the word here." "If the Home "Government show any signs of shrinking in this most "righteous quarrel then this colony will rebel against . . "Her MAJESTY'S ignorant and misguided Government." These be strong words; but the advice thus given, and the threat held out, are wholly needless. The Malays who were foolish enough to take our Representative off his guard, and cut him down when he was naked and defenceless, will find very good reason to repent of their rash deed; several thousand soldiers have not been hurried up to Perak to look at the place and leave it again. There has already been a heavy reckoning, and the disaffected party have had rather a rough time of it behind their stockades. The only genuine ally which these miserable natives really had was that unlucky direct telegraph cable, which might have brought counter orders from the Colonial-office authorities, and thus stopped some bloodshed; but the cable broke, and so no doubt operations have been carried out "to the bitter end."

If, however, we are in search of some views or arguments which may really tend to inform the public mind as to the proper course to pursue, when the actual strife is over, something which shall guide the Ruling Spirits at home to a clear understanding of what ought to be done, we must turn from the fiery columns of the *Straits Times* to the letter from Sir BENSON MAXWELL, which was lately republished in our columns. Sir BENSON has a good deal to say about our relations the last few years with Larut, Perak, and Salangore. He strongly condemns General ORD'S policy, and points out blunders committed from time to time by our authorities which entailed very mischievous consequences. As to Larut, he thinks that if it should pass from the grinding tyranny of the Malay princes to our rule, the transfer would be a great gain to the peace and prosperity of the colony, without costing a penny to this country, and would be readily agreed to by the Malay chieftains in return for moderate pensions. This is putting the matter in a very sensible light. Larut is, properly speaking, subordinate to Perak; but the struggle between the Mantri who rules Larut and the rival chiefs in Perak has become irreconcilable, and no peace can be expected until this difficulty is effectually settled. The Mantri has for years been a rebel, but a successful one. The Malay inhabitants of Larut suffer miserably in consequence of the disturbances, and the Chinese immigrants have been turned from peaceful miners into freebooters by the Mantri's double dealing. If the Mantri can be got to accept a pension in lieu of an authority which he usurped in the beginning and has since misused; if the restoration of Larut to Perak would lead to nothing but prolonged disturbances, and is not even demanded by the Perak chiefs; if the Chinese immigrants one and all desire our peaceful administration; if the Malay population would gain thereby; if riot and bloodshed can only be stopped, and commerce restored by our intervention; if the annexation would impose no new burdens on the taxpayers at home—it is really hard to see what there is to say against our making Larut as much British territory as Province Wellesley or Penang. Objectors will no doubt urge that Larut is a Malay district, ruled by Malays, and that to justify such a step as annexation we must prove that the bulk of the people prefer our rule to that of their own chiefs. The answer is a simple one; if the people, most of them, desire Malay rule, *and could get it*, we would gladly let them enjoy it; but in Larut they can't get it; what they can get and have been getting for years past is Malay misrule—a mere prolonged civil war. They may like this, they may even prefer it to British intervention; but we don't, and for very good reasons of our own, we wish to see the country pacified. A Malay Government to be a Government at all must be an effective Government, and in Larut there has been no effective Government for years. If the Malays could form a Government for themselves in Larut, or if we could set one up permanently for them there we should be content; but both plans have been tried, both have failed, and that is why the annexation of Larut—undeniably beneficial to Malay, Chinese, and British interests—is also morally justifiable as the only wise course left. But the Mantri and his family must not be forced to yield up any rights without corresponding compensation by way of pension or otherwise.

When we turn from Larut to Perak we find our case there as nearly unanswerable. It is in Perak that the actual hostilities between ourselves and the natives began, and our future course as respects that State may, therefore, be influenced greatly by the incidents of the warfare, by the turn of events which have not yet come to pass. Sir BENSON MAXWELL says that "it may be more doubtful "whether it would be worth our while to take the rest "of Perak," Perak, that is, as distinct from Larut; but we know already that some of the principal chiefs of Perak requested Sir W. JERVOIS to undertake to administer the Perak Government for them and in their name; this proposal was agreed to, and it was over the business of proclaiming the political change to the populace that the fatal squabble between Mr. BIRCH'S party and the natives took place. Whether the great majority of the native population desire British protection, or whether they side with two or three disaffected chieftains who seem to have got up the disturbance we are not yet informed; but the view we take is, that, though the mere assassination of Mr. BIRCH by some turbulent Malays does not in itself form a sufficient reason for making Perak an integral portion of British territory, yet it is the outcome of political conditions which make it impossible for us to administer the Perak Government through our own Residents and in the chieftain's names, which was the last scheme proposed, and which led to disturbances.

The rivalry between Sultans ABDULLAH and ISMAIL could never be really kept in check under such a system, and the only plan open to us is therefore to make terms with all these chiefs, purchasing their rights and their territories from them in exchange for handsome pensions, which most assuredly they will only be too glad to accept, and then taking Perak and all who dwell within its borders permanently under our own care. If, on the other hand, we were to clear out from Perak alto-

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gether when our troops have done their work, we should simply leave the province, which is close to our own borders—to be once more the theatre of continual struggles between rival claimants to an insignificant throne. And after thus sacrificing our own commercial interests, and the property which our subjects have acquired in the place, we should some day have to step in again and annex it in order to put a stop to piracies, and disorders once more become intolerable. We should like to have said a word as to Salangore, for there, too, as it seems, we have been pursuing a mischievous policy; but Salangore has not yet risen in arms against us, and its case may therefore well be dealt with when the more pressing matters in Perak and Larut have been settled.

The real danger to be feared is lest public opinion at home should not support our Colonial Minister in a strong policy. Sir WILLIAM JERVOIS, when he issued his proclamation and took over the administration of Perak, was probably going further than the strict letter of his instructions warranted; and if this be the case, a Government which will have to be put on its defence in Parliament on a very great many other matters may perhaps find itself unable to carry a high hand as to the Perak question, and the policy of the Straits Government. For this reason we rejoice to see that the Straits Association in London are already on the move, and are doing what they can to inform public opinion at home as to the true bearing of this Malay States question. The annexation of those two unfortunate provinces cannot any longer seem objectionable, except to those who do not understand the case.

THE YUNNAN MISSION.

WE are glad to be able to state in reference to the anxiety felt for the safety of the members of the Mission to Yunnan-foo that arrangements have been made for an escort to accompany them to Manwyne from Yunnan-foo, and that if it is decided to proceed on through Birma they will have another escort to conduct them through the Shan States. Mr. GROSVENOR has been instructed to recover the body of Mr. MARGARY at Manwyne, and he has also discretion given him to return to China if he deems it best. A telegram announces his arrival at Ichang all well; from thence the route is to Chungking, and across Kweichow to Yunnan-foo. Taking all the circumstances connected with the negotiations in reference to the murder of the late Mr. MARGARY into consideration, we are scarcely surprised that the Chinese Government has decided to postpone the despatch of the proposed mission to England. Until something is done to show that they are in earnest in investigating the matter, and have taken the proper steps to secure the punishment of the malefactors, there is nothing for them either to promise or to explain. What they would be asked by our Government is, to see justice done; what they might have to explain would be that they had failed to do it. At present they are attempting to hunt out and punish the malefactors. Should they succeed in doing so to our satisfaction the Mission will not be wanted; should they fail, through carelessness or design, it will be useless. Only on one condition, namely, that there has proved to be some unavoidable obstacle in the way of the Commission sent to Yunnan, can they have anything to urge upon our Government in regard to which there is a reasonable probability of their obtaining a hearing.

A TELEGRAM through REUTER'S Shanghai Agency reports the resignation of Mr. HART, the Inspector-General of Customs at Peking, and that he will be succeeded by a Chinese official. This we take to be the beginning of the end of the whole system of foreign Customs. No people know better than the Chinese how to make use of people and cast them off when done with. With the introduction of native officials in place of the foreigner we shall soon see a return to the old order of things—smuggling and bribery—with a large decrease in the amount paid into the Treasury. We should add that the report is not credited in well-informed quarters here.

MESSRS. JOHN BOURNE and Co., of London, are at present constructing for the Chinese authorities winding-engines and other coal plant, such as is employed in mining coal in European countries. They are also sending out rails for a short railway in connection with the same. The rails are being rolled for them by Messrs. DAWES, of the Milton and Elsecar Ironworks, Barnsley. The rails are now ready for shipment, and the winding machinery and other coal-mining plant will be ready for shipment in about two months. This is the first coal-mining apparatus, we believe, of the European type that has been sent to China. Messrs. BOURNE have also received orders for two blast furnaces.

THE REV. R. S. COPLESTON, D.D., who is to be consecrated to the Bishopric of Colombo on the 28th inst., at Westminster Abbey, will leave for his Diocese on the 30th inst. by the *Duke of Sutherland*.

THE SUEZ CANAL PURCHASE.

MR. CHARLES MAGNIAC, of Messrs. MATHESON and Co., has addressed to *The Times* a lengthy and well-considered letter with reference to the commercial and political bearing of the recent purchase of one half of the shares in the Suez Canal by the British Government. He points out that commercially the subject may be dismissed with a few words, as it is notorious that the same shares were offered to and refused by a group of Paris financiers, on much more favourable terms; and he also points out that the purchase will not give the British Government any great influence in the management of the Canal, as by the statutes no individual holder, whatever his holding, can have more than ten votes. Passing to the political bearing of the subject, Mr. MAGNIAC calls attention in a very forcible manner to the likelihood of our having obtained this influence in Egypt arousing a spirit of jealousy on the part of France, and thus tending seriously to lead to political complications; and he concludes by urging that Mr. DISRAELI will be called upon to give a very full explanation to Parliament of the reasons which induced him to take so unprecedented a step. We subjoin the major portion of this interesting letter:—

But if we consider the position of these shares in the hands of the British Government a serious question arises. The French contend that such a sub-division as has been described would be an immoral use of the purchase; that the provision in the statutes limiting the individual voting power to ten votes was inteuded to prevent an overpowering influence cumulating in one hand, and that to act in such a way would be an evasion of the statute. It is probable that such a limitation could not be upheld upon legal grounds, because the title to the shares is the qualification for the vote, and there are no means of following ownership beyond registration; but it is evident that when the claim of a Government is contested by private persons on grounds of morality, for which much can reasonably be urged, the proposal to subdivide must be abandoned. Hence the voting power vested in these shares must be held in any case limited to ten votes, which for all practical purposes of influence upon a division is manifestly useless. But the right to even these ten votes is contested in France, upon the ground that the owner of the shares having relinquished his right to dividend, his interests in consequence, and those of the owners of other shares, are conflicting. They urge that his interest lies in the direction of a large present expenditure out of present revenue for the permanent benefit of the property, while holders of dividend-receiving shares want present returns. The question will to some extent depend upon French law, for it must be remembered that this is a French company, domiciled in Paris; but on general grounds the contention cannot be sustained. The holders of the delegations have purchased from the Khedive the dividends which he receives from the undertaking as a shareholder. It is his duty to receive those dividends and to pay them over, and whether the payment is made by the company through him, or for convenience under his authority direct to the delegation holders, nothing can override the statutory right of those identical shares to receive the dividends short of a dissolution and reconstruction of the company. And further, as it is the duty of the owner of the shares to receive and pay over the dividend, whatever it may be, so it would be manifestly a fraud upon the persons who have bought them to diminish them by improperly influencing the management of the company I think it may, therefore, be held that our Government has a right in respect of its shares to ten votes, which for any practical commercial purpose are useles. If these are the commercial rights conferred by our purchase, what are the responsibilities? Again, if the purchaser were a private individual, they would be no greater than those of the other shareholders. But the purchaser is the great, the rich, the squeezable British Government, who have bought the shares, as we have seen, to a great extent irrespective of their market value and, as they did not hesitate to avow, for political purposes. What, then, is the inevitable result? The British Government, as up to the present has been the case with the Pasha, will be looked to to supply the financial shortcomings of the company. But they have none, it may be said. Is that so sure? For some time past it has been pretty generally rumoured that the Canal needs repairs, and considering the financial straits which the company has constantly endured, it is but reasonable to expect that the expenditure out of revenue for renewals has been kept within the strictest possible limits.

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However that may prove to be, the first news had scarcely been discussed before we heard suggested the necessity for doubling the width of the Canal to admit of "a free flow of traffic," and half-a-dozen newspapers contained urgent appeals for a reduction of tolls so as to make the route "universally accessible." It is only human nature that such appeals should be made. They already had been when an impecunious State and a not too prosperous company were involved. What will it not be when a country that can borrow at 3¼ per cent., and goes into a joint-stock speculation for a political object, is to be the paymaster? Every two-sous print on the Continent will ring with the niggardliness of the Government of a nation of shopkeepers that allows pounds, shillings, and pence to stand in the way of international brotherhood and intercommunication. It is idle to ignore the certainty that such questions will arise; and since by their own action the Government have no commercial standpoint from which to resist them, the more necessary is it to define their political position as soon and as precisely as possible.

It is impossible that so unheard-of a transaction should have failed to arouse politically, also, the most extravagant expectations. If in the language of the Stock Exchange it was described as the endorsement of the Khedive, so diplomatically, the only applicable word is an "ultimatum." For a Government so cautious and so timid to have so acted, is it surprising that we are considered to have shown our hand? Exit the Turk, enter the Egyptian. Unquestionably it is so regarded in the East. We hear that consternation prevails at Constantinople, and Egyptian Stock has risen 30 per cent. M. John Lemoinne buys a new inkstand, and a sharp-pointed pen, and the *Moscow Gazette* expresses, in its own peculiar language, its surprise that any nation should presume to make a political move except Russia.

In short, our Government announces by its action that the Canal with Egypt, or Egypt without the Canal, is henceforward tabooed. Was it wise to do so in this form? I have shown that the Canal is the culminating point of a French edifice built up in a long series of years. Do not let us be deceived by the present attitude of France. She is at present engaged in the process of national reconstruction. The day will come when her hands will be less tied than they are now; and when it does come we shall find that there is an objective bone of contention between us which will always stand in the way of mutual harmony. I not only do not contend that we might not have been forced to limit her influence in Egypt. It is evident that we should. But have we not chosen an inconvenient subject? As things now stand we are at a great disadvantage. France will fight (of course I mean morally) upon the battle-field of her own choosing at her own time. The interests she will ostensibly defend, and which she will make use of as instruments of offence, will be the private ones of her subjects, which she can support or let sleep at her convenience. Our interest being a national one will admit of but one mode of treatment—viz., a national one, from which there can be no retreat without national dishonour; and before what tribunal shall we find ourselves? One of our own deliberate choice by this act of ours. An undefinable bit of England located in Egypt, subject to the laws of France. M. de Lesseps *versus* the British Nation before a Court of First Instance in Paris with an appeal to Aix and the national prejudices of every Frenchmen, and the well understood political influence of the French Government in the background.

Then Russia. If there are undefined ideas in France connected with the Mediterranean and the East, is it not notorious that they are exceeded by those in Russia? The very violence of the *Moscow Gazette*, representing as it does the opinions of a powerful influence, shows that we shall have to meet, not only justifiable national reserves, but unjustifiable individual jealousies. Between the lines of the utterances of that journal is to be read in large print, "You have taken Egypt; we shall take our Egypt wherever we may select it." Are we prepared to open the Dardanelles? I believe not; for if we do, there is but one course open to us in case of war—to close one end or other of the Canal; and with how many other nations will not that mean war also?

And will the possession of ten votes in the Suez Canal Company confer upon us any public right of nterference which we did not possess before? I believe not. Our national interest far outnumbers that of any other nation, and the statutes of the company, which secure equal treatment for every comer, entitle the interference of our Government in case of need in its most direct and legitimate form.

Our right is that three-fourths of the tonnage using the Canal should pass without let or hindrance alongside of one-fourth belonging to every other nation.

The figures have been published. I will repeat them.

Traffic in 1874.

	Tons.		
English	1,797,000	Italian...	63,000
French	222,000	Spanish	50,000
Dutch	103,000	German	39,000
Austrian	84,000	Others various ...	

These figures speak for themselves. The only justification for the action of our Government has been tersely and precisely stated in your columns—"What would have happened if the shares in question had fallen into the hands of a foreign company?" Mr. Disraeli will have to show Parliament that the consequences would have been such as to justify the measure he has adopted to avert them.—Your obedient servant,

Lombard-street. Charles Magniac.

THE NEW MAIL SERVICE FOR AUSTRALIA AND NEW ZEALAND.

The *Zealandia*, Captain Ferries, the first of the new line of steamers between San Francisco, Australia, and New Zealand, left the Docks for Melbourne and Sydney on the 15th inst., with a full cargo and about 140 passengers. The *Zealandia* is a magnificent steamer of 3,000 tons, 600-horse power nominal, 376 ft. in length, and 38 ft. beam, built by Messrs. John Elder and Co., of Glasgow. The engines are compound, with two cylinders of 62 inch, and one of 45 inch, with 4 feet 3 inch stroke; consumption of coal, 35 tons per day, on a speed of 11½ knots. Her saloon and passenger accommodation are excellent, especially the former, which is remarkably light and airy, and being placed forward of the funnel escapes the heat and smoke of the engine-room. An excellent luncheon was given on board on the 13th, at which about forty sat down, including Sir James Fergusson, late Governor of South Australia, and of New Zealand; Lord Richard Grosvenor, M.P.; Hon. C. Hanbury Tracy, M.P.; Mr. Donald R. Macgregor, M.P.; Mr. John F. Ure; Mr. Dutton, Agent-General for South Australia; Mr. Young, Secretary Royal Colonial Institute; Mr. Thomas Russell, Postal Commissioner for New Zealand; Captain Jopp, representing the Agent-General for New South Wales; Colonel Cargill, representing the Agent-General for New Zealand; Captain Lawrence; Mr. Clark; Captain Ferries, of the *Zealandia*, and others.

Mr. Ure, of Messrs. John Elder and Co., after the preliminary proceedings, proposed the health of the Queen, which was heartily responded to.

Mr. Donald McGregor, M.P., then followed with the health of one who was far away, the Prince of Wales, coupling with it the Princess of Wales and the Royal Family.

Sir James Fergusson then said that he was of opinion that the undertaking was in a fair way to prosper. There were two good gentlemen who sat at the head of the table who had devoted much of their time and energy to the enterprise. He had no doubt it would make a speedy mail service and a good route. He gave success to the vessel, and coupled with it the names of Mr. McGregor and Mr. Ure.

Mr. Ure, on rising to respond on behalf of the builders, said they had made it their aim to build the best vessels they could. There had been several failures in that direction before. He had been tempted to try the experiment, and hoped it would prove a source of profit. He was glad to see that the railways of America had taken an interest and increased the speed of the trains between New York and San Francisco. The journey from Liverpool to New Zealand is now performed in forty-two days, at a cost of £75, while freight will be taken at a through rate of £10 per ton, out of which the American railways will receive 1c., or a halfpenny per mile. He concluded by saying he hoped that a good venture had been made.

Mr. McGregor then proposed prosperity to the colonies of New Zealand and Australia. He was sure it would be well received, as he felt he could assert that everybody present had some relation or friend there. People were constantly emigrating to the colonies, and he was glad to say they were the right sort of people. He would give the toast to the colonies, and with them Mr. Russell, Captain Jopp, and Mr. Russell's daughter, who had so ably christened the vessel.

Mr. Russell, replying on behalf of the colonies, said he wished them all success, and hoped everybody would support them as far as possible. The enterprise he considered was likely to succeed; the subsidy began with £15,000, and increased to £40,000, and now, when New South Wales came to the rescue, it was raised to £90,000. In his opinion the route far exceeded any other. There was large accommodation for passengers, but great as it was, he considered it would be more than full at times.

Captain Jopp remarked that he was not personally interested, but it is a saying that on-lookers see the most of the game, and the enterprise was undoubtedly pushed by able men, to which the mail service owed its present success, but he hoped it would rise higher. He wished to add Mr. Clark's name in connection with the arrangements completed in London.

Mr. Clark (of Messrs. Lawrence, Clark, and Co.) said he thought his partners ought to be with him, though certainly accidental circumstances had thrown him more prominently forward than them. The two vessels they had were fine ones, and he had no doubt the vessels building in America were of similar construction, the speed and passenger accommodation being the same; the railway companies would give their support to them; and he felt sure the service would now be such as to satisfy the Colonies, the Mother Country, and the United States.

Mr. Ure then gave a vote of thanks to the gentlemen who had honoured the ship with their presence.

Mr. McGregor proposed the health of Captain Ferries, whom he described as one of the best men in the mercantile service.

Captain Ferries thanked Mr. McGregor and the company for their toast, and said that he hoped to make his passengers comfortable, and accomplish a quick passage.

JAPANESE PROGRESS.

(New York Times.)

It was said in our foreign despatches, a few days ago, that one of the causes of the impending war between Japan and Korea was the appearance of Japanese officials, dressed in foreign costume, at Korean ports. This may not be strictly correct, but it is partly so. The account of this new international difficulty, as given in the Japanese newspapers, is worth passing notice. It appears that a Japanese man-of-war, bound on a cruise of observation, put into a Korean harbour. While engaged n taking in supplies the vessel was visited by a party of officials, who

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manifested great rudeness. Among other inquiries put by these functionaries was this: "As you are Japanese, how is it that your dress and your ship are foreign?" The commander of the ship, resenting this and kindred impertinences, ordered the officials into their boats. Subsequently, negotiating with the higher authorities of the province, the Japanese commander informed them that his Emperor, "by his transcendent genius, noted the condition of the world, and the result was the institution of numerous reforms, and the reorganisation of the State." He proceeded to say that the strengthening of the Navy and the adoption of certain foreign customs was "an enlargement of knowledge." "What will Heaven say," asked this devout naval officer, "if we are unacquainted with the civilisation of the world?"

This admirable reply did not please the Koreans, who refused water and provisions to the Japanese; and when their ship had passed a couple of forts the Koreans opened fire upon them from the shore. The Japanese landed, put the native soldiers to flight, plundered the fort, burned the castle, as it was called, and sailed away in triumph. The result of this sudden collision is very likely to be serious. Generally speaking, the Japanese native newspapers are against war. Some of them, curiously enough, recall the Simonoseki affair, in which their forts fired on American and English vessels; and they argue that as England and America took time and used diplomacy to adjust that quarrel, Japan should not now be in haste to go to war about a similar occurrence. One journal says that since this insult came from Asiatics Japan should take no notice of it. That is to say, "new Japan need not resent an injury from uncivilised, low-down Asiatics." This is a singular instance of the objection to the Japanese to be classed as Asiatics; and, added to the fact that they are regarded by the Koreans with some such derision as that which the fox with his tail cut off met with among his comrades, it shows what a strange revolution is going on in that remote quarter of the world. Not only have the Japanese lost caste with their half-civilised neighbours, but they are elsewhere imitating the adventurous example of that American naval commander who, not long since, opened Japan to the world.

The *New York Journal of Commerce*, in giving the official returns of Japanese Commerce for 1874, observes that if anything were necessary to demonstrate that commerce is one of the most potent elements of civilisation, it is afforded by statistics of the rapid increase in the business intercourse between Japan and Europe and the United States. It seems but a few years since the barriers of Japanese exclusiveness were overthrown, and yet her foreign trade has attained to proportions that would not be discreditable to some European nationalities which lay claim to a much higher civilisation. The state of society in the leading commercial capitals, or open ports, appear to differ in no very essential particular from that of the average commercial capitals in other parts of the world, at least so far as the foreign portion of the population are concerned. The public journals of Yokohama are filled with much the same kind of news we find in our New York newspapers. In point of fact, Japan has already adopted many of the virtues and also some of the vices of the "outside barbarians," which, perhaps, is the best evidence that can be afforded of the progress of "enlightened ideas." There is every reason to believe that this progress will be much more rapid in the future than it has been in the past, not only in Japan, but throughout the Far East. The very fact that Japan and China have commenced the education of their youth in Europe and the United States affords the strongest kind of presumptive evidence of their desire to participate in the advance in the arts and sciences, and in commerce, which they see going on so rapidly in the Western World. The Japanese Government is represented in this city by an intelligent native consul, who is using his best efforts to promote commerce between the two countries, and his success thus far has been very gratifying, though this commerce is destined to increase many fold at no distant period.

SHORTENING THE ROUTE TO CHINA.

(NEW YORK TIMES.)

The Commission appointed by the Secretary of the Navy to investigate the merits of the various ship canal routes for connecting the Pacific and Atlantic Oceans has prepared a preliminary report, which will be presented to the President. General Humphreys, of the Army, Commodore Ammen, of the Navy, and Captain Patterson, of the Coast Survey, constitute the Commission. The problem of connecting the two oceans has occupied the attention, as the report says, of statesmen, navigators, and mariners for at least 375 years. The enormous saving of distance, time, cost, and risk which it would give to the world has been carefully tabulated. There remains nothing to show but the feasibility of the route. This, the Commissioners' report claims, has been done in the surveys made upon the Nicaragua route. The commission examined all the reports of surveys that have been made Under the Darien route there are several distinct surveys: the Nap-pi recently reported in these despatches by Lieut. Collins; the Caledonia, the Sasardi, and the San Blas. Besides these are the reports upon the Tehuantepec, the Nicaragua, and the Panama routes. The surveys of the Panama and Nicaragua routes were made by Captain Lull, of the Navy. Captain Schufeldt, of the Navy, surveyed the Tehuantepec route, and Captain Selfridge, of the Navy, the others. All these gentlemen were before the Commission in its recent examination, and with maps aided in the explanation of the reports made by them. Upwards of sixty thousand dollars has been already expended upon these surveys. It is now regarded as of the highest importance that the United States take some action at once to carry out the feasible plans of the ship canal, in order to prevent either France or England from coming in and reaping the honour and profit of this great enterprise.

The result of this work cannot be fully estimated. The great saving in the carrying trade and the facilitating of the connections between Eastern Asia and Western America with Europe cannot be readily surmised. When the canal is completed nearly one-half of the carrying trade of the world will be revolutionised. The Commission has made a most thorough examination of all the evidence before them, and warmly urge upon Congress the need of speedy action. Besides the testimony of the naval officers who have made the surveys, they had also the testimony of a civil commission made up of Messrs. Walton and Ammen, and Major McFarland of the Army Engineer Corps, who have examined carefully the feasibility of a ship canal. In examining the various reports objections of an almost insurmountable nature were found in all but the Nicaragua route. It is a longer route than any of the others, with the exception, perhaps, of the Tehuantepec route, but its other advantages more than make up the bad feature of length. It is the only route where the climate is not dangerous to health. In the lower routes the malaria would destroy the greater portion of the workmen before the canal would be completed. It is the only route where a proper supply of water could be found, Lake Nicaragua upon this route being capable of furnishing a constant and uniform supply of water. The other routes are very defective in many other ways. They extend through a worthless waste of country that is impossible of development. The route through Nicaragua is represented as the paradise of Central America, and would return untold wealth under proper development.

The cost of the ship canal *via* the Nicaragua route is thus recapitulated by A. G. Menocal, Chief Engineer of Captain Lull's expedition. The total distance from the harbour of Greytown, or San Juan del Norte, is 18 26-100 statute miles. The cost for the canal for this distance is thus summarised:—

Western Division...	$21,680,777
Middle Division	715,658
Eastern Division	25,020,914
Harbour of Brito...	2,337,739
Harbour of Greytown	2,822,630
Total	$52,577,718
Add twenty-five per cent. for contingencies	13,144,429
Grand total	$65,722,147

For the comparatively small sum of sixty odd millions the Commission claims, an enormous return would be made. One item alone, it is thought, would make the expense of building the canal a good investment, and that is the shipment of California products to Europe and the ports upon the Atlantic coast, but more especially to Europe. California ships large quantities of wheat to the European markets at present. All of this wheat has to go around by Cape Horn, meeting the dangers of that stormy passage and encountering a long delay and expense that would all be obviated by the canal.

To allow any foreign Power to build this canal and we pay tolls to them for its use is a thing which the Commission thinks the people of this country will not tolerate. The report advances arguments sustaining the Nicaragua route, the principal among which is that the climate through which the route passes is favourable to the construction and operation of the canal.

JAPAN AND KOREA.

(THE HOUR.)

Korea is a nominal dependency of the Chinese Empire, and has refused intercourse with any other nation, referring all seekers for trade and intercourse to Peking. They send an Embassy to the Chinese Emperor every winter to give and receive presents, and so far as known their relations with the Chinese Government are friendly. A few years ago an American trading vessel, the *General Sherman*, adventured upon the coast of Korea for commercial intercourse, but the overture was received in a very unfriendly manner, and several of the adventurers were killed, and others imprisoned and maltreated. The United States Minister in China took up the matter with some warmth, and accompanied a portion of the fleet of his Government in Chinese waters to the coast of Korea, for the purpose of obtaining satisfaction, but they were repulsed, and gained neither military nor diplomatic advantage in the controversy with the Koreans, and so the matter has rested without further pressure. The Japanese recently sent an Embassy to Korea to remonstrate against the ill treatment of some Japanese seamen who had been cast ashore in Korea and were maltreated by the natives, but the ruler of Korea refused to receive the Japanese Embassy, reproaching them with having abandoned the costume of their ancestors and adopted European dresses and customs. The result of this rebuff was a threatened invasion from Japan to chastise the Koreans for their inhospitality and incivility. The Koreans naturally applied to the Chinese Government for protection, hence the proposed despatch of Chinese troops for the Peninsula. The population of Korea is estimated at 8,000,000, but as they have absolutely prevented any intercourse with foreign nations up to the present time very little information can be obtained of their condition or resources. Their fortresses on the sea coast were sufficiently strong to repel the American attack made some years ago. The Ambassadors who visit Peking annually are clothed in cotton gowns of their own manufacture, wear straw hats of the sugarloaf pattern, and bear the evidences of cultivation and refinement; they are perfectly independent of the rest of the world, and produce in their hermetic peninsula all that they require. Ever since the emergence of the Japanese from their exclusiveness, they have been "spoiling for a fight" with their Chinese neighbours, and in their recent invasion of the Island of Formosa the Japanese exhibited but little respect for the Chinese Sovereinty. The threatened attack upon the Korean Peninsula is a continuation of Japanese aggression, and, as they have a superior fleet, the Chinese would not at present be able to compete with them in maritime warfare. In addition to this the Japanese, by the adoption of foreign customs, arms, and military drill, have acquired the friendship of foreigners, and in any conflict with the Chinese over the Korean Peninsula would have the good will and assistance of foreign fleets in Japanese waters, especially of the Russians and Americans. An invasion of Korea by the Japanese would tend to open

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relations with that secluded people, and as foreign nations, especially the Americans, forced open the hermetically sealed ports of Japan to foreign intercourse, no complaint can be made if Japan in return should attempt to force the gates of the Peninsula. The grievance of the Japanese is precisely the same as the grievance of foreign nations against Japan—the imprisonment and mistreatment of shipwrecked seamen—and as Japan has been admitted into the family of nations, she surely has the right to protect her subjects upon the adjacent coasts. As China has held proudly aloof from friendly intercourse with foreign nations, she can expect neither sympathy nor alliance in any contest in which she may become involved with Japan. On the contrary, the humiliation of China, by the wresting of the Korean Peninsula from her control, by her warlike neighbours, the Japanese, would be looked upon with complacency, if not with favour, by foreign nations; at least, the chastisement of the Koreans for their inhumanity to shipwrecked Japanese is a a duty forced upon Japan by her new position as a maritime power; and we have no doubt she will acquit herself well of the obligation, notwithstanding "the drilled Chinese troops which are to be despatched to Korea to repel any invasion that might be attempted by the Japanese."

THE RAILWAY IN CHINA.

(DAILY TELEGRAPH.)

China, the last stronghold of Conservatism, is on the eve of being stormed. We are told, on the authority of the *London and China Telegraph*, that a company has been formed in the British metropolis for the purpose of introducing railways into the Flowery Land, and that the first experimental line will be made between Shanghai and Wosung, a distance of nine and a half miles. Let not the modesty of the project be sneered at. Our first experimental railway starting from the metropolis was only between London and Greenwich; the next was merely from London to Croydon. The promoters of the first Chinese railway are clearly in earnest, since our contemporary goes on to state that a contract has been entered into between the Shanghai and Wosung Road Company (Limited) and a well-known English contractor, and that the materials for the permanent way have already left for the Middle Kingdom. The engineer of the company went out to China some time since, and would be on the spot to commence operations as soon as these shipments arrive. It is expected that the railway will be completed, and in full working order by next July, when the novelty of seeing trains actually running over the distance in a few minutes is considered by the promoters of the scheme as certain to attract a large amount of Chinese passenger traffic. The line being avowedly tentative, will be constructed on the narrow guage of two feet six inches, the funds at present in command not admitting of a greater width. Such a guage, it is obvious, would be found quite inadequate to meet the requirements of a heavy traffic, but it is cogently pointed out that the first object to be accomplished is to prove Chinese railways a possibility, and a successful one. Thus if the enterprise of the Shanghai and Wosung Road Company is able to make this small line a paying concern, there can be little doubt that ample funds would be forthcoming in this country to provide railway communication between the more important centres of commerce in China. A qualified assent may be given to the opinion that if the projectors of this enterprise succeed in attaining satisfactory results the undertaking would effect more real good in our relations with China and the Chinese than all the treaties and conventions we have ever entered into with the Government of Peking. It must not, however, be forgotten that so long as the creeds and the customs of the Chinese retain the force which they at present possess there will always be one very serious, if not fatal, obstacle to the popularisation of railways in a country and among a people which seem to be wholly impervious to the influences of modern civilisation, and who have a supremely ancient civilisation of their own which renders them more difficult to deal with than the most benighted of barbarians. The Flowery Land is a country not only of canals, pagodas, paddi-fields, silkworm farms, tea plantations, and potteries, but of extramural and intramural cemeteries. It is the largest graveyard in the world; and the filial piety of the Chinese for the bones of their ancestors has converted an inconceivably extensive area of the empire into holy ground, from which the railway surveyor would be solemnly warned off either by imperial or provincial authorities, or by the inveterate prejudices of the natives themselves. The burial-places are generally on the side of a hill, which is cut in terraces one above another; and a most picturesque appearance do the white and black marble tombstones present, with their inscriptions in letters of gold, amid the trees and shrubs which are planted about them. When the time arrives for the performance of the commemorative rites, all the male population of the towns and villages repair to the place of interment, carrying with them wine and meats, sticks of incense, and paper offerings, to burn at the tombs, which they sweep very carefully before they make their sacrifices. Every wealthy family has, moreover, a temple or large building, called the Halls of Ancestors, in which are placed tablets of stone or wood, bearing the names and ages of all deceased relatives for many generations, with the dates of the days on which they died, and the occupation each had followed in this world. Again, a son will sometimes retain the body of his parent in his house for years enclosed in a varnished coffin, usually very richly ornamented. This is placed in the best apartment, and on commemorative occasions candles are lighted and incense burnt before it. This uncomfortably ceremonious people have likewise the habit of maintaining small domestic intramural cemeteries of their own. Their back gardens and summer-houses are full of ancestral relics neatly stowed away in tea-chests or earthern jars; in fact, in the more populous districts of this extraordinary country the feet of the traveller, like those of Friar Laurence in "Romeo and Juliet," "stumble at graves."

THE MURDER OF MR. BIRCH.

(THE TIMES.)

The intelligence from the Malayan Peninsula, on the authority of the Colonial-office, is very satisfactory. Sir William Jervois, in his telegraphic despatch to Lord Carnarvon, is not only able to report a considerable military success, but to remove the apprehension of a formidable political peril. The British Forces in the Peninsula received reinforcements with great promptitude, both from Hong Kong and Calcutta; and a few days ago an attack was made upon the only body of the enemy which seems to have presented a seriously hostile organisation. Nowhere else in Perak does it appear that there is any substantial opposition. The brief intimation that "no more troops are wanted at present" may be taken, we suppose, to signify that the danger of any general movement on the part of the Malays has passed away, if it ever was really threatening. Nevertheless, the precautions which have been opportunely taken in garrisoning Malacca itself and some other posts with Ghoorkas—the wiry little hill-men who do such admirable service in our Indian Army—and in providing additional artillery are by no means unnecessary. A sudden attack either of mere pirates or of fanatical Malayan Chiefs would do much mischief at a very delicate crisis if we were not able to repulse anything of the kind successfully and immediately against whatever point it might be directed. When, however, our little army has done its work as effectively as we have a right to expect, and when Sir William Jervois is able to report to the Colonial-office that Perak is pacified, we cannot evade the question which it was necessary to set aside until the task of re-establishing the credit of our Government in the Eastern Seas had been accomplished;—Are we to retain or to extend the administrative authority over the State of Perak which the Sultan, set up by Sir Andrew Clarke in 1874, ceded to the Governor of the Straits Settlements a couple of months ago, and which the Governor accepted in a formal Proclamation? If we are, we must understand that we take upon ourselves all the responsibilities of ruling a turbulent and passionate people who have certainly shown no affection for our rule. The Proclamations issued in October by Sultan Abdullah and Sir William Jervois conveyed explicitly to British officers nominated by the Straits Government the supreme judicial and administrative authority in Perak. In form the transfer may be only temporary, and may reserve the sovereign rights of the protected Prince; but in fact the State was annexed to the Straits Settlements by the acts of the Sultan and the Governor. But an addition to our dominions of this character and extent is a very serious operation. That the cession is in terms temporary does not make it less important, for we know by many embarrassing experiences that it is far easier to take responsibilities of government upon ourselves than to get rid of them afterwards. The difficulty of receding from a position such as that which Sir William Jervois assumed in Perak a couple of months ago is plainly considerable; yet, if the Colonial-office comes to the conclusion that we cannot beat a retreat, it must determine to carry out energetically the organisation of government, the preservation of order, and the enforcement of justice among the Malays. This is a large enterprise, and not a welcome one. Some time ago, when attention was first drawn to the scope of Sir William Jervois's arrangements with Sultan Abdullah, the Colonial-office hastened to assure the country that no instructions tending to encourage annexation had been sent to the Straits Government; but, whatever were the principles on which Sir William Jervois was directed to act, the practical result of his acts is that we stand committed to keep the peace, dispense justice, and raise revenue in a territory of which we know little more than the outline.

It may be, of course, that Sir William Jervois acted under the compulsion of circumstances, and that he could not avoid assuming the authority which the Sultan of Perak offered to delegate. But, if this be so, the necessity ought to be made clear. This country has no desire to add new provinces to her vast Empire, and though sometimes we are morally bound not to decline the responsibilities which gravitate to an Imperial race, we do not accept them, except after full reflection and free discussion. The advance the Straits Government has made in the Malay Peninsula had certainly not received any adequate share of reflection and discussion in this country, and we have been officially assured that it was not deliberately approved by the Colonial-office. The state of things is at the least peculiar. There can be no doubt that the steady opinion of the great majority of Englishmen is that we have no business to take upon ourselves new burdens of ruling, yet it is equally clear that the progress of English commerce imposes upon the Imperial Government an undefined, but universally recognised, obligation to secure to the lives and property of Englishmen in semi-civilised countries a fair measure of protection. Then comes the difficulty of intervening to enforce order and honesty on barbarians or half barbarians, without applying our superior power in such a way that dominion must fall to us. It seems to have so fallen to us in Perak; but there must be an error in policy or a defect in system somewhere when such a revelation comes upon the country with a shock of bewilderment.

(STANDARD.)

There seems little room for doubt now that the cause of the outbreak is to be found in the proclamations to which we have referred. Those proclamations apparently reduced the Sultan of Perak to a position of absolute dependence on the British, just as the Dutch have reduced the native princes of Java and the greater part of Sumatra to a similar dependence on themselves. It was natural that the chiefs and people of Perak should resent such a policy and attempt to resist it, and it would be especially natural that Sultan Ismail, the competitor of Sultan Abdullah for the throne, should do so. It was the state of anarchy into which the rivalry of these two princes had plunged Perak that brought us first into the principality. This anarchy was aggravated by a kind of civil war which the Chinese miners had raised in the neighbouring State of Laroot. To put a stop to the piracy springing out of these conflicts Sir A. Clarke interfered about two years ago, and induced the contending factions to submit to his arbitration. He had placed Sultan Abdullah on the throne, stipulating

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that a British Resident, with a right to give advice in all emergencies, should be received both at Perak and Laroot. Mr. Birch was appointed Resident at Perak, but apparently he found Sultan Abdullah unable to carry out the advice which he thought it requisite to give. Whether Ismail raised difficulties we do not yet know. But it would, at least, not be surprising if he opposed to the utmost of his power the transference of authority to Mr. Birch. It would appear, however, from the telegrams as if in Penang he is believed to be innocent of the murder of Mr. Birch, and not to have cast in his lot with the insurgents. As regards the policy of the proclamations, it would obviously be unjust to pass a decisive verdict in the present lack of information. The instructions sent to Sir W. Jervois, the Governor of the Straits Settlements, are to punish the murder of Mr. Birch in an exemplary manner and to restore order in Perak, but to avoid everything like a policy of annexation. There can be no doubt that these instructions harmonise with public sentiment in the matter. It would seem, however, that only a part of the Perak population is hostile. One of the latest telegrams from Penang expressed a hope that Ismail would prove friendly, and it is expressly stated that some chiefs had refused to join the insurgents. This seems to prove that the disturbance has no religious origin, and that there exists no fanatical hatred of the British. It is still more important to note that none of the neighbouring States have declared against us. Laroot is quiet; the Chinese miners there, indeed, have offered to aid us if necessary. In Salangore, also, another principality in which we have a Resident, all remains peaceable. It seems clear then the outbreak is merely local, and it is extremely probable that it was provoked by the proclamations vesting all power in the British Resident, and, consequently, that it was unpremeditated. But the cause of the outbreak is now less important than its suppression. The first thing to be done is to punish the murderers of Mr. Birch, to reassert British authority, and restore order. When these objects are attained the time will come for inquiring into the causes of the crime and the insurrection that has followed it. The interruption of telegraphic communication has prevented us from hearing from the scene of the disturbances for more than a fortnight, but from Moulmein we ought soon to have intelligence, and we do not doubt that it will be to the effect that the strong force which, when last heard of, was marching against the insurgents had already accomplished its purpose.

DEATH OF THE HON. BENJAMIN P. AVERY, U.S. MINISTER AT PEKING.

We regret to announce the death of Mr. Avery, at Peking, on the 8th Nov. The announcement comes to us from New York, and it is strange that no direct telegraphic intelligence of the event has been received. However, there appears no reason to doubt its correctness, and we presume that the U.S. Government have engaged with Dr. S. Wells Williams, who has so long held the post of Secretary, and who is now in New York on leave, to proceed with all despatch to fill the post of Minister. We know that it is difficult for the American Government to put the right man in the right place, but we hope on this occasion that President Grant will show his independence of party and lobby influence. Mr. Avery has had only a short term of office at the capital of China, and his career there has been comparatively uneventful, but he has earned the credit of always co-operating in a courteous and hearty manner with his colleagues, and will be much regretted both as an official and an individual by all who have come into contact with him. He was a very quiet man, and not much heard of, but when the usual correspondence is published at Washington, we expect Mr. Avery will be more appreciated for his ability.

Since the above was in type a telegram has been received announcing the appointment of Mr. G. F. Seward, Consul-General at Shanghai, as successor to Mr. Avery.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 14.

The struggle between our Protectionists and Free Traders, to which I referred in my last letter, is now—as regards the intended abolition of the iron duties from the beginning of the year 1877—at an end. The Reichstag, in its sitting of the 7th inst., determined, after long and fatiguing debates, to maintain the intended abolition. A Bavarian member, Herr Bamberger, in plain words declared it to be nonsense if any body expected a flourishing of our iron trade by the maintenance of import duties; as the depression of this industry is the consequence of over-speculation and over-production during the last three years, and is not attributable to the intended abolition of the duties. As the principal consequence of this resolution of our Parliament must be considered the maintenance of Free Trade principles, first promulgated by the Prussian Government in 1848, and followed by the German Empire since its ereccion.

The trade in German coals at Hamburg, Berlin, &c., has increased very much during the last four or five weeks. Formerly there was only one or two extra coal trains a day in these directions, but now I hear of twice that number. The number of waggons in the ordinary coal trains has increased from twenty to twenty-four to forty a day.

The Board of Trade at Hamburg has just issued its annual statistics and some of the items may have an interest for your readers. First I may give you the number of the emigrants from here to Transatlantic ports, which have been:—

	1872.	1873.	1874.
Direct passage	53,223	44,578	30,625
Passage via England ...	21,183	24,598	12,818
Total	74,406	69,176	43,443

You will see by this decrease—40 per cent. in two years—that the Transatlantic steamship companies have probably had their day, and such prosperity as has been the rule will hardly be likely to return. The above-mentioned 43,443 emigrants in 1874 have been forwarded directly in 138 steamships (27,738 persons), and 58 sailing vessels (2,887 persons), while the rest of 12,818 persons went per steamer via England.

Subjoined are statistics concerning the number of vessels hailing from Hamburg:—

	Sailing vessels.		Steamships.		Total.	
	Number.	T.R.	Number.	T.R.	Number.	T.R.
1870...	402	152,061	37	32,444	439	184,510
1871...	366	138,726	40	37,351	406	173,077
1872...	340	125,347	62	54,247	402	179,644
1873...	335	123,099	82	78,413	417	201,512
1874...	339	127,486	103	88,258	442	215,744

Remarkable is the continued decrease in the number and tonnage of the sailing vessels, while the steamers have nearly constantly increased, as well in number as in capacity.

The total imports into Hamburg amounted to:—

	Netto cwt.	Value excl. Specie.	Specie.
1871...	68,175,000	1,546,809,000m.	262,923,000m.
1872...	73,072,000	1,712,373,000 „	304,857,000 „
1873 ..	68,641,000	1,714,407,000 „	229,660,000 „
1874...	72,055,000	1,686,518,000 „	65,878,000 „

From the United Kingdom was imported in:—

	Value.	Per cent. of the total import.
1872...	554,263,000m.	32.4
1873...	503,500,000 „	29.4
1874...	510,312,000 „	30.3

From China and Japan:—

	Value.	Per cent. of the total import.
1872...	5,769,000m.	0.3
1873...	5,512,000 „	0.3
1874...	5,825,000 „	0.3

From the East Indies and sundry ports of Asia:—

	Value.	Per cent. of the total import.
1872...	6,094,000m.	0.4
1873...	8,475,000 „	0.5
1874...	7,194,000 „	0.4

The Post-office asks the public to inform their correspondents abroad to address letters to Germany not only with the name of the receiver and the name of the town, &c., where he lives, but to give, in addition, the name of the street and the number of the house, or any similar particulars, otherwise it will be impossible to the Post officers to distribute the arriving letters immediately, and in the shortest time. In explanation of this I subjoin the number of letters received in Hamburg alone during the last three years:—

1872...	10,375,560
1873...	14,024,332
1874 ..	14,281,501

It is evident that owing to such a rapid development the distribution must be greatly retarded if the address is not given in a very clear and distinct manner.

It is no longer doubtful that the coal steamer *John Sauber*, already reported as missing, has foundered with all hands; the more so as a metal plate, on which the building number of the steamer, name of the building yard, year of construction, &c., had been engraved, and which had been fixed to the mizen mast of the *John Sauber*, has been found, together with a stump of the mast, on the coast of England, near Filey. The case is the more melancholy as out of nineteen men on board twelve were married, thus leaving twelve widows and twenty-eight orphans. The benevolent and charitable character of the inhabitants of Hamburg showed in this case again its well-known activity, and as soon as the news arrived here that the above plate had been found, a committee was formed for supporting the helpless families, and in less than three days about 10,000 marks (£500) were subscribed, certainly a good commencement, although not enough to afford a lasting help to the poor widows.

Just a week since the first telegram came in announcing the melancholy loss of the well-known and splendid steamer *Deutschland*, Captain Brickenstein, on the Kentish Knock, at the mouth of the Thames. The steamer, bound for Southampton and New York, had left the Weser river on Sunday, Dec. 5, at nine o'clock in the morning, and at five o'clock next morning ran aground. It is satisfactory to know that in this case neither the company to which the steamer belonged, the Nordd. Lloyd at Bremen, nor the captain who commanded her are in any way to be blamed. The steamer was furnished with every appliance for the saving of life, the captain was an old and experienced sailor, and everything on board was of the best quality, so that the wreck must be attributed solely to the bad weather, and to an accident which it was not in the possibility of any human being to avoid, viz., the loss of the screw at the moment when it was most needed. About the particulars of the disaster I need not give any information, as the case has been sufficiently discussed in England and the English papers.

The two above named fatalities were shortly afterwards followed by another great catastrophe, which, remarkable enough, happened to the same company to which the *Deutschland* belonged. The steamship *Mosel*, 3,000 tons, was lying in the basin at Bremerhaven bound for New York, when on Saturday morning, the steamer being ready to leave the dock to proceed on its voyage, the signal was given for the passengers to come on board. The whole of the quay was crowded with labourers, spectators, officers of the company, and friends of the passengers, &c., and the moment of bidding farewell had arrived, when alongside of the ship an explosion took place, which in violence and destructiveness exceeded anything hitherto known here. Human bodies were torn limb from limb, and arms and legs were strewn about, and sixty to seventy, if not more, lives were lost, and besides a great many wounded. A box or cask filled with dynamite or nitro-glycerin had exploded, a hole six to seven feet deep was made in the quay, and the steamer itself was so much da-

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maged that she had to postpone her intended departure. The exploded cask had belonged to a first cabin passenger, a Mr. Thomas, of Dresden, who, when he saw the horrible sight, endeavoured, though unsuccessfully, to commit suicide. The depression in Bremerhaven, of course, is very great.

The Deutsche Nordpolar-gesellschaft, a company founded for the prosecution of the whale and seal fishing in the North Polar regions, has resolved to sell its vessels, in consequence of which, some days ago, three steam whalers, viz., the *Greenland*, *Norwegen*, and *Spitzbergen*, were brought to public sale at the Exchange-hall, but all three were withdrawn, as the bids did not at all come up to the reserved prices.

The Hamburg-American Packet Company announces the rates of freight for their extra steamer to the Philadelphia Exhibition at $7 gold, measurement, or per 1,000 kilo. weight at the Company's option, free to the Exhibition building. The steamer is to leave here about the middle of February.

Shortly after my last letter the frost set in here rather sharply, the river was soon filled with ice, and there was every appearance of an ice blockade, especially as four steamers, unable to force their way through, got fast in, close to Altona. But the Eisbrecher (icebreaker) gallantly cleared away all the obstacles. Coming up from the lower river it first freed the four steamers mentioned, then steamed up to the harbour, and down again, and kept the river so well open, that steam traffic has gone on all the time almost entirely undisturbed, although we have had as much as twelve degrees of frost several nights. Since Saturday last the weather has changed, and now there is scarcely any ice visible in the river.

As regards our communication with the East Indies and China, neither arrivals nor departures are reported, and rates of freight are on the same scale as last reported. The *Bellona* steamer will leave in a few days for Singapore, &c., and being only of middling size, will be a full ship. The *Therese Behn*, for Singapore, *viâ* Penang, and the *Deutschland*, for Hong Kong, are slowly filling up.

PRODUCE MARKETS.

There is quite a lull in our market, partly in consequence of the approaching Christmas and partly in consequence of the prevailing coldness, as supplies are very scarce, because the navigation of wooden-ships has almost ceased.

COTTON in moderate demand, and pretty firm in tone; quotations are quite nominal.

SPICES.—Mace and Nutmegs are quiet, the former are quoted M.6.40 to 6.60 per kilo.; the latter M.6.40 to 7.00 per kilo. Cloves are changing owners pretty freely, quotations for Amboina quality M.170 to 172 per 50 kilos.

PEPPER neglected: Quotations for Singapore quality, M.53.50 to 54.00; for Penang quality, M.48 to 49 per 50 kilos.

RICE.—The market for cleaned quality is very firm, but transactions have been moderate in consequence of the limited supply. Quotations for raw quality: Java, M.12 to 14; Java table, M.16 to 21; Bengal, M.11 to 15; Siam, Madras, Ballam, &c., M.8 to 11; Rangoon, M.8¾ to 9; Bassein, M.8½ to 8¾; Arracan, M.8¼ to 8½; Maulmain, M.8¾ to 9¼; Saigon, M.8 to 8½, per 50 kilo.

TEA is quiet, and transactions are of no importance. Quotations per half kilo.:—Congo, ordinary to good ordinary, M.1.00 to 1.15; ditto middling to fine, M.1.35 to 4.00; Souchong, ordinary to good middling, M.1.20 to 1.70; ditto fine. M.2.60 to 4.00; Caper, M.1.50 to 2.00; Pouchong, M.0.90 to 3.00; Pecco, ordinary to good middling, M.1.80 to 2.40; ditto fine, M.3.80 to 5.00; ditto orange, M.1.25 to 3.40; Haysouschin, M.0.90 to 1.80; Tonkay, M.0.90 to 1.80; Youmghaysan, M.1.10 to 2.70; Haysan, M.1.70 to 3.60; Imperial, country, M.1.50 to 3.60; ditto, Canton made, M.0.90 to 1.70; Gunpowder, country, —; ditto, Canton made, M.0.85 to 2.60.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, DEC. 8.

Up to this moment the greatest dulness has characterised the Budget debate, and it cannot be said that the members of the Second Chamber are wasting the national time. The question with Venezuela—of course the principal matter—was for two days discussed with closed doors, and though it is a secret what was said *intra muros*, some rumours are current thereabout. Thus it is whispered that the Minister was sharply taken to task about the *modus quo* on which the negotiations have been conducted. Mr. Van der Does de Willebois, it was said, had not behaved himself well as a *dipiomate*. It is further asserted that the Ministry was blamed for not having forwarded an ultimatum to Carracas, stating that if our claims were not conceded by the President Guzman Blanco, the squadron, now stationed in the waters of Curaçao, should at once be ordered to blockade the Venezuela harbours. This is, it is said, a *secret de palichinelle*, but I think that it will be safe to accept it with the necessary reserve. After this important question had been considered the discussions became very quiet. Some members asked for information about the customs treaty between Holland and Belgium, and the Minister, of course, answered that it was governed by our system of customs duties and commercial treaties, and it ought to be remembered that these were very hard times for free-traders, because the old ghost of protectionism had been revived in several parts of Europe, and at the same time the prospect that we should succeed in having the surtax in America abolished, was not so promising as last year. Some members urged the necessity that measures should be taken to prevent English unseaworthy ships being smuggled amongst our merchant fleet, so that, contrary to the Plimsoll Bill, these "coffins" should be permitted to remain afloat. The reply was that such measures had been prepared, but I think that there is reason to believe that this answer was not strictly correct, and that many months may elapse before the introduction of such a measure. By 53 against 3 votes, the Budget was passed. Mr. Van Lynden, who to everyone's surprise has replaced Mr. Heemskerk as *premier* in the Ministerial Council, had a still easier task to defend the Budget of the Department of Justice. Mr. Wintgens made an *oratio pro domo* against swindling on the Bourse, and asked for measures to prevent the public being made the *dupe* of financial adventurers. In other countries laws had been passed for this purpose, and Holland ought to follow the example. The Minister seemed, however, disinclined to interfere in this social struggle for life. The law, he said, cannot button peoples' pockets, and the public must themselves be more cautious.

About the other questions with which some members dealt, the discussions of last year were revived without bringing the matters in question one step nearer to their resolution. Mr. Kappeyne, however, brought forward a matter of high importance, and proved in a very able speech that our Church-laws ought to be revised and improved. We enjoy, he said, liberty of religion; everyone has the same right of protection, but still the rights of the State must not be encroached upon. Therefore he urged some measures to protect these rights should be taken. He invited the attention of the Minister to the Monasteries. It is, indeed, quite in accordance with the law that they exist, but in the meantime some precautions he considered are necessary in order that they should not obtain too much influence, and thus prove hurtful to the common interests. It is not quite clear whether the Minister intends to listen to this advice or not. The question of the *Phœnix* (the Danish steamer which was stopped by our authorities in the mouth of the Scheldt) was dealt with incidentally, and Mr. Van Lynden stated that the authorities were fully empowered to act as they had done. It has created here some surprise that this question caused a somewhat noisy and anything but amicable debate in the Belgian Chamber. This section of the Budget was approved of unanimously. What the fate will be of the Budget for Home affairs it is impossible to foretell. The debate began yesterday, and perhaps I may find opportunity to give you some particulars by a later post. I limit myself for the present to stating that Mr. Kuyper made a vehement and most eloquent attack on our representative system, which, according to his opinion, brought the constitutional *régime* into discredit.

The First Chamber has voted, almost without discussion, the East India Budget, with reference to which, however, Mr. Duymaer Van Twist, brought a new matter forward. He urged the passing of a law about the culture of coffee, containing the following stipulations: maintenance of forced labour by the natives to the Government; abolition of the extra burdens which now press on the people, a regulation of prices in such a sense that the labourers would be able to make some profits; and giving the right to the natives to sell their coffee-gardens under approbation of the Government. Mr. Van Twist said he would have no objection to some alterations which might become necessary for the benefit of local interests. But it was just this rock on which the law *in spe* would stand, as the Minister stated; the exceptional cases would be so many, that stipulations by the law would become an utter impossibility. Mr. Cremers advocated the necessity that a fixed sum would be named as a yearly contribution of the East India Colonies to the Dutch treasury. The expenses in the interest of the colonies became higher and higher every year, and the only buoy on which we can keep ourselves afloat is coffee. And what ought to be done if this support failed. The Minister, however, is not inclined to propose a fixed contribution, and I think he is quite right, in the interest of the colonies. After having passed this Budget the Chamber took recess.

The opposition against the proposal of Mr. Van der Heim to levy a tax on tobacco increases daily. In almost every town of importance meetings are being held in order to concert measures to prevent the introduction of such an unpopular impost.

I told you in my last letter that the "Star Ball" Company would discontinue their service between Rotterdam and Java. This, however, is not quite correct. The stoppage will only be for a time, because the company has lost one of its steamers, the *Thomas Sorby*, and because freights are not remunerative.

A dinner has been given at the Hague to Mr. Von Bult Zinglowen, in recognition of his excellent services in Atjeh as a member of the Red Cross Society.

In consequence of the very sharp winter which has set in so early, trade is quite stopped. Our water-ways are frozen, and communication by rail is difficult. Deep snow covers the country, and it is by no means extraordinary that even the railways are blocked. The Bourse has somewhat improved, and it seems that confidence is returning, but transactions in all stocks remain very limited in extent. The shares of the Steamship Company Nederland are quoted lower, in consequence of the fact that the High Court has pronounced a verdict which may prove to be hurtful to the interests of the shareholders. This verdict related to the well-known question "Muller *v.* the Nederland Company." The company will now be obliged to indemnify for losses incurred by shippers by the steamer *Willem III.*, which was burnt at sea.

AMSTERDAM, DEC. 15.

The Budget debates have not been completed without some warm discussions. The Chapter of the Department of Home Affairs has given the Opposition an opportunity to say something about the Ministerial Policy. The result, however, was but a storm in a teacup, although, if Mr. Heemskerk had been less dexterous, he might have succumbed. He defended his position in a masterly way, and I am glad to state that this is even acknowledged by his political opponents. Of course, much antipathy prevails amongst the Liberals towards the present Cabinet, for what special reason is an enigma. The Ministry has not taken one single measure showing illiberality. The principal question to resolve is that of education, and it must be said that it has been too long delayed. It was quite clear that the Cabinet did not know how to treat the distinctive claims of the Clericals and the Liberals. But a decision was most imperative, both parties being determined that, if Mr. Heemskerk did not lay a Bill before the members, they would take the initiative. The position of the Cabinet is strengthened by the fact that Mr. Heemskerk's budget was approved of by 52 against 24 votes. In my next letter I will send some further particulars about the debate which has just closed.

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For some years past our Geographical Society has intended to contribute towards a project to make the geography of our last Indian possessions better known than has hitherto been the case. It is indeed a sad fact that we know nothing about what we have for more than a century called our own territory, and as it may well be supposed that these unknown districts will prove to be rich sources for increasing the national wealth, the Society has resolved to take the initiative. It is quite true that the population of Sumatra, which deserves, next to Java, the most attention, is not as extensive as that of the last named island, but the soil is as productive and the mines are richly abundant in all sorts of minerals and metals. The plan of the society is to explore the centre of the island, and especially that district which is watered by rivers, making communication with the sea easy. Not only is this thought to be the best district from a geographical point of view, but also for political reasons. The territory of the river Djambi, including the rich Korintja-valley is bounded by friendly States. The expedition to explore these parts of the island will start as soon as the necessary funds are contributed, and though the sum is not yet complete, it will undoubtedly be subscribed without delay.

Trade remains dull, but the weather is less wintry. The frost is all gone, and in a few days the waterways will be again open for the shipping. On 'Change the greatest quietude prevails, especially in our home stocks. The shares of the East India Trading Bank have fallen 4 per cent., in consequence of the new loan being brought into the market. The managers have announced that the extension of capital was required in consequence of the fact that the business has increased so enormously. They further state that the condition of the bank, both here and in Java, is most favourable, and that a new undertaking in the colony just now entered into gives a profitable opportunity to invest a part of the new capital. The future of this company is, according to the prevailing opinion, likely to be an excellent one. The Money Market is well provided, and large sums can be obtained very cheaply.

At Paris a "Blue-book" has been published by Messrs. Jouby et Roger, which is of much interest to this country. It contains the documents relating to the difficulties which now prevail between Holland and Venezuela, and they have been published at the order of the Venezuelan Government. They are fourteen in number, and run from the 4th of May till October the 19th, when our representative, Mr. Van Brakel, was recalled.

Monetary and Commercial.

We understand that advices have been received confirming the rumour that the Japanese Government had purchased the land at Yokohama on which the Hong Kong and Shanghai Bank had advanced a considerable sum to Messrs. Walsh, Hall, and Co. This will improve the result of the bank's balance-sheet for the current half-year, and we hope will aid in giving a dividend, the stoppage of which has been of such great inconvenience to shareholders. In connection with this bank we hear that an agency has been opened by Mr. Harris at San Francisco.

Telegrams from Shanghai announce that the poll meeting, on the 14th inst., of the shareholders in the China and Japan Marine Insurance Company, ended in a resolution to wind up. We presume that the scheme noticed in our last for re-organising the office did not succeed.

The following letter has been sent from the Wholesale Tea Trade Association to the Government:—"Gentlemen,—I am requested by the Committee of the London Wholesale Tea Trade Association most respectfully to inquire whether the examination of tea on and after the 1st day of January next will be confined to the cargoes imported only, or whether it will apply to the tea then in bond, in addition to that subsequently imported. —I have, &c.—FRED. MORRISON, Secretary. To Her Majesty's Commissioners of Customs, London." In reply the annexed communication was received:—"Customs House, London, 16th December, 1875. Sir,—In reply to the inquiry contained in your letter of the 11th inst., I am desired by the Commissioners of Her Majesty's Customs to acquaint you, for the information of the Committee of the London Wholesale Tea Trade Association, that the examination of tea by officers of this department will, in accordance with the provisions of the Act 38 and 39 Vic., cap. 63, sec. 30, be confined to such tea as may be imported into the United Kingdom from and after the 1st January next.—I am, Sir, your obedient servant, J. B. HALE, Secretary."

Tenders for £700,000 in bills on India were received at the Bank of England on the 15th inst. The amounts alloted were: To Calcutta, £400,100; and to Bombay, £299,900. Tenders on all the Presidencies at 1s. 9 7-16d. will receive about 13 per cent., above in full. These figures show a falling off in the demand for remittances to the East.

It is announced that the Oriental Bank Corporation will pay the coupons of the Japan Seven per Cent. Loan of 1873, due on the 1st proximo, on and after that date.

At a meeting Thursday of the Eastern Extension, Australasia, and China Telegraph Company (Limited) a resolution was passed authorising the duplication of the Company's line between India and the Straits Settlements, by the construction of a line of telegraph between Rangoon and Penang. The estimated cost is about £170,000; to meet that demand the directors have in hand a sum of between £70,000 and £80,000 from the existing reserve fund, and a further sum of about £20,000, balance of unissued debentures; they also estimate that a reduction of the dividend for the current year, to the rate of 5 per cent., will yield a further sum of about £50,000, thereby nearly covering the cost of the cable.

A meeting of the shareholders of the Eastern Telegraph Company (Limited) was also held Thursday, when, after a long and animated discussion, authority was given to the directors to duplicate the Company's line from Suez to Aden, and from Aden to Bombay, and to raise the necessary amount of capital by the issue of Six per Cent. Preference Shares, bearing a cumulative dividend.

The interest on the shares of the Great Northern Telegraph Company, at the rate of 5 per cent. per annum, will be paid by Messrs. C. J. Hambro and Son on and after the 1st proximo.

The report of the Bank of New Zealand gives the net profit for the half-year ended the 30th September last at £47,103, which, with £16,974 brought from the March half-year, made the amount available for division £64,077. This has been appropriated by paying £30,000 as a dividend of 10 per cent., £15,000 as a bonus of 5s. per share, and by carrying £19,077 forward.

The National Bank of New Zealand (Limited) announce an interim dividend at the rate of 6 per cent. per annum, free of income-tax, for the six months ended September 30.

The Brazilian Submarine Telegraph Company (Limited) has declared an interim dividend at the rate of 5 per cent., free of income-tax, for the quarter ended September 30, 1875.

The report of the Ceylon Company (Limited), for presentation to the meeting on the 21st inst., states that nearly the whole of 1874-75 crop of coffee has been sold, and realised a satisfactory profit; but as the 1875-76 crop will be comparatively short, and an unusually dry period in Mauritius has prejudicially affected the yield of the sugar-canes, the directors propose to declare an interim dividend at the rate of only four per cent. per annum, payable on the 23rd inst.

The report of the London and River Plate Bank (Limited) has been issued to the meeting on the 16th inst. After providing for bad and doubtful debts, the directors are enabled to recommend a dividend of 5 per cent. for the half-year ended 30th September, which, with that paid in June, equals a distribution of 10 per cent. for the year, carrying forward £4,128.

The report of the Lebong Tea Company (Limited) announces the proposed payment of an interim dividend at the rate of 6 per cent. per annum, free of income-tax.

The Merchants' Bank of Canada (Montreal) have declared a dividend for the half-year ending 30th of November at the rate of 8 per cent. per annum.

The Board of Trade have received, through the Foreign-office, a copy of a despatch from Her Majesty's Ambassador at St. Petersburg, enclosing a draft of a notice which has been prepared by his Excellency, calling the attention of British merchants to the risks and inconveniences to which they are exposed in Russians ports through inaccuracies in their bills of lading. Subjoined is the notice referred to:—

In consequence of the frequency of fines and penalties inflicted by the Custom-house authorities in the ports of Russia on British merchants for errors as to weight in their bills of lading, they are hereby warned of the risk and inconvenience to which they may be subjected, by not giving due and careful attention to the insertion of correct weights in their bills of lading.

The total quantity of tea delivered from the bonded warehouses in London during the week ended the 11th inst. was 3,400,391 lb., of which 2,159,029 lb. was for home consumption, 850,050 lb. was removed coastwise, 227,605 lb. was sent coastwise for exportation, 154,313 lb. was exported, and 3,394 lb. was for ship's stores. The duty received amounted to £53,976, which, on comparison with the £54,184 received in the preceding week, shows a decrease of about $\frac{3}{8}$ per cent.

The Great Northern Telegraph Company's traffic receipts for the month of November were—this year, f.269,838; last year, f.369,387. The total receipts, from January 1 to November 30, were—this year, f.3,843,870; last year, f.4,118,312.

The amount of bullion per P. and O. steamer *Bokhara*, from Southampton, on the 16th inst., was:—In silver, to Shanghai, £4,210; to Hong Kong, £71,979 3s. 4d.; to Singapore, £40,280; total, £116,469 3s. 4d.

Bar Silver has again declined in value. At the beginning of the week sales were made at 56½d. per oz., and subsequently a few small arrivals were placed at 56 7-16d. per oz., which may be taken as the current quotation. Mexican Dollars have been sold at 55d. per oz., showing a reduction of ¼d. from previous arrivals.

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard and Co.'s Circular says:—We have little to report for the week, only a small business having been done without change in value; the arrivals have been considerable, but importers have only shown samples to a very small extent. The telegram gives a greater deficiency in the Export as against last year, with not much stock on hand; but the increase in Calcutta Exports of Indian Tea is large. Both importers and dealers seem to be now holding off for the turn of the year, although the latter have shown a disposition to make offers, but rather at a low range of value. Green Teas are still offered at auction, but not to a large extent. Public Sales.—China Sorts: 6,154 packages "Without Reserve." Red leaf Congou sold from 9d. to 1s., and Moning 1s. to 1s. 1¾d. Green Tea sold without change. Souchong

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in half-chests, obtained 1s. 7d. to 1s. 7¼d., and boxes 1s. 8¼d. to 1s. 8½d. Canton Scented Caper, 10¼d. to 11d. Deliveries from London, from 1st to 13th inst., inclusive, or eleven days, 1875, 6,105,000 lbs., against eleven days, 1874, 6,297,778 lbs. Imports, deliveries, and stocks in London, from January 1 to December 1 :—

	1874.	1875.
Imports...	139,971,225	175,316,723
Deliveries	157,123,981	164,610,498
Stocks	72,175,542	89,941,910

Messrs. W. J. and H. Thompson's Circular says :—There is not any change to notice in the market. A moderate inquiry still exists for the medium to good grades of Congou, but all common kinds are dull and difficult of sale. The public sales have also been small. *Poochow Congous :* Common to good common are not saleable over 9½d. to 10½d. per lb. Fair are little inquired for at 11d. to 1s. 1d. per lb., and the sales of medium to good have been few at 1s. 4d. to 1s. 7d. per lb. *Black-leaf Congous :* Common, 9d. to 9½d. ; good common to fair, at 10½d. to 1s. 1d., have been little dealt in ; medium to good are firm at 1s. 5d. to 1s. 8d. per lb., and there has been some demand for these classes. *Tayshan Congou :* 9d. to 1s. 1d. for common to fair, in boxes. *Souchongs* and *Oolongs* unaltered. *Scented Teas :* Canton Capers, dull ; common to fair, 9¾d. to 11½d. ; medium and good are quiet at the late reduction in prices. *Green Teas :* In these descriptions there is no improvement generally, but some parcels of good quality, only slightly coloured, sold at better rates.

	1875. lbs.	1874. lbs.
United Kingdom stock, on the 30th Nov., 1875, was estimated at	97,000,000	80,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	11,445,000	12,318,000
Amount on the water advised by telegraph to 25th Nov., against actual shipments to same date last year	17,950,000	39,901,000
	126,395,000	132,219,000

SILK.

The general market is very dull ; there is a small business doing in Tsatlees about 14s., but the lower and better grades are neglected. For Canton Silk there is no demand, and lower prices will have to be taken for No. 4 Tsatlee reel in order to make business. Japans remain as before ; no inquiry. Deliveries from 1st to 15th Nov. are :—China, 1,372 ; Canton, 181 ; Japan, 293 ; Bengal,'65. Total, 1,911 bales, against 2,011 bales in the corresponding period last year.

COFFEE.—On the 14th inst. the light supplies at auction contained the first instalment of the new crop of Plantation Ceylon, which was readily disposed of at fully the relative value to extreme rates for bold ; old crop in second hands also brought firm rates. Of 91 casks 1 tierce offered 40 casks of the new crop sold as follows : small at 102s. 6d. to 103s., middling blueish at 104s. 6d. to 106s., good middling at 108s. to 108s. 6d., fine bold at 114s. 6d. to 116s., pea berry 122s., the remainder second-hand parcels sold, low middling grey at 101s., middling at 103s. 6d. to 105s. Of 996 bags Singapore offered, about 500 bags sold, ordinary mixed 74s. to 76s. 6d., chiefly pale picked Bally at 88s. to 90s., fine ditto 93s., greenish Pari Pari at 90s.

COIR GOODS.—Small quantities of Yarn at the auctions went off slowly at previous rates for common, but fine sold well. Fibre was partly sold at former rates. An unusually large supply of Rope met few offers, and was all bought in. Of Yarn 20 bales damaged fine Ceylon sold at £40 to £45 5s. ; of 65 tons in dholls 38 tons sold, common to medium at £25 15s. to £30, good medium to good at £31 to £35, fine at £37 15s. to £40 5s. ; of 32 tons common short red Ceylon Fibre 19 tons sold at £12.

CHINA STRAW PLAIT.—At auction 280 bales met a restricted demand, and only about 60 bales new were disposed of at late rates, white, ordinary coarse to medium qualities, £8 to £10 15s. ; good fair to good, £12 15s. to £17 5s. ; fine, £27 to £34 ; 1 bale very superior up to £40 ; mottled £7 per bale.

COCOANUT OIL has been steady but quiet ; Cochin at £41 to £41 10s., and Ceylon at £38 10s. to £39 per ton.

CHINA PRESERVES.—At auction of 184 cases Ginger offered only a few cases sold, small Chyloong brand at 9½d., the remainder and 44 cases dry ditto bought in at 10d. per lb.

COTTON.—A renewal of good demand has led to sales of some extent, and a slight downward tendency has been fully recovered. Tinnevelly is quoted at 5 9-16d. to 5⅝d., Western Madras 4 15-16d., Coconada 4 13-16d., Bengal 4⅝d. to 4¾d.

HEMP.—A further decline of about 20s. per ton has taken place in Manila, about 1,000 bales good fair to good having been sold at £29 to £29 10s.

HORNS.—At the periodical public sales held to-day, Ox and Cow horns were mostly sold at full rates ; Madras Buffalo sold at a decline of 1s. to 2s., heavy Bombay were 2s. to 5s. lower, while light ditto brought full prices, Siam sold at about late rates. Calcutta were all bought in. Deer horns were in demand, and the whole found buyers at full to dearer rates. Of Buffaloe 41,636 (50 tons) Siam sold, average 785 to 716 horns at 40s. to 42s., 714 to 581 horns at 43s. to 45s. ; 2,359 (2 tons) Manila sold, average 896 horns at 36s. Of Deer 13,035 (7 tons) Ceylon sold at 40s. to 90s. per cwt.

INDIA-RUBBER has been in rather less demand, and at auction of 501 cases Borneo 60 cases fair new sold at 1s. 3d. to 1s. 3½d., being barely former value, the remainder bought in, low to good 10½d. to 1s. 4½d.

JAPAN WAX.—Of 130 boxes squares offered 20 boxes sold, good pale at 47s. per cwt.; and Thursday there was a further sale of 21 cases worked saucers stained at 39s. 6d. to 40s., but 113 boxes unworked slabs good partly stained were bought in at 50s.

PEPPER.—*Black :* The market remains flat, and although only 1,344 bags were offered at the auctions few biddings were made and only a small part at a further decline of fully ½d. per lb. for Singapore. 511 bags Penang were bought in at 4⅜d. Of 833 bags Singapore 200 bags sold, sound at 5d. *White :* The large supply of 1,075 bags Singapore at auction went off without competition, although a further reduction of ¼d. per lb. was submitted to. about 700 bags being sold at 7d. to 7⅛d., with damaged at 6⅞d. to 7d.; 10 bags Penang withdrawn.

RICE.—Two cargoes of Rangoon have sold at 8s. to 8s. 6d., according to conditions, one of Necrancie off the coast at 7s. 1½d.; one of about 1,000 tons arrived, at 7s., and one off the coast at 7s. 7½d.; also a cargo of Siam, 1,450 tons, at 7s. 6d. ex-ship, and 400 tons Askoolie, December to January shipment, at 10s. to 10s. 3d. per cwt.

SUGAR has continued dull, with a declining tendency. By private contract, about 5,000 bags Penang have sold at 15s. 6d. to 15s. 9d.; and 5,500 bags low China at 14s. 6d., with a portion at 15s. To arrive, 620 tons Zebu Manila have been sold at 14s. 6d., landed terms.

TIN.—Direct telegraphic communication with the Straits Settlements having been interrupted, both buyers and sellers here have been exercising unusual caution in dealing; values therefore show but little variation. The current quotations are Straits on the spot and afloat £81 10s., Banca £87, Billiton £85 per ton.

SPICES.—*Nutmegs :* Only 15 cases Penang, &c., offered, and 4 cases from Bombay sold, 96's at 2s. 11d., 110's at 2s. 8d., 134's at 2s. 5d., the remainder bought in. *Mace :* Of 4 cases Penang 2 cases pickings sold at 1s. to 1s. 2d. per lb.

SAGO.—In auction 438 bags small Pearl went off slowly at about previous rates, 250 bags finding buyers, good small at 17s., middling at 15s. 6d., heated at 13s. 6d. 20 boxes fine bright small sold at 18s. 6d.

TAPIOCA.—303 bags Singapore, Malacca kind, sold at easy rates, fair grey at 1⅞d., extra bold at 2d. *Pearl Tapioca :* Of 170 bags offered 130 bags medium sold at 17s. 6d. to 18s., being about previous rates, the remainder, small, bought in at 19s.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh : Rails, £6 10s. to £6 15s. ; Bars, £7 5s. ; Staffordshire Best : Bars, £8 15s. to £10 ; Nail Rods, £9 to £9 10s. ; Hoop, £10 5s. to £12 ; Sheets, £11 15s. to £13 ; Scotch Pig, No. 1, £3 5s. to £3 18s. ; Swedes, Bars, Hammered, £15 10s. to £16 10s. ; Swedes, Steel in kegs, ½ and ⅝ in., £18 10s. to £19.

YELLOW METAL.—Sheets, 4 by 4 ft., 7⅞d. to 8d. ; Sheathing and Rods, 7⅞d. to 8d. per lb.

TIN.—English Refined, £87. Tin Plates : Charcoal IC, per box, 26s. to 32s. Coke, 21s. 6d. to 26s.

LEAD.—WB, £23 10s. ; do., other brands, £22 5s. to £22 10s. ; Spanish soft, ex ship, £21 15s. to £22 ; Sheet, £23 15s. ; Shot (kegs extra), £26 15s. to £27 ; White do., £29 10s.

SPELTER.—Silesian, £26.

QUICKSILVER.—In bottles of 75 lbs. each, £12 to £13.

Messrs. French and Smith's Circular says :—The Metal Market, remain inanimate. Iron without change. Copper : Charters from the West Coast, for first fortnight of this month, are advised as 1,400 tons and holders are asking rather higher rates on the strength of this news. Tin Plates : Makers are rather better supplied with orders. Lead is in good demand, and prices have a hardening tendency. Quicksilver easier.

WOOLLEN GOODS.—LONDON QUOTATIONS.

		s.	d.			
HH	Long Ells	34	9	per piece	Scarlet	
HH	Spanish Stripes	2	11	„ yard	„	
HH SS	Camlets	66	0	„ piece	„	
HH	Lastings (6 reed)	58	6	„ „	Gentian	
H	Do. (5 reed)	52	6	„ „	„	
HH	China Figures	20	0	„ „	Black	Num.
H	Do. do.	16	9	„ „	„	
LL	Do. do.	16	0	„ „	„	

MANCHESTER GOODS.

There has been a more steady feeling, and the tone of the Market has been decidedly firmer, consequent on the larger sales and hardening prices of Cotton; business has been, however, slightly more active. The feeling in the Market at the close is very steady, and prices are firmly maintained under the moderate inquiry that still exists.

QUOTATIONS FOR CHINA GOODS.

		lbs.	Count.	Reference No.	Price.	Price this time last year.
Grey Shirtings	39 in....	7	14×13	37	6/6	6/6
Do.	„ ...	7	14×13	38	7/7½	8/0
Do.	„ ...	8 4	16×15	39	7/9	7/9
Do.	„ ...	8 4	16×15	40	9/0	9/6
Do.	„ ...	9	19×19	41	11/1½	11/4½
Do.	„ ...	10	19×19	42	11/10½	12/4½
T-Cloths	32 in....	6	14×14	43	4/10½	5/1½
Do.	„ ...	6	15×15	44	5/1½	5/6
Do.	„ ...	7	15×15	45	5/7½	5/9
Do.	„ ...	7	16×16	46	6/0	6/3
Mexican	„ ...	7	18×18	47	6/0	6/4½
Do.	„ ...	7	18×18	48	7/0	7/6
Do.	36 in....	8	18×18	49	7/0	7/6
Do.	„ ...	8	18×18	50	8/0	8/7½
Spots	White...	—	—	51	10/3	10/0
Brocades	„ ...	—	—	52	10/3	10/3
Drills	30 in....	15	—	53	S 3-16d...	3¾d.
Do.	„ ...	15	—	54	3¾d.	3¾d.
Jeans	„ ...	8	—	55	7/6	8/6
Do.	„ ...	8	—	56	8/10½	9/0

Water Twist.	16/24	28/32
Good Seconds	10	11½
Best do.	10½	12½

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov. 1	Jacobine	Holman	Hong Kong	Callao
Dec. 8	Osseo	Lowery	Padang	New York
9	Enrico Dandolo	Alberte	Penang	Do.
9	Emiliano (s.)	Mendezona	Manila	Liverpool
9	City of Halifax	Lester	Manila, for London	Queenstown
9	Lucy S. Wills	Pritchard	Ilo Ilo	Boston, U.S.
10	Teviot (s.)	Nisbet	Shanghai	London
10	Olympia (s.)	Poulsen	Foochow	Do.
10	Ludovic & Charles	Sebire	Manila	Do.
11	Flintshire (s.)	Reynolds	Foochow	Do.
11	Patroclus (s.)	White	Shanghai	Do.
11	Star of India	Holloway	Rangoon	Liverpool
11	Annie Braginton	Smith	Yokohama	New York
11	Beatrice Havener	Havener	Macassar	Do.
11	Benedetto M.	Cialdie	Bassein	Scilly
11	Emma and Robert	Mentz	Batavia	Do.
12	Iris	—	Rangoon	Do.
12	Osaka	Lowe	Canton	London
12	Black Prince	Inglis	Shanghai	Do.
12	Era	Berlet	Akyab	Falmouth
12	Admiral Tegethoff	Reher	Manila	Liverpool
12	Bato	Kramer	Do.	Do.
12	Tirrell	Morgan	Maulmain	Do.
12	Annie Torrey	Libbey	Do.	Do.
12	Luigi Accame	Repetto	Rangoon	Do.
13	Leonore	Durand	Maulmain	Falmouth
13	Charlie Hickman	Tingle	Do.	Do.
13	Jupiter	Nasholm	Akyab	Do.
13	Sophie	Jones	Zebu	Liverpool
13	Portlaw	Fry	Bassein	Do.
13	Libertas	Lucovich	Rangoon	Queenstown
13	Cattarino Chiazaro	Ermino	Do.	Do.
13	Aurorita	Deloy	Do.	Do.
13	Quorn	Peterson	Do.	Do.
13	Maggie Douglas	Cunningham	Zebu	Do.
13	Mindora	Bray	Manila	Boston U.S.
13	John Worster	Winn	Batavia	Do.
13	Ellsworth	Waas	Manila	New York
14	Kalaja	Roos	Batavia	Queenstown
14	Wm. Jackson	Auld	Maulmain	Falmouth
15	Florence	Houston	Singapore, for London	Prawle Point
16	Petit Poncet	Mehonas	Akyab	Falmouth
16	Sampo	—	Java	Do.
16	Duke of Northumbl'd.	Thomas	Bassein	Queenstown
16	Bertha Marion	Ager	Rangoon	Do.
16	Don Juan	Caltoor	Akyab	Do.
17	St. Andrew's Castle	Malcolm	Hong Kong	London
17	Undine	Fawckner	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 30	Star of the West	Gardner	Shanghai	New York
Dec. 3	Antonette	Hoven	Batavia	Rio Janeiro
4	Chittagong	Jnouen	Reunion	St. Nazaire
6	Krimpen v.d. Lek	v.d. Stoop	Java	Rotterdam
8	Innocenta	—	Manila	Cardiff
9	Compagnie Generale	—	Singapore	Shields
9	Georges	Jego	Saigon	Bordeaux
9	Josselin	Leuesque	Reunion	St. Nazaire
10	Cornelia	Van Benton	Batavia	Amsterdam
10	Emma P.	Parello	Moulmain	Genoa
10	Empress	Westerberg	Penang	Sunderland
10	Alastor	Glazebrook	Rangoon	Do.
10	Buenaventura (s.)	Yzpizua	Manila	Liverpool
10	Gem	Major	Singapore	Do.
10	Mary Ann Dixon	Corner	Shanghai	London
11	Hylton Castle	Scott	Singapore and Penang	Sunderland
11	Torrington (s.)	Blacklin	Batavia	Southampton
11	Mutlah	Farquhar	Singapore and Manila	Glasgow
12	Agate	Brown	Anjer	Liverpool
12	Invincible	Stricklard	Penang	Do.
12	Dorunda (s.)	Templeton	Colombo	London
12	Hieronymus	Biehl	Hong Kong	Cardiff
13	Duart Bay	Miller	Shanghai	Glasgow
15	Inverary	Semple	Batavia	London

See Shipping Postscript and Correspondents' Letters.

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From	For
Dec. 9	J. B. Walker	Southampton	Batavia
10	Cheops	London	Shanghai
10	Thames	Do.	Colombo and Singapore
11	Fleurs Castle	Shanghai	New York
11	Naples	Do.	London
11	Holland	Southampton	Batavia
13	Benledi	London	China and Japan
13	Genoa	Do.	Do.
13	Ulysses	Liverpool	Shanghai
13	Aurrera	Manila	Liverpool
13	Acton	Batavia	Rotterdam
15	Koning der Nederlanden	Southampton	Batavia

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, Yokohama, and Hiogo: Orchis, Oxfordshire. For Singapore, Hong Kong, and Shanghai: Hankow, Quang-Se.

SAILING VESSELS.—For Yokohama and Hiogo: Ziba, Forward Ho. For Hong Kong: Nestor, Evelyn, Echo, Scotia. For Singapore: Tynedale. For Penang: Glenisla.

At LIVERPOOL.—For Yokohama: Stad Amsterdam (str.). For Penang, Singapore, Hong Kong, and Shanghai: Stentor (str.), Diomed (str.). For Manila: Emiliano (str.). For Batavia: La Gaul. For Padang: J. F. Kranz, John N. Gamewell. For Singapore: Dreadnought. For Anjer: John Nicholson, Frederick Tudor.

At GLASGOW.—For Yokohama: Candia (str.). For Colombo: Ysuisquiza.

SPOKEN.

LOCHLEVEN CASTLE, Liverpool to Yokohama, Oct. 23, 5 N., 21 W.
COUNTY OF STIRLING, Glasgow to Batavia, Nov. 4, 5 N., 27 W.
COUNTESS OF ARGYLE, Batavia to Rotterdam, Nov. 4, 28.27 S., 6.54E.
MORA, Yokohama to New York, Oct. 30, 35.7 S., 24.11 E.
COUNTY OF BERWICK, Java to Holland, Nov. 6, 28.43 S., 7.16 E.
ELLEN BROWSE, London to Shanghai, Oct. 27, 4.48 N., 24.14 W.
HOPE, Philippines to Channel, Oct. 23, 37 S., 25 E.
SALATIGA, Rotterdam to Batavia, Nov. 1, 18 S., 30 W.
P.J.G.B., Flushing to Sourabaya, Nov. 18, 16 N., 26 W.
W.D. SEED, Ardrossan to Singapore, Nov. 29, 15 N., 26 W.
CHRISTINE, Cardiff to Hong Kong, Oct. 22, 21.20 S., 31.2 W.
MALLENY, Cardiff to Singapore, Oct. 20, 3.58 N., 25.17 W.
WESTERN CHIEF, London to Yokohama, Oct. 24, 1 N., 23 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

PER STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya; 70s. meast.

PER SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 32s. 6d. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £22. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 24s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 34s. 6d. To Shanghai: 32s. 6d. To Hong Kong: 30s. To Manila: 26s. To Singapore: 22s. To Colombo: 20s. To Galle: 21s. To Batavia and Sourabaya: 24s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 16s. To Batavia and Sourabaya: 20s. To Galle: 18s.

The following are the rates of insurance to the East, via Suez Canal:—

	Mails.			First class steamer.			Sailing.	
	In Tar.	In Tin.	F.Pa.				In Tin.	F.Pa.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Penang, Singapore, Colombo	25 0	17 6	17 6	—	25 0	22 6	27 6	25 0
				35 0	27 6	25 0		
Hong Kong	35 0	27 6	25 0	45 0	32 6	30 0	40 0	35 0
Shanghai	40 0	32 6 to 35 0	30 0	50 0	37 6	35 0	45 0	40 0
Yokohama	40 0	32 6	30 0	50 0	42 6 to 45 0	40 0	45 0	40 0

CASUALTIES.

BREST.—Dec. 11, the Bremontier, from Manila, for Falmouth (general cargo), has put in here with loss of bowsprit and damage to stem; she is in charge of the mate, the master having died during the voyage.

ST. HELENA.—Nov. 22, the Signe, arrived here Nov. 17, from Java, experienced very heavy weather, lasting two days, between Algoa Bay and Cape Agulhas; lost and split sails, and was thrown on her beam ends, remaining in that position for some hours. The Sarah Watson, which arrived here on the 19th inst. from Singapore, experienced a succession of hard gales from the 19th to the 26th Oct.; on the latter day, in lat. 35 S., long. 28 E., encountered a terrific gale from W.N.W., with a tremendous sea, which struck the ship on her port bow, breaking two stanchions, and carrying away a quantity of bulwarks, and doing other damage.

MISCELLANEOUS.

GIBRALTAR.—Passed, Dec. 11, Nankin (str.), from Hankow; 13, Glenearn (str.), from Shanghai, both for London.

CADIZ.—Dec. 8, the St. Aubin, from Cardiff, for Singapore, which put in here leaky, on the 3rd inst., through collision, is discharging, in order to ascertain the extent of damage.

SUNDRIES PER "FASAU," FROM NEW YORK FOR HONG KONG.—Nov. 19, 1875.

2 boxes sewing machines		53 brls. copper	66,250 lbs.
4200 do. perfumery		23 do. beef	
154 pkgs. sarsaparilla		7 do. pork	
7 do. medicine		1 cs. plated ware	
200 cs. spts. turpentine	2,000 gls.	4 cks. drugs	
110 brls. pitch		32 cs. mfd. tobacco	5,814 lbs.
60 do. rosin		43 do. clocks	
210 bales oakum	10,500 lbs.	24 pkgs. glassware	
2 cs. missionary goods		2 brls. roof paint	18 lbs

SUNDRIES PER "CLEOPATRA," FROM NEW YORK FOR YOKOHAMA.—Nov. 19, 1875.

248 pkgs. glassware		101 tons coal	
10 brls. sugar		508 cs. slates	5,496 doz.
35100 cs. oil	351,000 gls.	1 do. slating	
100 oars	1,555 ft.	50 do. crayons	
4 bls. cotton packing	500 lbs.	32 do. blocks	

SUNDRIES PER "JOHN H. KIMBALL," FROM NEW YORK FOR YOKOHAMA.—Nov. 22, 1875.

925 cs. slates	7,200 doz.	20 cs. acids	1,000 lbs.
250 do. chalk	25,000 gross	400 do. clocks	200 doz.
3 do. cotton goods	1,277 lbs.	38 do. brass goods	
1 do. wooden ware	560 lbs.	14 do. hardware	
923 do. glassware		15000 do. oil	150,000 gls.
30 do. drugs	3,600 lbs.	1013 5-20 tons coal	

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THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.
Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar proof Vaults, at rents from £3 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

The loss of many kinds of securities is irreparable, the loser having no recourse against the Government or other party issuing them. A constant watch is kept both inside and outside the building. There is a room especially adapted and reserved for ladies. The premises can be inspected, and further particulars obtained on application. HENRY WEST, Manager.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.
HEAD OFFICE—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).
LONDON BANKERS.—Bank of England and Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.
SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

STANDARD LIFE ASSURANCE.

REDUCED PREMIUMS.

CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

The next division of profits will be made among policies in existence at 15th Nov., 1875, and all who assure before that date will rank for profits on tha occasion.

Annual income of the Company upwards of £700,000 sterling. Invested capital and accumulations upwards of £4,500,000.

H. JONES WILLIAMS, Gen. Sec. for England
82, King William-street, E.C.
JOHN O'HAGAN, Res. Sec., West-end Office
3, Pall-mall East.
Edinburgh ... 3 and 5, George-street.
Dublin ... ... 66, Upper Sackville-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
MANAGER—D. McLean, Esq., 31, Lombard-street.
BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

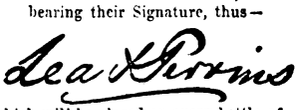
BANK OF CALIFORNIA.—THE ORIENTAL BANK CORPORATION are prepared to ISSUE DRAFTS at sight on the Bank of California, San Francisco, the terms for which may be ascertained at their Office.

Threadneedle-street, 1875.

In consequence of Spurious Imitations of

LEA & PERRINS' SAUCE

which are calculated to deceive the Public,
LEA & PERRINS have adopted
A NEW LABEL,
bearing their Signature, thus—



which will be placed on every bottle of

WORCESTERSHIRE SAUCE

after this date, and without which none is genuine

Sold Wholesale by the Proprietors, Worcester; Crosse and Blackwell, London; and Export Oilmen generally. Retail, by dealers in sauces throughout the world.

November, 1874.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and tranacts all kinds of Estate and Agency Business

HOLLOWAY'S PILLS

Sir SAMUEL BAKER,

In his work on the Sources of the Nile, says:—

"I ordered my dragoman Mahomet to inform the "Faky that I was a doctor, and that I had the best "medicines at the service of the sick, with advice "gratis. In a short time I had many applicants, to "whom I served out a quantity of Holloway's Pills. "These are most useful to an explorer, as, possessing "unmistakable purgative properties, they create an "undeniable effect upon the patient, which satisfies "him of their value."

This fine Medicine cures all disorders of the Liver, Stomach, Kidneys and Bowels, is a Great PURIFIER of the BLOOD, and wonderfully efficacious in all ailments incidental to Females—young or aged.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1874.

THE

HONG KONG AND SHANGHAI BANKING CORPORATION,

As Agents for the above Loan issued in Hong Kong, beg to notify that they have received a portion of the

DEFINITIVE BONDS

signed by the Imperial Commissioner, and they will be prepared to deliver the same to the holders of Provisional Certificates in London, at the Offices of the Corporation, 31 and 32, Lombard-street, on and after the 15th inst., between the hours of Eleven and Three, Saturdays excepted.

London, 11th December, 1875.

JAPAN SEVEN PER CENT. LOAN OF 1873.

THE Coupons due 1st January, 1876, on the Bonds of the above Loan will be paid on and after that date at the Office of the ORIENTAL BANK CORPORATION, 40, Threadneedle-street.

Coupons must be left three clear days for examination previous to payment.

Oriental Bank Corporation,
40, Threadneedle-street, E.C.,
15th December, 1875.

THE LATE REV. B. P. KEASBERRY, OF SINGAPORE.

THE late Rev. B. P. KEASBERRY, whose sudden death occurred last month in Singapore, has left a widow and a family of girls almost wholly unprovided for.

It is almost unnecessary to remind old residents in The Straits of the faithful and disinterested services of Mr. Keasberry, in the teaching of the Christian faith, and the spread of education.

These services, which extended over a period of thirty-six years, it is proposed to recognise, to some extent, by the collection of a sum of money, to be placed in the hands of the Hon. R. Little, M.D., and William Adamson, Esq., of Singapore, as Trustees, leaving power to them to invest the whole or a part at their discretion, or to apply it wholly and at once for the benefit of Mrs. Keasberry and her daughters.

Cheques should be made payable to P. F. Tidman, 34, Leadenhall-street, by whom Subscriptions will be acknowledged.

The British and Foreign Bible Society ...	£100
Edwd. Boustead	100
W. W. Shaw	100
Jasper Young...	100
John Harvey	100
Wm. Martin	100
James Guthrie	100
Wm. Paterson	100
George Martin	100
Geo. Lipscombe	50
John Little	50
Paul F. Tidman	50
M. Little	50
Thos. Campbell	25
Right Rev. Bishop Macdougall ...	5
Robert Harper	5
H. Buchanan...	5
R. P. Tidman...	5

TO PARENTS AND GUARDIANS.

AN ENGLISH WIDOW LADY, who has been residing many years on the Continent, is desirous of obtaining two pupils (English) to educate with her own daughters. She offers a comfortable home, and a mother's care, with all the advantages of the best professors and an excellent governess, combined with that of French, English, and German Is now residing in the neighbourhood of Versailles which abounds with charming walks, where there is an English church, as well as similar cours or classes conducted by the same professors as at Paris. References exchanged.

Address, Madame E. H., Poste Restante, Versailles.

PRIVATE BOARDING HOUSE, conducted by Mrs. RANGEL (late of Hong Kong), 35, COLVILLE-SQUARE, BAYSWATER. Terms from Two Guineas, including Board, Bath, Piano, &c. Foreign languages spoken. References expected.

NERVA, MARCHAND, & Cº,

GENERAL COMMISSION MERCHANTS

MILITARY EQUIPMENTS, &c.

14, RUE DE LA GRANGE BATELIERE.

PARIS.

GUERLAIN,

15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

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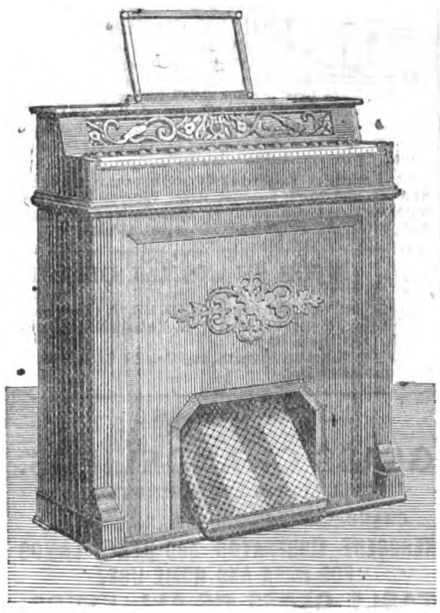


ALEXANDRE & FILS,

106, RUE RICHELIEU, PARIS,

ORGAN AND HARMONIUM MANUFACTURERS.

MEDALS AT ALL THE EXHIBITIONS.

Constructed especially for exporting to Hot Climates.

FROM £3 UPWARDS.

No. 19 of the Catalogue is an instrument suitable for a school or a small church. Price, in oak, £8 8s.

No. 75 is an instrument with percussion action, eleven stops, suitable for music halls, &c. Price £30.

No. 52 expresses the sound of a flute, voice, horn, &c. Price, in old oak, £15.

No. 138 imitates the sound of human voice, flute, horn, clarinet, bell, &c. Price £55.

List of prices and specimens of goods to be found at, and orders received by the Agents of the China and Japan Agency.

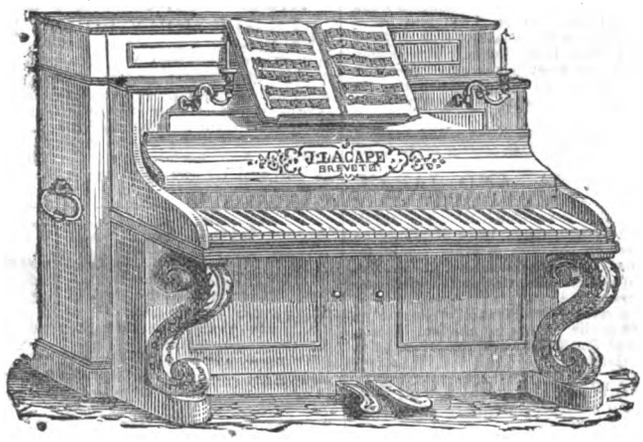
AUTOMATICAL PIANOS.

(NEW INVENTION.)

J. LACAPE,

29, BOULEVARD ST. MARTIN, PARIS.

These Pianos play of themselves, without the aid of a handle, and render every kind of written music desired, without having to be touched. They have a key board of even octaves, which can be played on, if desired, in the same way as an ordinary Piano, being constructed in exactly the same manner.



ENGLISH AND AMERICAN VISITORS TO PARIS are respectfully invited to hear this most wonderful and unique invention daily, from Twelve to Four.

Orders through the China and Japan Agency. Specimen at Mr. McMahon's, Yokohama.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY

79, GRACECHURCH-STREET, LONDON, E.C.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FINEST MEAT FLAVOURING STOCK FOR SOUPS, MADE DISHES, AND SAUCES.

CAUTION.—Genuine only with facsimile of Baron Liebig's signature across label.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE.

JAPAN.

Agent for the *London and China Express.*

COWASJEE DINSHAW,

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery Oilman's Stores, and Stationery of every description Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, nd by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

Sold in packets (in tins for abroad) labelled:—

JAMES EPPS & CO.,

HOMŒOPATHIC CHEMISTS,

Threadneedle-street, and 170, Piccadilly. Works:—Euston road and Camden Town, London.

Makers of Epps's Glycerine Jujubes (throat irritation).

GRAND HOTEL COMPANY.

YOKOHAMA, JAPAN.

THIS HOTEL, situated on the Esplanade, offers to visitors all the advantages and comforts of a European Hotel. All particulars afforded, and guides furnished for trips into the interior; and correct information given regarding the movements of the steamship lines in and out of Yokohama.

J. LYONS, Manager.
W. H. SMITH, Managing Director

HOTEL CASTIGLIONE—PARIS.

SITUATED in the RUE CASTIGLIONE, near the Place Vendome and Rue Rivoli, the most central position in Paris. This Hotel contains Apartments of every description, from f.50 to f.4 per day. Restaurant, Table d'Hote, and every convenience. It is well suited for Families, being quiet and well conducted. The Proprietors, Mr. and Mrs. MERCIER, superintend the Establishment.

12, RUE CASTIGLIONE, 12.

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house, with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL THIERGARTEN—BERLIN

SITUATED in the finest quarter of the City, near the English Embassy and the Gardens, The Proprietor, with his wife, personally conduct the Hotel. Apartments from 10 Thalers to 1 Thaler.

Restaurant and Table d'Hote. Baths and all other conveniences.

HOTEL DE LA VILLE, TRIESTE.

PASSENGERS to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English French, and German papers, and the *London and China Express.* Omnibus attends the trains.

CHARGES MODERATE.

VICTORIA HOTEL, ROTTERDAM.

Proprietor, J. TYSSEN.

OPENED in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

HOTEL ZUM KRON PRINZEN, HAMBURG.

SITUATED on the Alster. A first-class House, at moderate prices

FIFTH-AVENUE HOTEL, NEW YORK.

ONE of the finest Hotels in New York. Situated in the best part of the city, and suitable for families or business travellers.

HANDBOOKS FOR SCHOOLS AND CLASSES.—Widely adopted.

Hamilton's Piano Tutor. New Edition. 4s.
Ditto in cloth. 5s.
Appendix to do. G. F. West. 5s.
Clarke's Catechism of Music. 1s.
Hamilton's Dictionary. 1s.
Hamilton's Instructions for Singing. 5s.
West's Questions on the Theory of Music. 14th Edition, 1s; in cloth, 1s. 6d.
Rohner's Art of Singing. 4s.
Abt's Forty-four Exercises for the Voice. 6s.
Abt's Appendix to ditto, with Twenty-four Exercises for each Species of Voice. 5s.

Sutton's Elements of the Theory of Music for the use of Training Colleges and Schools. Reduced price, in limp cloth, 2s. All post-free. Payment in Stamps or Post-office Order.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order everywhere.

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OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Peshawur	3,781	600	Dec. 23	Mediterranean, Aden, Bombay.
*Australia	3,663	600	Dec. 30	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Nizam ...	2,725	450	Jan. 6	Mediterranean, Aden, Bombay.
*Indus ...	3,470	500	Jan. 18	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of December.

"*" Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles, as explained in the Company's handbooks.

For Passage Rates and Particulars see the Company's handbooks, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

PRELIMINARY NOTICE.

THE CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).

THE new, powerful, and handsomely-fitted iron screw steamers of this Company are intended to resume their trips between San Francisco, Japan, and China at an early date, when it is hoped that their reputation for speed, safety, and comfort will secure them a large share of the increased traffic of the North Pacific.

The "Vancouver" will probably be the first vessel to leave San Francisco, succeeded by the "Vasco de Gama." The "Columbus," to be launched in January, will proceed to Hong Kong and make her first voyage from that port to San Francisco, via Yokohama, and will be followed by other vessels in due course.

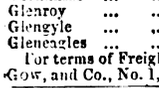
Further particulars will be published shortly.

London, St. Michael's-buildings, 9, Gracechurch-street, Nov. 20, 1875.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Quang Se	100 A1	2,788	400	Dec. 31
Candia... ...	100 A1	1,982	300	Jan. 23
Glenartney	100 A1	2,106	330	To follow
Glenearn	100 A1	2,120	350	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	300	New boat

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Oxfordshire, s.s. ...	1,640	Norris & Joyner...	Dec. 33
Quang Se, s.s. ...	2,788	McGregor, Gow, & Co.	Dec. 21
Glenlyon, s.s. ...	2,119	Do.	Dec. —
Flintshire, s.s. ...	1,243	Norris & Joyner...	Dec. 30
Hankow, s.s. ...	2,332	Do.	Jan. 10
Glenearn, s.s. ...	2,129	McGregor, Gow, & Co.	Jan. 13
Candia, s.s.	1,982	Do.	Jan. 23
LIVERPOOL.			
Diomed, s.s. ...		Alfred Holt ...	Dec. 30
Patroclus, s.s. ...		" ...	Jan. 12
GLASGOW.			
Cheang Hock Kian, s.s.	1,459	T. Skinner & Co.	Jan. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Japan	Orchis, s.s....	A1 100	S.W.I.D.	Dec. —
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Do.	Ziba.....	A1 13 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

Via the Suez Canal,

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (taking cargo for transhipment to Manila and Java, at through rates), the magnificent full-powered Clyde-built ocean steam clipper ship ORCHIS, 100 A1, 1,138 tons register, 1,000-h. p. effective, 200-h. p. nominal; B. C. LUCAS, commander; South-West India Docks.

For Freight or Passage apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.; and York-chambers, King-street, Manchester.

FOR CHINA AND JAPAN.—The following splendid first-class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day.
Sing., H. K., Yoko., & Hiogo	Oxfordshre	100 A1	S.W.I.D.	Dec. 23
Pen., Sing., Yoko., & Hiogo	Flintshire*	100 A1	S.W.I.D.	Dec. 30
Pen., Sing., Hg Kg., & Shanghai..	Hankow ...	100 A1	S.W.I.D.	Jan. 10

* With liberty to call at Falmouth for passengers, if necessary.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate street Within, E.C.

Steam via the Suez Canal.

TO SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, the favourite full-powered screw steamer OXFORDSHIRE, 100 A1, 1,640 tons gross, 1,228 tons net, 200-horse power nominal; C P. JONES, Commander; South West India Docks. This magnificent steamer from her great power offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CHINA AND JAPAN, FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong & Foochow	Echo	A1 12 yr.	369	W.I.	With des
Hong Kong	Scotia	A1	774	W.I.	With des

Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

SOUTHAMPTON TO BATAVIA VIA SUEZ CANAL.—NEDERLANDS STEAM-SHIP COMPANY'S Mail Service to Dutch East Indies.—The only line under special Mail Contract with the Netherlands Government.

The magnificent Clyde-built steamship

Koning der Nederlanden	3,000 tons	1,600-h.p. (effective)
Prins van Oranje ...	3,000 "	" "
Conrad	3,000 "	" "
Princes Amalia ...	3,600 "	" "
Voorwaarts ...	3,000 "	" "
Prins Hendrik ...	3,000 "	" "

The PRINS VAN ORANJE is appointed to sail from Southampton to PADANG, BATAVIA, and SOURABAYA, on the 28th Dec., with transhipment to Samarang, Macassar, &c.

Fares:—First-class, £60; second-class, £34.

For Freight and Passage apply to J. RANKINE and SON, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

Steam via the Suez Canal. Last shipping day, Jan. 15.

FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship NAPLES, 100 A1, 1,473 tons register, 2,289 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; J. P. A. FLINDT, Commander. Victoria Docks. This fine high-classed steamer, built in 1875 especially for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

FOR SHANGHAI DIRECT, with quick despatch, the splendid China clipper ship UNDINE, A1 16 years, 796 tons register, E. R. FAUCKNER, Commander, East India Docks.

Apply to KILLICK, MARTIN, and Co., 10, George yard, Lombard-street, E.C.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU

KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street. Established 1807.

MACKENZIE & CO., COMMISSION MERCHANTS, AGENTS, AUCTIONEERS, &c., SHANGHAI. CHINA.

LONDON AGENCY,
J. MACKENZIE,
4, Great St. Helens, London, E.C.

IRON WORKS FOR CHINA.

MESSRS. JOHN BOURNE and CO. have been instructed by the Chinese Government authorities to invite TENDERS for TWO BLAST FURNACES, with blowing engines, heating stoves, and all other necessary plant. Plans and specifications of what is required may be inspected by makers wishing to tender, at Messrs. John Bourne and Co.'s Offices, 66, Mark-lane, London, and Tenders will be received up to noon of Thursday, 30th December inst. The Chinese authorities do not bind themselves to accept the lowest or any Tender.

LIST OF AGENTS.

THE SEVENTEENTH Volume of this JOURNAL commenced on the 4th day of January, 1875. Terms for advertising, 2s. 6d. per fivet ines, and 6d. for each additional line.

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OFFICE, 79, GRACECHURCH-STREET.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XVII.—No. 643.] LONDON, MONDAY, DEC. 27, 1875. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

The OFFICE of this PAPER is at 79, GRACECHURCH-STREET, E.C., and the List of Agents will be found in our Advertising Columns.

THE MAIL TABLE FOR 1876.

With the next number we shall issue a "Time Table," showing the Arrivals and Departures of the P. and O. and Messageries Services. Free to Subscribers, 1s. to non-Subscribers.

SUBSCRIPTIONS FOR 1876.

Subscriptions at £2 2s. per annum are now payable, and Subscribers will oblige by forwarding the same to the Publisher, JAMES WEST, 79, *Gracechurch-street, E.C.*

Latest Advices.

Ports		Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 24.
Japan—Yokohama		Sept. 17	Nov. 2	Nov. 9
Yedo		—	—	
Osaka and Hiogo		—	—	Oct. 31
Hakodadi		—	—	
Nagasaki		—	—	Nov. 7
China—Peking		—	—	„ 1
Tien-tsin		—	—	„ 3
Chefoo		—	—	„ 2
New-chwang		—	—	Oct. 28
Hankow		„ 3	Oct. 22	Nov. 6
Kin-kiang		—	—	„ 4
Chin-kiang		—	—	Oct. 27
Shanghai		„ 17	„ 29	Nov. 12
Ningpo		—	—	„ 8
Foochow		—	—	„ 14
Formosa		—	—	„ 8
Amoy		—	—	„ 15
Swatow		—	—	„ 16
Hong Kong		Oct. 1	Nov. 6	„ 18
Canton		—	—	„ 16
Macao		—	—	„ 17
Philippines—Manilla		Sept. 24	„ 3	„ 14
Cochin-China—Saigon		—	—	„ 22
Siam—Bangkok		—	—	„ 20
Borneo—Labuan		—	—	„ 18
Sarawak		—	—	„ 17
Java—Batavia		Oct. 15	„ 17	„ 21
Samarang		—	—	„ 13
Sourabaya		—	—	„ 9
Malacca Straits—Singapore		„ 22	„ 24	„ 25
Penang		„ 15	„ 13	„ 19
Ceylon—Galle		Nov. 5	„ 30	Dec. 3
Colombo		Oct. 29	„ 21	„ 1

THE MAILS, &c.

The French mail, bringing the advices dated as above, was delivered, *via* Marseilles, on the evening of the 24th inst., being three days in advance of due date. The next inward (P. and O.) mail, with a week's later dates, viz., Yokohama 16th, Shanghai 19th, Hong Kong 25th Nov., Singapore 2nd Dec, is due on Monday next, the 3rd proximo.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Faroda*, from Brindisi, Dec. 27.—To Singapore: Rev. and Mrs. Aitken.

Per P. and O. steamer *Australia*, from Southampton, Dec. 30.—To Hong Kong Mr. and Mrs. Samuels. Lieut. W. C. Godsal, Sub. Lieut. A. B. Horsburgh, Sub. Lieut. W. Moore. To Singapore: Mr. and Mrs. J. H. Holberton. To Ceylon: Sir G. C Anderson and son.

Per P. and O. steamer *Baroda*, from Venice, Jan. 7.—To Ceylon: Mr. and Mrs. Delmige.

Per P. and O. steamer *Indus*, from Southampton, Jan. 13.—To Hong Kong: Miss Huffam, Mr. E. W. Dent, two Missionaries, three Sisters of Charity. To Singapore: Mr. E B. Gould, Commander A. E. Dupuis, R.N., Mr. Cheek Nopawong. To Ceylon: Mr. J. L. Gordon.

Per P. and O. steamer *Poonah*, from Southampton, Jan. 27.—To Hong Kong: Mr. W. C. Johnston. To Ceylon: Mr. H. Heelis.

Per French steamer *Peiho*, from Marseilles, Jan. 2.—To Hong Kong: Mr. T. Dick. To Singapore: Mr. A T. Black, Mr. L. R. Glass. To Galle: Mr. Newman, Mr. Austin, Mr. Hamilton, Mr. Carter, Mr. Boyd Moss.

Per French steamer *Tigre*, from Marseilles, Jan. 16.—To Yokohama: Mr. Shinagawa To Shanghai: Mrs. and Miss Bradfield. To Hong Kong: Mrs. Beazley, Mr. Duncan A. Smith.

Per French steamer *Hoogly*, from Marseilles, Jan. 30.—To Hong Kong: Mr. and Mrs. Manson.

Per French steamer *Irawaddy*, from Marseilles, Feb. 13.—To Shanghai: W. A. Turnbull, Mrs. Turnbull, Mr. J. L. Blackmore, Mr. Yorke. To Hong Kong: Mr. K. Adams. To Batavia: Mr. Chavannes, wife, and family.

Per French steamer *Meikong*, from Marseilles, March 12.—To Hong Kong: Mr. and Mrs. Fairhurst.

Per steamer *Bellona*, from Hamburg, Dec. 16.—To Shanghai: Mr. Frederick Stobb. To Hong Kong: Mr. R. W. Louis, Mrs. B. Louis, and Miss A. Louis.

Per steamer *Stentor* (Holt's line), from Liverpool, Dec 22.—To Shanghai: Mr Caldwell. To Hong Kong: Mrs. Crocker, Miss Wilson. To Singapore: Mr. Deshon, Mr. Thompson.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 12th November; no later mail from London had been received. The following summary of news is from the *North China Herald*:—

Amusements continue to occupy a leading place in the week's programme. A meeting of members of the Gymnasium has been held, to discuss the advisability of continuing the annual athletic sports. It was resolved to hold a meeting during the current month; the following were selected as the committee:—Messrs. Harvie, Mackenzie, Groom, Pryer, Maitland, and Oehlricks. It was left to the committee to fix the date, a suggestion being, however, made that it would be advisable for the sports to be held on or about the 29th Nov. A programme has since been issued fixing that date. It includes fourteen competitions, and should the weather be fine there will doubtless be a successful meeting.

A meeting of the Shanghai Paper Hunt Club has been held. There was a pretty good attendance of members. The Chairman congratulated the meeting on the success of the last season, and on the prosperous condition of the Club, which now consisted of ninety-seven riding members. After discharging the liabilities the accounts showed a small balance in hand. A ballot was taken for the election of stewards, the result being that the gentlemen who performed the duty last season were re-elected, viz., Messrs. E. G. Low, A. R. Burkill, W. Howie, A. McLeod, S. Walker, and E. H. Gore Booth. Mr. E. G. Low, was unanimously re-elected Master of the Hunt.

The usual sale of racing ponies and griffins after each meeting has taken place at the Horse Bazaar. There was a numerous attendance, and at times the bidding was spirited. Wild Oats had been previously sold privately, and Sea Star, Jamborino, and Hussar were withdrawn. Sinecure was bought in at Tls. 180. Mr. Meller was the auctioneer. The following is a list of

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the ponies sold, and the prices realised, in Tls.:—Muldoon, 45 ; Gallavanter, 40 ; Caractacus, 95 ; Cæsar, 105 ; Balfour, 55 ; Legislator, 45 ; Statesman, 90 ; Seamew, 60 ; Sea Bird, 100 ; Sea Breeze (a griffin), 200 (for Hong Kong); Seaman (a griffin), 45 ; Sea Foam, 100 ; Fleeting Moments, 55 ; Fleetwing, 50 ; Chenapan, 45 ; Voltigeur, 120 ; Kurassier, 70 ; Ajax (griffin), 45 ; Achilles (do.), 100 ; Agamemnon (do.), 75 ; Spate (do.), 70 ; Spray (do.), 250 ; Sinecure, 180 ; Light Brigade, 105 ; Guniea Pig (griffin), no bid ; Ghillie, 75 ; Piastre, 50 ; Cardinal, 45 ; Trident, 65 ; Feiyen, 110 ; Feiyuen, 50 ; Crumbs, 95 ; Flageolet, 60 ; John Barleycorn, 40 ; Saggamore (griffin), 25 ; 1 griffin, 45 ; 1 do., 15 ; 1 do., 25 ; 1 do., 10 ; 1 do., 55 ; 1 do., 60 ; 1 do., 20 ; 1 do., 20 ; 1 do., 7 ; 1 do., 15 ; 1 do., 17.

A rifle match between sixteen members of the Shanghai Volunteer Corps and the like number of men of H.M.S. *Thalia* has been shot, and resulted in favour of the Volunteers. The shooting was in teams of eight each, firstly, volley firing, and secondly, one minute's independent file firing, at 400 yards. A match at football, between fifteen of the navy and the same number of residents, has been played on the Base Ball Ground. Neither side obtained a goal ; but the residents succeeded in getting two "touch-downs." Miss Claus has given two more concerts, which were both well attended and well appreciated by the audience.

The Municipal minutes record a grant of Tls. 400 for widening Foochow Road and rounding off the corner of the Foochow and Szechuen Roads. No money is better spent than in improvements of this kind. A contract has been made for a new iron bridge over the Yang-king-pang, at the bund, for £1,600. Various sites have been offered for a new Police Station in Hongkew, and the selection has been left to the Works Committee, subject to the confirmation of the ratepayers. Alterations to the Tunsin property have been sanctioned, to the extent of Tls. 6,000. The sanitary condition of the Settlement was referred to, and is not considered at all alarming.

The Temperance Society appeal for subscriptions to enable them to increase the number of beds, and to make necessary alterations in the new hall they have taken in Nanking-road. They hope to put up forty beds, and purpose charging only ten cents for a night's lodging if the required funds are contributed.

The New Central Hotel on the Bund was opened on the 3rd of November, and from its position, number of excellent rooms, and other facilities, rises far superior to anything hitherto produced in hotel accommodation in Shanghai. The dining-room, though stinted in width, is a comfortable room, and breadth of idea in the *cuisine* will soon reconcile one to the narrowness of the chamber. The billiard room is supplied with three modern tables and a bar. A private dining-room looks cosy and tempting. Upstairs are a sitting-room and bed-room connected, very enticing for a bachelor who does not want the cares of housekeeping ; a drawing-room provocative of the idea of a dance, and several commodious bed-rooms, which will doubtless be always well filled by visitors. The upper flight contains bed-rooms only, and here we fancy residents will take up their quarters. The management is under the care of Mr. F. E. Reilly, whose experience in Shanghai and elsewhere will, we doubt not, enable him to suit and gratify the peculiar wants of residents and travellers.

Considerable anxiety was felt for several days as to the safety of H.B.M.'s gun-vessel *Hornet*, Commander O. S. Cameron, which left Foochow for this port about a fortnight ago, but fortunately all doubts were set at rest by her arrival in port.

News has been received of the total loss of the British brigantine *Alexandra*, while on passage between Swatow and Tientsin.

His Excellency Shen Pao-chen, the new Viceroy of Nanking, arrived here from Foochow last week. As our readers are aware, Ting Jih-cheng, formerly Taoutai of Shanghai, and subsequently Governor of Kiangsu, has been for some time waiting his advent at the Kiangnan Arsenal, of which, as well as of the Foochow Arsenal, Ting has been appointed chief. To him Shen will here hand over charge of the latter establishment. The new Viceroy, with his retainers, arrived in two Chinese gunboats which carried various flags, and was received with all due ceremony by the local authorities.

Mr. Man's report on the trade of Newchwang contains a very interesting account of the growth of opium manufacture in Manchuria. The picture he draws of the activity with which the industry is spreading will surprise even those who have given most attention to the subject. Practically, no hindrance seems to be now offered by Government to the growth of the poppy; in some cases it is legalised by taxation ; while the profits of the new industry are inducing large immigration and rapid extension of the cultivation.

The Yunnan Mission started from Hankow on the morning of 5th November, with a fine day and fair wind to help them on their way. The community turned out to give them a cheer, and the gunboat manned her rigging as they passed. We wish them success and a safe journey.

HONG KONG.

Our advices by this mail extend to the 18th November ; no later mail from London had arrived out. The following items of news are from the *Hong Kong Daily Press*:—

Most, if not all, of the Italian *graineurs* leave (says the *Japan Gazette*) by the outgoing mail for Europe, having completed their purchases. The native holders of silk worms' eggs reduced their extortionate demands, principally, it is said, through representations made to them from the Japanese Consul in Italy, who plainly proved to them that the prices they wanted could not be paid by the foreign buyers. We have heard of one batch of 30,000 *cartons* being sold at the low rate of 7½ cents per *carton*.

There has been a commotion among the Hong Kong washermen. They struck work on Monday, and stated as their reason that a tax or rent was to be imposed upon them by the Government for using the hillsides for the purpose of drying the clothes. We have now to state, however, that so far as the Government are concerned, it is not contemplated to impose either rent or tax on them. A short time ago it was proposed that these men should take out a squatter's licence for the land which they occupy on the banks of the nullahs, the same as all other squatters in the Colony, but this has been abandoned for the present.

A letter from Canton says :—Five of the ringleaders in the hostile demonstration recently made against Dr. Kerr by the Kuk-fow flower boat people have been arrested, and sentenced to one hundred and twenty blows each with the heavy bamboo. They were further informed that they would be held responsible for any future riot of the kind. The attention of the authorities was directed to the matter by the foreign consuls, on the representation of the various missionaries.

Robberies are still as frequent as ever. Bands of marauders sally forth as soon as night falls, and under the cover of darkness they carry on their nefarious business. Scarcely a night passes but some burglary is committed. It is rarely, indeed, that any of the thieves are captured.

Mr. F. E. Smith, M.P., and Sir C. W. Dilke, M.P., arrived from Shanghai in the French mail steamer yesterday.

At the Peak the maximum temperature during the past week was 68·0, the minimum 56·5 ; at the Harbour-master's office, Praya West, the maximum was 74·0, the minimum 64·0. No rain fell during the week.

We learn that the Chinese officials at Canton are bestirring themselves with respect to the proposed emigration of Chinese from Hong Kong to Atchin. The Viceroy has written, or is about to write, to Sir Brooke Robertson asking him to convey to the Hong Kong Government his best thanks for what they have already done in the matter, and requesting their co-operation in putting down any attempt at resuming the emigration. Orders have been also issued to all the magistrates in the adjoining province asking them to use every effort to prevent it. The Namhoi Magistrate has issued a proclamation offering a reward of $100 to anyone who shall give such information as shall lead to the apprehension and conviction of any of the leaders of the movement, and $30 for the apprehension and conviction of anyone who has been accessory to it. The proclamation states that a certain sum of money has been put aside for the purpose of these rewards. The mandarins, in the meantime, have communicated with their brethren at Swatow so as to prevent any emigration taking place from there.

The P. and O. steamer *Sunda* has arrived. As is already known, she was beached soon after her accident on the south side of the Haitan Straits, where divers from H.M. Naval Yard here, in conjunction with Mr. F. Stuart, the Hong Kong diver, and Mr. Stewart, of the Kowloon Docks, incessantly worked to get her afloat. After much trouble they succeeded in caulking the lower deck and bulkhead over the forefoot compartment, where the holes in the vessel were, and which kept the vessel full of water. The powerful steam-pumps on board, however, soon pumped her dry, except the fore compartment, which was full. She floated at 11.20 A.M. on the 13th instant, when the engines were got into working order and steam got up. At 11.40 A.M. on the 14th she shaped a course for Hong Kong. Fortunately she had fine weather, excepting on the night of the 14th, otherwise the steam-pumps, powerful as they were, would not have kept her afloat. On this night the wind freshened, and a high following sea caused her to make more water than could be pumped out, and matters looked precarious. The morning, however, brought fine weather, and she arrived safe at the Kowloon Docks yesterday morning. The steamship *Columbian*, with the steamtug *Saada* in tow, kept company with the *Sunda* throughout the voyage. She is much injured, and will require considerable repairs.

EXECUTION AT THE GAOL.

The Chinaman named Chun Ahung, one of the prisoners found guilty of piracy and murder at the last Criminal Sessions, was executed outside the gaol. The facts of the crime are so fresh in the minds of the public that it is scarcely necessary here to recapitulate them. A junk called the *Yau-li* left Hong Kong on the 24th of August last for Sam Kai, in the district of Hoi Foong, on the east coast of China. She had on board a crew of nine or ten persons, and seventeen passengers. About sunset on the 26th of August, when out at sea, two junks were seen bearing down on the *Yau-li*, and they hailed her. Some shots were exchanged, and one of the junks ran alongside, and a dozen armed men went on board. They murdered the wife of the captain and his two sons, and after driving all on deck below, they battened down the hatches, plundered the *Yau-li*, and sank

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her. Seven men and two women were apprehended and tried for the offence. Three men were found guilty on the capital charge and sentenced to death, and Chan Ahung was one of them. The unhappy culprit, since his sentence, has manifested the most stolid indifference as to his fate, but has never admitted his guilt. Several Catholic priests have attempted to administer spiritual consolation to him, but he steadily refused to have anything to do with them. There has been no chance whatever of a reprieve for him. The death warrant was read over to him on the 11th inst. Since then he has taken his meals regularly, and generally slept well. He was awake, however, the most of Sunday night, and about six o'clock yesterday morning he was got ready to meet his fate. A new scaffold had been erected in the Magistracy Compound, the usual place, and a detachment of police was stationed beside it, as well as a number outside on Arbuthnot-road. In addition to Acting Sheriff Sangster, the Colonial Surgeon, and the gaol officials, a number of Europeans were in the compound to witness the execution, and there was also a fair assemblage of foreigners and natives in Arbuthnot-road. The culprit was pinioned in the usual way inside the gaol, and was then led to the scaffold by two of the prison warders. The hangman on the occasion was the same European who performed the duty at the last execution, and who is now undergoing a term of imprisonment in gaol. When the unhappy man was handed over to him but a very short time elapsed, and all was over—life being quite extinct about three minutes after the drop fell. About half-past seven the body was cut down. Dr. Ayres then examined it, and gave the usual certificate of death, and it was subsequently buried at Mount Davis, the usual place of interment for the bodies of local criminals. Deceased was a fisherman, and belonged to Tunkun, near Canton. There were very good grounds for supposing that he was one of those concerned in the *Spark* tragedy, but the charge could never be brought home to him.

FOOCHOW.

The chapel of the American Methodist Episcopal Mission in the prefectural city of Yen-ping was destroyed by a mob. The preacher and his family found refuge with a neighbouring shopkeeper; but his assistant was caught, and bound by the mob, who at first threatened to kill him, but afterwards contented themselves with beating him severely, and taking him to the Prefect's yamen, whence he was sent out of the city, under the escort of policemen.

Intelligence has reached Foochow to the effect that the American missionaries at Yen-ping have had some little trouble with the natives. Yen-ping is situated on the Min, about 123 miles distant from here.

The American man-of-war *Ashuelot* is now in port, and the German gunboat *Cyclops* is also still here. The *Ariadne* is expected shortly.

The Arsenal gunboat *Chi Ngan* arrived from Shanghai, bringing the Imperial Commissioner Ting Jih-chang, who has come to take charge of the arsenal at this port.

The gunboat *Hai Ching* also arrived from Taiwan, Formosa, with the Governor of this province on board.

PHILIPPINE ISLANDS.

MANILA.

The Manila *Comercio* of the 12th Nov. gives the following particulars of the seizure of a German vessel from Singapore for breaking the blockade of Sooloo:—"Another seizure has just been effected by the Navy in the Sooloo waters. The commander of the *Vencedora* having been informed when there of the presence of a blockade runner among the islands of that Archipelago, despatched two gunboats to search for her. These gunboats had the good fortune to find her in Siassi passage, discharging and receiving cargo. The vessel was discovered moored amongst the mangroves and covered with branches of trees. Her captain surrendered without resistance. The vessel in question is German, comes from Singapore, and is named the *Minna*."

With reference to the suspension of the firm of Russell and Sturgis the *Diario* of the 7th Nov. says:—The sensation caused by this event in our city is indescribable. Messrs. Russell and Sturgis, during the fifty years' existence of the firm, had succeeded in making their commercial establishment become an institution closely connected with all the ramifications of public wealth, and all the elements of labour. Their firm was a savings bank for small amounts, which there became increased by the accumulation of interest and by economy. It was the lever which from that fulcrum gave motion to the productive power of the country, by convening to the provinces the stimulus of capital.

The *Comercio* of the 8th Nov. states that, on the previous day, a meeting of the principal creditors of the firm was held, with the following result:—"A sub-committee was named to examine the books and balances, and to give an account to the general committee of the actual financial condition of the firm, in order, within the limits allowed by the law, to determine upon what might be deemed expedient in the interests of those whom it represents."

On the 30th of October, and for several days subsequently, stormy weather prevailed at Manila; which proved to be connected with a terrific hurricane which was raging at the same time in some of the neighbouring provinces, and which caused great destruction of life and property both at sea and on land. To judge from the details given in the *Commercio* and *Diario*, the hurricane seems to have been felt most severely in the province of Albay. The devastation caused by it in that province is thus summed up in the *Diario* of the 10th of November:—"The province of Albay has just been suffering from a calamity which has filled the measure of the misfortunes which could afflict it. The hurricane raged there with the full fury of such atmospherical disturbances, and caused floods which, within living memory, have had no equal in extent and violence. In a few hours these floods carried away several villages, and to which there fell victims in such extraordinary numbers that they are calculated to amount to about one thousand persons. There were destroyed flocks and herds, fruit trees, and other marketable articles to large amounts—and lastly, in a province the soil of which is so easy of removal from its sandy and volcanic nature, annihilated the hemp plantations; that is, the last hope of the cultivators, making extensive tracts useless for cultivation for a length of time."

A correspondent, writing to the same journal from Albay, says, that up to the 3rd Nov., 147 corpses of human beings who had perished were buried, and that upwards of 700 more had been buried since; and also that besides the estimated number of 1,000 corpses, there are a great many more underneath heaps of sand brought down by the floods. The tale of houses destroyed reaches 2,544, leaving more uncounted. Amongst the vessels lost was the coal laden British ship *Formosa*, the crew of which, however, came safe to land. During the hurricane a shock of earthquake was felt at several places where it was raging.

JAVA.

BATAVIA.

In the Batavia *Indier* of the 1st Nov. appears the following remarks regarding the loss of the Dutch steamer *Willem Kroon Prins der Nederlanden*:—The steamer had been vainly expected here with the Europe mail of the 1st October. At length, we learned that on the arrival of the *Byron Mackay*, on Nov. 5, the *Atjeh* and *Willem Kroon Prins der Nederlanden*, the former on a voyage from Batavia, and the latter conveying the mail from Singapore, came into collision, and the mail boat had sunk within thirty-five minutes, only the top of her rigging remaining above water. A native stoker and three Chinese passengers lost their lives. The mail bags, eighty chests of opium, $30,000, and the remainder of the cargo have been lost. The disaster is the less explicable, because the navigable channel was wide, and the two vessels had been in sight of each other from a great distance, while both commanders are known to be qualified and prudent seamen.

A commission of inquiry is to be held, and the case being an exceptional one, because both vessels belong to the N.I.S.N. Company, the Vice-Admiral and Chief of the Marine Department, seeing fully the importance attached by the public to the subject, has nominated Naval Captain de Vrieze and First Naval Lieutenant Dyserinck to constitute the commission, along with the harbourmaster and two experts, Messrs. Swart and Jones, whose decision is to be made public as soon as possible.

STRAITS SETTLEMENTS.

SINGAPORE.

The present French mail brings advices from this port to the 25th Nov.; the French mail from London Oct. 22 arrived out on the 23rd Nov. We take the following items of intelligence from the *Straits Times*:—

There is no news of importance from Perak. There have been no further active hostilities, troops were strengthening their position. Nothing more had been seen of the enemy, and we understand no immediate operations were intended. The Governor left on the 19th November in the *Pluto* for Perak, accompanied by Capt. Paton, A.D.C.; Lieut. McCallum, Private Secretary; Major-general Colborne, and the Hon. Mr. Philippo, Attorney-general and Acting Puisne Judge. H.M.S. *Modeste*, which has been so long expected from the China sea, is now anchored in the roadstead, and will leave for Perak after coaling. H.M.S. *Fly* has arrived from Perak, having coming up for stores, and will return immediately.

The official announcement in the *Government Gazette* of the death by assassination of the Hon. James Wheeler Woodford Birch, our Colonial Secretary, at Passir Sala, in Perak, on the 2nd Nov., affords us an opportunity, which we willingly avail, of paying a tribute of respect to his memory. He had just been one year in his new office when he was treacherously assassinated while employed in the discharge of his public duty—a duty which he had been appointed to perform at the special

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request, if not of his actual murderers, of the Chiefs of the country, who should at least have taken care that the valuable life of a British official, who was endeavouring to replace anarchy and bloodshed in their country by order and prosperity, should not be in the slightest degree endangered. In private life Mr. Birch was a most warm-hearted friend and genial gentleman. As Colonial Secretary he was a most able and energetic Executive officer. In the Legislative Council he was a fluent speaker and a ready as well as keen debater. Always courteous in demeanour, easily accessible, and free from official hauteur, he did a great deal, during his short term of office in these Settlements, to remove the general feeling of distrust and the want of harmony between officialdom and the general community which had gradually grown in strength during the first eight years of colonial rule. Mr. Birch made many friends here and in Penang, who deplore his sad and untimely end. By his death the Queen has lost a good servant and the community a most capable official.

Another valuable life has been lost by the death of Captain Innes, R.E., who was killed on the 7th Nov., whilst gallantly leading the attack on the stockade at Passir Sala, where Mr. Birch had been murdered. The circumstances of his death are not of such a distressing nature as those of Mr. Birch's. He died a soldier's death, sword in hand, and whilst attempting to avenge his fellow countryman's cruel assassination, and uphold his country's flag. None the less is his premature fall to be mourned. Captains Innes was first Assistant Colonial Engineer, and although he had not seen such long service as Mr. Birch, and had not been very long in the colony, he was a young officer of exceeding promise, popular with all who knew him, and he has left his mark on some of the Public Works of Singapore and Penang, notably in the re-arrangement of the gaols of the two Settlements. His death is a sensible loss to the colony.

Shortly after the receipt of the news from Perak of the murder of Mr. Birch the announcement that the Maharajah of Johore intended to despatch his gunboat *Pulai* to Perak River occasioned some surprise and unfavourable comments in our columns. We have since ascertained that his Highness's action in the matter has been entirely misunderstood, his motives misconstrued, and altogether great injustice done to his good faith and intentions. We deem it right, therefore, in common fairness, to put our readers right in the matter by laying the real facts of the case before them. The Maharajah's gunboat *Pulai* was sent up to Perak with the approval and at the wish of the Governor, the object being that some of the Maharajah's officers might be able to cross over from Laroot to Upper Perak in order to ascertain beyond doubt, as only Native officials could, the real state of feeling there towards the British Government. For this good service it must be confessed that the thanks of the community to the Maharajah have been of the scantiest.

We now learn that the Maharajah has just rendered the Colony another good service. The whereabouts of Rajahs Mahdie and Mahmoud, of Salangore notoriety, have been the subject of inquiry since the Perak disturbances began. It has been generally rumoured and believed that both were at the bottom of these disturbances and that both had gone or were on the way to Perak to take part in the fighting. This is an entire mistake, at least so far as Rajah Mahdie has been concerned. For some time back he has been living quietly up at Padang, a place close to Batu Pahat, between this and Malacca, and not far from the Moar river. There being some apprehension entertained of what he might do, the Maharajah of Johore sent up his gunboat, either the *Pantie* or *Pulai*, to persuade him to show his good faith by coming down to Johore, and we are informed that Rajah Mahdie, although sick, consented and came away in the gunboat, and there is no reason to believe that he has had anything to do with the Perak rebellion, or that he has been trying to revive disturbances in Salangore. In this matter again it must be acknowledged that his Highness of Johore has shown his good will to the British Government, and for this he should receive all credit. With regard to Rajah Mahmoud, he is said to have aided the escape of Mr. Swettenham when on his way down to Perak river, just shortly after Mr. Birch's assassination.

There has been some stir in the Square and on 'Change by the report of the discovery of a forgery for a considerable amount on one of the banks. It transpired that the bank had discounted more than two months ago three promissory notes purporting to be due by three different Chinese hongs to another well-known Chinese hong. The promissory notes were duly stamped, and seemed all in regular business order, with the chops of the debtor and creditor. To European eyes Chinese chops seem all much alike, but the chops on these promissory notes appear to have passed the scrutiny of the bank's cashier and Shroff. So it is said. One of the promissory notes became due, and was repudiated as a forgery, both chops on it being declared forged. The other two promissory notes were then examined, and also pronounced to be forgeries. The total amount of the three promissory notes is put at $20,000. It is clear, therefore, that there are some clever rogues amongst us.

The British steamer *Ban Yong Seng*, Captain Darke, which has arrived from Bangkok, brought news of a collision having occurred between two steamers, the *Bangkok* of this port, and another British steamer, from Hong Kong, the *Rajanattianuhar*, as they were both crossing the bar of the Bangkok river, outward bound. The *Bangkok* was leading, and when on the bar slackened speed. The *Rajanattianuhar* did not do so, but kept on, and ran into the stern of the *Bangkok*, and both vessels sank on the bar. They are of course in shallow water, the decks of both are visible, and hopes are entertained that they may be raised.

There seems to be fatality attending steamers at the present moment in these seas. Scarcely a day passes without some casualty being heard of among them. A short time ago news came of the loss of the *Willem Kron Prinz der Nederlanden* near Batavia. Another Dutch steamer, the *Salak*, is now reported as missing, and supposed to be totally lost. She left Batavia about twenty-four days ago, with 250 troops on board bound for Atchin, and has not since been heard of.

From the *Siam Weekly Advertiser* of the 11th Nov., we learn that official news has been received from the North to the effect that the Siamese Expeditionary Force had on the 30th September attacked the Cheen Haus, stormed their fortresses at Seetahn and Wat-chan, and put them utterly to flight. The Cheen Hau Commander-in-chief, Liew See Koh, was slain, as was also his second-in-command, Lee See Poh, and Liew See Koh's younger brother, Kwahn Sai, was taken prisoner with a number of Cheen Haus. The campaign would appear therefore to have been a short and sharp one.

The Stewards of the Sporting Club have held a meeting, and, upon full consideration, unanimously decided that, under existing circumstances, it would be inappropriate to give a ball. There will, therefore, be no Race Ball, as usual, to wind up the autumn meeting.

The *Government Gazette* notifies the appointment of Captain Vaughton, 1-10th Regiment, to be a Police Magistrate and Commissioner of the Court of Requests at Malacca, and a Justice of the Peace of the Straits Settlements.

The subjoined appointments have been made temporarily during the present crisis in the State of Perak :—

The Hon. Major J. F. A. McNair, R.A., to be Senior Commissioner attached to Her Majesty's Forces during the operations in Perak.

Mr. W. E. Maxwell to be Deputy Commissioner under the Hon. Major J. F. A. McNair, R.A.

Major S. Dunlop, R.A., to be a Commissioner attached to Her Majesty's Forces during the operations in Perak.

Mr. F. A. Swettenham to be Deputy Commissioner under Major S. Dunlop, R.A.

Mr. F. H. Gottlieb will perform the duties of Magistrate, Province Wellesley, during the absence of Mr. W. E. Maxwell in Perak.

Capt. B. Douglas will perform the duties of Assistant Resident, Salangore, during the absence of Mr. Swettenham.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA. From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales and Cases.
From June 1, 1875, to Nov. 10, 1875	65077632	50742065	1796509	14706174	132322380	22235
From June 1, 1874, to Nov. 10, 1874	71086318	49171421	626251	14919094	135803584	31213

TO THE CONTINENT.

		Bls. & Cases.
From June 1, 1875, to Nov. 10, 1875	8515529	3429
Do. do. 1874, to Nov. 10, 1874	4646707	2816

TO UNITED STATES OF AMERICA.

		Bls. & Cases.
From June 1, 1875, to Nov. 10, 1875	29564088	4436
Do. do. 1874, to Nov. 10, 1874	30487296	2815

TO AUSTRALIA.

From June 1, 1875, to Nov. 10, 1875	14,873,919
Do. do. 1874, to Nov. 10, 1874	12,214,681

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...*	1864 to 1865	121,236,870	52,515
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,449
1855 to 1856	92,240,300	50,181	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,780,792	83,134	1870 to 1871	131,969,850	51,329
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	131,273,580	72,887	1874 to 1875	161,964,467	85,109
1863 to 1864	117,463,586	46,603			

* Including the Continent.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 18, Flying Spur, Montgomeryshire (str.).

At SHANGHAI.—From Liverpool, Nov. 6, Antenor (str.); 9, Chinaman.

At FOOCHOW.—None.

At HONG KONG.—From Liverpool, Dec. 22, Sarpedon (str.), Deucalion (str.); from Cardiff, Amstel; from Hamburg, Gustav Adolf, Picciola; from Portland O, Garibaldi.

Att MANILA.—From Liverpool, Oct. 30, Remus.

A SINGAPORE.—From London, Dec. 18, Burmese (str.); from Liverpool, Leon (str.); from Cardiff, Star of the South, Europa.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For Channel, f.o., Nov. 7, Catherine Ocean.

From HONG KONG.—None.

From MANILA.—For Liverpool, Oct. 29, Whitehall, Nov. 6, Elizabeth Ann; for Channel, f.o., Oct. 19, Mariner; For Cadiz, 31, Vicenta; for New York, Nov. 5, Charmian.

From SINGAPORE.—For Liverpool, Nov. 20, Aurrera (str.); for Hamburg, Bussorah.

TELEGRAMS FROM THE FAR EAST.

THE DISTURBANCES IN PERAK.

(COLONIAL-OFFICE TELEGRAMS.)

PENANG, DEC. 19.—Ismail left Blanja just before arrival of troops; never intended negotiation. Force since advanced seven miles towards Kinta, twice fired on. Malays dislodged by guns and rockets. Strong stockade recently evacuated occupied. Maharajahs left with Ismail. Chinese riot at Malacca; have sent 200 men of the 3rd Regiment there.

PENANG, DEC. 23.—Combined force took possession Kinta, without loss, 17th, after three days' severe march from Blanja, through twenty miles jungle; no serious opposition. Malays quickly dislodged by guns and rockets. Ismail and Maharaja Lela fled towards Patani, taking regalia with them.

(ADMIRALTY TELEGRAM.)

KINTA, DEC. 18.—After firing rockets and guns upon Kinta, combined forces took possession without loss; met resistance; encamped here for the present. Naval Brigade very healthy.

(REUTER'S TELEGRAM.)

CALCUTTA, DEC. 23.—The latest advices received from the Malay Peninsula state that the British force was approaching Kinta. Blanja had been deserted and Ismail had left. The retreating Malays had fired on the advance guard of the British force, seriously wounding Dr. Randall. When this news left the British troops were replying with artillery and rockets.

BOMBAY, DEC. 23.—The latest intelligence received here from Penang is of the 15th inst. General Colborne and Brigadier Ross were respectively progressing north and south of the Perak River. Ismail had gone to Pahang. He had obtained co-operations and complications with other Malay States were probable. Particulars of the attack made on the 7th by a detachment of the 10th Regiment upon the stockade near Sungie Ujong state that the British forces were commanded by Lieutenants Hinxmans and Peyton. The stockade contained 400 Malays, who made a determined resistance, but the position was carried at the point of the bayonet. The British loss is given at 13 killed and 10 wounded, and the loss of the Malays at 21 killed and a considerable number wounded. Matters were considered serious. Anson remained at Malacca.

SINGAPORE, DEC. 22.—Intelligence received here from Perak announces the arrival of the British troops before Kintah, where Ismail and Maharaja Lela oppose them with a large force. Telegraphic communication has been established between Perak and the Cabut (?) river district. General Colborne has asked for reinforcements.

(TIMES TELEGRAM.)

PENANG, DEC. 24.—General Colborne reports that Kinta has been taken without loss. Ismail, with Maharajah Lela, fled to Palane (?).

SHIPPING POSTSCRIPT.

CASUALTIES.—Singapore, Dec. 21, the Seaton, from Zebu, to Liverpool, is ashore near Billiton. Hong Kong, Dec. 22, the Fontenaye, from Bangkok, Oct. 27 (timber and rice), encountered heavy gales, during which she was thrown on her beam ends and shifted cargo; made jettison of part of her cargo. The schooner Franz, from Sydney, arrived here with coal, sprung a leak in lat. 10 S., lon. 169 E. She jettisoned about 25 tons. The Admiral Dervaux (French ship), from Whampoa for London, has been totally lost in Sunda Straits.

MISCELLANEOUS.—Batavia, Dec. 11.—An attempt has again been made to save the specie on board the Willem Kroonprins der Nederlanden upon the usual terms, but it did not succeed, in consequence of the continuance of bad weather. Bangkok, Dec. 2.—The Rajanattianuhar is safe; her damage has been temporarily repaired; will dock at Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CHEETHAM—On the 20th Dec., at 12, Chesterfield-street, Euston-road, London, the wife of J. C. Cheetham, late of Nagasaki, of a son, who only survived his birth a few hours.

MARRIAGES.

BOXER—CRICHTON.—On the 16th Dec., at Holy Trinity, Sydenham, by the Rev. H. Stevens, M.A., Commander J. A. Boxer, R.N., to Georgina Augusta, youngest daughter of G. A. S. Crichton, of The Brae, Dartmouth, Nova Scotia.

SHIPMENTS OF METALS FROM LONDON AND LIVERPOOL TO CHINA.

	Iron.							Steel.		Copper.		
	Rails, &c.	Pig.	Bar and Bolt.	Rod.	Hoop.	Sheet.	Foreign.	English.	Foreign.	Cakes, Ingots, and Tiles.	Rods.	Sheets and Sheathing.
	Tns.	Tns.	Tns.	Tons.	Tns.	Tns.	Tns	Tns	Tns.	Tns.	Tns.	Tns.
Jan. to Oct., 1875 ...	301	3676	2937	7567	377	1330	2590	50	452	16	13	101
Nov., 1875	214	32	233	434	12	126	18	...	...	...	...	4
Jan. to Nov., 1875 ...	515	3708	3270	8001	389	1456	2608	50	452	16	13	105
Jan. to Nov., 1874 ...	...	1783	5805	10705	590	1416	54	22	291	31	3	57

	Yellow Met		Lead.			Spelter.	Zinc.	Tin Plates.	Quicksilver.
	Sheets and Sheathing.	Nails.	Pig Lead.	Sheets and Pipe.	Shot.				
	Tons.	Tons.	Tons.	Tons.	Tns.	Tons.	Tons.	Boxes.	Bot.
Jan. to Oct., 1875 ...	746	35	8017	122	...	87	45	23490	5542
Nov., 1875	8	...	600	...	...	...	3	2500	...
Jan. to Nov., 1875 ...	754	35	8617	122	...	87	48	25990	5542
Jan. to Nov., 1874 ...	935	37	8528	165	10	80	109	14799	7292

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year ...	To China ...	102,840	80,750	53,530	188,740	49,339	69,010
	,, Japan ...	—	2,070	890	255,030	—	49,837
Total		102,840	82,820	54,420	443,770	49,339	118,847
Shipped to the same date last year.....	To China ...	77,100	76,810	49,910	269,735	40,073	46,649
	,, Japan ...	—	1,680	1,400	145,895	480	35,880
Total		77,100	78,490	51,310	415,630	40,553	82,529
Do. 1873	To China ...	63,240	68,890	29,415	374,042	69,989	55,359
	,, Japan ...	—	840	1,240	148,349	100	86,694
Total		63,240	69,730	30,655	523,291	70,089	142,053
Total shipped during the year 1874 ...	To China ...	89,040	83,900	52,010	284,845	47,135	48,485
	,, Japan ...	—	2,040	1,520	175,220	480	87,310
Total		89,040	85,940	53,530	460,065	47,615	135,795
Do. 1873	To China ...	69,340	76,020	30,955	400,082	73,517	59,820
	,, Japan ...	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146 574

Miscellaneous.

LIBELLING A MISSIONARY SOCIETY.

The case mentioned in our issue of the 13th inst. has been brought before the Tribunal of Police at Paris; plaintiff the Abbé de Girardin, defendants MM. Edmond About and Francisque Sarcey, who presumed to attack the Sainte Enfance in the columns of the *XIXme Siècle*, and hint at a misappropriation of funds. The Sainte Enfance was created in favour of the Chinese infants, to save their lives, and to bring them up in the true faith. The defendants throw doubts on the veracity of those clerical sheets which represent infanticide as carried to a fearful pitch in the populous Celestial Empire, and cite numerous authorities, both lay and clerical, in order to annihilate the assertions of the Sainte Enfance. They conceive that so large an Asiatic Power as China, though unrepresented at Paris, should not be gratuitously insulted in order to allow Catholic missions to flourish. It appears that the revenues of the Sainte Enfance amount to about 2,000,000f. a-year, most of which sum is collected by the clergy in sous, and comes from the pockets of little boys and girls impressed with the idea that five sous will save a new-born Chinaman from being thrown to the pigs. M. Edmond About, after examining the budget of the Sainte Enfance, finds that very little more than half the money collected for the little Chinese goes to China. Nearly a million of francs is distributed by the central council between fifty-five apostolical vicars, a dozen apostolical prefects and sub-prefects, superiors, auxi-

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liary ladies of souls in purgatory, sisters of Nazareth, and other female orders. The Jesuits alone receive 405,300f. In fact, 906,000f. go to Siam, Japan, Burmah, the Sandwich Isles, Galilee, and other places where there are no Chinese to be rescued. Calcutta gets 4,000f., Central Bengal, 18,000f., the Bight of Benin 8,000f., Sahara 15,000f., Hudson's Bay 7,000f., &c. These figures are taken from the journal of the Sainte Enfance. M. Sarcey condemns this appeal to French charity for several reasons. He thinks charity should begin at home, and end there. He points to "the abominable and cruel realities" extant in France, where from 80,000 to 100,000 infants per annum fall into the hands of the Assistance, 50,000 of whom perish during the first year. These are the known cases. A work on this painful subject further states that "not an hundredth part of the infanticides committed come before the courts." One of the reasons for this lamentable state of affairs is that the "tours" where new-born children could be placed have been suppressed in France. In China these "tours" have existed for nineteen centuries, and one is still to be found in every district. In France they were suppressed for the sake of economy. In an official report concerning Marseilles we learn that in the first six months of this year seventy-six children were born dead, that "crime oozes through the pale leaves which pass under my eyes," and that wretches engage to make the victims disappear at a reduced price. Then why should the Sainte Enfance not confine its efforts to France? Why excite the charity of French children by the narration of fables and by pictures in which a violet pig is seen devouring a little Celestial, whilst a young abbé is carrying off a rosy cherub in green to be baptised? M. Sarcey quotes in one of his articles a very moderate and witty letter, written by the Emperor of China with his vermilion pencil, on the subject of the French missions. His Majesty seems to think that the barbarians are really throwing away their money, and that they would act wisely in looking after their own children. Several of the lay and clerical writers cited by M. Sarcey, and especially the Père Huc, speak in terms far more severe than those employed by the *XIXme Siècle* of the calumnies to which the Chinese have been subjected. It is mentioned as a strange fact that the children educated by the Jesuit and other fathers in China are not taught to speak French, but only Latin. The tribunal sentenced M. Sarcey (the originator of the polemic which has been carried on in the newspapers on this subject), M. About (manager of the *Dix-Neuvième Siècle*), and the printer to pay jointly f.1,000 as damages. MM. Sarcey and About were, moreover, fined f.300 each, and the *Dix-Neuvième Siècle* was ordered to publish the sentence.

THE THREATENED RISING IN RANGOON.

The *Pall Mall Gazette* says:—Some weeks ago, before the Burmese and Chinese difficulties were finally disposed of, a somewhat alarming rumour reached this country of a plot, barely detected in time to avert some perilous consequences, for the overthrow of the British Power in Rangoon. According to the Indian papers, the report caused much excitement; but in the capital of British Burmah itself "matters were kept quiet, and no general alarm experienced nor interruption of trade." Nevertheless, it seems the story was not a baseless one. On the night of November 12, the town magistrate, acting on "information received," placed several natives under arrest. "Some ringleaders," it is said, "have confessed that a rising was projected for that night under Moung Bwa, a political refugee from Ava, but was abandoned owing to the failure of arrangements. The results of the inquiry have not yet been made public, but it is known that the means at the disposal of the conspirators were ludicrously insufficient, though a large number, including the Chinese, were implicated." A local newspaper, the *Rangoon Mail*, does not consider the project disproved by its manifest absurdity. "There is no crime or folly which Burmese will not be mad enough to commit, providing they have some leader who promises largely. His promises may be made on the most shallow foundation, but so long as he utters his falsehoods with sufficient vehemence and energy he will never want for followers in the large class of vagabonds and bad characters with which this town abounds. We believe the police intend to charge the men who have been arrested with the prosaic crime of attempting to commit dacoity, and with preparation to commit mischief by fire; for the burning of the well-to-do portions of the town, was, it is said, included in the programme of a change of dynasty. It is rumoured that some Burmese loogyes, whose partiality to British rule was thought to be undoubted, are mixed up in the conspiracy."

THE CRUISE OF THE "GOSHAWK."—The topsail schooner *Goshawk*, Mr. G. T. Heskett, owner, left Cowes Roads on the 21st December, 1874, calling at Cadiz, Algiers, Malta, Port Said, and passing thence through the Suez Canal and the Red Sea to Point de Galle, Ceylon, Batavia, Singapore, Bangkok, Manila, the Pellew and other Islands in the Indian Archipelago, and Australia. Intelligence has just been received of her arrival, all well at Sourabaya, Java, from Port Darwin, Australia, on the 26th of October, and that she was to sail for England during the second week in November, round the Cape of Good Hope. She may be looked for in Cowes Roads in February. The voyage has been as successful and interesting as it was enterprising.

THE Rev. Dr. Moffat completed his eightieth year on the 21st inst. Accordingly a deputation from the Congregational Board of Ministers in London waited on the venerable missionary at his residence, and presented to him an affectionate fraternal address of congratulation, signed by 140 members of the Board. Dr. Moffat was deeply affected by the kindness of his brethren, and said it never occurred to him while working among the Bechuanas that his labours should obtain the applause of men. He never thought of anything but to do his work for his Lord, and for the souls of the poor Africans. Had he a thousand lives he would live them all over again in the same good and holy cause.

THE will of Mr. Robertson Gladstone, late of Liverpool, has been proved by Arthur Robertson Gladstone and Robertson Gladstone, two of the sons of the deceased, the acting executors, the personal estate, including leasehold property, being sworn under £120,000. The testator bequeaths £5,000 to be divided between the Liverpool charities and Protestant schools; to his eldest son, Arthur, £5,000; and the residue of his estate, real and personal, to be divided between all his children in such a manner as that each of his sons will receive half as much again as each of his daughters.

THE will of Mr. John Bowman (a partner in the firm of Messrs. Forbes, Forbes, and Co., East India agents, formerly of Bombay, has been proved by Sir Charles Forbes and Messrs. William Steven, Horace B. T. Farquhar, John Christie M'Nair, and Alexander Anderson Weston, the executors, the personal estate being sworn under £140,000. The testator bequeaths to each of his executors £500; to his adopted daughter, Miss Elizabeth Charlotte Dowling, £10,000; to his brother Robert and his sister, Miss Jane Bowman, £4,000 each, and other legacies.

THERE was a large attendance at the meeting of the East India Association, at its rooms in Great George-street, Westminster, on the 21st inst., at which a paper on "The Present Position of Turkey in Relation to Indian Interests" was read by the Rev. Charles Long, of Calcutta. In a discussion which followed, on the subject of Russian approaches towards India, Sir Charles Wingfield, the chairman, expressed his opinion that years and years must elapse before Russia can make its conquest of Central Asia the basis of operations.

A NUMBER of groups of Japanese figures, of life size and in comical attitudes, have just been added to the attractions of the Crystal Palace. In fairness to the Japanese, however, one group should be added representing an average Japanese man and lady without distortion, not only for the purpose of heightening the effect of the humorous groups, but to illustrate the fact that the ladies of Japan are in reality not less fair or less graceful than those of the western world.

THE members of the Blackheath Golf Club played a match on the 21st inst. for a handsome silver filigree cup, presented by the Calcutta Golf Club through Mr. Mudie. The winner was Mr. Richardson, a promising young player. We hear that Mr. Joseph Purvis, an old Singapore resident, has presented a silver cup to the same club, which will be competed for shortly.

WE understand that the committee appointed by the subscribers and members of the Thatched House Club have arranged all the difficulties in which the Club was found to be some months ago, and that new members need be under no apprehension of a "Whip."

IT is stated that the British Government and a French combination, headed by M. de Lesseps, are rival bidders for the Khedive's founder's shares in the Suez Canal, M. de Lesseps having, it is reported, offered f.45,000,000.

Naval and Military.

The command of the 75th Foot has become vacant by the retirement of Colonel Thomas Milles, on full pay, with the rank of major-general. Colonel W. T. L. Patterson has retired on half-pay from the command of the 88th Connaught Rangers. Major and Brevet Lieut.-Colonel F. A. Smith, V.C., has been promoted to the command of the 42nd Light Infantry, vice Colonel Colville, C.B., retired on half-pay. The consequent promotions have all been given in the regiment, the command of the Connaught Rangers being given to Major William Lambert, who served with the 88th in the Crimea, was severely wounded at the storming of the Redan, went through the Indian Mutiny, and has been unfortunate in his promotion, having been three times passed over, when the command fell vacant, by Colonels Burnside, Hughes, and Patterson. The command of the 75th Regiment is expected to pass to Major Richard Wadeson, V.C., who won the Victoria Cross and his commission, under circumstances of exceptional valour, at the siege of Delhi.

The work of excavating the third and last basin of the Chatham Dockyard Extension is making notable progress. About 1,500 convicts are engaged upon the undertaking, which is being carried out mainly by means of convict labour, under the direction of Mr. E. A. Bernays, the civil engineer in charge. This fitting out basin will be much larger than the factory and the repairing basins, which were completed a considerable time back, and are now in use, the basin being constructed having an area of no less than forty acres. A number of new workshops and factories are to be constructed near the various basins. At this moment several convicts are engaged in erecting a large iron structure which will be used as a boiler-shop; other buildings for mechanical works have been constructed and have been fitted with machinery.

The 81-ton gun is being put into a new lathe in rear of the gun turnery at the Royal Arsenal, in order to have the bore enlarged. The lathe is ninety feet in length, and adapted for guns considerably larger than any yet contemplated. Another of a similar kind is to be placed beside it, and the two will be used for boring purposes, while a third lathe now being manufactured at the Royal Gun Factories will be employed in the rifling process. The machinery will at first work in the open air, as the workshop which is to contain it is not yet erected, but a temporary shed will be put up over the lathe as soon as the gun is fixed in its place. The new 160-ton travelling crane and other powerful machinery will be fixed in the workshop with these lathes.

Vice-Admiral Charles Frederick died rather suddenly on the 23rd inst. He entered the Navy in June, 1810, as first-class volunteer on board the Temeraire, 98, Captain Edwin Henry Chamberlayne, flagship, off Cadiz and in the Mediterranean. In consideration of his services in the Yang-tsze, where he was present at the capture of the city of Chin-Kiang, and at the pacification of Nanking, Captain Frederick was rewarded with post rank 23rd December, 1842, shortly after which he retired on half-pay. He became rear-admiral 20th May, 1862, and

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vice-admiral 18th October, 1867. The deceased officer was eldest surviving son of Colonel Thomas Frederick, and claimed the baronetcy on the death of Sir Richard Frederick, but his claim was not substantiated.

Lieutenant-Colonel W. H. Goodenough, Royal Artillery, will succeed Colonel Reilly, C.B., as Assistant-Director of Artillery and Stores at the new office. He served in the Indian campaign of 1857-58, including the action of Pandoo Nuddee, siege and capture of Lucknow, attack and capture of Fort Birwah—severely wounded (three times mentioned in despatches, Brevet of Major, medal with clasp). Colonel Goodenough passed out of the Staff College in December, 1864, since which time he has been constantly employed on the Staff. First, he was Brigade-Major of Artillery at Aldershot, then Military *Attaché* at Vienna, and recently he was appointed to the Woolwich District as Assistant Adjutant-General.

Brevet Major W. F. Butler, C.B., half-pay, late 69th Regiment, who has just returned from special service with Major-General Sir Garnet Wolseley, G.C.M.G., K.C.B., in Natal, has been appointed Deputy-Assistant Quartermaster-General at head-quarters, vice Lieutenant-Colonel Baker, C.B., 18th Royal Irish, appointed Assistant Adjutant-General. Major Butler served in the 69th Regiment with the field force which repelled an incursion of Fenians into Canada, in May, 1870; served throughout the Ashantee war, from October, 1873, and was employed as Special Commissioner to the Western Akims (mentioned in despatches, promoted to a substantive Majority, C.B., medal with clasp).

The Orontes, troop-ship, has been floated out of dock at Messrs. Laird and Co.'s yard at Birkenhead, where her engines have been altered to the compound principle, and the ship herself lengthened 50 feet. She was built in 1862 for the navy by this firm on the same "lines" as the Himalaya, which latter ship, originally built for the P. and O. Company, and designed by Mr. Scott Russell, was bought into the service at the time of the Crimean war. She is still actively employed, and has proved the finest troop-ship in existence. As now altered, the Orontes will carry with ease and comfort upwards of 1,200 troops, in addition to her own crew.

Sir Frederick Haines, K.C.B., the new Commander-in-Chief in India, has offered his Military Secretaryship to Colonel Robert Coope Stewart, half-pay, late 2nd Queen's, Adjutant-general of the Madras Army. Colonel Stewart has, however, declined the appointment, and it is probable that Colonel Martin Dillon, C.B., C.S.I., of the Rifle Brigade, who has been Military Secretary to Lord Napier of Magdala during the whole of his term of command in India, and was on his Lordship's staff in China and Abyssinia, will be asked to remain in his present appointment.

The naval prison at Lewes having been found hardly capable of accommodating the seamen committed to it, the Lords of the Admiralty have determined to establish a prison at Portsmouth for men who are sentenced to a short term of imprisonment. It is not yet decided whether to erect a building for the purpose or one of the old wooden men-of-war as a prison hulk. In the event of building a place, the site will be found in connection with the dockyard extension works, but it would be much cheaper to convert an old liner into a floating prison.

Major E. Markham, Royal Artillery, will succeed Lieutenant-Colonel Goodenough as Assistant-Adjutant General at Woolwich. Major Markham served in the Eastern campaign of 1854, and up to January, 1855, including the affair of M'Kenzie's Farm, battles of Alma and Inkerman, siege of Sebastopol, and repulse of the sortie on October 26, 1854 (medal with three clasps, Knight of the Legion of Honour, and Turkish medal). He also served in India in 1858, and was present at the action of Secundra, January 23 (medal).

The iron-clad turret-ship Independencia, built by Messrs. Dudgeon and Sons, of Cubitt-town, for the Brazilian Government, still remains in one of the graving docks at the Dockyard, Woolwich, but nothing is being done to her at present in the way of completing her for sea. The work of repairing the damages she received at her launch has been undertaken by another shipbuilding firm, on behalf of the Brazilian Government, but operations will not be commenced until the days are longer.

Great supplies of armour-plates for the ships ouilding at Chatham Dockyard are now arriving from the manufacturers at Sheffield. The plates are very large, weighing ten and twelve tons each. The plates come by railway to Chatham station, and are thence drawn to the yard by means of a powerful traction engine. It is expected that 500 or 600 tons of these plates will be sent to Chatham in the next few weeks.

The Lieutenant's Naval Pension of £50 a year, vacant by the death of Retired Commander George Marriott, has been awarded to Retired Commander Charles G. Fegen. The Paymaster's Greenwich Hospital Pension of £50 a year, vacant by the death of Mr. Henry South, Paymaster-in-Chief, has been awarded to Mr. James W. Uzzard, Paymaster-in-Chief.

It has been decided to build at Pembroke dockyard two armed despatch vessels, double screw, with engines of seven thousand horse-power, indicated. They will each carry ten guns and have a displacement about three thousand seven hundred tons. The probable cost of these vessels will be £100,000 each.

The precedent having been established in the case of Major-General Walker, C.B. (Berlin), that military attachés need not vacate their appointments on obtaining the rank of major-general, Major-General Morris, C.B., remains at Vienna, as also Colonel Conolly, C.B., in Paris, on obtaining that rank.

The Swallow, double screw gun vessel, Commander Drummond, has been ordered home from the North American station without waiting for her relief. She was commissioned in March, 1872.

It has been determined to furnish each of the troopships Malabar, Euphrates, Crocodile, Serapis, and Jumna with four of Berthon's collapsible lifeboats, at a total cost of some £6,000.

It is expected that the Duke of Edinburgh will take command of the ironclad Monarch, and serve his time in the Mediterranean squadron next spring.

The Admiralty intends to erect, at a cost of £2,500, a drill-shed in each town where a battery of the Royal Naval Artillery Volunteers is established.

Lieut. McKellar of the 25th Regt., reported as having died at Aden will be remembered as a Sub.-Lieut. in the 80th Regt.

Legal.

HIGH COURT OF JUSTICE—PROBATE, DIVORCE AND ADMIRALTY DIVISION.

MORRISON V. MORRISON.

This was a probate cause in which the plaintiffs propounded the will of the late Mrs. Elizabeth Morrison, who died in 1874. The will is dated the 12th of September, 1872, and is opposed by the defendant, a son of the testatrix, on the grounds of informal execution, incapacity, undue influence exercised over the testatrix by the plaintiff Morrison, and that she did not know or approve of the contents of the will. It appeared that the testatrix was an elderly widow lady, her husband having died many years ago. She had a family of five children, but only two of them now survived—Robert, the plaintiff, and George, the defendant in the present suit. Robert was stated to have been employed in the late Lord Elgin's mission to China, but had received no pension. George had been on the consular staff in Japan, and retired with a pension of £360 per annum. He appeared to have given some trivial offence to his mother respecting money matters, but the crowning offence in the old lady's estimation was his having married a lady whom she did not like, contrary to her wishes, and of whom she always entertained an unfavourable opinion, which was said to have been reciprocated by the son's wife, who entertained anything but affectionate feelings for the testatrix. In consequence of this state of feelings there was said to have been no communication between George, the defendant, who resided with his wife at Brighton, and the testatrix and the rest of the family, who resided at Binfield, near Bracknell, in Berkshire. The testatrix seemed to have in her own right a sum of £3,000, which she had invested in railway debentures. She had also a life interest in a sum of £4,000, which on her death was to go to her children then living and the representatives of those who might be dead. The old lady, from the state of her relations with her son George, and considering also that he was pretty well provided for by his pension, had always expressed her intention of leaving the bulk of her property to her son Robert, the plaintiff. In June, 1872, the testatrix left Binfield for Brighton to spend a few weeks there. The day after she arrived she had a paralytic seizure, which deprived her of the use of her right side. Her mental faculties remained, however, unimpaired, and on the date stated she executed the will now propounded, by which she gave the whole of her property to her son Robert, the plaintiff; in the event of Robert's predeceasing her to his daughter, and failings, both the reversion was to go to her son George, the defendant. This will that gentleman opposed on the grounds stated —The plaintiff and others were called, who gave a detail of the family differences, and the relationship existing between the defendant, his wife, and his mother, which was of no public interest whatever. They also spoke as to the competency of the testatrix at the time the will was executed, and as to the absence of any pressure being brought to bear upon her on that occasion. It was also in evidence that besides the interest of the £7,000 already stated, which the testatrix had to live upon, she was allowed from the Crown a pension of £100 a year in consideration of her husband's services as a missionary to the East, and as being the author of a Chinese dictionary and the first translator of the Bible into the Chinese language.

On the conclusion of the case for the plaintiff, Mr. Inderwick, Q.C., opened the case for the defendant against the will, and expressed his regret that the case, involving as it did so many family matters of a disagreeable character, should have come before a public-court. It would have certainly been much better could the matters between the parties have been arranged, but as that had not been done the case must be fought out. The learned counsel then went over the evidence which had been adduced on the part of the plaintiff, and contended that as the will he propounded was altogether different from the previous intentions, as expressed in testamentary documents, it was an unnatural will, and showed that it did not express the real intentions of the testatrix. By a will the testatrix executed in 1859 she left her property to be divided equally among her children, and by another, prepared in 1871, if not actually executed, she left the defendant £1,000, while by the present will she cut him off altogether.

Sir James Hannen summed up the case, telling the jury that the only question they had to decide was as to the state of the testatrix's mind at the time the will was executed, and as to which they had ample evidence. They had nothing to do with the family squabbles which had been imported into the case.—The jury, without leaving the box, at once gave a verdict for the plaintiff in favour of the will on all the issues. —Sir James Hannen, in accordance with this verdict, pronounced for the will, and stated that as the opposition to it was utterly unfounded, and arose from ill-feeling and disappointment, he should condemn the defendant in costs.

COMMON PLEAS DIVISION.

NIEMANN V. DAVISON.

The plaintiff in this case was a merchant in Mincing-lane, and the defendant, who was a shipowner at North Shields, was the owner of a vessel named the *Duchess*. There was shipped on board this vessel for the plaintiff, at Java, ten casks of arrack. These casks were placed upon the skin of the ship, and a large quantity of sugar, in bags, was placed over it. Some parts of the casks started, and a great quantity of the spirit escaped. The plaintiff now claimed to recover for the

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loss so sustained, his case being that it arose from improper stowage. On the other hand, it was said that there was no improper stowage, and that the mischief arose from the shifting of the cargo during heavy weather.

The verdict was for the plaintiff for £158.

MARINE INSURANCE.—SANDERS AND OTHERS V. BARING AND ANOTHER.

This was an action upon a policy of insurance upon cargo and freight, and the defendants paid £600 into Court. The plaintiffs were merchants in London and Liverpool, and in February, 1873, they shipped on the German vessel *Marianna* 725 tons of coal, to be carried from Cardiff to Yokohama. In October following they put into Hong Kong with both vessel and cargo very seriously damaged. The plaintiffs claimed to recover £1,650, upon the ground that there had been a constructive total loss of the cargo. The defendants admitted a total loss of ship and cargo, but objected to the mode in which the average statements had been made up, and to the Average Adjuster at Hong Kong having allowed *pro rata* freight for the conveyance of the cargo to that port. The only questions, therefore, were questions of law, and the facts being admitted, they were placed on his Lordship's notes, and some correspondence was put in.

In the end a formal verdict was taken for the plaintiffs for the amount claimed; but it was reserved for the full Court to determine whether the defendants were liable for any, and what amount beyond the sum paid into Court.

BANKRUPTCY DIVISION.

IN RE E. M. DE BUSSCHE.

This was an application to confirm a scheme of arrangement. The bankrupt, who is described as a steamship proprietor, of Ryde, Isle of Wight, was adjudicated some time since, and the statement of affairs filed shows total unsecured liabilities £183,177, against assets £19,250. The proceedings were originally instituted in the Newport County Court, but have since been transferred to London. The scheme come to by the creditors is for the acceptance of £7,500 in discharge of all liabilities and the payment of the costs. The money is to be paid in six equal instalments in twelve months, security being given and the bankruptcy annulled. It appeared, however, that there were some matters of detail to be arranged, and a short adjournment was ordered.

IN RE NEROUTSOS AND CO.

This was an application to register a resolution liquidating by arrangement the estate of this debtor, who is a merchant carrying on business at East India-avenue and Manchester, and who failed in October last. The statement of affairs produced at the meeting shows liabilities £22,771, against assets £13,023. An objection was taken in the liquidation office to the registration on the ground that several of the creditors had not been served with the usual statutory notice of the meeting, but it appeared with regard to seven of them, that although wrongly addressed, the notices had reached them, and they themselves had no objections to offer. With regard to seven others it appeared that their joint indebtedness only amounted to the small sum of £196, which would not affect the majority. Upon the application of counsel for the debtor, the Registrar directed the registration.

The estate will be liquidated by arrangement, with a trustee and committee of inspection.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, DEC. 22.

We are once more involved in a Ministerial crisis. Mr. Enderlein, the chief of the War Department, has tendered his resignation, because the Second Chamber refused by a majority of only one vote to grant the necessary money to build the proposed new fortresses. His Budget had been previously carried, but, nevertheless, the Minister regarded this as a vote of want of confidence, and he at once resolved to go the way of his predecessors. Within five years we have had no fewer than eight Ministers of War. They all come with the best intentions and the best plans, but they fail to realise them. The worst of the question is that the organisation of our military forces and of our means of defence remain uncompleted. The papers now advise the Government to abandon the appointment of colonels and other military officers as Ministers of War, and to try a civilian, assisted by a sort of council of military men. This much is certain, that something must be done to improve our means of defence, and it has been fully proved that our military specialists know quite well how to do their duty, but as statesmen they are not worth a penny. Their reputation as orators is so bad that not one of the members troubles himself to listen to their speeches. Mr. Heemskerk was very lucky in the defence of his Budget, and he knows how to deal with the Chamber. His tactics were to take and to give, and he succeeded in passing the rocks on which it was foretold his vessel would undoubtedly strike. He is, perhaps, the best Minister of the Home Department we have had for some time. It is very singular that the chief of the Naval Department should have succeeded in obtaining a majority for his Budget. If this vote means that our navy is in a satisfactory state, then I must acknowledge that I do not understand why former Ministers were obliged to resign office. The last day of the Budget debate was rather interesting, not only because the endeavour of Mr. Nierstrasz failed to induce the Minister of the Colonial Department to publish the documents about the Atchin war (which would be, it was said, detrimental to the interests of the mother country), but because Mr. Fransen Van de Putte made a speech, in which he demonstrated that if he closed his eyes when the Minister, who is a Conservative, spoke, he should imagine that he was himself speaking. This, of course, affords a most eloquent proof that our colonial policy has broken both with Conservatism and Liberalism. There is no difference between them, and the question is whether the Tories have become Whigs, or the Liberals have become Tories. Both have watered their wine, but I think the Liberals diluted the most, while they ought to have been the most earnest to keep their wine pure. The Budget was approved by a very large majority—59 against 3—and the members will disperse to-day or to-morrow to enjoy their Christmas holiday. They will not meet again before the last half of February. The First Chamber will make a beginning with the Budget debate about New Year's-day. As soon as the recess is over the education (lower class) and the plan of Mr. Vander Heim to partially reorganise our system of taxation will be brought forward. The intention to subject tobacco to taxation meets with more and more opposition, but it must be said that most of the opponents are brokers, merchants, agents, and shopkeepers, who gain a living by this article, of which this year there has been imported from Java alone an amount of fifty millions of guildera. The principal objection is that if this article is taxed there is much probability that the trade will seek a *refuge* in Antwerp or Bremen. It is more than probable that the project will not gain the consent of Parliament. Another question is that of Customs Treaty between Holland and Belgium, and this was discussed when the Budget of the Department of Finances, which was approved, was dealt with. The idea which finds promoters, both in Belgium and in our southern provinces, meets with anything but sympathy in the Cabinet. There are many difficulties in the way of a Convention being concluded between the States.

There are some papers urging the necessity that the Prince of Orange should follow the example given by the Prince of Wales in visiting India, but there is little chance of such a voyage being undertaken. According to the *Amsterdamsche Courant*, there is much question just now of a marriage between Prince Alexander (who has artived safely at Algiers) and Princess Beatrice, the youngest daughter rf Queen Victoria. This assertion is not officially contradicted, but oi is thought to be most improbable. Perhaps you may know more than we do. The King has returned from his seat *Het Loo* to the Hague. It is said that the Queen will start for a watering-place in Southern Europe in order to restore her health.

The *Staatscourant* contains the following *entre filet*:—"According to a telegram from the Japanese Government, addressed to the Japanese ambassador at Vienna, dated Tokio, December the 8th, a Portuguese, named De Roza, had tried to defraud the Dutch Company at Yokohama (query the Dutch Trading Company) out of a sum of three millions of dollars by means of a false letter of credit, said to be drawn by the Japanese Government, on a pretext that men-of-war were to be bought for Japan. The endeavour has miscarried, and he has fled to America or Europe, and perhaps intends to try his luck there by the same means. The ambassador hereby warns all persons against this man."

A few weeks ago the High Court gave a verdict in the law-suit "Muller *versus* the Steamship Company Nederland," in consequence of which the Company has to pay the damages, because the master of the ship has not been able to prove that there was *force majeure*. This verdict has greatly frightened our underwriters and shipowners, and it must be acknowledged that their position is a most hazardous one. In a few days a meeting of members of the Chambers of Commerce will take place, in order to deliberate whether it is not advisable to induce the Government to alter the law so as to make such verdicts impossible for the future.

The Regent of Malang, Raden Adhipati Arjo Noto Dinang Rat, has been created a Knight of the Order of the Netherlands Lion.

The greatest dulness prevails on Change, so that there are no transactions of any importance to report. The issue of the new loan of the Netherlands India Trading Bank has proved a success; 20,000 shares being subscribed here, in addition to those placed in Java.

PRODUCE MARKETS.

A thaw having set in there has been some revival of trade, and prices in general are well maintained.

COFFEE.—Some small parcels of private import have found buyers at prices which were kept secret. Holders are not inclined to operate and nothing can be bought under 58½c. under good ord. The market closes firm.

TEA.—Prices are unaltered, and, some small parcels excepted, nothing of importance has changed hands.

SUGAR.—The market has remained unchanged, though some cargoes were sold at prices fluctuating from f.½ to f.1 under those of October. A good demand has prevailed for white and fine quality. The sales comprise about 10,000 mats.

RICE.—No business doing.

SPICES.—Nutmegs and Mace, ordinary quality, have met with a good demand, but other articles under this head have been very dull.

TOBACCO.—For Java and Sumatra some demand has prevailed, and a few small parcels have been sold by private tender. About 12,000 bales Sumatra, 1874 crop, have arrived in the course of this year, of which 11,645 bales were sold. The stock is 10,544 bales Java, and 799 bales Sumatra.

COTTON has met with a limited demand, but the market has remained firm. Bengal has sold readily for export, but it is rather difficult to find buyers for American on the spot.

TIN has been very quiet, the price of Banca, however, being well maintained at f.50 to f.50½, and some parcels have found buyers at this quotation. Billiton is offered only in small lots, and the nominal quotation is f.49½.

RATTANS.—One hundred and eighty piculs ex County of Elgin found buyers at prices that did not transpire.

DRUGS.—Only small lots sold in the second hands.

ARRACK.—One hundred casks Batavia, ex County of Sutherland, were sold at prices that did not transpire.

THE RISING IN PERAK.

(THE TIMES.)

The despatches received by the Colonial-office from Sir William Jervois and by ourselves from Penang report further successes of our troops against the Malays of Perak. The advance up the Perak river had proceeded without a single check, and the little army under General Colborne's orders has made its way to Blanja, where we heard some days ago that the Maharajah Lela was awaiting events. This chief seems to be the moving spirit of the resistance to the British

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power, and apparently accompanies, or carries about with him, Ismail, the Pretender to the Perak Throne, whose claims Sir Andrew Clarke rejected in favour of those of Abdullah. The troops and blue-jackets, according to Sir William Jervois's despatch of Saturday, reached Blanja on the 13th inst. without opposition, the Malays everywhere hoisting a white flag to intimate that they abandoned resistance. But the British approach had driven Ismail and his adherents into the jungle, to his stronghold at Kinta, where the troops have pursued them. The results of this advance were not definitely known at Penang when the news was telegraphed by our correspondent, but probably there were some desultory attempts to check it, for we are told that "when three miles from Blanja Dr. Randall was shot through the thigh." Such resistance as was made would, however, appear not to have been as yet very sustained; for the despatch to the Colonial-office must be read as intimating that the Maharajah Lela had by that time, with Ismail, quitted Kinta also. It will be seen from the very interesting letters of our special correspondent which we publish that during the earlier operations against the stockades lower down the Perak river the troops received the most valuable assistance from the gunboats improvised for their service by the officers of the vessels sent to secure the waterway. No doubt the same aid was available all the way up from Passir Sala to Blanja, but now, when the enemy whom our men are pursuing has plunged into the jungle and turned aside from the course of the river, the help of a little navy must be dispensed with. It is, therefore, possible, notwithstanding the triumphant advance to within seven miles of Kinta, that the further progress of the expeditions may be exposed to greater difficulties than any which have appeared since the early successes described by our correspondent.

It is therefore very necessary that the inland operations should be conducted with all the prudence and thoroughness of preparation for which our correspondent gives credit to the officers concerned in the capture of the stockades between the Residency and Passir Sala. Since those positions were forced there has been no organised resistance to the progress of our troops in Perak, for the account of the sharp fighting on the 7th inst. which was telegraphed some days ago refers to an outbreak, not in the neighbourhood of the Perak Residency, but of our Residency in the insignificant State of Sungie Ujong, on the inland border of the Province of Malacca. This is certainly an outbreak in a new part of the Peninsula, and so far contradicts the expectation that the dissatisfaction of the Malays had been localised. But it had been so promptly checked by the action of the 7th, and its development had, we may hope, been so completely nipped in the bud by the Ghoorka reinforcements despatched to garrison Sungie Ujong and Malacca, that we shall possibly hear no more of disturbance in this quarter. The attack on the stockade without artillery was, perhaps, an act of rashness, for the disaster of Captain Innes's storming party might easily have been repeated. But, after all, a bold course was for many reasons advisable, and the experience of the troops on the Perak River, whose exploits against the stockades are described by our correspondent, proves that the Malays are as quickly disheartened by defeat as they are encouraged by unexpected victories. The improbability of any immediate connection between this outbreak near Malacca and that in Perak is increased by the fact that the territory of Salangore, which lies between them, was in profound quiet at the date of the last despatches. Nevertheless, the fact may be taken to prove that Malay discontent is not confined to Perak, which, indeed, is likely enough for several reasons. We have interfered in the affairs of other States besides Perak, and especially in those of Sungie Ujong, where the trade in tin is very considerable, and has been interrupted, to the great discontent of Malacca traders, by the lawless practises of semi-independent chiefs on the Lingie River. Sir Andrew Clarke interposed to secure the free navigation of the Lingie, and pulled down some stockades there in May, 1874. It may be that some of the chiefs whose interests were then affected have now thought that the occasion was come for recovering their piratical power when the British forces were drawn away to Perak. But it can hardly be that the danger in this quarter is very serious, since at the time of Sir Andrew Clarke's operations the stockades were deserted. The Governor, however, took care to have a "sufficient force" with him, and, as he told the Legislative Council at Singapore afterwards, "it is very important that this should always be the case.

The Malays, in fact, like other semi-barbarous races, are reduced to submission not so much by actual fighting as by the display of civilised strength so imposing that the rude imagination is weighed down and cowed. This is very strikingly illustrated in our correspondent's descriptions of the operations against the stockades near Bandar Bahru and Passir Sala. The Malays evidently accepted the repulse of Captain Innes's badly disciplined and imperfectly armed force as typical of our powers in warfare, and, naturally enough, they were not afraid to meet us. But as soon as they experienced the pressure of a skilfully devised attack by troops kept well in hand they fell back rapidly into despondency. The first stockade was defended more obstinately than the rest, and soon the defence ceased altogether, and at every place that the troops approached the white flag was hoisted. The rockets and shells, of which the Malays had never seen anything before, not only inspired terror by the destruction they dealt, but by the strange and seemingly magical manner in which they dealt it. These admirable weapons for jungle warfare with savage races must have almost as paralysing an effect on those who are only acquainted with smoothbores and muzzle-loaders and ordinary round shot guns as the arquebuses of the Spanish invaders had upon the Mexicans. It is not likely that the Malays will have the obstinate courage to familiarise themselves with these novel dangers of war, for they continue to decline a deliberate encounter even behind the ramparts of a stockade. The careful blockade of the Perak River and its creeks by the Queen's ships that were fortunately at hand will also embarrass and terrify them, for they are not a provident race, and they can hardly hope to obtain large stores of ammunition in the interior. On the side of Larut they have nothing to hope. The large Chinese population employed in the tin mines, outnumbering the Malays, according to our correspondent, by twenty to one, are bitterly hostile to their nominal masters, and most willing to co-operate, if necessary, with the British in subduing the lawlessless of the Malayan Chiefs. It i fortunate that Larut is thus disposed, for a diversion in that quarter might prove far more formidable than anything which could be attempted in the more southern principalities.

It cannot be disputed that the Malays of Perak, and probably of every State where the Straits Government has interfered to establish order, are bitterly hostile to the British intruders. Even when the capture of the stockades below Passir Sala had frightened the enemy into retreat or submission, our correspondent speaks of the "scowling faces" with which the advance of the Expedition was watched by the natives who appeared on the banks of the river. The restraints of law are intolerable to people like the Malays, who resemble the Highlanders of Scotland a hundred and fifty years ago in their passion for fighting and for plunder. A Government that insists on the preservation of the public peace and on respect for the rights of property must be to such a people an intolerable yoke, which assuredly they will never voluntarily accept, and which must be imposed upon them, if at all, by superior force. It is, therefore, not at all surprising that the Malays of Perak resented the reforms which the British Resident attempted to introduce, and were still more suspicious of the turn affairs might take if they permitted the transfer of the supreme judicial and administrative power to the Queen's Commissioners. These considerations are quite sufficient to account for the tearing down of the proclamations at Passir Sala and the attack on Mr. Birch. But we do not as yet know all the facts, and other causes may have contributed to bring about an explosion. Our correspondent recounts some proceedings of a civil officer during the operations of last month which seem to point to an absence of tact, judgment, and circumspection in some at least among the civil officers employed by the Straits Government in their dealing with the natives. The orders given to burn the villages of the Malays who had not offered the slightest resistance to the troops, who had hung out the white flag, and against whom there was no evidence of any complicity in the offences of the Maharajah Lela and the Sultan Ismail, were clearly objectionable on every ground of principle and policy. They involved the assumption that the whole of the native population was hostile, which is not true, and which it was politically a mistake to suggest, and they tended to provoke vindictive feelings which might have seriously hampered our military schemes. But the ill-treatment of a poor Chinese shopkeeper on the absurd ground that he did not try to prevent or avenge Mr. Birch's death—as to which he gave valuable information—in the presence of a fierce crowd of Malays was a more grotesque piece of injustice. How can we hope to make our rule respected, not to say beloved, while such errors are possible? Yet even more indispensable han sound judgment and tact in dealing with wild natures are other moral qualities, which, it may be, are not always secured. Whatever may be the nature or duration of our rule over the Malays, we must take precautions, by careful selection of officers and rigid supervision, to set up examples of integrity and purity of life to the subject race. If our representative men fall short in this particular, they will assuredly endanger the power of England, as well as imperil her good fame. Sir William Jervois, in proposing to his Council a few weeks ago to place in the hands of British officers the whole Government of Perak, assumed that competent and trustworthy men for a peculiarly delicate work could easily be found, nor do we doubt the fact. Only it is well to bear in mind that the greater the difficulty of the task on which we have chosen to enter the more needful is it to exercise discretion in the choice of those who are to carry it out on our behalf.

(THE HOUR.)

We are sorry that an attempt is being made to censure the line of action followed by Sir William Jervois and Sir Andrew Clarke. It is alleged that Sir W. Jervois has exceeded his instructions, and that it was an error in the first instance to interfere in the feud between Sultan Abdoola and Rajah Ismail. We are not of this opinion. It is true that peremptory orders have been given not to annex Perak, and it is true also that the establishment in that region of a British Protectorate some twelve months ago was the ostensible cause of the recent outrage. But it should be remembered that Colonial Governors ought to be allowed a wide discretion. As on the field of battle, so in the field of civil administration, it is sometimes a duty to transgress or overstep the orders of a superior. Sir W. Jervois and his immediate subordinates were probably the best judges of the way to keep order in Perak; and if the formation of a Protectorate was popularly regarded as a prelude to complete absorption into the British Empire, neither he nor Sir A. Clarke are responsible for this erroneous inference. We take it that the question of the annexation of Perak is simply postponed, and not definitely answered in the negative. Its rich mines can only be advantageously worked by European speculators, who will never be attracted thither so long as life and property are insecure, and society in a semi-barbarous condition. Moreover, the industrial importance of the Chinese coolie influx into Perak can hardly be over-estimated. As on the western seaboard of North America, so in the Malay district, the Chinese make excellent workmen, but the Malays hate them, half, we suppose, from race antipathies, and half from trades' unionism, as John Chinaman undersells the market. It is very easy to turn round on Colonial Governors and saddle them with accountability for every *émeute* or insurrection. Sir W. Jervois acted according to the best of judgment, and is known as a firm and able administrator. The time may not be ripe for the incorporation of Perak into the Empire, but our ultimate Imperial destiny in that region cannot be mistaken. By a curious coincidence an assertion was made not long ago in the columns of a journal well known for the rashness and truculence of its statements, that Mr. Wade, our Minister at Peking, had fallen into disgrace. A response to this ill-natured and ungenerous imputation was shortly afterwards given. The Queen made Mr. Wade a Knight Commander of the Bath. It is very easy to attack political and diplomatic agents. But justice requires in the case of the British officials at the Straits Settlement that they should be defended against hasty sarcasms and crude theories as to the wisdom of their discretionary acts, the moment that a black cloud has flitted across the horizon. It would be an error to imagine that every

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ting is tranquil in the Malay Peninsula. The natives have been alarmed by the guns and rockets, but though there is no real ground for apprehension, it must not be supposed that the "Pacification of Perak," desirable as would be the operation, is absolutely at an end.

(PALL MALL GAZETTE.)

The operations of the expedition sent to punish Mr. Birch's murderers, commencing though it did disastrously with the lamented death of Captain Innes, R.E., will, we cannot doubt, prove successful. With the details of the expedition it is not our present intention to deal. There is a political question, however, which deserves consideration. What is to be the result of the policy which has been forced upon us by the incapacity of the Malays of Perak to manage their own affairs? We can put up no longer with turbulence and disorder in a petty native State intimately connected with our own settlements by its propinquity and its commerce. It is hopeless to think of expecting good government under any Malay ruler, and the political system of Perak with its infinity of petty chiefdoms is one not deserving of a second attempt to prop it. Under British Government the country will in a few years become like our other possessions on the Peninsula —peaceful, wealthy, and populous. The undeveloped wealth of the mines and forests of Perak will be opened to the English capitalist. Annexation to the colony of the Straits Settlements seems to be the only mode of preventing a recurrence of the evils from which Perak has long been suffering. We should have no reason for regret in the long run, probably, if this were only a stepping-stone to a policy which would make another Ceylon of the Malay Peninsula; though it is obviously possible enough, even in these late days, to have more responsibility of this sort forced upon us than is altogether agreeable.

THE OPERATIONS AT PERAK.

("THE TIMES" CORRESPONDENT.)

BANDA BARU, PERAK, NOV. 17.

The *Pya Pekhet* steamed out of Berabet at 4 A.M. on Sunday, the 14th inst. I had come down from Banda Baru the night before to give her my English letters to take to Singapore. While on board we heard the sharp ping of bullets striking the water, and the next morning I hailed the sentry of the gunboat *Thistle* to inquire the cause. He answered that some boats had been trying to run the blockade, and had been fired upon. He also said that Captain John Bruce, with Lieutenants Forsyth and Ross, Surgeon Lloyd, thirty blue-jackets, and eight marines of the *Fly*, with the same number of men under Lieutenant Lowe from the *Thistle*, had started about an hour before for the Residency. We overtook them at Kota Lomat village. Here the stream is so shallow that launches drawing more than 18in. are unable to proceed further, and the boats were cast off. The sailors poled them the remainder of the journey. These boats are made from the hollow trunks of trees, with the sides pressed out until they nearly become flat bottomed. No one appeared in the villages on the banks, but here and there a scowling face peeped at us from the jungle, and quickly disappeared. A few resolute men, armed with rifles, could have easily picked us all off, but since Lieutenant Abbott had stockaded the Residency no interruption to communication with the mouth of the river had been attempted. On our arrival at 10 A.M. we heard that Major Dunlop, the official Resident, in conjunction with Commander Stirling, of the *Thistle*, and Captain Whitla, Her Majesty's 10th Regiment, had determined to make a reconnaissance in force on the morrow. Every available man had been brought up. Spies had reported that Rajah Lela's house was strongly stockaded at Passir Sala; that other stockades had been built, and the old ones strengthened, and that they had cannon and 1,000 men in the first stockade, where Innes's party had been repulsed; but that their provisions were running short. and they were expecting more arms and ammunition. It was a happy thought that suggested the blockade of the rivers by the boats of the *Fly* and *Thistle*. This duty had been well performed under Commander Bruce, and arms and several barrels of gunpowder had been captured on their way to the enemy. These captures had an important result in diminishing the amount of resistance afterwards offered. The Residency at Banda Baru is merely a mat house, with four rooms and verandahs. In these were squeezed all the officers as they arrived, while the men were sent into temporary sheds and tents close by.

All Sunday the sailors were engaged making platforms on the boats for the guns. As each one was finished it was floated into the stream to be tried. One of the men requested Lieutenant Abbott's permission to take a large dyspeptic-looking monkey, who had taken up his position under the Residency, and seemed to spend all his time in attempting to sit upon the upturned half of a cocoanut shell. The man alleged, as a reason for the request, that the poor animal might feel melancholy if left behind. Permission was immediately granted. As I passed the animal I saw him viewing with a critical air the movements of a sailor opening a cartridge-box. He appeared as if he knew the favourable result of the negotiations, and was, accordingly, interesting himself in the arrangements for next day. By sundown the guns were all ready and in the boats. Such was the care and foresight with which the arrangements were planned that even the tubes for the guns were tried, to see that they were sound. In one seven-pounder, under Lieutenant Abbott's special care, six tubes were tried, and each missed fire. It transpired that they were portions of a number sent up by the Colonial Government, who had taken them over from the Indian Government, with some "antediluvian mortars and other fossil remains," as a bystander remarked. They were condemned, and Admiralty tubes substituted.

At 9 P.M. the enemy's evening gun sounded so much heavier than usual that a general impression arose that their works had been pushed closer, but this proved not to be the case. The Havildar of the Sikhs, who were reported to have so ignominiously fled, came to Major Dunlop, and begged that he might be allowed to pick out a few men and join the expedition. It had first been resolved that no Sikh should be allowed to go, but Major Dunlop very wisely granted his prayer. They went with the advanced guards, and were in the first stockade with the leading troops. He told me with tears in his eyes that the whole of his people had eaten dirt, and they were charged with being as women. That, although he himself with a few others had been drilled as soldiers, the majority were mere boys, many not Sikhs at all, and some did not know how to put a cartridge into a Snider. Then when Innes was killed there was no one with the force that could speak a word of their language, and when he spoke to a soldier the only answer he received was, "D—d fool." He averred that he and some of his men were close up to the stockade, near the Hon. H. Plunkett. He also said that when Innes was killed his Sikh guard were unprepared, had not their muskets loaded, and five of them were then killed and wounded before they retreated. I have been unable to find any public mention of the latter fact, but, as far as I am able to ascertain from Mr. Plunkett and others, the main points of the story are true. It is singular that, while the Sikhs were branded to the world as perfectly useless, a full account of their killed and wounded does not appear to have been equally promulgated for public information.

On Monday, November 15, at three A.M., the small force quietly filed into the boats. The sailors manned the gun-boats, and poled themselves up the stream. The soldiers' boats were poled by Chinese coolies pressed into the service. It was daybreak before the whole of the force had embarked. The river is about 300 yards wide. On the opposite bank rose cocoanut, palm, and other trees, while lower down to the water's edge the elephant grass waved its tall feathery tops in the morning breeze. The rising sun shot its rays down the river as the boats lay in line in the middle—first upon the blue-jackets and their sombre guns; then on the marines, with their burnished arms sparkling; then upon the picturesque red coats and white helmets of the 10th, as they sat side by side holding their muskets; and lastly upon a motley group of Chinese, Sikhs, and hospital orderlies. I had been able to obtain a good rowing boat, and, accompanied by Reuter's agent, followed the troops. The stream was shallow, and boats were continually grounding. A disposition was also shown by many of the Chinese coolies to disappear the nearer they approached the scene of action. At last, at nine A.M., we arrived at the landing place, called Passu Panga. The land force then disembarked, and was told off in the following order:—

Mr. Swettenham, Assistant Governor, with some Malay allies and their chief, Rajah Mahmoud, as scouts; the advanced guard, under the Hon. H. Plunkett, Superintendent of Police, Penang, consisting of fourteen marines and a few Sikhs. The main body and rear guard comprised two companies of the 10th, under Lieutenants H. Meyrick and F. Louth, and was accompanied by twenty artillerymen and one howitzer, under Lieutenant R. E. Monckton, R.A. The whole land force was commanded by Captain Whitla, and barely mustered 190 men.

Major Dunlop accompanied the column as official Resident; Surgeons Orton and Randall also marched with the troops. There were left in the boats about seventy sailors, with four guns, one mortar, and two rocket tubes. Commander John Bruce, H.M.S. *Fly*, commanded the gun division, but the whole river force was under Commander Sterling, of H.M.S. *Thistle*.

Lieutenants Ross and Lowe, Abbott and Forsyth commanded gun and rocked detachments, and Paymaster Harrison accompanied Commander Stirling in his little steam gig.

It had been arranged that the guns should first clear the jungle for the troops on the right bank of the river, and that they should then advance skirmishing parallel to it. I followed the gunboats, keeping them in sight as well as the military so far as the jungle would permit. The action opened with a rocket, which fell into the jungle. Now and then I could see the skirmishers beating through the long grass and trees. A Sikh or Marine would appear on the bank, crawl along, get behind a tree, discharge his musket, and then disappear. Behind them the white helmets of the 10th glistened through the foliage, a conspicuous mark for the enemy. This dress is the worst for jungle work possible. The Sikhs in their Kaki suits were hardly recognisable from the foliage. I believe, however, that the men had nothing else to wear, as they were sent so hurriedly to Perak. When within about a mile from the first stockade a large round shot skimmed the surface of the water, followed by discharges of grape and canister from the enemy. At the same time the rattle of musketry was heard in the jungle, and for half an hour a heavy fire was sustained. The troops, however, skirminishing, kept up with the gunboats. Two 24lb. rockets were kept steadily at work, and we could hear the yells of the Malays as the rockets came whizzing and bounding in among them. On shore Lieut. Monck-

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ton's howitzer could be heard, also bombarding the stockade. I landed to see the main body of troops advancing, and was conversing with Lieutenant Meyrick, when a round shot passed close to us, cutting down a tree and burying itself in the earth beyond. We had arrived at the spot where Captain Innes was shot, and I found some of the men crouching behind trees, preparing for an assault. Monckton's gun was blazing away into what appeared to be high elephant grass and plaintains, with here and there jungle bushes and small trees; but it was too dense to see any stockade. A man of the F Company of the 10th, who was near me, complained that his Martini rifle had become fearfully hot, but that the regiment liked the weapon much better than the Snider. As we were waiting we heard the peculiar whizz of the rockets and a cheer from the sailors, and then a most despairing cry from the stockade, followed by a cessation of firing. Then the advance was sounded, and the men rushed forward, followed leisurely by myself. Soon I heard their cheers and came upon the stockade evacuated. It was a ditch twelve feet deep and about the same width, with pointed pieces of bamboo stuck in the bottom so closely as to prevent any rush over them. The earth had been piled up, and stakes had been driven on the top, making it a very ugly place to storm. Unfortunately for the Malays, they had not finished fortifying the river bank, and as the stockade was at right angles to the river, a rocket had been sent with so true an aim that it enfiladed the mark, and killed and wounded twelve men. Monckton's shell also burst at the same time at the base of the stakes, smashing them, about 100ft. from the river. This probably caused the Malays to evacuate the stockade. A Chinaman who was in the stockade witnessed the occurrence and afterwards reported it. The Malays, however, managed to hide their killed in the jungle before we entered, and the only traces that I could see of the fight were the blood-bespattered leaves and ground, the smashed palisades, and the general destruction that the rockets and shells had made. All the huts were burnt, and the troops being re-formed, they proceeded through the jungle, the Naval Brigade clearing the way, as before described. Occasional shots were heard in front, but the two following stockades were evacuated after a bombardment. In the first stockade I noticed the Malays' dinner prepared, but the cooking utensils had been smashed by a shell, and their rice was lying about, showing that they must have been surprised.

Passir Sala, the fourth stockade, and the place where Birch was murdered, is about one mile and a half further up on the same side of the river. Rajah Lela is the head of the village, and it is alleged that he ordered the murder. This stockade mounted four cannon, and as soon as the boats came into view they began to play upon them and the jungle. The Malay practice, however, was bad. One of the guns burst, and the remainder were silenced by our effective fire. The troops were soon inside, and Rajah Lela's house was sacked and burnt, as was every house between it and the first stockade. We had started at sunrise, and it was now about 5 P.M., so the men were halted, and rations served out. While they were resting I visited the mat bathing-house in which Mr. Birch was murdered. It was built on a raft of four big logs of wood, as described in my former letter. A Sikh who was present at the murder showed how the "Sahib" took off his revolver and handed it to his orderly, who was standing on one of the logs just outside. The murderers immediately rushed down. The orderly fired two shots, and fell backwards into the water. The news had got abroad that this was the house, and it was soon cut adrift from the bank, fired, and sent floating down the river. The flames flared high as the tide quickened the passage of the raft.

Within Rajah Lela's village a Chinaman kept his shop. He had witnessed the murder of Birch, and, under the excuse of going to buy rice for Rajah Lela, he had escaped from the place and had came to the Residency. He had been examined as a witness, and apparently told the whole story truthfully. He, however, was confined more as a criminal than as a witness. When the torches were applied to the thatches of the several dwellings a pause was made at this Chinaman's shop, but a young civil officer ordered it to be burnt, alleging as a reason that the Chinaman had stood by and seen Birch's murder without trying to prevent it. It seemed hard for the Chinaman, considering that he was a resident in the village and entirely in Rajah Lela's power, that he should have his house burnt down, when his own life would have been the penalty if he had attempted a rescue, which must have been unsuccessful. The flames, however, soon devoured the little shop, with all its tables and accessories. The Chinamen have acted well towards the British all through the disturbance, but such injudicious acts as the above will tend to estrange them from us, and if witnesses are treated thus there will be the greatest difficulty in getting evidence in important cases.

There had been no trouble with the left bank of the river; no troops were landed on that side, neither were the houses or property hitherto touched. I had noticed a man come down to the river bank and affix a white flag to a pole, at a village belonging to Datu Saga. He had been expected with ex-Sultan "Ismail" to join Rajah Lela against the British. He probably would have done so if Rajah Lela had beaten the troops off a second time. Whatever his guilt, it would have occurred to many people that an undefended village with a white flag flying would be spared at any rate, unless the owner of it was actually found in arms. But a party went across and fired it. In one house there was a woman and child, but she was turned out and the torch applied. Two men thereupon appeared, and one threw a spear, which wounded a policeman in the stomach. The spearman was immediately shot dead. Until the torch had been applied no resistance had been offered. It is said that Datu Saga was present at Birch's murder, and that there was evidence to implicate him. He probably deserved punishment, but it grates against one's ideas of justice when a man's village is burnt down in his absence because he is alleged to have been present at a murder. He might possibly have prevented it, but there is no proof that he was in actual arms against us, and he had no opportunity given him to make his defence. His punishment might easily have been left for the civil authorities to deal with hereafter. No blame can be cast on the troops for this. They naturally would be guided by the civil power, and they were led on to do these two last acts by an officer supposed to know the district. The hatred with which the Malays view us will be intensified when acts such as these are noised abroad.

It was dark as the troops re-embarked; but the tide was in their favour, and the boats easily floated down the river. The banks were lit up by the glare from the burning houses, which sent up their crackling sparks high into the night air and gave a solemn and grand effect to our departure. The men arrived at the Residency about 8 P.M., having worked well and taken six guns and four stockades. With the exception of a few scratches from the pointed bamboos, there was but one man seriously wounded. The loss to the enemy must have been great. There is no doubt but that this well-timed and well-planned expedition crushed in the bud what promised to become a serious war. Those chiefs who have been wavering will now probably submit, unless driven into desperation by any injudicious acts on the part of the local authorities. The ex-Sultan "Ismail," to whom Rajah Lela sent Birch's boat, returned it when he heard of our preparations. This looks as if he did not wish to become our open enemy. The only fear is, that when our men go into the jungle again they may come unprepared upon a stockade. As long as the Malays now in arms have a stockade behind them they will gradually retreat until they come to the last, when a warm action may be expected.

Fortune generally smiles upon well-planned and well-executed undertakings, and occurrences seem to dovetail in to assist success. I have mentioned the round shots I saw bounding on the water. At the first stockade I inspected the gun which belched them forth. It was well pointed to rake the river, but was lashed on a rough frame so clumsily that it could not be easily moved. The marksman, secure of his aim, must have waited for the boats' appearance, but fired a second to soon. The shot fell close before the boats. When the next shot was fired it fell behind them, as they had progressed in the meantime. Just the same with the grape, they only once got a fair range, when the bullets flew under the awning of Commander Stirling's little pinnace and pitted the water in fountains around it. I had seen Surgeon Lloyd aground in his boat, and had offered him a lift. Immediately he saw the grape he ordered my boatmen to pull to Stirling's boat, as he feared some one was hit. He told me it was his duty to be in the first line of fire to attend to the wounded. We rowed up to the Commander's boat, and I was very glad to leave him there.

To one like myself, who did not feel bound to be exposed, the reason why all our officers were killed or wounded in the first skirmish was clearly explained. I noticed Bruce in the first line aiming with his rifle, disdaining to kneel down in the boat. I heard Whitla calling to Meyrick not to rush on so far ahead of his men, and I saw the little steam-launch, with Stirling and Harrison in it, plying about while the two guns from the stockade were playing at them. The enemy did not make such a stand as was suspected they would. But I think they were astonished and cowed by the magnificent artillery and rocket practice. Probably they had never seen or heard of rockets, and the infernal din they made as they fizzed and bounded here, there, and everywhere in the stockade and jungle must have disheartened them. Often was heard a wail of pain, not of one person only, but of many people. The shouts of defiance rang in a different key on the ear and could easily be distinguished from their yells of pain. Almost every rocket did its duty, and the cheers of the sailors waxed louder and louder as the missiles dropped on, in, and around the stockades. For clearing jungle of the enemy they appeared to me to be the best weapon discovered. Stockades hid in jungle are good as ambuscades, but the small number of wounded may be attributed to the fact that the troops knew where the stockades were and had deep cover with trees almost to the ditch, and the enemy evacuated before an assault was made. The troops behaved splendidly, but had it not been for the way in which the affair was planned and executed I might have had to append a long list of casualties to this intelligence. I believe the plan was jointly concocted and carried out by Major Dunlop, Commander Stirling, and Captain Whitla. Lieutenant Booth, who had been badly wounded in the first engagement, was left with fifty-five Sikhs and Police to guard the Residency.

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LONDON: MONDAY, DEC. 27, 1875.

THE MALAY OUTBREAK.

The Times correspondent describes Captain SPEEDY at Laroot, and Mr. BIRCH at Perak, as having commenced reforms "with the inherent energy of JOHN "BULL, stopping piracies, cutting roads, making gaols, "and virtually taking the whole power out of the hands "of the Malay chiefs." These changes, he thinks, "might be acceptable to the poorer classes, but not to the higher," who suddenly found their wings clipped, their claws pared, and themselves constrained to lead dull quiet lives, very different from the excitement which had become to them a second nature. This state of things favoured the intrigues of the discontented and disappointed party who supported ex-Sultan ISMAIL, and matters were already ripe for a disturbance when Mr. BIRCH published a proclamation of the greatest importance in a most incautious way. Those who have resided in the Straits, those who know the Malay character and understand how far it differs from or resembles that of other Asiatic races, will readily agree with us that *The Times* correspondent is neither wholly right nor yet wholly wrong. Sultan ISMAIL and some few other nobles were no doubt sore; but for this our Government can hardly be blamed. Wherever there is a struggle there must needs be two parties to it; and in taking upon ourselves to decide between the rival claimants and restore order, we know that the hostility and resistance of the unsuccessful side were factors which could not be left out of the account. The thing to be really regretted is that the Straits Government, being aware of all this, sent its representatives to look after an unsettled province without a gunboat at their backs, or a guard sufficient to keep the peace until all excitement should have passed away. The greatest error of all, however, lay in that ill-timed overzealous display by Messrs. BIRCH and SPEEDY of "the inherent energy of JOHN BULL." The disaffected chiefs could have done but little harm if the people themselves had not been tormented with a course of busy and in their eyes needless innovations. "Whirr, whirr, everything by wheels; whizz, whizz, everything by steam." This is precisely the notion Asiatics have of our rule and manner of life; and they hate it; they are contented to be as they have always been, basking in the sunshine, loitering, smoking, doing as little work as possible, paying few taxes and taking their ease. To the expulsion of pirates they will readily assent, for pirates are a social nuisance, a disturbing element; but why these new roads all in such a hurry, entailing more tribute, and a good deal of forced labour? Why more gaols, and those other and hitherto-unheard-of worries implied in the general term "reforms?" This is the Malay spirit; we do not praise it, but it is a great fact, and when the pirates had been got rid of, and life and property had been made secure, every other step should have been taken slowly, tentatively, cautiously; it should have been remembered that Mohammedan Malays cannot change their nature as a regiment changes front at the word of command; and when an alien to their race and creed, taking the control from the native rulers, attempts to crowd more reforms into a twelvemonth than we have been able to introduce into Baroda, for example, in seventy years, he is doing the very thing to precipitate a catastrophe. Let us, then, be warned by what has happened; and should Perak and Larut pass wholly into our hands, as we hope will be the case, let the officials who undertake to administer those provinces remember that the natives are eager enough for trade if they are not stroked the wrong way, and that mining operations and commerce will be surely and steadily developed if no artificial obstructions are created by hasty attempts to force a multitude of uncomprehended changes down the throats of unwilling natives, as mothers do medicine with a long spoon. To make the people sulky and discontented is to lay bamboo-spikes along the somewhat jungly path of trade in Perak and Larut, which will block the road against enterprise and capital for a generation.

Equally reprehensible, equally unjust, and no less ruinous to all the best interests of commerce is the tendency to confound the innocent with the guilty, to visit with indiscriminating punishment every native who chances to cross our path during our angry moods. This was what happened during the Indian Mutiny; soldiers hurried from England to relieve Lucknow saw a Cawnpore murderer in each mild Hindoo; and we all know the famous incident—a day's march beyond Calcutta—when the Colonel tied up two suspicious characters whom he noticed lurking near his tent, and was told in the evening when he wanted his mattress, that "Master finish gib order dis morning hang up bed-coolies." So now again we hear from the Straits melancholy reports which probably have been exaggerated, and *may* be altogether untrue. Let Lord CARNARVON look to it at once, and wire out the most stringent orders, so that no injustice may be unguardedly perpetrated which we may afterwards have good reason to regret. The statements, we say, possibly will turn out unfounded, but they are too detailed to warrant us in wholly setting them aside. What, for example, means this account of the sack of Rajah LELA'S Malay village, where, by the express order of a young civil officer, a Chinaman's house was deliberately burnt down? "The flames soon devoured the little shop with all its tables and accessories," and all because this Chinaman, who himself brought us news of the assassination, "stood by and saw BIRCH fall without trying to prevent the murder." His house, in fact, was burnt *pour encourager les autres*. The officer who gave that order knew nothing of Chinese character; or, if *he* was right, then not a Chinaman on the globe ought to have a house left standing. We seem also to have fired an undefended campong, where the owner had already hoisted the white flag, and when he appeared to make fight in defence of his wife and child, whom we had turned out of the doomed homestead, he was of course shot down. Other similar incidents have been spoken of. The *Times* correspondent says of them, that when they get noised abroad they will intensify the hatred with which Malays regard us; and we may add what is equally important, they will excite the more persistent animosity of the Chinese. We protest, and protest stoutly, in the interests of commerce as well as of justice, against any violence or bloodshed not of proved necessity; and we press this the more urgently because it is quite clear that British soldiers are always well in hand, their discipline and order in times of war are exemplary, and there is therefore no difficulty in preventing excess. The foe is a piteously weak one, there are little or no riches to tempt a spoiler, and no disorganisation can be pleaded as an excuse for any unmerited outrage by our troops.

TRADE AT THE PORTS AND IN THE INTERIOR.

IN the course of his report upon the trade of Kiukiang for the year 1874 Mr. KOPSCH, the Commissioner of Customs at that port, makes some very pertinent remarks bearing upon the question of trade with the interior of China. With an amount of thoughtfulness for which we are ready to give him every credit, he recognises the fact, too often overlooked, that the history of trade at the River ports forms a practical indication of what would be the results of extending trade to the interior in other directions; but while carefully reviewing the circumstances connected with the trade of his port upon the above assumption, he draws from them an inference which is to our mind precisely the opposite of that to which his hypothesis and facts directly lead. Mr. KOPSCH cites

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Kiukiang as an example of the results which follow the opening of inland ports and as demonstrating the fallacy of the theory so long entertained that ports of shipment near the producing districts would resuscitate trade in foreign hands, lessen the cost of tea, and establish a market for the sale of manufactures. Neither of the two latter results, he says, has been attained. Tea has become dearer the nearer we got to the districts, and the anticipation of a ready sale for imports kept on the spot has not been realised to the extent that was anticipated. This is unfortunately only too true; and the fact has long been recognised by those who have paid attention to this subject as proving that those who have been inclined to consider that a great improvement in trade must necessarily result from the mere opening of marts further in the interior, have overlooked an essential element in such opening, namely, that it be made in such a manner as will reduce and regulate the internal dues which press so heavily upon both the import trade and the export trade. It was assumed by those who discussed this subject some years back — that is before the nature of Chinese internal taxation was as well understood as at present—that the opening of new ports would at once and necessarily put an end to excessive levies; but experience proves that this is not the case, and that a new port may be opened without any material improvement being made in this direction. On the other hand, it has been demonstrated equally by experience that the opening of new ports does tend—often, no doubt, slowly and after much opposition, but nevertheless in a degree, which in the course of years becomes plainly and unmistakably marked —to diminish these artificial restrictions, and that in proportion as this result has been brought about trade has improved. This, in point of fact, is the lesson to be actually deduced from Mr. KOPSCH'S statements, when taken as a whole, with respect to the trade at Kiukiang. In one part of his report he states an enigma, but in other parts he gives us the solution of it. With respect to the increased price of tea, he shows that no advantage has been obtained by the transit passes in consequence of the imposition of a new tax. Such being the case, the increase in price on approaching the producing districts is easily understood as a necessary result of increased competition. "In consequence," he says, "of the imposition of the "'growers' tax,' it is cheaper to pay lekin on exports than "to obtain a transit pass to protect them from taxation *en* "*route*, the half tariff duty and growers' tax amounting "to more than the lekin." As respects the import trade, Mr. KOPSCH is equally clear. He states, "Each year's "statistics afford further proof that the system of for- "warding goods inland on payment of the half im- "port duty, as prescribed by the Treaty of Tientsin, "is being availed of more extensively year by year, "and that it is of inestimable advantage to traders, "where local taxation is so heavy and variable," and he concludes with the following noticeable admission:— —"Had the system been brought into operation on the "opening of the port, it would have acted as a powerful "stimulant towards the development of the import trade." Here, then, we see that the facts at Kiukiang are precisely in accordance with the conclusions arrived at by those best able to judge of the bearing of the opening of new ports upon the furtherance of foreign trade; that is, that the existence of the new depot itself will be of little advantage, but that it will be a benefit so far as it tends to remove restrictions, and in a large number of instances this result may be quietly and legitimately brought about, as the native dealers become acquainted with the immunities as to internal taxation to which they are entitled in regard to foreign goods according to the Treaty, and find means of forcing the local officials to respect them. This result is more easily produced in connection with imports than exports; and as it happens that our chief interests in China lie in the direction of furthering trade in our manufactured goods, the working of the opening of new ports, as set forth by Mr. KOPSCH in his able report, so far from giving cause for disappointment, is, when all the circumstances are taken into consideration, in every respect encouraging.

IT is with some regret, and some surprise, that we learn the determination arrived at by the Royal Humane Society in regard to the services rendered by several Hong Kong residents in saving shipwrecked life during the severe typhoon of 1874. That no medal is to be given is certainly unfortunate. We will not now recapitulate the story of how Messrs. MCEWEN, BAIRD, PRIOR, and the TAUFER brothers were the means, at the imminent risk of their own lives, of saving the crews of the *Albay* and *Lenore*, nor with what satisfaction the Government and residents of the colony looked upon the case. The matter was fully represented to the Royal Humane Society, with the result—brought about, no doubt, by the necessary rigour of the society's rules—that the brothers TAUFER receive a medal of thanks, and the others nothing. Why a distinction has been made in the services of the gentlemen we cannot guess. No one will, we feel sure, decry the official recognition thus given to Messrs. TAUFER, but as the others shared the like perils and exhibited the like pluck, we are sorry that the services of all have not been found to be equal. Though late in the day, we trust that the local Government of Hong Kong will not overlook the services of the others; those on the spot will appreciate more fully the good work rendered.

THE difficulty which has long existed in comprehending matters connected with China, in consequence of the small number of persons who have been able to master the language, has of late years been greatly dispelled by the increasing number who have entered upon that valuable but certainly somewhat uninteresting study; and, as a consequence, sources of information hitherto closed are now open to all who desire to inform themselves with reference to what is going on in that part of the world. Among the means thus placed at our disposal, one of considerable importance is the translation of the decrees, &c., in the *Peking Gazette*—the official organ of the Chinese Government—which are regularly given in the columns of the *North China Herald*. To those at home who desire to form accurate views as to political affairs in China we commend the perusal of these documents. They are reprinted in pamphlet form at the end of each year, and thus supply a valuable record of the doings of the Chinese Government. We should like to see similar efforts made in other directions. Translations of important proclamations by provincial and local officials would be only subordinate in interest to those of decrees emanating from the capital, and would often give a useful insight into matters which are dealt with in a somewhat summary, not to say evasive, manner, by the "high authorities" who surround the Dragon Throne.

IT is announced that Mr. W. F. B. PAUL, who has for the last three years held the appointment of Civil Commandant at Accra, on the West Coast of Africa, is now under orders from Lord CARNARVON to proceed to Singapore for general service in the Straits Settlements, his acquaintance with the Malay race and language, obtained by service under the late Sir JAMES BROOKE, specially fitting him for the place.

A TELEGRAM from Mr. HART, the Inspector-General of Customs at Peking, has been received at the London Agency, stating that CHEN-LAN-PIN and YUNG-HENG have been appointed Ministers to Washington. It is difficult to see why two Ministers should be appointed to one place.

REPORTS ON TRADE AT THE TREATY PORTS OF CHINA FOR 1874.

The usual valuable reports upon trade, issued annually by the Inspector-General of Customs, have been published for 1874. Though somewhat late—of which, however, seeing the tardiness of our Government in publishing the Consular Returns we can hardly complain on this side—they contain a great deal of information of a permanently useful character, of which we note the salient points.

TIENTSIN.—Mr. James Twinen, Acting Commissioner at Tientsin, reports a slight improvement in opium, 5,331 piculs having arrived for local consumption, against 4,957 piculs in 1873. In regard to the native-grown opium, he says it is impossible to speak with much certainty, but speaking generally, he reports "very large crops" in Shêng-king and Kansuh; "large" in Szechuen and Yunnan; "fair" in Shangtung, Shansi, and Kan

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suh, and "small" in Chili. Of cotton piece goods there was a larger importation than that of any year since the port opened, with the exception of 1871, when the extraordinarily large quantity of 1,279,955 piculs T-cloths was imported, against 694,515 in the year under review. Woollens show a falling off in almost every article. Summing up the trade of the year, Mr. Twinen says:—"Taking everything into consideration, it cannot be said that the trade of Tientsin has at all retrograded, and yet there is but little hope that it will greatly develop until the day arrives when openings shall be made for fresh enterprise."

CHEFOO.—Mr. E. B. Drew, Acting Commissioner, states that the trade of the year 1874 presents no remarkable contrasts or extraordinary features. The import of opium at this port has been very great, and consequently the revenue shows a high total. The amount of opium was 4,156 piculs, against 3,103 in 1873.

NEWCHWANG.—Mr. Man, Commissioner at Newchwang, reports that the year 1874 was a period of depression in the trade of his port, but there was good reason to conclude at the date when he wrote (March, 1875) that it would rapidly pass away. Opium showed a decline of 1,093.84 piculs as compared with the previous year; a fact which Mr. Man attributes to a great extent to the increase in cultivation of the native product. All over Shêng-king, though as yet at respectful distances from the large garrisons, the poppy may be seen, and every town in the province is amply supplied from its yield. Mixed in a certain proportion with the Indian, the use of the native drug is spreading among the gentry, while the resort to it pure gives the humblest peasant an opportunity of obtaining a longed-for and otherwise impossible luxury. Mr. Man adds that successful efforts have been made to improve the quality of the native drug, and to this in a great measure is to be attributed the increase in its consumption. Passing to manufactured goods, the Commissioner notes a decline in T-cloths in favour of drills, jeans and other more durable goods, and makes some very sensible remarks upon the suicidal policy of adulterating the cottons themselves, and also of false packing, which are fast detracting from the *prestige* of British manufactures.

HANKOW.—Mr. Jas. Mackey, Assistant in Charge, reports that the net value of the trade of Hankow shows a slight falling off as compared with the preceding three years; but against this there is an increase in the export of native produce of local origin. There has been an increase in grey shirtings, but other descriptions of cotton goods have declined. The import of cotton is considerably lower than the previous year, being only 182,704 piculs, against 350,000 piculs. This is accounted for partly by the want of rain having made the Shanghai crops short, while fine weather in Szechuen made a heavy crop there. In opium there is no noticeable variation as compared with 1873. Mr. Mackey gives a terse and almost comical account of the opening of the tea market in 1874. He says:—"The market opened on the 19th May, at an advance of Tls. 3 over last season's rates. This advance was considered due to speculative boldness on the part of the buyers, as gratifying to the astonished teamen as it was the reverse to the foreign operator, and the ball once set rolling, high rates were at first maintained and a fair business done." The export of tea direct to foreign countries was 192,473 piculs, against 133,618 piculs in 1873. Mr. Mackey, who in the opening of his report, disclaims any ambition of "seizing the opportunity which the subject affords for rhetorical display, in order to win his literary spurs," concludes as follows:—"If the present year falls within the category of a backward one, although only in a slight degree, it is but fulfilling its proper destiny and holding its natural place in that universal and onward, though slow march towards perfection in the far off immeasurable distance of time, the goal to which all things else are tending."

KIUKIANG.—Mr. Kopsch, Commissioner, reports an augmentation in receipts far exceeding that of previous years. This has been brought about by a variety of circumstances: the absence of floods along the Yangtsze, tranquillity in the province, a harvest of fully average yield, the gradual recultivation of rich Tea districts overrun by rebels, and an unusually fine spring for the growth and preparation of the leaf. The gross trade of the port amounted to Tls. 13,960,953, or Tls. 1,825,112 over 1873. The increase in imports is mainly in cotton goods and opium—the business in the former having increased six-fold in ten years. The quantity of opium imported has been 2,905 piculs, against 2,365 the previous year, and is the largest quantity yet imported; the shipment of black teas exceeded that of 1873 by 16,395 piculs; and that of green teas by 3,336 piculs. Mr. Kopsch considers it incomprehensible that merchants should have almost abandoned Kiukiang, after all the capital laid out, and all that has been written as to the desirability of gaining access to the producing districts. He adds that it is admitted now that the trade of this port has been greatly neglected, and that two firms will be re-established there this year. A very gratifying feature is noticed in the report, namely, that each year's statistics shows that transit passes on payment of half import duties as commutation for internal dues are being yearly more availed of for forwarding goods into the interior of the country.

CHINKIANG.—Mr. Novion, Acting Commissioner at Chinkiang, reports that the trade of the year 1874 does not present any peculiar features; on the whole, it has been satisfactory, an increase being shown in most of its branches, and the fears expressed last year not being realised. The increase of one million taels per annum which occurred successively in the years from 1870, to 1873, is not apparent in 1874, and this fact is considered to show that the trade has resumed its regular channel, and reached its maximum of twelve million taels—an amount one million in excess of what was anticipated last year. An increase in the imports of opium, of 1,371 piculs, is ascribed to the same causes as last year, the principal one being the facility purchasers find in evading the Lekin duties. It is stated, however, by the commissioner, that the merchants engaged in the opium trade object to this secret conveyance of the drug as being prejudicial to their business, by making it more or less dependent on the luck of the smugglers. A decrease of 175,000 piculs in piece goods is stated not to be a falling off, but to be attributable to the large stocks left unsold at the end of 1873.

SHANGHAI.—Mr. G. B. Glover, Commissioner at Shanghai, notes an increase of 40 per cent. in the total revenue of the port, namely, from Tls. 2,310,000 to Tls. 3,250,000 in 1873. More than three-fourths of this increase is in the import duties, and that on opium is 30 per cent. over the previous year. There has been a large increase in the export of silk to the Continent, as, owing to the increased banking and telegraphic facilities, continental purchasers now obtain the principal part of their supplies direct from China instead of going to the London market for their requirements. The total import of opium into Shanghai was 57,563 piculs, against 55,453 piculs the previous year. The trade in opium during the past eight years is reported not to have risen in proportion to that in other articles, and Mr. Glover attributes this to the increased production of native opium, which he says is gradually but surely interfering with the consumption of that from India. The returns do not give a fair indication of the amount of native opium brought into Shanghai, as nearly all the import is surreptitiously brought down the Yangtsze by Chinese employed on the river steamers, and it neither pays freight to the steamers nor duty to the Customs. The native dealers estimate that from 2,500 to 3,000 piculs of Chinese-grown opium are consumed yearly in Shanghai. The total import of grey shirtings has more than doubled since 1867, and the import of T-cloths, drills, and jeans has increased in a greater degree. On the other hand, there has been a considerable falling off in the import of woollen goods, especially camlets, lustres, orleans, long cloths, and broad cloths. The business done in the article of matches is noticeable, the amount received in 1867 being valued at Tls. 12,000, whilst last year's import was Tls. 100,000.

NINGPO.—Mr. Detring, Acting Commissioner at Ningpo, reports the total value of the trade carried on under the supervision of his office in 1874 to have been Tls. 14,546,310, against Tls. 15,653,032 in 1873. The total net value of foreign goods imported was Tls. 5,998,926, or Tls. 303,720 less than in 1873. The decrease in the import of cotton goods is attributed to the extraordinary cheapness of raw cotton consequent upon an abundant crop. The cotton crop of 1874 was most abundant. Towards the end of the year the stock on hand was so great that it caused prices to fall lower than they had been for the last fourteen years.

TAMSUI (FORMOSA).—Mr. Hobson, Commissioner, reports the total opium deliveries to have been 1,706 piculs, against 1,708 in 1873; and that the total export of coal was 672.181 piculs, which is short of the 1873 shipments about 5,165 tons. This falling off is ascribed first to Japan cargoes competing favourably in the Shanghai market, and secondly, to the prohibitive rate of duty which is still enforced. Referring to the Japanese visit to Khelai, Mr. Hobson says that whether it was or was not a success so far as their own interests were concerned, the fact remains that it has worked for good, and that greater security is now insured to coast traders; a large field is opening for the industrious Chinese emigrant, and in his track a style of civilisation will certainly follow, which if crude when judged by a Western standard, will still be infinitely preferable to the state of utter savagery which has hitherto existed.

TAKOW (FORMOSA).—Mr. Henry Edgar, Acting Commissioner, states that although the trade of this port during several months of the year was to some extent unfavourably influenced by the presence in Southern Formosa of a large body of Japanese troops, and the consequent possibility of a rupture at any moment in the relations of China and Japan, its net value for the whole period of 1874 is greater than that of any year since the opening of the port, and exceeds that of 1873 by $722.874. In opium there has been an increase in the import of 500 piculs, 28 per cent. on the amount in 1873. The export of brown sugar has been unprecedented, amounting to no less than 672,677 piculs.

AMOY.—Mr. George Hughes's report on Amoy contains many interesting details, the most important general fact being that the transit pass system has again been availed of with satisfactory results, foreign goods to the value of $150,687 having been sent into the interior under their protection. There has been a slight increase in the import of opium, but in other imports trade was for the most part dull.

SWATOW.—Mr. J. L. Hammond, Commissioner at Swatow, reports that there has been a considerable increase in the trade

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as compared with 1873. The importation of cotton goods during 1874 was more than 50 per cent. over that of the previous year, grey shirtings having increased from 77,000 to 130,000 pieces, and other goods in proportion. The total exports of sugar in foreign bottoms in 1874 amounted to very nearly a million piculs. Since 1859 cargoes have been sent to the Continent, Great Britain, and the United States by sailing vessels and steamers, but Mr. J. L. Hammond notes that it is only in case of a very short crop in the West Indies and South America that Chinese sugar would find a remunerative market in Europe, and that the distance is so great that the chances are the market would be supplied from some other source before sugar ordered from China could be received.

CANTON.—Mr. Kleinwächter reports that a considerable decrease is noticeable in the total trade for 1873 and 1874 as compared with 1872, but that the purely foreign trade of 1874 shows a slight increase over that of 1872. The chief decrease during the year in imports has been in cotton yarn and raw cotton. Referring to the export of spurious teas Mr. Kleinwächter says that, in consequence of the great outcry in England about the adulteration and admixture of foreign substances other than leaf, strong representations were made and steps taken by both foreign buyers and native hong merchants, and so far, at least, it is satisfactory to notice the result, that as a rule now only clear and pure teas are brought to market, and it is to be hoped such may always continue to be the case. An elaborate description is given of the steps taken by the Hoppo for the protection of his revenue, and it is stated that at the six duty stations around Hong Kong and Macao the sum of Tls. 443,500 ii collected. Mr. Kleinwächter enters into a very elaborate disquisition upon the question of the cruisers, and holds that the only manner in which the evil complained of can be cured is the establishment of a branch of the foreign inspectorate of the Chinese Maritime Customs at Hong Kong.

HIGHER EDUCATION IN CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your valuable paper carries your readers very pleasantly every week to China, and shows us the multiplying points of interest in that important country. We rejoice in the construction of the first railway, and eagerly look for news of its completion and success. We are still more anxious to hear of the result of the petition to the Chinese Government that Western learning should be placed on a footing with that of the Chinese at the national examinations; also we wait to know whether the proposed appointment of the learned missionary, Dr. Legge, to the Professorship of Chinese at Oxford has been really carried out. In connection with these latter questions, I have found while on furlough in this country that a number of thoughtful people are increasingly impressed with the importance of promoting education in China, and probably others would be so if the subject were brought before their attention. The *masses* of the Chinese people are grossly ignorant. This is shown by the vacant look with which they meet the introduction of a subject unfamiliar to them, and by their painful inability to apply their minds to any abstract question, or any matter requiring a little thought and concentration. Through the difficulty of the language, those who have had some schooling are yet often unable to understand what they read; others, again, know their own written language only so far as their business or occupation is concerned; while the principal object aimed at in the ordinary native schools is the culture of the memory, so that even the literary Chinaman is unable for reasoning and argument. Hence, with the limited number of subjects taught, and the limited knowledge of these subjects also, with the native conceit for everything Chinese, and the fearful mental depression which must result from the immoralities and wickednesses of heathenism, it is not to be wondered at that such gross and distressing ignorance should prevail. Formerly, many friends of missions, like our Liberal Government, expected impossibilities from the Orientals. Forgetting the long ages of training enjoyed in this country, they seem to have imagined that their great work was simply to go and preach (as that term is commonly understood), and that instantly moral and mental reformation would be the result. That there are astonishing improvements of this kind is an incontestable fact, but, just as education is felt to be increasingly important in this country, so, in order that the Christian Church in China may attain its proper standard of influence and usefulness, the growing sentiment seems happily to be that of a leading friend of missions in a letter to me, "I do rejoice in the interest taken in higher education in China, we cannot sustain the cause without it." Again, "Surely the time has come, seeing education has done so much for India, for similar benefits to be given to China." These are not empty statements. The writer of one of them, the well-known Miss Baxter, of Dundee, has shown her earnestness in the matter by giving £200 to the London Mission at Amoy, to purchase a suitable building for a college for the training of native ministers and schoolmasters. The directors of the London Missionary Society, encouraged by this act of liberality, have suggested, that friends interested in the mission should be invited to do more than formerly, to make the education of these men something more than primary, by providing scientific instruments, and apparatus for teaching various branches of important knowledge.

No one acquainted with China will question that there are numerous incentives to work of this kind. While the people are grossly ignorant, as compared with Europeans, they are possessed of very considerable mental ability and capacity,—perhaps more than is possessed by any other heathen nation. When employed as sailors, they are said to take precedence of the Hindoos, and others. The manner in which they succeed at home, and in America, in all trades and occupations is extraordinary. Their respect for learning and the learned—their selection of rulers from the literary class, their school (such as it is) in almost every village, their system of examinations, and degrees of literary merit, are notorious. They make shrewd merchants and business men generally. Translations of scientific and other works do not fail to find readers. The eagerness to obtain newspapers, provided in certain places, is such, that it has been said to me, "Without my newspaper I feel as if in a wilderness," and the desire to come to this country and learn our improvements is so strong, in some men, that I had a difficulty to evade the responsibility of a Chinaman's passage to and residence in this country for this purpose. There are thus a variety of encouragements to lead the friends of missions to be persevering in efforts to give to qualified natives a liberal education, and thus enable them to be centres of intelligence to all who come under their influence.—I am, &c.,

AN AMOY MISSIONARY.

London, Dec. 27, 1875.

REVELATIONS IN JOINT-STOCK COMPANIES.

A case is being heard by Sir Andrew Lusk, M.P., at the Guildhall Police-court, in connection with the charge against a Mr. Thomas Beesley, of Islington, of starting a bubble company, and of obtaining sums of money from various persons on the strength of the false representations made in the name of an undertaking and of a board which had no real existence. Mr. Beesley is charged with obtaining several sums of money by false pretences, and the directors of the company—Colonel O. Mahon, D.L., J.P., 27, Eccleston-street; Mr. R. W. Crowe, of the Civil and United Service Club; Major-General Louis, of Charles-street, St. James's; the Hon. H. Turnour, of Shillinglee Park, Sussex; Mr. Obid Edom Barker, of Hendon; Captain Richard B. Freeman, of Hornsey; and Mr. W. F. A. H. Russell, the secretary, are summoned on the charge of conspiring, together with Mr. Beesley, to defraud several persons of sums of money varying from £50 to £100. The company was to be named "The London Saw Mills and Short-Length Timber Company (Limited)," its capital was to amount to £25,000, in 5,000 shares of £5 each, its premises were to be extensive; and clerks, cashiers, time-keepers, office-keepers, &c., were invited to apply for situations in the new establishment, the invitation being always, however, accompanied by the intimation that the applicants must make a substantial monetary deposit as a guarantee of their honesty. Several did so, and were accordingly losers. Mr. G. Lewis, in stating the case for the prosecution, said that the articles of association did not authorise the company to take money on deposit and pay interest for it, but that had been done in this case. The company opened an account at the Metropolitan Bank with £15, and never had a shilling except what came from these poor people. He would be able to prove that sometimes they had £1 at the bank, sometimes 4s. 6d., and sometimes nothing at all. The directors knew all this, and were perfectly well aware that the company was being carried on without capital. The only shares taken up in a *bona fide* way did not amount to more than £100, and yet they kept on advertising for clerks, timekeepers, storekeepers, and other servants. One poor man who had lost nearly £100 by them went to Cornhill, and saw all the directors and Colonel Mahon in the chair. He told them his tale—that he and his wife were strangers in London, and were actually starving, and he begged of them to do something for him. They asked him to retire for a quarter of an hour, and Colonel Mahon went out by one door and Captain Crowe by another. When he returned to the room there were only two directors there, the Hon. H. Turnour and Major-General Louis. In his indignation he struck the latter, and was then seized by several people and removed. Some evidence having been given Sir A. Lusk adjourned the further hearing of the case. He refused to take bail for Beesley, but allowed Russell, the secretary, to go on his own recognisances in £500, and the other defendants on bail in two sureties of £250, and themselves in £500 each.

THE LISBON STEAM TRAMWAYS COMPANY.

(THE HOUR.)

The Lisbon Tramways Company was started in 1871 with a share capital of £200,000. The Duke de Saldanha—then, and now, the Ambassador for Portugal—was chairman, and the other directors were all men of note, viz.:—His Excellency Field-Marshal the Duke of Saldanha (Envoy Extraordinary from the Government of Portugal), London, Chairman; John Chapman, Esq. (Chairman of the Great Southern of India Railway Company), London, Deputy-Chairman; Lord Henry G. Lennox, M.P. (Director of the National Bank), London; Charles J. Appleby, Esq. (Deputy-Chairman of the Buenos Ayres National Tramways Company, Limited), London; William Dent, Esq. (Chairman of the Oude and Rohilkund Railway), London; Capt. C. E. Mangles (Chairman of the Royal Mail Steam Packet Company), London; Francis Tothill, Esq. (Director of the Monmouthshire Railway Company), London. We propose on a future occasion to give a history of this company, but at present we wish to confine attention to the case of "Twycross v. Grant," the decision in which was given on the 20th inst. by the full Court of Queen's Bench. According to the statement of the case, Mr. Albert Grant was to receive £40,000 in

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cash and £5,800 in fully paid up shares, as a promoter. Now this is a pretty good haul for one man out of a capital of £200,000; but even that is not all, for there was another agreement between the contractors and the Duke de Saldanha. For certain concessions the contractors were to pay the Duke de Saldanha a sum of £22,000 in cash and shares. So that out of a capital of £200,000 Mr. Albert Grant and the Chairman were to divide between them £67,800, or rather more than a third of it! One would have thought no law knowledge was necessary, but that mere common honesty would have made it apparent that such contracts as these ought to have been disclosed to the shareholders, who were invited to subscribe their money by the prospectus. But Mr. Albert Grant, the contractors, and the Duke de Saldanha thought otherwise, and kept this little arrangement to themselves. The affair, however, not having answered the expectations of the shareholders—the fact that the law did not take the same view about disclosing such agreements as Mr. Albert Grant, &c., was brought to the attention of the shareholders; and accordingly they applied to the Courts for remedy under the 38th Section of the Companies Acts, which specially provides that such agreements shall be disclosed on the prospectus, or that the prospectus shall be deemed fraudulent.

So far the case seems simple enough to such ordinary intelligence as a shareholder might be supposed to possess; but Mr. Albert Grant proved equal to the occasion. Having made "commission" out of capital, he sought to make capital out of "commission," and accordingly argued that the payment of £67,800, a third of the whole capital, had but little to do with the failure of the company, and applied to the Court for a "commission" to examine witnesses at Lisbon to show "the true causes of the failure of the company." And what has happened? The Court of Queen's Bench has granted the application. We can well imagine how promoters will chuckle over such a decision, but we know not how shareholders will regard the setting aside of the 38th section, in order to make way for such a wide field of preliminary inquiry as "the true cause of the failure of the company," we cannot pretend to say; all we can do is to draw attention to the fact. The truth is that if judges do not see it—the common sense of the outside world sees that these costly "commissions" are merely one of those many processes to which promoters resort when they seek to stave off the day when they must meet their victims face to face in a Court of Justice, and the hopes that they may, by the use of such processes, tire out the shareholders, are the straws to which drowning promoters cling, and seeing this, we press the question upon the attention of our readers whether it is for the public weal that our Courts should let them have these straws to catch at.

THE FOREIGN AND COLONIAL GOVERNMENT TRUST.
(THE HOUR.)

The fifth and last issue of this Trust was made in December, 1872, and was for the amount of £750,000, in certificates of £100 each, bearing interest at 5 per cent. per annum, the price of issue being £88 each. The annual report for the year ending the 15th of December, 1874, shows investments to the nominal amount of £939,054 in 32 several kinds of Foreign Government Securities, on which interest to the amount of £42,011 3s. 10d. was received during the past year, and £37,415 paid out as interest to the certificate holders, a balance of £79 8s. 3d. was brought forward from the previous year, and £4,863 12s. 10d. received for drawn bonds, £2,267 10s. was charged for cost of management, and £7,400 applied to the redemption of seventy-four certificates at the price of £100 each, carrying forward a balance of £31 11s. 1d. to the next account. A reference is made in the report to the continued default on certain Spanish bonds, but the amount of the investment therein is not named. In the list of Securities held by the Trust, Peru figures for £70,000, Turkey for £108,460, and Uruguay for £9,600. The report on this issue of the Trust differs in one essential particular from all the preceding ones, inasmuch as it states that "The income received from the securities of the Trust has proved sufficient to pay the interest on the certificates and all expenses, and shows *a surplus of nearly £2,500 on income account available for drawings.*" The charge which we have to make against the trustees of the Foreign and Colonial Government Trust is a very serious one. The object of this Trust was declared by them to be the investment of the funds raised by the sale of certificates bearing a fixed rate of interest in the bonds of Foreign and Colonial Governments, bearing on the average a higher rate of interest, and that out of the profit made thereby the cost of managing the Trust should be paid, and the surplus applied to the redemption of the certificates at par. Any act of the trustees in contravention of this principle and this statement renders the trustees amenable to the consequences. It is only in the annual report on the fifth issue for the year ending the 15th December, 1874, that the operations of the year show a surplus over expenses; but even in this case the trustees caused certificates to be redeemed to the amount of £7,400, when they had only £2,500 properly applicable for that purpose.

On glancing over the varied character and amounts embraced in this Trust, it will be seen what an enormous power was entrusted to the following gentlemen:—Lord Eustace Cecil, M.P., G. M. W. Sandford, Esq., M.P., G. W. Currie, Esq., and Sir Philip Rose, Bart. That they may have innocently erred in selecting many of what have since become defaulting trusts for investment, everyone would be disposed to allow; but the subscribers for certificates were told that, by accepting a moderate rate of interest for their money, they might rely upon its being paid with the utmost regularity; but this has been rendered practically impossible—first, by the manner in which the trustees have invested the funds entrusted to their charge; and, secondly, by permitting the redemption of certificates out of capital instead of out of revenue only. On this latter ground we say, with pain and regret, these gentlemen have not been faithful to their trust.

The troop ship Himalaya left Malta for Singapore and Hong Kong on the 19th inst. with the 28th Regiment. As it appears that the troops at present in the Straits Settlements are amply sufficient for service at Perak, the Himalaya will proceed with her original programme of transport service.

Monetary and Commercial.

A sketch prospectus has been issued of a new Telegraph Company, styled the "Indian and China Merchants' Telegraph Association," for the purpose of connecting India by telegraph *via* Messina, Alexandria, Serakim, Aden, and Bombay, at the rate of 3s. per word.

The Eastern Extension Australasia and China Telegraph Company's Madras-Penang cable having been repaired, is reopened for traffic; messages are now forwarded as usual, direct to Singapore, Java, Aussralia, China and Japan by this route.

The traffic receipts of the Eastern Extension, Australasia, and China Telegraph Company (Limited) for the month of November, 1875, amounted to £13,501, and to £17,728 for the corresponding period of 1874. The Madras and Penang section has been interrupted since the 13th November.

Representations having been made to the Admiralty that the telegraph ship Agnes, belonging to the Eastern Extension Company, is missing, orders have been telegraphed to the naval officer in command of the China station to despatch one of Her Majesty's ships to look for her. The Company have since heard of her safety.

The following joint-stock companies have been registered:—

Aberdare and Plymouth Company (Limited)—Capital £1,250,000, in £20 shares.

North Wales Collieries Company (Limited)—Capital £80,000, in £10 shares.

Parana Merchants (Limited)—Capital £10,000, in £100 shares.

Holwell Iron Company (Limited)—Capital £14,000, in £100 shares.

Odessa Tramways Company (Limited)—Capital £360,101, in £10 and £1 shares.

Improved Gas Company (Limited)—Capital £25,000, in £25 shares.

General Warehousing, Auction, and Banking Association (Limited)—Capital £50,000, in £1 shares.

William Jessop and Sons (Limited)—Capital £40,000, in £50 shares.

Nant-Hir Colliery Company (Limited)—Capital £8,000, in £50 shares.

Thomas Unsworth and Company (Limited)—Capital £75,000, in £10 shares.

Manchester Sectional Boiler Company (Limited)—Capital £100,000, in £10 shares.

Britannia Mills Company, Huddersfield (Limited)—Capital £40,000, in £5 shares.

Smith's Vacuum Brake Company (Limited)—Capital £60,010, in shares of £5 and £1.

The tenders for the £1,000,000 of 4½ per cent. debentures of the East Indian Railway Company were opened at their offices on the 20th inst., and the applications are understood to have been large and numerous. Tenders at £101 and 6d. per cent. will receive in full, and at £101 in the proportion of 20 per cent.

The Crown Agents for the Colonies invite applications on behalf of the Government of the Cape of Good Hope for debentures to the amount of £1,000,000 as the first instalment of a loan for £4,000,000 authorised by an Act of the Colonial Parliament for the construction of railways. The debentures will bear interest from 1st January next at the rate of 4½ per cent. per annum, and will be allotted to the highest bidders, provided the rates offered are not below the minimum price. The loan is secured on the general revenues of the Government of the Cape of Good Hope, and will be repaid at par by annual drawings.

The half yearly report of the Land Mortgage Bank of India (Limited) has been issued. It deals with the bank's operations from the 1st of January to the 25th of November of the present year, but is not accompanied by any balance-sheet, that being rendered only at the annual meeting. The statements of the Board represent the state of affairs as satisfactory, all things considered. The principal business of the bank is tea cultivation—and the yield of manufactured tea for the season 1875 is estimated at about 761,000 lb., against 606,160 lb. in 1874. Of this 232,417 lb. have been sold at the average price of 1s. 11d. per lb. The expenditure on the estates was £42,840 up to the 31st of October, which is not considered excessive. In view of the difficulty of finding good investments for money in India, power is to be asked from the shareholders to make temporary investments in England.

The directors of the Colonial Bank have decided to declare at the half-yearly general meeting, to be held on the 6th proximo, a dividend upon the paid up capital of 7½ per cent. for the half year ending the 30th of June last.

At the meeting of the Canada Company, to be held on the 30th inst., the directors will recommend the payment out of the assets in hand of 10s. per share, free of income-tax, as dividend for the half-year ending the 10th prox., as well as a further sum of £1 per share as a fourteenth instalment in repayment of the paid-up capital of the undertaking.

The directors of the Peel River Land and Mineral Company (Limited) have decided to recommend to the proprietors a dividend of 2½ per cent., free of income-tax, making the distribution for the year ending 30th June last 5 per cent.

The directors of the Mysore Coffee Company have declared a dividend of 2½ per cent.

A first dividend of 1s. 6d. in the pound is payable to the creditors of Messrs. N. Alexander, Son, and Co., East India mer-

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chants, who were adjudicated bankrupts on the 8th of September last. A dividend of 20s. in the pound has also been declared on the separate estate of Mr. B. H. Pearse, a partner in that firm.

The total quantity of tea delivered from the bonded warehouses in London for the week ended the 18th inst. was 3,061,982lb., of which 1,997,911lb. was for home consumption, 689,171lb. was removed coastwise, 245,232lb. was exported, 125,906lb. was sent coastwise for exportation, and 3,762lb. was for ships' stores. The duty received amounted to £49,948, which, when compared with the £53,976 received for the preceding week, exhibits a decline of rather more than 7¼ per cent.

Telegrams from Shanghai announce that the poll meeting, on the 14th inst., of the shareholders in the China and Japan Marine Insurance Company, ended in a resolution to wind up. We presume that the scheme for reorganising the office did not succeed.

We understand that advices have been received confirming the rumour that the Japanese Government had purchased the land at Yokohama on which the Hong Kong and Shanghai Bank had advanced a considerable sum to Messrs. Walsh, Hall, and Co. This will improve the result of the bank's balance-sheet for the current half-year, and we hope will aid in giving a dividend, the stoppage of which has been of such great inconvenience to shareholders. In connection with this bank we hear that an agency has been opened by Mr. Harris at San Francisco.

The *Candia* and *Simla* steamers, originally of the fleet of the P. and O. Company which were lately sold out of the service, are to be despatched for China by Messrs. Macgregor, Gow, and Co., on account of the present owners, and on arrival out will be offered for sale.

The *Glenearn*, from Shanghai, has again headed the mail advices with bills of lading, and considerable confusion and trouble has arisen through the omission of shippers to forward bills of lading by the steamer.

Bar Silver is weaker, and transactions have been effected at 56¼d. per oz. Mexican Dollars: Over £100,000 value of this coin by the St. Nazaire steamer has been sold at the price of 55d. per oz.

SUNDRIES PER "STAR OF THE WEST," FROM NEW YORK FOR SHANGHAI, Nov. 29.

2370 bls. domestics	1,544,616 yds.	40 kegs nails	4,000 lbs.
413 do. drills	313,400 yds.	1 cs. cooking utensils	
77 do. brown sheetings	61,600 yds.	1 do. stationery	
122 cs. clocks		1 bale cotton wick	107 lbs.
18 pkgs. household goods		10 cs. bitters	
226 tons coal		4 bxs. grates and fixtures	
20 bbls. sugar		10 bls. oakum	500 lbs.
7 pkgs. ranges		1 box medicines	
3 do. pumps		53 brls. copper	66,250 lbs.
11 do. scoops		8 cs. missionary goods	
35 cs. locks and knobs		4 pkgs. butter	
38 do. scales		1 trunk clothing	
25 ½-bbls. split peas		17 pkgs. furniture	
20002 cs. oil	200,020 gls.	14 cs. groceries	
1 do. leather cloth		2 bxs. merchandise	
55 do. preserves		2 brls. syrup	88 gls.
8 casks lanterns		52 pcs. oak plank	5,148 feet
73 bls. duck		200 brls. rosin	
53 pkgs. glassware		150 do. pitch	
4 brls. ship chandlery		75 do. tar	
		1 lot Government supplies	

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook and Co., agents, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.

China and Japan Marine Insurance Company, W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newmun's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-treet, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
	JOINT-STOCK BANKS.		
£10	Agra...	All	8½ to 8¾
25	Bank of Egypt	All	42 to 44
20	Chartered of India, Aust., and China	All	17 to 18
25	Chartered Merc. of India and China ...	All	22 to 24
20	City	10	13 to 14
100	Colonial	30	58 to 60
500fr.	Comptoir D'Escompte de Paris	All	617½ fr.
Th.200	Deutsche	All	Th.158
£28½	Hong Kong and Shanghai	All	25 to 27
50	Imperial	15	17½ to 18¼
50	London and County	20	60 to 62
50	London Joint-Stock	15	48 to 50
100	London and Westminster	20	62 to 64
25	Oriental	All	44 to 46
50	Union of London	15	41 to 43
	TELEGRAPH COMPANIES.		
10	Eastern Extension Australia and China	All	7⅛ to 7⅜
10	Eastern Telegraph	All	6¼ to 6½
10	Great Northern	All	8 to 9
25	Indo-European	All	21 to 23
10	Mediterranean Extension	All	2¼ to 3
12	Telegraph Construction Company ...	All	26 to 26½
20	India-rub., Gutta-perc., & Teleg. Works	All	23 to 25
8	Reuter's	All	10¼ to 11¼
	INSURANCE COMPANIES.		
100	Alliance Marine	25	
20	British and Foreign Marine	4	
50	Commercial Union	5	7 to 8 pm.
20	Globe Marine	4	1¼ to 0¼ dis.
50	Home and Colonial Marine	5	
10	Imperial Marine	3	
20	London and Provincial Marine... ...	2	¼ to ¾ pm.
10	Merchants' Marine	2	2 to 1 dis.
50	North British and Mercantile	6¼	37 to 37½
25	Ocean Marine	5	3¼ to 4¼ pm.
20	Thames and Mersey	2	3¼ to 3¾ pm.
20	Thetis Marine	10	
50	Union Marine, Liverpool	5	
20	Universal Marine...	5	3 to 4 pm.
	TEA COMPANIES.		
50	Assam	20	55 to 58
20	British Indian	All	5½ to 6¼
20	Darjeeling	All	16½ to 17½
10	Eastern Assam	All	5 to 5½
20	Jorehaut, Limited...	All	55 to 60
20	Do.	14	
10	Lebong	All	12 to 13
10	Upper Assam	All	2 to 2¼
	MISCELLANEOUS COMPANIES.		
20	Ceylon	All	
20	Do.	10	6¼ to 6⅝ dis.
20	Do.	5	
50	Colonial	20	11 to 9 dis.
5	Credit Foncier of England	All	1⅝ to 1¾
10	General Credit and Discount	7½	7⅜ to 7⅝
10	Hong Kong Gas	All	15 to 16
10	International Finance	5	2⅜ to 2½ dis.
25	National Discount	5	2 to 2½
500fr.	Messageries Maritimes of France ...	All	602½ fr.
£50	P. and O. Steam	All	40 to 42
50	Do. Do. 1867... ...	10	7 to 5 dis
100	Royal Mail Steam...	60	65 to 68
402fr.	Suez Canal...	—	743¾ fr.
	Amoor River Navigation Six per Cent...	All	17 to 19
£98	Japan Loan, 9 per cent.	All	110 to 112
£56	Do. 7 per cent....	All	104 to 106

ARTICLES OF IMPORT.

TEA.

Messrs. Goddard and Co.'s Circular says:—In consequence of the near approach of Christmas, the market has been very quiet, and even the few samples put forward have met with no attention; prices have remained stationary. Some small inquiry has existed for common red leaf kinds, and a few have changed hands at full prices. Public sales have been small. Green Teas show a slight improvement. In public sale 8,940 packages, without reserve, have been disposed of during the week. Moyune Green Teas obtained slightly higher rates, Gunpowder selling up to 3s. 7½d., and Young Hyson to 1s. 11d.; 1,200 boxes new-make sold from 9¾d. to 11¼d.; common black-leaf Congou sold at 9¾d. to 10¼d., and red-leaf from 10¼d. to 1s. 0½d. No further catalogues are advertised. Deliveries from London, from 1st to 20th inst., inclusive, or seventeen days, 1875, 9,046,000 lbs., against seventeen days, 1874, 9,249,456 lbs. Imports, deliveries, and stocks in London, from January to December 1:—

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	1874.		1875.
Imports...	139,971,225	...	175,316,723
Deliveries	157.123,981	...	164,610,498
Stocks	72,175,542	...	89,941,910

The Circular of Messrs. W., J., and H. Thompson says:—The Tea market continues extremely quiet, and transactions have been very limited at late quotations. Importers are generally holding back, anticipating a better market in January. The China sales have only consisted of 6,030 packages. Indian, 4,800 chests.

	1875. lbs.		1874. lbs.
United Kingdom stock, on the 30th Nov., 1875, was estimated at	97,000,000	...	80,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	17,085,000	...	14,059,000
Amount on the water advised by telegraph to 11th Dec., against actual shipments to same date last year	16,810,000	...	43,261,000
	130,895,000	...	137,320,000

SILK.

Business is still very limited, for although there is an increased inquiry, the ideas of buyers are so low that in most instances holders decline to sell. Prices of Chinas are unaltered, while those of Cantons and Japans are a shade easier. The deliveries are fairly satisfactory; being from 1st to 22nd inst. inclusive:—China, 1,846; Canton, 262; Japan, 460 bales; total 2,568 bales.

LONDON QUOTATIONS—DEC. 24.

CHINA.	
Tsatlee, No. 1	19s. 6d. to 20s. 6d.
,, No. 2	18s. 6d. to 19s. 6d.
,, No. 3	17s. 0d. to 18s. 6d.
,, Red Peacock	14s. 0d. to 14s. 6d
Yuenfaa and Ilsinin, Nos. 1, 2, and 3	11s. 0d. to 13s. 6d
Taysaam Keying, Nos.1, 2 and 3	14s. 0d. to 16s. 9d.
Long Reel	10s 0d. to 11s. 6d.
Canton	10s. 6d. to 14s. 0d.
Chinese Thrown	13s. 0d. to 14s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1½, 2, and 3... ...	14s. 0d. to 17s. 0d.
Idah ... ... (none	
Sodai... ... ... (none)	
Oshin, Nos. 2 and 3	16s. 0d. to 18s. 0d.
Koshiu ... ... (none)	
Eichizen ... ... (none)	
Mashta ... ... (none	
Hatchoji ... ... (none)	

COFFEE.—Early in the week a rather large, although relatively moderate, quantity of new crop Plantation at auction was diposed of on nearly the same terms obtained last week, but subsequent further supplies met less demand, and prices gave way 6d. to 1s. per cwt. All pale and foreign kinds offered have been difficult of sale, and the greater part was bought in. Closing prices of Plantation Ceylon are, triage 90s. to 99s. 6d., grey to good small 98s. 6d. to 101s. 6d., low middling 102s. to 103s., middling coloury 103s. 6d. to 105s. 6d., good middling 106s. to 107s. 6d., good to fine bold 109s. to 113s. 6d., pea-berry 120s. to 121s. 6d. As regard other East India 629 bags Singapore (chiefly picked Bally) have been bought in at 89s. 200 bags Indian Manila at 94s. and 302 bags fine pale Manila at 95s. per cwt.

COTTON.—Quite an active demand prevailed early in the interval, resulting in a larger business than for some time past, and prices were in most instances 1-16d. higher. Subsequently a renewal of the previous dulness has checked business, and the recovery has been lost. Western Madras, owing to unusually heavy arrivals, has been pressed for sale, and prices are rather cheaper than a fortnight ago, fair selling at 4⅜d., and good fair at 4 15-16d. to 5d. Good fair Tinnivelly has been steady at 5⅜d., and fair Coconada at 4¾d. For arrival good fair Tinnivelly, after advancing to 5⅜d., has returned to 5 9-16d., Western Madras and Coconada to 4 13-16d., but there is little disposition to buy even on these terms at present.

COCOANUT OIL moves off slowly; Cochin at £41 to £41 10s., Ceylon £38 10s. to £39. At auction 468 casks yellow to fine Ceylon were bought in at £38 15s. to £39 10s., except a few hogsheads good, which sold at £39.

COIR GOODS.—Only small quantities of Yarn were offered at the weekly sales; the better qualities sold at steady rates, but common in dholls was dull of sale and chiefly bought in. Fibre sold at previous rates, and Rope cheaply.

CHINA.—Straw Plait: At auction 50 bales mottled sold at about the previous value, coarse £6 17s. 6d., ordinary to middling from £7 2s. 6d. to £9 5s., good £11 10s. to £17.

CUTCH.—A moderate business has been effected, chiefly in fine Pegue at 25s. 6d. to 26s., Elephant 26s. 6d.

GAMBIER is rather lower, business having been done on the spot at 26s. 3d. to 26s. 4½d. for whole bales. For arrival sales have been made of December-January shipment at about 24s. 7½d. ex-ship.

GALLS.—The market for China remains quiet, and only small sales have been made on the spot at a further fall in value, at 61s.; also about 700 cases for arrival, ex Osaka (off coast) at 60s., but chiefly November-December shipments by steamer at 57s. 6d. per cwt.

HEMP.—Only small supplies were offered at the auctions, and nearly the whole was bought in; 210 bales Manila sold, a few bales sound at £26 5s. to £26 10s., the bulk damaged of indirect import at £24 to £27 5s., 65 bales Quilot were bought in at £46.

ISINGLASS.—At the periodical auctions a good part again consisted of Brazil, which went off slowly, and prices were in most instances rather lower. 35 cases 6 bags Penang sold, fine bold clean tongue at 4s. 1d. to 4s. 4d., chiefly at the latter price, middling at 3s. 9d. to 3s. 11d., ordinary at 3s. 3d., good to fine pale leaf at 4s. 6d. to 5s. 4d., ditto pickings at 2s. 1d. to 2s. 3d., cake at 1s. 6d. to 2s. 1d.; 9 cases Singapore tongue were bought in at 3s., and 6 bales Saigon cake at 1s. 3d.

JAPAN TALLOW.—In the public sales 21 tubs sold, good at 47s. 6d., dark rather dregged 44s. 6d., very dark rather weak 37s. 6d.

PEPPER.—*Black:* The market remains quiet, with sales of about 400 bags on the spot, chiefly Penang, at 4½d. In auction 1,068 bags Penang were bought in at 4⅛d., excepting 40 bags damaged, which sold. Privately about 300 bags have been sold, West Coast Penang at 4⅛d. For arrival sales of 75 tons Singapore, December-January shipment, have been made at 4⅝d., and 10 tons ditto at 4½d., also 25 tons Penang, distant shipment, at 4⅛d. *White;* Small sales of Singapore have been made at 7d. to 7⅛d.

RICE.—The demand has been slow for both old and new crop soft grain, although there are sellers at former prices. On the spot the landed cargo per Quattro, 15,000 bags Rangoon, has been sold at 8s. 1½d., and landed cargo, consisting of 1,070 tons Rangoon, per Fel Chiozza, at 8s. 1½d. The floating cargo per Beneditto M, 894 tons Bassein, has been sold for the Continent, price not reported, but supposed at about 7s. 9d., also the floating cargo per Duke of Northumberland, 637 tons Bassein, off coast, at 8s. 4½d. Liverpool quay terms, and the Gerhard, 1,211 tons Necransie, off coast, at 7s. for the Continent. For arrival a cargo of 600 tons field Siam, December-January steamer, has been sold at 7s. 6d. ex-ship London.

SUGAR.—Extreme quietness has continued to prevail, and transactions in all cane descriptions are restricted, but previous rates are maintained.

TIN continues steady. There is very little now offering for forward delivery. Quotations: Straits on the spot and afloat, £81 10s.; Banca, £86; Billiton, £85 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Last week closed with a firm feeling and a good inquiry, but this week, consequent on the diminished activity in the Liverpool Cotton Market, and near approach of the Christmas holidays, the tone has been quieter. A moderate demand, however, still exists for both Yarns and Goods, and producers hold steadily for their quotations.

QUOTATIONS FOR CHINA GOODS.—F.O.B. IN LIVERPOOL.

GREY SHIRTINGS, in bales of 50 pieces. 38½/39 yards ss.

Chop.	Width / Weight	39 in. 5 4	39 in. 6 0	39 in. 6 8	39 in. 7 0	39 in. 8 4
		s. d.	s. d.	s. d.	s. d.	s. d.
Open	Ordinary	5 4½	5 10 11-16	6 5½	6 7½	7 7½
Tree	Good Ordinary	5 5½	6 0 11-16	6 6½	6 9½	7 10
Pillar	Low Middling	5 6½	6 1 11-16	6 7½	6 11½	8 1
Leaf	Middling	5 7½	6 3 11-16	6 8½	7 2½	8 4
Pagoda	Good Middling	5 8½	6 5 3-16	6 11½	7 3½	8 5½
Ostrich	Good	5 9½	6 6 11-16	7 2½	7 5½	8 8½
Horse & Jockey	Very Good	5 11½	6 8 3-16	7 3½	7 8½	8 11½
Hand & Branch	Best	6 0½	6 11 5-16	7 5½	7 11½	9 4

Chop.	Width / Weight	39 in. 8 10–12	39 in. 9 0	39 in. 9 0	44/45 in. 6 0	44/45 in. 7 0
		16×17	16×18	19×19		
		s. d.	s. d.	s. d.	s. d.	s. d.
Open	Ordinary	—	—	—		6 11½
Tree	Good Ordinary	—	—	—		7 0½
Pillar	Low Middling	—	9 4½	—	6 2 3-16	7 2½
Leaf	Middling	—	9 5½	—	6 3 11-16	7 3½
Pagoda	Good Middling	—	9 8½	—	6 6 11-16	7 6½
Ostrich	Good	—	9 11½	10 10½	6 8 3-16	7 8½
Horse & Jockey	Very Good	—	10 4½	11 1½	6 9 11-16	7 9½
Hand & Branch	Best	10 5½	10 8½	11 4½	7 3 11-16	8 2½

Chop.	Width / Weight	44/34 in. 8 0	44/45 in. 9 0	50 in. 10 0	54 in. 11 0	60 in. 12 0
		s. d.	s. d.	s. d.	s. d	s. d.
Open	Ordinary	7 10	8 10½	10 4½	11 6½	—
Tree	Good Ordinary	7 11½	8 11½	10 7½	11 7½	—
Pillar	Low Middling	8 1	9 1½	10 8½	11 10½	12 9½
Leaf	Middling	8 2½	9 4½	10 10½	12 0½	12 10½
Pagoda	Good Middling	8 4	9 8½	10 11½	12 3½	13 3½
Ostrich	Good	8 7	9 10½	11 1½	12 6½	13 6½
Horse & Jockey	Very Good	8 10	9 11½	11 2½	13 0½	13 10½
Hand & Branch	Best	9 1	10 4½	11 4½	13 1½	14 3½

MADAPOLLAMS, in bales of 150 pieces. 24 yards ss.

Chop.	Width / Weight	32 in. 2 8—10×10	32 in. 3 0—12×12
		s. d.	s. d.
Open	Ordinary	—	3 1½
Tree	Good Ordinary	2 8 3-16	3 2½
Pillar	Low Middling	2 8 11-16	3 2½
Leaf	Middling	2 9 3-46	3 3½
Pagoda	Good Middling	2 9 11-16	3 3½
Ostrich	Good	2 10 3-16	3 4½
Horse and Jockey	Very Good	2 11 11-16	3 4½
Hand and Branch	Best	3 0 11-16	3 6½

GREY JACCONETS, in bales of 150 pieces. 20 yards ss.

Chop.	Width / Weight	39 in. 3 1—12×12	39 in. 2 6–8—14×14	44 in. 2 12–14—14×14
		s. d.	s. d.	s. d.
Horse and Jockey	Very Good	2 10 1-32	3 3 17-32	3 9 3-32
Hand and Branch	Best	2 11 1-32	3 4 17-32	3 10 3-32

GREY T-CLOTHS, in bales of 50 pieces. 24 yards ss.

Chop.	Width / Weight	32 in. 6 0	32 in. 7 0	36 in. 8 0
		s. d.	s. d.	s. d.
Open	Ordinary	5 0½	5 11 1-16	7 2 5-16
Tree	Good Ordinary	5 2	6 0 9-16	7 2 13-16
Pillar	Low Middling	5 3½	6 1 9-16	7 3 13-16
Leaf	Middling	5 5	6 3 9-16	7 4 13-16
Pagoda	Good Middling	5 8	6 5 1-16	7 5 13-16
Ostrich	Good	5 9½	6 5 9-16	7 6 13-16
Horse and Jockey	Very Good	6 2	6 6 9-16	7 8 5-16
Hand and Branch	Best	6 6½	7 3 9-16	8 2 5-16

COTTON YARN, CHINA QUALITIES, in bales of 400 lbs.

	16/24	28/32	38/42—Mock.
	d.	d.	d.
Common...	9 19-32	11 11-32	11 23-32
Fair Seconds	9 31-32	11 23-32	11 27-32
Good do.	10 15-32	11 31-32	12 15-32
Best do.	10 23-32	1½ 7-32	12 31-32
Best	11 7-32	11 15-32	13 15-32
Mock ... ... (Lion Chop) ...	9 15-32	11 15-32	
Do. ... (Anchor Chop) ...	9 31-32	11 23-32	

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EXPORTS OF COTTON GOODS AND YARNS, 1875.

GREY AND WHITE COTTONS.

—	49th week.	Previously.	Total Yards.	Same time last Year. Yards.
Hong Kong	1,249,384	125,325,933	126,575,317	110,302,811
Shanghai	6,313,936	216,555,351	222,869,287	242,617,285

PRINTED AND DYED COTTONS.

—	49th week.	Previously	Total Yds	Same time last Year. Yards.	Value. This Year. £	Value. Same time last Year. £
Hong Kong	213,598	5,008,843	5,222,441	5,637,660	1,856,517	1,579,012
Shanghai	280,861	14,648,183	14,929,044	17,989,370	3,212,033	3,383,687

GREY AND COLOURED YARNS.

—	49th week.	Previously	Total Lbs.	Same time last Year. Lbs.	Value. This Year. £	Value. Same time last year £
Hong Kong	326,311	12,655,772	12,982,113	13,215,538	651,316	693,929
Shanghai	70,000	815,688	885,688	725,580	45,499	40,704

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 13	Nore	—	Singapore, for London	Plymouth
15	Blenheim (str.)	Bovey	Colombo	London
15	Robertus Hendrikus	Hazenaats	Batavia	Marseilles
16	Charlotte Lange	Zeplien	Do.	Falmouth
16	Quarta (s.)	Have	Sourabaya	Marseilles
17	Ary Scheffer	Lackrooy	Batavia, for Amstrdm.	Plymouth
17	Iris	Davis	Rangoon	Liverpool
17	George Watson	Herrington	Singapore	London
18	Zehlima	Moon	Penang	Do.
18	Nankin (s.)	Bruce	Hankow	Do.
18	Glenearn (s.)	Auld	Shanghai	Do.
18	Loch Awe	Scott	Batavia	Falmouth
18	Tropic	Garggera	Maulmain	Do.
18	Gorhard	Klamp	Akyab	Do.
18	Richmond	Stansburg	Rangoon	Do.
18	Jupiter	Nesholm	Akyab	Liverpool
18	Quorn	Pearson	Rangoon	Do.
18	Wm. Jackson	Au'd	Moulmain	Do.
19	Mandalay (s.)	Wilson	Rangoon	London
19	Mogul	Walker	Singapore	Do.
19	Florence	Houston	Do.	Do.
19	Tarquin	Wright	Batavia	Falmouth
19	Hougoumont	Singer	Penang, for London	Queenstown
19	Hope	Cromar	Ilo Ilo, for London	Do.
19	Zoroaster	Wakeham	Maulmain	Do.
19	Petit Poucet	Mchomas	Akyab	St. Nazaire
20	Société (s.)	Lemedie	Rangoon	Havre
20	Ortelius	Dunker	Batavia	Amsterdam
20	Clara Babuyan	M'Gregor	Sourabaya	Falmouth
20	Eliza Queirolo	Gaggino	Moulmain	Do.
20	National	Arneaux	Rangoon	Do.
20	Aurorita	Deloy	Do.	Liverpool
20	Florence	Treat	Do.	Queenstown
21	County of Ayr	McFie	Batavia	Rotterdam
21	Columbia	Schumacher	Rangoon	Falmouth
21	Bluche	Bara	Saigon	Do.
21	Magnolia	Florem	Rangoon	Do.
21	Black Prince	Baillie	Bassein	Liverpool
21	Duke of Northumlnd.	—	Do.	Do.
21	Othello	—	Rangoon	Do.
22	Leonore	Durand	Maulmain	Antwerp
22	Queen of the North	Crimp	Colombo	London
22	Nestor (s.)	—	Shanghai	Do.
22	West	Taylor	Rangoon	London
22	City of Halifax	Lester	Batavia	Do.
22	Madeira (s.)	Ordeman	Do.	Nieuwe Diep
22	Kaisow	—	Bangkok	London
23	Bato	Kramer	Zebu	Do.
23	Nieuwe Waterweg II.	Jacobs	Batavia	Rotterdam
23	Amstelstroom	Appel	Do.	Amsterdam
23	Groningen (s.)	Kramers	Do.	Nieuwe Diep

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 12	Emyrne	Pichot	Bat	Marseilles
14	California	Deimum	Sourabaya	Amsterdam
15	Trevanion	—	Singapore	Shields
15	Gustav Adolph	Mohr	Akyab	Amsterdam
16	Bellona (s.)	Doese	Shanghai	Hamburg
16	W. L. Lewis	Treffry	Manila	Cardiff
17	Lord of the Isles (s.)	Cowie	Shanghai	London
17	Dreadnought	Fry	Singapore	Liverpool
17	Anna	Wittenben	Hong Kong	Cardiff
17	St. George	Evans	Galle	Do.
17	John N. Gamewell	Berry	Penang	Do.
17	Trafalgar	Wallace	Rangoon	Greenock
17	Cotherstone	Laurence	Singapore	Sunderland
17	Yusuquiza	M'Kenzie	Colombo	Glasgow
18	Stentor (s.)	Drenning	Shanghai	Liverpool

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Orchis, Oxfordshire, Flintshire. For Singapore, Hong Kong, and Shanghai: Hankow, Quang-Se.

SAILING VESSELS.—For Yokohama and Hiogo: Ziba, Forward Ho. For Shanghai: Undine. For Hong Kong: Evelyn, Echo, Scotia. For Singapore: Tynedale. For Penang: Glenisla.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.). For Manila: Emiliano (str.). For Batavia: La Gaul. For Padang: J. F. Kranz. For Anjer: John Nicholson.

At GLASGOW.—For Yokohama: Candia (str.). For Penang: Cheang-Hock-Kian (str.),

SPOKEN.

JUNGFRAU, Cardiff, to Singapore, Nov. 11, 8.40 N., 26.22 W.
LIMA, Cardiff to Singapore, Nov. 22, 46.14 N., 13.20 W.
MARY BLUNDELL, Ilo Ilo to Channel, Nov. 4, 25 S., 5 E.
LAURENS COSTER, Newcastle to Sourabaya, Nov. 26, 7.50 N., 26 W.
WILY RICKMERS, Liverpool to Singapore, Nov. 14, 7.33 N., 25.19 W.
PERSIAN EMPIRE, London to Colombo, Nov. 27, 7.46 N., 25.20 W.
ROCKWOOD, Cardiff to Hong Kong, Nov. 13, 10.10 N., 25.60 W.
ELMIRANDA, Cardiff to Singapore, Nov. 26, 5 S., 33 W.
SOURABAYA, Greenock to Java, Nov. 7, 1 N., 23.6 W.
MARIE, Hamburgh to Manila, Oct. 29, 9.30 N., 24.5 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 55s. weight, 50s. meast. To Hiogo: 55s. weight, 55s. meast. To Nagasaki: 60s. weight, 65s. meast. To Shanghai: 45s. weight, 40s. meast. To Hankow: 60s. weight, 55s. meast. To Hong Kong: 45s. weight, 40s. meast. To Singapore: 45s. weight, 35s. meast. To Penang: 45s. weight, 35s. meast. To Colombo: 35s. weight or meast. To Batavia: 60s. meast. To Samarang: 65s. meast. To Sourabaya: 70s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meast. To Hiogo: 40s. weight or meast. To Shanghai: 30s. weight, 25s. meast. To Hong Kong: 30s. weight, 25s. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 25s. weight, 20s. meast. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £22. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 24s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 34s. 6d. To Shanghai: 32s. 6d. To Hong Kong: 30s. To Manila: 26s. To Singapore: 22s. To Colombo: 20s. To Galle: 21s. To Batavia and Sourabaya: 24s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 16s. To Batavia and Sourabaya: 20s. To Galle: 18s.

INSURANCE.

	Mails. In Tar. s. d.	Mails. In Tin. s. d.	Mails. F.Pa. s. d.	First class steamer. In Tar. s. d.	First class steamer. In Tin. s. d.	First class steamer. F.Pa. s. d.	Sailing. In Tin. s. d.	Sailing. F.Pa. s. d.
Penang, Singapore, Colombo	25 0	17 6	17 6	35 0 to 27 6 / 35 0	25 0 to 25 0 / 27 6	22 6 to 25 0 / 25 0	27 6	25 0
Hong Kong	35 0	27 6	25 0	45 0	32 6	30 0	40 0	35 0
Shanghai	40 0	32 6 to 35 0	30 0	50 0	37 6	35 0	45 0	40 0
Yokohama	40 0	32 6	30 0	50 0 to 45 0	42 6	40 0	45 0	40 0

CASUALTIES.

FALMOUTH.—Dec. 18, the Loch Awe, from Batavia, has arrived here leaky, and with other damage.

QUEENSTOWN.—Arrived Dec. 19, Hougoumont, Singer, from Penang for London (general), with rudder head damaged and deckhouse washed away.

MARSEILLES.—Dec. 18, the Robertus Hendrikus, from Batavia, arrived here on the 15th inst. very leaky.

NEW YORK.—Dec. 11, the Fasan (Nor.) Sanberg, which sailed hence, Nov. 30 for Hong Kong and Manila, put back 5th inst., with loss of fore and main topgallantmasts.

MISCELLANEOUS.

ROTTERDAM.—Dec. 19, 213 blocks of tin, ex Thomas Sorby (str.), from Batavia, for Rotterdam, which stranded Oct. 6th, at Oosterbank, have been taken to Brouwershaven.

NAPLES.—Dec. 16, sailed Conrad (str.), from Batavia, for Nieuwe Diep, and reports having towed into Messina, on the 15th inst., the Portuguese man-of-war India, having fallen in with that vessel near Canada in distress with 400 people on board, and towed her 400 miles.

MALTA.—Passed Dec. 14, Milton (str.), from Singapore, for London; 18, Crocus (str.), from London, for Shanghai; 21, Torrington (str.), from Rotterdam, for Batavia.

NEW YORK.—Dec. 11, the James A. Brown, Greenish, from Batavia, for Boston, which put into St. Thomas Nov. 11, in distress, remained in port, Dec. 1, repairing. She had not discharged any cargo, and would be ready for sea in a few days.

NATAL.—Sailed Nov. 8, Rio de la Plata, for Java.

PORT ELIZABETH.—Nov. 20, the following cargo ex Ceylon; from Zebu to new York, at Algoa Bay, sold on Nov. 15, 1,200 bags sugar; and Nov. 18, 1,500 bags sugar. A survey has been held, and temporary repairs are recommended to the extent of £600 to enable the vessel to take on the remainder of her cargo. The Min. Fran. Van der Putte, Batavia to Rotterdam, also at Algoa Bay; is restowing the remainder of her cargo. She is now making no water, and will be caulked over all. The following of her cargo has been sold, on Nov. 15, 626 bags coffee, 44 packages sugar, 223 hides, 180 bags pepper, and 129 barrels tobacco; on Nov. 18, 440 bags coffee, 71 packages sugar, 240 hides, and 214 barrels tobacco.

NEW STEAMER.—The City of San Francisco, new iron steamer, for the Pacific Mail Steamship Company, arrived at San Francisco on the 26th ult., after making the quickest passage on record from New York, sixty-two days. She is one of three, the others being the City of New York, and City of Sydney, built on the same model at Chester, Pennsylvania, and intended for the Australian trade. This vessel was launched on Sept. 9, and is of the following dimensions:—Length 353 feet, breadth 40¼ feet, depth 39¼ feet from the hurricane deck, and 31 feet from the spar deck; tonnage 3,750 tons; is barque-rigged, and spreads 17,000 square feet of canvas. The City of New York was launched one month later, and the City of Sydney is nearly ready. The amount of coal consumed during the trip was twenty-seven tons per day. The City of San Francisco was to leave San Francisco on Dec. 6 for Australia, her first voyage, and afterwards at regular intervals; her crew numbers eighty-eight all told, and she will be commanded by **James J. Waddell.**

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THE NATIONAL SAFE DEPOSIT COMPANY (Limited).

1, Queen Victoria-street, Mansion House, London.
Capital, £500,000. Subscribed, £250,000.

DIRECTORS.

J. H. Pulleston, Esq., M.P., Chairman.
Lawford Acland, Esq., Chairman Ceylon Company.
George Arbuthnot, Esq., Chairman Oriental Bank Corporation.
George W. Barnett, Esq., Barnetts, Hoares, Hanburys, and Lloyd.
Horatio S. Coulson, Esq., Director United Discount Corporation.
Lord Wm. M. Hay, Director Eastern Telegraph Company.
Hugh F. Sandeman, Esq., Director Scottish Union Insurance Company.

The Company is now ready to let to approved applicants Safes in their Fire and Burglar proof Vaults, at rents from £2 10s. to £30 per annum.

No insurance is necessary.

The main object of the Company is to provide the public with a perfectly secure, yet inexpensive repository for valuables of every description, and relieve them from the harassing and wearing strain occasioned by the personal care of such property. The Company take for safe custody all kinds of securities, valuable property, bonds, wills, marriage settlements, and other documents, and guarantee their value when required. Drawn bonds, coupons, &c., collected.

The Company undertake the duties of trustees, receivers, and executors, and act in other confidential capacities.

The Great Vault is superior to any building in the world intended for similar purposes. The utility of these Safes, which are entirely underground, is undeniable, as bankers are not responsible for deposit of valuables.

The loss of many kinds of securities is irreparable, the loser having no recourse against the Government or other party issuing them. A constant watch is kept both inside and outside the building. There is a room especially adapted and reserved for ladies. The premises can be inspected, and further particulars obtained on application. HENRY WEST, Manager.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokahama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

SUB-MANAGER.—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

Office hours, 10 to 4; Saturdays, 10 to 2.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

CHUBBS' PATENT SAFES

ARE

FIRE AND THIEF RESISTING.

CHUBB'S IRON DOORS

FOR STRONG ROOMS.

CHUBBS' PATENT DETECTOR LOCKS,

CASH, DEED, AND WRITING BOXES.

CHUBB & SON,

57, ST. PAUL'S-CHURCHYARD, LONDON.

PRICE LISTS FREE.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $100,000, at exchange of 4s. 6d.—£22,500.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

MANAGER—D. McLean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

SODA WATER MACHINES

1862. 1873.

(No previous knowledge of the business required)

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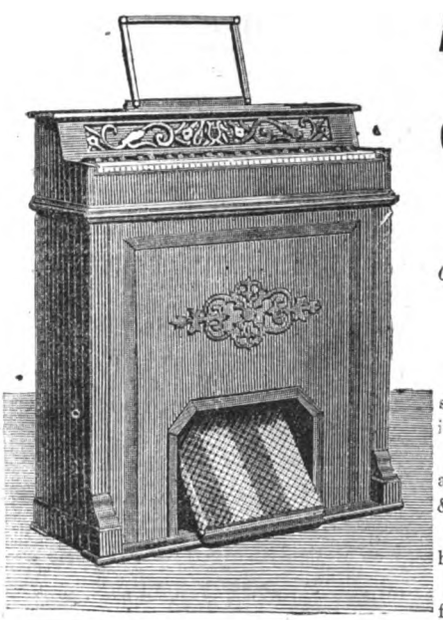

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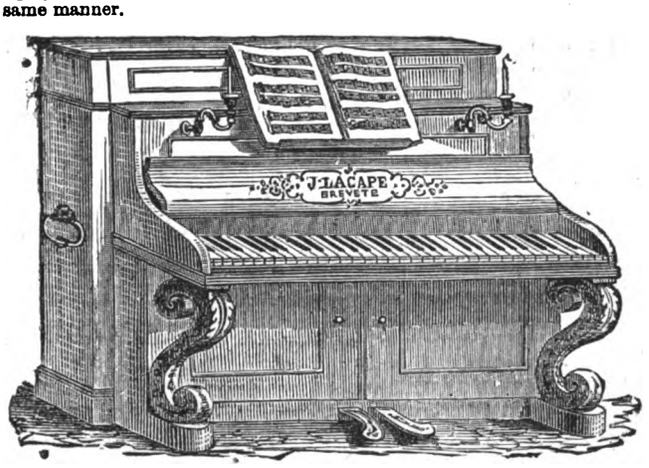

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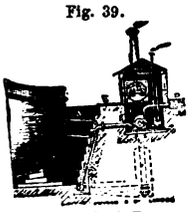
Fig. 39.



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The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.

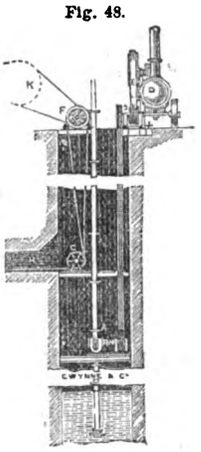

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Fig. 100.

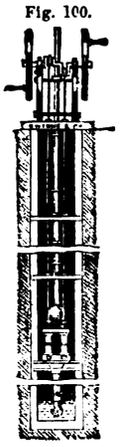

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Fig. 86.

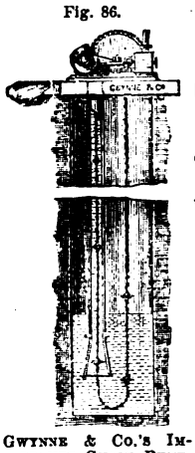

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Fig. 146.

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Fig. 154.

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Fig. 142.

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Fig. 192.

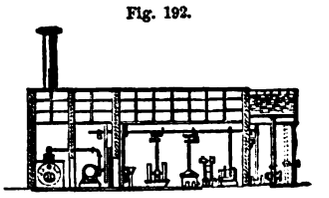

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Fig. 193.

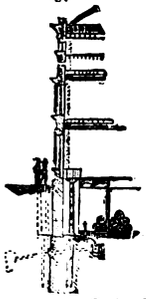

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Fig. 121.

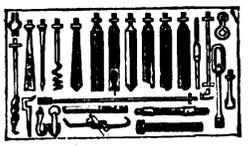

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Fig. 31.

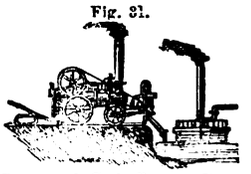

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Fig. 105.

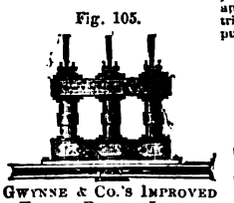

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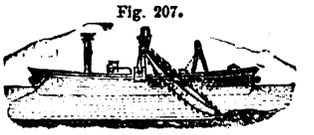
Fig. 207.



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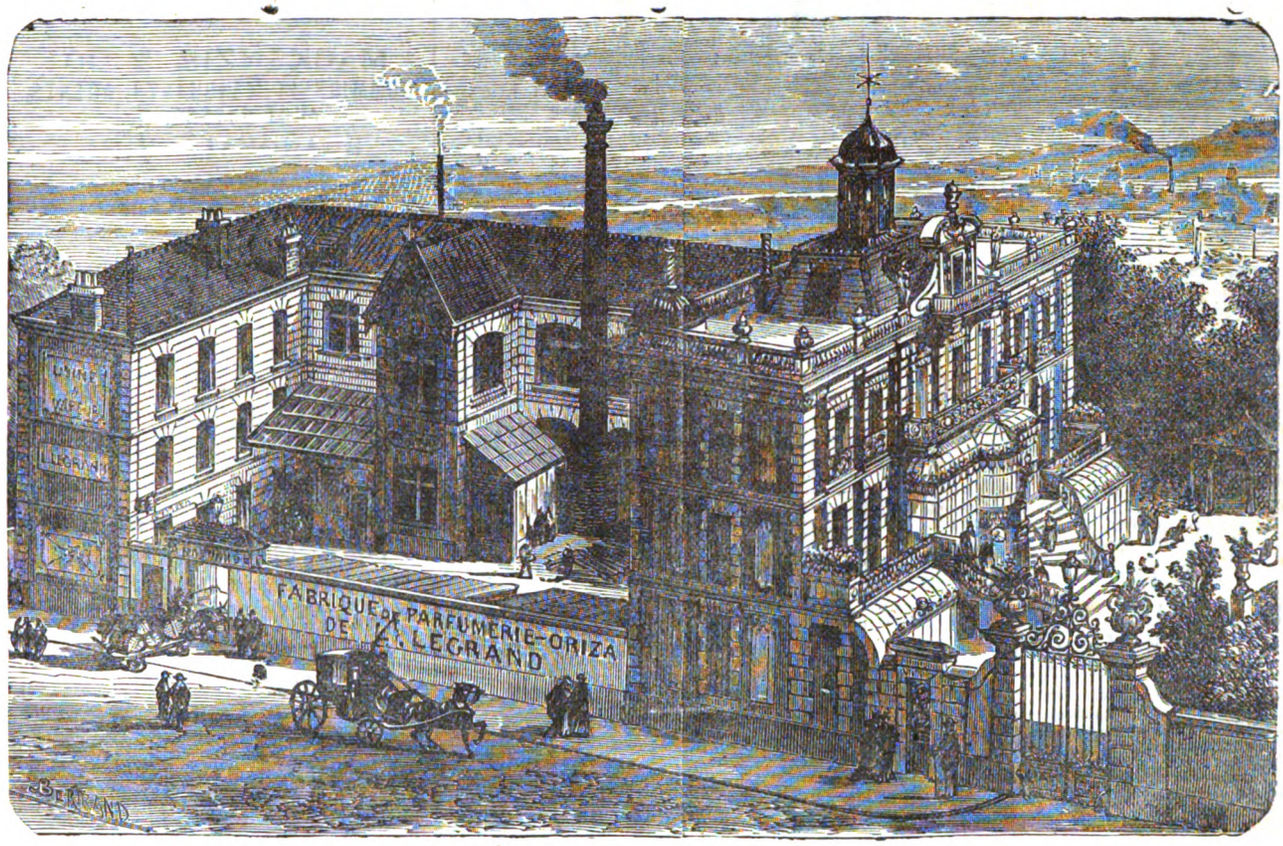

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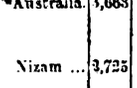
OVERLAND ROUTE and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
*Australia.	3,663	600	Dec. 3	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Nizam ...	3,725	450	Jan. 6	Mediterranean, Aden, Bombay.
*Indus ...	3,470	500	Jan. 13	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.



OVERLAND ROUTE and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY despatch their steamers from Southampton, via the SUEZ CANAL, every Thursday, from Venice every Friday, and from Brindisi, with the Overland Mails, every Monday.

Offices:—122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

OVERLAND ROUTE via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of December.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles, as explained in the Company's handbooks.

For Passage Rates and Particulars see the Company's handbooks, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

PRELIMINARY NOTICE.

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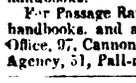
(LIMITED).

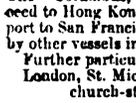


THE new, powerful, and handsomely-fitted iron screw steamers of this Company are intended to resume their trips between San Francisco, Japan, and China at an early date, when it is hoped that their reputation for speed, safety, and comfort will secure them a large share of the increased traffic of the North Pacific.

The "Vancouver" will probably be the first vessel to leave San Francisco, succeeded by the "Vasco de Gama." The "Columbus," to be launched in January, will proceed to Hong Kong and make her first voyage from that port to San Francisco, via Yokohama, and will be followed by other vessels in due course.

Further particulars will be published shortly.

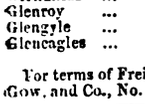
London, St. Michael's-buildings, 9, Gracechurch-street, Nov. 20, 1875.



GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Quang Se	100 A1	2,788	400	Dec. 31
Glenearn	100 A1	2,120	330	Jan. 13
Glenartney	100 A1	2,106	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenfalloch	100 A1	2,126	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
Glengyle	100 A1	1,676	200	To follow
Gleneagles	100 A1	2,120	330	New boat

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons.	Brokers.	To Sail.
Quang Se, s.s. ...	2,788	McGregor, Gow, & Co.	Dec. 30
Glenlyon, s.s. ...	2,119	Do.	Dec. —
Flintshire, s.s. ...	1,243	Norris & Joyner...	Dec. 30
Hankow, s.s. ...	2,332	Do.	Jan. 10
Glenearn, s.s. ...	2,129	McGregor, Gow, & Co.	Jan. 13
Candia, s.s.	1,982	Do.	Jan. 23
LIVERPOOL.			
Diomed, s.s. ...		Alfred Holt ...	Dec. 30
Patroclus, s.s. ...		" ...	Jan. 12
GLASGOW.			
Cheang Hock Kian, s.s.	1,459	T. Skinner & Co.	Jan. —

* Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kg., & Japan	Orchis, s.s....	A1 100	S.W.I.D.	Dec. —
Hong Kong..	Evelyn	A1 13 yr.	S.W.I.D.	With des.
Yokohama & Hiogo	Forward Ho!	A1 17 yr.	S.W.I.D.	With des.
Do.	Ziba.....	A1 13 yr.	S.W.I.D.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

Via the Suez Canal,

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO (taking cargo for transhipment to Manila and Java, at through rates), the magnificent full-powered Clyde-built ocean steam clipper ship ORCHIS, 100 A1, 1,138 tons register, 1,000-h. p. effective, 200-h. p. nominal; B. C. LUCAS, commander; South-West India Docks.

For Freight or Passage apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.; and Tonschambers, King-street, Manchester.

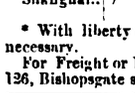
FOR CHINA AND JAPAN.—The following splendid first class STEAMERS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last shipping day
Pen., Sing., Yoko., & Hiogo.....	Flintshire*	100 A1	S.W.I.D.	Jan. 6
Pen., Sing., Hg Kg., & Shanghai..	Hankow ...	100 A1	S.W.I.D.	Jan. 10

* With liberty to call at Falmouth for passengers, if necessary.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C.

Steam via the Suez Canal.



TO PENANG, SINGAPORE, YOKOHAMA, and HIOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk. Last Shipping Day, 30th December. The favourite full-powered screw steamer FLINTSHIRE, 100 A1, 1,243 tons, 150-horse power nominal; GEORGE REYNOLDS, Commander; South West India Docks. This magnificent steamer offers the most favourable opportunity for goods and passengers, the elegant and spacious cabins being replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill)

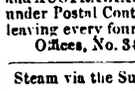
CHINA AND JAPAN, FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S steamers leave Hamburg on the 27th, and Havre on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SUNDIUS, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SHAW, WILLIAMS, and CO. will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tns.	Dock.	Sailing.
Hong Kong & Foochow	Echo	A1 13 yr.	869	W.I.	With des
Hong Kong	Scotia	A1	774	W.I.	With des

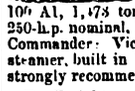
Apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.



SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

Steam via the Suez Canal. Last shipping day, Jan. 15.



FOR YOKOHAMA and HIOGO, calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship NAPLES, 100 A1, 1,478 tons register, 2,359 tons gross register, 250-h.p. nominal, 1,250-h.p. effective; J. P. A. FLINDT, Commander; Victoria Docks. This fine high-classed steamer, built in 1875 especially for the China trade, is strongly recommended to shippers.

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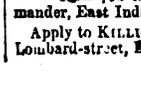

FOR SHANGHAI DIRECT, with quick despatch, the splendid China clipper ship UNDINE, A 1 16 years, 796 tons register, E. R. FAUCKNER, Commander, East India Docks.

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